

# Northern Tier Regional Planning and Development Commission



## 2023 – 2026 Transportation Improvement Program (TIP)



# Table of Contents

---

Northern Tier RPO Staff and Contact Information.....	1
Transportation Improvement Program (TIP)/Twelve Year Plan (TYP) 2023 – 2026 Update Document Summary.....	2
Frequently Used Acronyms.....	3
Fund Category Appendix.....	5
TIP Development Timeline.....	6
Northern Tier RPO 2023 TIP Update Timeline.....	7
Project Selection Process.....	8
Performance Based Planning.....	11
Northern Tier Performance Management .....	25
• PM1.....	25
• PM2.....	26
• PM3.....	29
• Transit.....	30
2023 - 2026 Transportation Improvement Program Public Narratives.....	31
• Bradford County.....	32
• Sullivan.....	71
• Susquehanna.....	86
• Tioga County.....	104
• Wyoming County.....	133
FFY 2023 - 2026 Northern Tier TIP Spreadsheet.....	143
• Bradford County.....	144
• Sullivan.....	152
• Susquehanna.....	154
• Tioga County.....	156
• Wyoming County.....	161
2023 – 2026 Transportation Improvement Program Transit Narratives.....	163
FFY 2023 Northern Tier TIP Transit Spreadsheet.....	168
2023 Interstate Management Transportation Improvement Program Project List.....	169
FFY 2023 Interstate TIP Spreadsheet.....	178
2023 Interstate Transportation Improvement Program Public Narrative Report.....	180
2023 Interstate Management Transportation Management Transportation Improvement Project Map.....	183
2023 Rail-Highway Crossing (RRX) Project List.....	185
2023 Highway Safety Improvement Program (HSIP) Set-Aside Project List.....	189
2023 Secretary's Discretionary (Spike) Project List NHPP-STP-State Funds.....	192
2023 Transportation Systems Management and Operations (TSMO) Project List.....	196

Financial Constraint Tables.....	198
2023 - 2026 Environmental Justice - Benefits and Burdens.....	200
Air Quality Resolution.....	208
Air Quality Conformity Determination Report.....	211
Public Participation Notices.....	221
Northern Tier RPO Public Participation Plan.....	224
Title VI Policy Statement.....	250
TIP Revision Procedures/MOU.....	260
Regionally Significant Projects Implemented From prior TIP (FFY 2021-2024).....	267
Regional Estimated Totals.....	269
Appendix A - Pennsylvania's 2023 Transportation Program General and Procedural Guidance.....	272
2023 - 2026 Northern Tier TIP Public Comments.....	321

# 2023 - 2026 Transportation Improvement Program

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

## **NTRPO STAFF AND CONTACT INFORMATION**

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

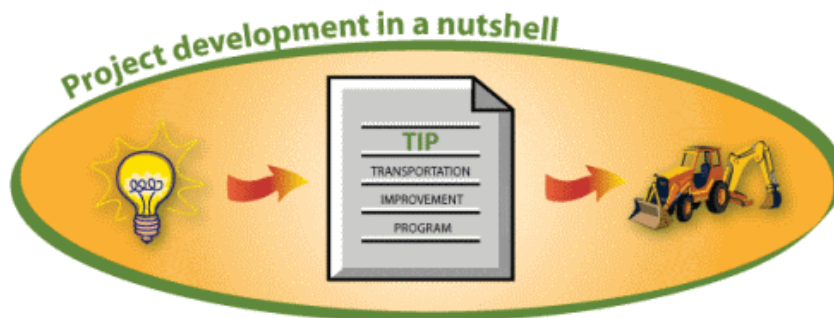
Kevin Abrams, Executive Director  
Frank Thompson, Deputy Director  
Amy Benjamin, Fiscal Manager  
Brian Baker, Regional Planning Program Manager  
Brett Voloshin, Regional Planning Assistant/GIS Coordinator

[abrams@northerntier.org](mailto:abrams@northerntier.org)  
[thompson@northerntier.org](mailto:thompson@northerntier.org)  
[benjamin@northerntier.org](mailto:benjamin@northerntier.org)  
[baker@northerntier.org](mailto:baker@northerntier.org)  
[voloshin@northerntier.org](mailto:voloshin@northerntier.org)

**Northern Tier Rural Planning Organization  
Transportation Improvement Program (TIP)/Twelve Year Plan (TYP)  
2023 – 2026 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](http://www.northerntier.org)

PA One Map Mapping Tool – [www.gis.penndot.gov/onemap](http://www.gis.penndot.gov/onemap)

State Transportation Commission – [www.talkpatransportation.com](http://www.talkpatransportation.com)

# 2023 - 2026 Transportation Improvement Program

## Frequently Used Acronyms

<b><u>Acronym</u></b>	<b><u>Definition</u></b>
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

## 2023 - 2026 Transportation Improvement Program

<b><u>Acronym</u></b>	<b>Definition</b>
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

# 2023 - 2026 Transportation Improvement Program

Date: 4/6/20 10:53AM

Statewide Line Items TIP - Highway & Bridge Projects

Page 18 of 18

## Fund Category Appendix

Fund Category Code	Fund Category Description	Fund Category Code	Fund Category Description
ACT13	Local at risk bridges - Marcellus Legacy Fund	SSE	Supportive Services Enterprise
ACT3	Act 3 Public Transportation Grant	STE	Surface Transportation Enhancement
ACT4A	Act 4A Supplemental Operating Grant	STN	STP - Nonurbanized
ACT83	Transit Bond	STP	Surface Transportation Prog-Flexible
ADMUO	Administration Use Only - Do Not Use	STR	Surface Transportation Rural
AIP	FAA Airport Improvement Program	STU	Surface Transportation Urban
APD	Appalachia Development	SXF	Special Federal Funds (Demo)
APL	Appalachia Local Access	TAP	Transportation Alternatives (TAP) Flexible
BDP	Bridge Discretionary Program	TAU	Tap > 200,000 Population
BGENT	FAA Block Grant Entitlement	TCS	Transpo & Community System Pres.
BND	Bridge Bonding	TIGER	Trans Investment Generating Economic Recovery
BOF	Bridge Off System	TIGGR	Transit Investment for Greenhouse Gas and Energy R
CAQ	Congestion Mitigation/Air Quality	TPK	Turnpike
CB	Capital Budget Nonhighway	TTE	Transit Transportation Enhancements
DAR	Defense Access Roads	073	Green Light-Go
DBE	Disadvantages Business Enterprise	137	Municipal Bridge Improvements and Bundling
D4R	Discretionary Interstate Maintenance	138	Rural Commercial Routes
EB	Equity Bonus	140	Intelligent Transportation System
ECONR	Economic Recovery	144	302-87-3 Transportation Assistance
FAABG	FAA Block Grant	160	Community Transport.-Equip Grant
FAAD	FAA Discretionary	163	Community Transport.- Equip Grant
FAI	Interstate Construction	164	PTAF
FB	Ferry Boat/Ferry Terminal Facilities	175	FTA- Capital Improvements
FFL	Federal Flood	179	Local Bridge Construction (Act 26 Counties)
FHA	Public Lands Highways	183	Local Bridge Construction
FLAP	Federal Lands Access Program	184	Restoration - Hwy Transfer
FLH	Forest Highways	185	State Bridge Construction
FRA	Federal Railroad Administration	208	FTA- Discretionary Capital
FRB	Ferry Boat	244	ARLE Projects
FTAD	FTA Discretionary Funds	278	Safety Admin
GEN	PA General Fund	338	PT - 1513 Mass Transit Operating
HCB	Historic Covered Bridge	339	PT - 1514 Asst Imprmnt / 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



# 2023 - 2026 Transportation Improvement Program

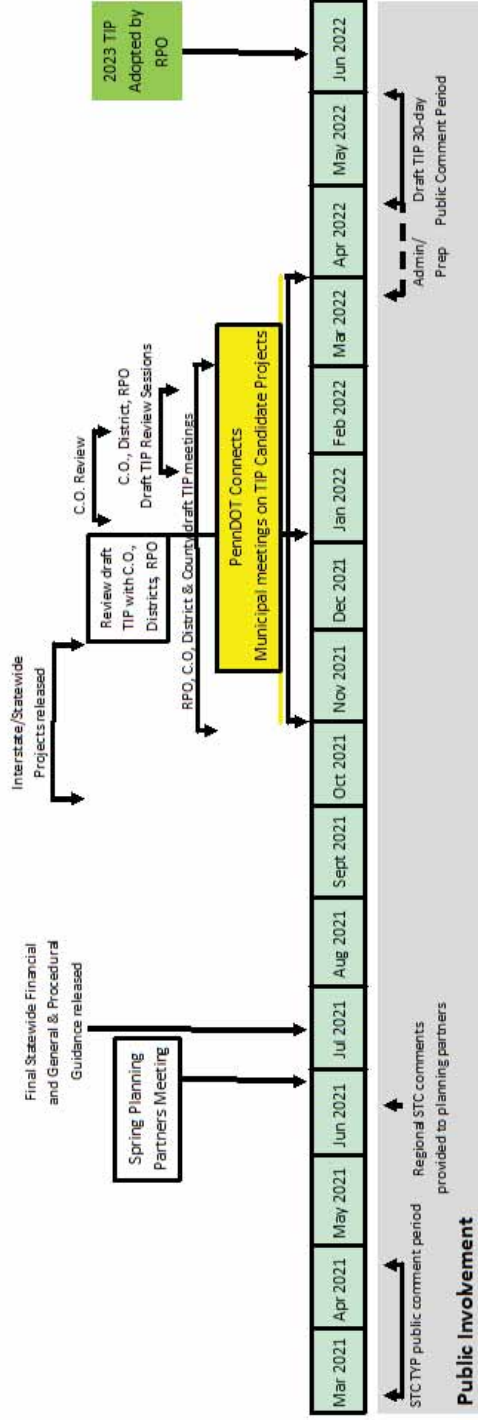
## TIP Development Timeline

<b>October 4, 2022</b>	RTAC Meeting TIP Kickoff
<b>December 13, 2022</b>	RTAC Meeting Draft TIP Discussion
<b>January 6, 2022</b>	Draft TIP Meeting with Northern Tier RPO Staff and PennDOT
<b>January 18, 2022</b>	Draft TIP conference call with PennDOT Central Office and Districts
<b>January 31, 2022</b>	Susquehanna County draft TIP meeting
<b>February 7, 2022</b>	RTAC Meeting Draft TIP Review
<b>February 10, 2022</b>	Sullivan County draft TIP meeting
<b>February 16, 2022</b>	Bradford County draft TIP meeting
<b>February 28, 2022</b>	Wyoming County draft TIP meeting
<b>March 10, 2022</b>	Tioga County draft TIP meeting
<b>April 4, 2022</b>	RTAC Meeting Approval to Advertise for Public Comment
<b>April, 2022</b>	Advertisement of Public Comment Period
<b>May 2-31, 2022</b>	Public Comment Period
<b>May 24, 2022</b>	TIP Public Meeting/Conference Call
<b>June 6, 2022</b>	RTAC Meeting Approve TIP for Executive Board Adoption
<b>June 17, 2022</b>	TIP Adoption by the Northern Tier Executive Board

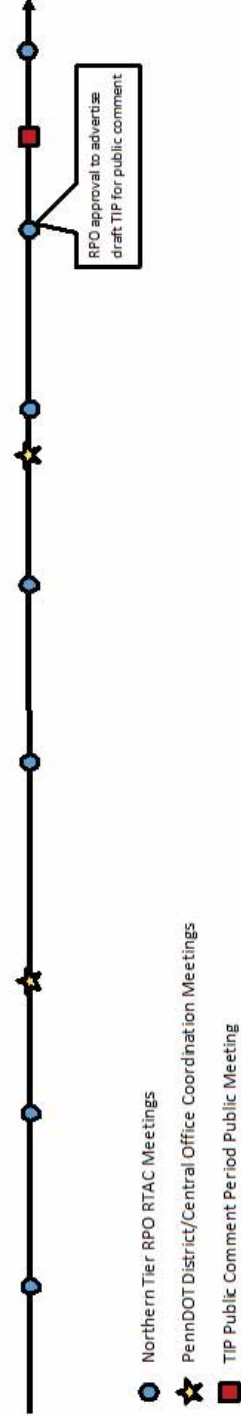
## Northern Tier RPO 2023 TIP Update Timeline



### TIP Development Milestones



### Tip Meetings Schedule



## 2023 - 2026 Transportation Improvement Program

### **2023-2026 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 2022 for the 2023-2026 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.

## 2023 - 2026 Transportation Improvement Program

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 2023-2026 TIP, which were not carryovers from the previous TIP, are consistent with PennDOT's new "Transportation Investment Plan." The purpose of the Transportation Investment Plan is to make ongoing assessments and to reevaluate the data associated with the transportation decision-making process by ensuring that each dollar invested is being directed in a fashion that meets a "strategic direction" and that enhances the overall "performance" of the Commonwealth's transportation system. The Investment Plan focuses on the following four priority areas:

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

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

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

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

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

## 2023 - 2026 Transportation Improvement Program

- 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 2021-2024 TIP. The transit projects reflect the priorities established by:

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

## Transportation Performance Management

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

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

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

## Performance Based Planning and Programming

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

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

# 2023 - 2026 Transportation Improvement Program

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

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



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

## Evaluating 2023-2026 STIP Performance

The Federal Fiscal Year (FFY) 2023-2026 State Transportation Improvement Program (STIP) supports the goal areas established in PennDOT's current long range transportation plan (Pennsylvania 2045). These include safety, mobility, equity, resilience, performance and resources. The goals are aligned with the national goal areas and federal performance measures and guide PennDOT in addressing transportation priorities.



The following sections provide an overview of the federal performance measures. Since asset management, reliability and CMAQ targets have not yet been set for the 2022-2025 performance period, the current project selection process for the FY2023-2026 TIP is highlighted and related to meeting future targets. Over the 4-year STIP, nearly 85% of the total funding is associated with highway and bridge reconstruction, preservation, and restoration projects. However, these projects are also anticipated to provide significant improvements to highway safety and traffic reliability for both passenger and freight travel. Through these performance measures, PennDOT will continue to track



## 2023 - 2026 Transportation Improvement Program

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

### Safety Performance Measures (PM1)

Background		
<p>The FHWA rules for the <i>National Performance Management Measures: Highway Safety Improvement Program</i> (Safety PM) and <i>Highway Safety Improvement Program</i> (HSIP) were published in the Federal Register (<a href="#">81 FR 13881</a> and <a href="#">81 FR 13722</a>) on March 15, 2016, and became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). The current regulations are found at <a href="#">23 CFR 490 Subpart B</a> and <a href="#">23 CFR 924</a>. Targets for the safety measures are established on an annual basis.</p>		
Data Source		
<p>Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS).</p>		
2022 Safety Measures and Targets (Statewide)		
Measure	Baseline (2016-2020)	Target (2018-2022)
Number of fatalities	1,140.6	<b>1,113.7</b>
Rate of fatalities per 100 million VMT	1.157	<b>1.205</b>
Number of serious injuries	4445.6	<b>4,490.8</b>
Rate of serious injuries per 100 million VMT	4.510	<b>4.860</b>
Number of non-motorized fatalities & serious injuries	761.2	<b>730.1</b>
Methods for Developing Targets		
<p>An analysis of Pennsylvania's historic safety trends was utilized as the basis for PennDOT and MPO/RPO coordination on the State's safety targets. The targets listed above are based on a 2% annual reduction for fatalities and maintaining levels for suspected serious injuries, which was derived from the actions listed in the <a href="#">Strategic Highway Safety Plan (SHSP)</a>, crash data analysis and the desire to support the national initiative Toward Zero Deaths.</p>		

#### Progress Towards Target Achievement and Reporting:

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

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



## 2023 - 2026 Transportation Improvement Program

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

Pursuant to 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress toward meeting its safety performance targets when at least 4 of the 5 safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance for the year prior to the establishment of the target. For Pennsylvania’s 2020 targets, the FHWA determined in March 2022 that Pennsylvania did not meet the statewide targets and is subject to the provisions of 23 U.S.C. § 148 (i). This requires the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. In addition, the Department is required to obligate in Federal Fiscal Year (FFY) 2023 an amount equal to the FFY 2019 HSIP apportionment.

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

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

### **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 2023-2026 STIP includes \$520 million of HSIP funding. The Department distributes nearly 70% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a portion of the HSIP funding is reserved for various safety initiatives statewide. A complete listing of the HSIP projects is included in Appendix A (page 189).
- All projects utilizing HSIP funds are evaluated based on a Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high-risk rural roads, and deliverability. Specifically, as part of PennDOT’s HSIP application process, a data-driven safety analysis in the form of B/C analysis or HSM analysis is required. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the TIP will support the fatality and serious injury reductions goals established under PM1.

## 2023 - 2026 Transportation Improvement Program

- The process for selecting safety projects for inclusion in the TIP begins with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is included in PennDOT's OneMap to ease use by PennDOT's partners. At the current time, this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. Once this analysis has been performed, the data is used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern
- PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.<sup>1</sup>
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in EDC 5 to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These efforts new strategies are incorporated into future updates to the SHSP.
- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many of these projects also provide important safety benefits.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are the best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

### 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 was published in the Federal Register ([82 FR 5886](#)) on January 18, 2017 and became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The measures are commonly known as PM2. The current regulations are found at [23 CFR 490 Subpart C and Subpart D](#). Targets are established for these measures as part of a four-year performance period, the first was 2018 to 2021. This TIP includes projects that will impact the second four-year performance period of 2022 to 2025.

#### Data Source

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

## 2023 - 2026 Transportation Improvement Program

Data for the pavement and bridge measures are based on information maintained in PennDOT's Roadway Management System (RMS) and Bridge Management System (BMS). The VMT are derived from the Highway Performance Monitoring System (HPMS).			
<b>2022-2025 Pavement Performance Measure Targets (Statewide) – Due October 1<sup>st</sup> 2022</b>			
<b>Measure</b>	<b>Baseline 2021</b>	<b>2-year Target 2023</b>	<b>4-year Target 2025</b>
% of Interstate pavements in Good condition	TBD	TBD	TBD
% of Interstate pavements in Poor condition	TBD	TBD	TBD
% of non-Interstate NHS pavements in Good condition	TBD	TBD	TBD
% of non-Interstate NHS pavements in Poor condition	TBD	TBD	TBD
<b>Bridge Performance Measure Targets (Statewide)</b>			
<b>Measure</b>	<b>Baseline 2021</b>	<b>2-year Target 2023</b>	<b>4-year Target 2025</b>
% of NHS bridges by deck area in Good condition	TBD	TBD	TBD
% of NHS bridges by deck area in Poor condition	TBD	TBD	TBD
<b>Methods for Developing Targets</b>			
Pennsylvania's pavement and bridge targets will be established by October 2022 through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA's Pennsylvania Division. The targets will be consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals. <sup>2</sup> Targets are expected to be calculated based general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the TIP along with planned state funded maintenance projects.			

### Progress Towards Target Achievement and Reporting:

PennDOT continues to implement enterprise asset management for programming and decision-making as outlined in the TAMP.<sup>3</sup> PennDOT is transitioning to the new TAMP that was finalized in the summer of 2022. The tools and methodologies are continually evaluated to prioritize state-of-good repair approaches that preserve transportation system assets. Within the TAMP, PennDOT identifies the following key objectives:

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

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

PennDOT and the MPOs/RPOs continue to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward the achievement of the statewide pavement/bridge objectives and targets that will be established for the 2022-2025 performance period. Pennsylvania's pavement and

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

<sup>3</sup> PennDOT TAMP: <https://www.penndot.pa.gov/ProjectAndPrograms/Asset-Management/Pages/default.aspx>

## 2023 - 2026 Transportation Improvement Program

bridge projects provided in the FY2023-2026 TIP were selected through extensive coordination with PennDOT's Asset Management Section in accordance with the TAMP. The projects 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.

After the 2022-2025 performance targets are set, PennDOT will provide feedback on statewide and MPO/RPO-specific progress towards target achievement. The progress helps each region understand the impacts of their past bridge and pavement investments and can guide future planning goals and strategy assessments.

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

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

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge preservation, restoration, and reconstruction projects. Many of these projects are focused on our state's interstate and NHS roadways.
- Pennsylvania's investment strategy, reflected in the statewide 2023 Twelve Year Program (TYP) and 2023-2026 STIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- The TAMP provides a 12-year outlook that includes the financial strategy for various work types and is a driver for the TIP, STIP and LRTP development. The TAMP projects the levels of future investment necessary to meet the asset condition targets and contrasts them with expected funding levels. This helps PennDOT to make ongoing assessments and to reevaluate data associated with its future investment decisions.
- In support of the STIP development, PennDOT and MPOs/RPOs jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents.<sup>4</sup> The guidance, which is consistent with the TAMP, formalizes the process for Districts, MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program.
- The Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT's asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost.
- In the short term, candidate projects are defined, and the proposed program is compared to Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) outputs to verify that the program is developed to the lowest practical life cycle cost. The percentages of good and poor can also be projected for evaluation of how the program may impact the national performance measures. When PAMS and BAMS are further implemented and improved, then planners can use the systems to optimize the selection of projects to

<sup>4</sup> The 2023 Financial Guidance can be found at: <https://talkpatransportation.com/how-it-works/tip>

## 2023 - 2026 Transportation Improvement Program

achieve optimal performance within the funding constraints. Draft programs can then be analyzed in relation to the PM2 measures.

**System Performance Measures (PM3)**

Background			
<p>The FHWA final rule for the <i>National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program</i> was published in the Federal Register (<a href="#">82 FR 5970</a>) on January 18, 2017 and became effective on May 20, 2017. This rule established six measures related to various aspects of the transportation system (commonly known as PM3). The current regulations are found at <a href="#">23 CFR 490 Subparts E, F, G &amp; H</a>. Targets are established for these measures as part of a four-year performance period, the first was 2018 to 2021. This TIP includes projects that will impact future performance periods based on when projects are constructed or completed.</p>			
Data Source			
<p>The Regional Integrated Transportation Information System (RITIS) software platform is used to generate the travel time-based measures. Data from the American Community Survey (ACS) and FHWA’s CMAQ annual reporting system are used for the non-SOV travel and mobile source emissions measures, respectively.</p>			
Travel Time and Annual Peak Hour Excessive Delay Targets - Due October 1 <sup>st</sup> 2022			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
Interstate Reliability (Statewide)	TBD	TBD	TBD
Non-Interstate Reliability (Statewide)	TBD	TBD	TBD
Truck Reliability Index (Statewide)	TBD	TBD	TBD
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	Philadelphia - TBD	TBD	TBD
	Pittsburgh - TBD	TBD	TBD
	Reading	TBD	TBD
	Allentown	TBD	TBD
	Harrisburg	TBD	TBD
	York	TBD	TBD
	Lancaster	TBD	TBD
Non-SOV Travel Measure Targets			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	Philadelphia - TBD	TBD	TBD
	Pittsburgh - TBD	TBD	TBD
CMAQ Emission Targets			
Measure		2-year Target 2023	4-year Target 2025
VOC Emissions (Statewide)		TBD	TBD
NOx Emissions (Statewide)		TBD	TBD
PM2.5 Emissions (Statewide)		TBD	TBD
PM10 Emissions (Statewide)		TBD	TBD
CO Emissions (Statewide)		TBD	TBD
Methods for Developing Targets			
<p>The System Performance measure targets will be established by October 2022 in coordination with MPOs/RPOs within the state. PennDOT continues to evaluate historic variances in performance measures in relation to project completion to assist with the target setting process.</p>			

## Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support the improvement of the reliability and CMAQ performance measures. This future progress will be measured against the targets established for the 2022-2025 performance period. PennDOT continues to monitor the impacts of completed investments on performance measures to better evaluate investment strategies. These efforts include evaluating the causes of historic reliability and delay issues, identifying freight bottlenecks, and assessing completed projects that provided the most benefits to reliability.

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

### *PennDOT LRTP Mobility Goal and Objectives*

**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 Regional Operations Plans (ROPs) that integrate with the MPO Congestion Management Process (CMP) to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2023-2026 STIP includes over \$289 million of funding dedicated to congestion relief projects.
- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- The statewide CMAQ program provides over \$440 million of funding on the STIP for projects that benefit regional air quality. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ project selection procedures to maximize the air quality benefits from these projects.

## 2023 - 2026 Transportation Improvement Program

- Over \$210 million is provided in the STIP for multi-modal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.
- At this time, the potential impact of past and planned STIP investments on PM-3 performance measures are still being evaluated. The timeline for project implementation often prevents an assessment of measurable results until a number of years after project completion. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts in relation to other factors including incidents and weather on system reliability and delay.



**Transit Asset Management Performance Measures**

Background				
<p>In July 2016, FTA issued a final rule (<a href="#">TAM Rule</a>) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories (tier I and II) based on size and mode. The TAM process requires agencies to annually set performance measure targets and report performance against those targets. For more information see: <a href="#">Transit Asset Management   FTA (dot.gov)</a></p>				
Data Source				
<p>The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding, and additionally allows other tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining tier II systems except for Centre Area Transportation Authority (CATA), have elected to participate in the PennDOT Group Plan. The Group Plan is available on PennDOT’s website at <a href="#">PennDOT Group Plan</a>. The group plan is updated annually with new targets as well as the current performance of the group.</p>				
Transit Asset Management Targets (for all agencies in PennDOT Group Plan)				
Performance Measure	Asset Class	FY2020-21 Target	Current Performance	FY 2021-22 Target
Rolling Stock (Revenue Vehicles)				
<p><b>Age</b> % of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)</p>	AO-Automobile	16%	18%	<b>18%</b>
	BR-Over-the-road Bus	12%	18%	<b>18%</b>
	BU – Bus	29%	28%	<b>28%</b>
	CU-Cutaway	42%	52%	<b>52%</b>
	VN-Van	64%	63%	<b>63%</b>
	SV-Sports Utility Vehicle	17%	33%	<b>33%</b>
Equipment (Non-Revenue Vehicles)				
<p><b>Age</b> % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL</p>	Automobiles	46%	57%	<b>57%</b>
	Trucks / Rubber Tire Vehicles	50%	27%	<b>27%</b>
Facilities				
<p><b>Condition</b> % of facilities with a condition rating below 3.0 on the FTA TERM scale</p>	Administrative / Maintenance Facilities	30%	14%	<b>14%</b>
	Passenger / Parking Facilities	83%	84%	<b>84%</b>
Methods for Developing Targets				
<p>PennDOT annually updates performance targets based on two primary elements: the prior year’s performance and anticipated/obligated funding levels. PennDOT requires rolling stock and non-revenue vehicles (equipment) to meet both age and mileage ESL standards prior to being replaced. While the identified annual targets represent only age and condition in line with FTA guidelines, PennDOT will continue to apply age and mileage when making investment decisions.</p>				

## 2023 - 2026 Transportation Improvement Program

### **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 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.

### **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
- 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 C.F.R. Part 673) is meant to enhance safety by creating a framework for transit agencies to manage safety risks in their organization. It requires recipients of FTA funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS). At this time, recipients of only Section 5311 (Formula Grants for Rural Areas) or Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities Program) are exempt from the PTASP requirement.

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

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

All public transit agencies in the Commonwealth have written safety plans compliant with Part 673 as of July 20, 2021. These safety plans must be updated annually based on agency specific execution dates and shared with PennDOT BPT. It is also the transit agency's responsibility to share the updated plan with their respective MPO/RPO, so the new targets and measures can be incorporated into regional planning practices.

# 2023 - 2026 Transportation Improvement Program

## 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

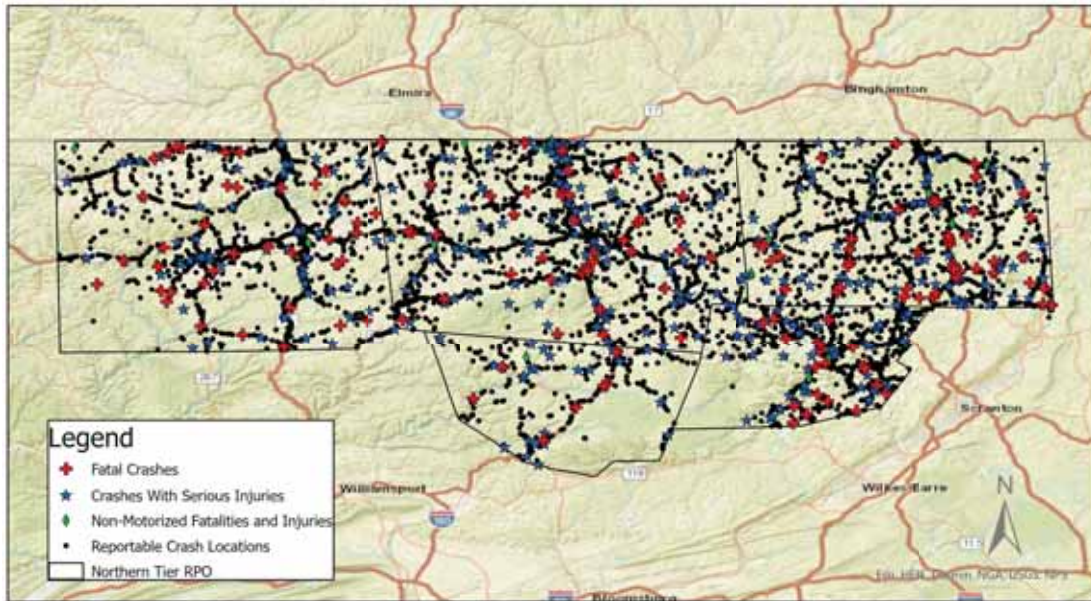
There are five PM1 performance measures:

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, 2018-2022	Northern Tier RPO Target, 2018-2022	Statewide Baseline, 2016-2020	Northern Tier RPO Baseline, 2016-2020
Number of Fatalities	1,113.7	28.3	1140.6	34.0
Fatality Rate (per 100 Million Miles Traveled)	1.205	1.506	1.157	1.750
Number of Serious Injuries	4,490.8	85.2	4,445.6	88.0
Serious Injury Rate (per 100 Million Miles Traveled)	4.860	4.535	4.510	4.528
Number of Non-motorized Fatalities and Serious Injuries	730.1	6.2	761.2	5.4

## Reportable Crash Locations, 2018-2022



PM1 was adopted by Northern Tier RPO on December 13, 2021.

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

# 2023 - 2026 Transportation Improvement Program

## 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 -  $\geq 7$
- Fair – 5 or 6
- Poor -  $\leq 4$

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.

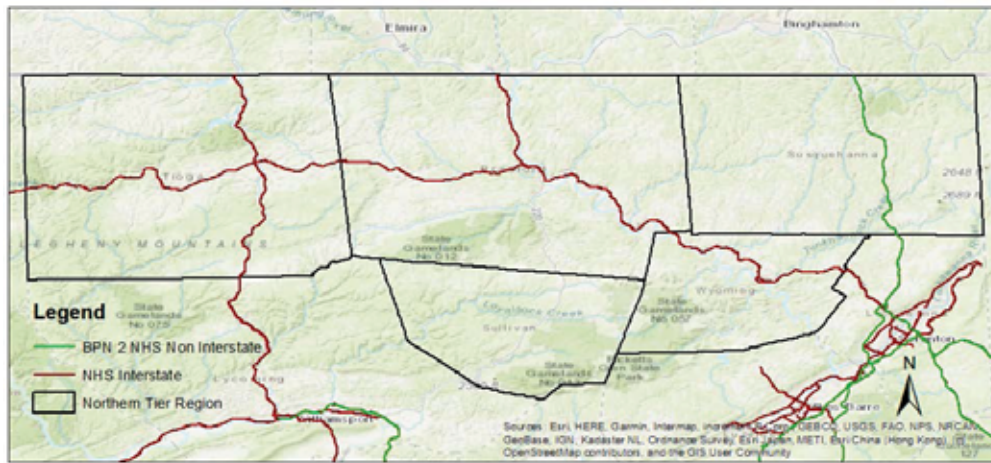
Baselines and Targets:



## 2023 - 2026 Transportation Improvement Program

Performance Measure	2020 Statewide Baseline	2022 2-Year Target	2024 4-Year Target
Percentage Interstate Pavement in Good condition	63%	N/A	68%
Percentage Interstate Pavement in Poor condition	3.36%	N/A	1%
Percentage NHS Non-Interstate Pavement in Good Conditon	52.58%	45%	52%
Percentage NHS Non-Interstate Pavement in Poor Conditon	1.71%	4%	3%
Percentage NHS Bridge Deck Area in Good Condition	23.70%	25.80%	26%
Percentage NHS Bridge Deck Area in Poor Condition	5.10%	5.60%	6%

### Interstates and National Highway System



### Northern Tier RPO Asset Conditions:

Performance Measure	2018	2020
Percentage Interstate Pavement Good Condition IRI	15.09%	16.69%
Percentage Interstate Pavement Good Condition OPI	26.26%	49.34%
Percentage Interstate Pavement Poor Condition IRI	2.78%	17.42%
Percentage Interstate Pavement Poor Condition OPI	20.27%	24.51%
Percentage NHS Non-Interstate Pavement Good Condition IRI	31.04%	33.67%
Percentage NHS Non-Interstate Pavement Good Condition OPI	63.15%	69.93%
Percentage NHS Non-Interstate Pavement Poor Condition IRI	4.48%	2.74%
Percentage NHS Non-Interstate Pavement Poor Condition OPI	5.67%	8.49%
Percentage Interstate Bridge Deck Area in Good Condition	5.56%	0.00%
Percentage Interstate Bridge Deck Area in Poor Condition	2.95%	2.95%
Percentage NHS Non-Interstate Bridge Deck Area in Good Condition	72.19%	72.67%
Percentage NHS non-Interstate Bridge Deck Area in Poor Condition	0.00%	0.00%

## 2023 - 2026 Transportation Improvement Program

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.

PM2 was adopted by Northern Tier RPO on October 15, 2018

### **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	2020 Statewide	2022 2-Year Target	2024 4-Year Target	2020 Northern Tier RPO Baseline
Interstate reliability	TBD	TBD	TBD	None received
NHS Reliability	TBD	TBD	TBD	None received
Truck reliability index	TBD	TBD	TBD	None received

PM3 was adopted by Northern Tier RPO on October 18, 2018



## 2023 - 2026 Transportation Improvement Program

### 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	2019 Target (%)	2019 Performance (%)	2019 Difference	2020 Target (%)
BU - Bus	0	0	0	0
CU - Cutaway	42	65.4	23.4	52
MB - Minibus	0	0	0	4
MV - Minivan	64	76.2	12.2	52
VN - Van	64	57.1	-6.9	65
2. Service Vehicles - Percent of service vehicles that have met or exceeded their useful life benchmark				
Performance Measure	2019 Target (%)	2019 Performance (%)	2019 Difference	2020 Target (%)
Automobiles	46	42.9	-3.1	57
Trucker	50	0	-50	27
3. Facility - Percent of facilities rated 3 or below on the condition scale				
Performance Measure	2019 Target (%)	2019 Performance (%)	2019 Difference	2020 Target (%)
Administration	30	100	70	14

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.

**2023 - 2026 Transportation  
Improvement Program Public  
Narratives**

# 2023 - 2026 Transportation Improvement Program

**Bradford**

**PennDOT Project Id:** 5110

**Project Administrator:** PENNDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Overton (TWP)

**Title:** T-348 over Millstone Creek

**State Route:** 0

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

**Estimated Construction Bid Date:** 1/1/23

**Actual Construction Bid Date:**

**Location:** Millstone Road (T-348 ) over Millstone Creek  
Overton Township

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	183	\$400	\$0	\$0	\$0	\$0	\$0
Construction	LOC	\$100	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$400	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$100	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$500	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$500</b>					

**PennDOT Project Id:** 5112

**Project Administrator:** PENNDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Troy (BORO)

**Title:** T-402 ov W Branch of Sugar Creek

**State Route:** 0

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

**Estimated Construction Bid Date:** 1/1/24

**Actual Construction Bid Date:**

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

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BRIP	\$0	\$100	\$0	\$0	\$0	\$0
Utility	BRIP	\$0	\$50	\$0	\$0	\$0	\$0
Right of Way	BRIP	\$0	\$150	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$400	\$400	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$700	\$400	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$700	\$400	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,100</b>					

**PennDOT Project Id:** 5129

**Project Administrator:** PENNDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Troy (BORO)

**Title:** S Railroad Street Bridge

**State Route:** 0

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

**Estimated Construction Bid Date:** 1/1/24

**Actual Construction Bid Date:**

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

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BRIP	\$0	\$150	\$0	\$0	\$0	\$0

# 2023 - 2026 Transportation Improvement Program

Utility	BOF	\$0	\$150	\$0	\$0	\$0	\$0
Right of Way	BRIP	\$0	\$50	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$669	\$531	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$1019	\$531	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$1,019	\$531	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>			<b>\$1,550</b>				

**PennDOT Project Id:** 5137

**Project Administrator:** PENNDOT

**Title:** SR 4027 over South Creek

**Improvement Type:** Bridge Rehabilitation

**State Route:** 4027

**Municipality:** South Creek (TWP)

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

**Estimated Construction Bid Date:** 9/1/27

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$0	\$25	\$75	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$50	\$0
Utility	185	\$0	\$0	\$0	\$0	\$10	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$917	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$917	\$0
	<b>State:</b>	\$0	\$0	\$0	\$25	\$150	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$25	\$1,067	\$0
<b>Total FFY 2023-2034 Cost</b>			<b>\$1,092</b>				

**PennDOT Project Id:** 5138

**Project Administrator:** PENNDOT

**Title:** SR 4027 over Buck Creek

**Improvement Type:** Bridge Replacement

**State Route:** 4027

**Municipality:** Ridgebury (TWP)

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

**Estimated Construction Bid Date:** 9/1/28

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$0	\$150	\$50	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$150	\$0
Utility	185	\$0	\$0	\$0	\$0	\$20	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$1,000	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$1000	\$0
	<b>State:</b>	\$0	\$0	\$0	\$150	\$235	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$150	\$1,235	\$0

# 2023 - 2026 Transportation Improvement Program

**Total FFY 2023-2034 Cost**      **\$1,385**

**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

**Estimated Construction Bid Date:** 9/1/26

**Actual Construction Bid Date:**

**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)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	BOF	\$0	\$80	\$80	\$0	\$0	\$0
Preliminary Engineering	183	\$0	\$15	\$15	\$0	\$0	\$0
Preliminary Engineering	LOC	\$0	\$5	\$5	\$0	\$0	\$0
Final Design	BOF	\$0	\$0	\$0	\$80	\$0	\$0
Final Design	183	\$0	\$0	\$0	\$15	\$0	\$0
Final Design	LOC	\$0	\$0	\$0	\$5	\$0	\$0
Utility	BOF	\$0	\$0	\$0	\$0	\$16	\$0
Utility	183	\$0	\$0	\$0	\$0	\$3	\$0
Utility	LOC	\$0	\$0	\$0	\$0	\$1	\$0
Right of Way	BOF	\$0	\$0	\$0	\$12	\$0	\$0
Right of Way	183	\$0	\$0	\$0	\$2	\$0	\$0
Right of Way	LOC	\$0	\$0	\$0	\$1	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$1,120	\$0
Construction	183	\$0	\$0	\$0	\$0	\$210	\$0
Construction	LOC	\$0	\$0	\$0	\$0	\$70	\$0
	<b>Federal:</b>	\$0	\$80	\$80	\$92	\$1136	\$0
	<b>State:</b>	\$0	\$15	\$15	\$17	\$213	\$0
	<b>Local/Other:</b>	\$0	\$5	\$5	\$6	\$71	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$100	\$100	\$115	\$1,420	\$0

**Total FFY 2023-2034 Cost**      **\$1,735**

**PennDOT Project Id:** 5192

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

**Title:** SR 4001 over Tributary to Browns Creek  
**State Route:** 4001  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 9/1/28

**Actual Construction Bid Date:**

**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)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$0	\$141	\$9	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$75	\$0
Utility	185	\$0	\$0	\$0	\$0	\$20	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	185	\$0	\$0	\$0	\$0	\$500	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$141	\$619	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$141	\$619	\$0

# 2023 - 2026 Transportation Improvement Program

**Total FFY 2023-2034 Cost**                 **\$760**

**PennDOT Project Id:** 5223

**Project Administrator:** PENNDOT  
**Improvement Type:** Bridge Improvement  
**Municipality:** Troy (BORO)

**Title:** Prospect Street over Fall Brook  
**State Route:** 0  
**Air Quality Status:** AQ Conformity Does Not Apply

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

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BOF	\$0	\$0	\$0	\$60	\$0	\$0
Utility	BOF	\$0	\$0	\$0	\$30	\$0	\$0
Right of Way	BOF	\$0	\$0	\$0	\$30	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$357	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$120	\$357	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$120	\$357	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$477</b>					

**PennDOT Project Id:** 5319

**Project Administrator:** PENNDOT  
**Improvement Type:** Resurface  
**Municipality:** Athens (TWP)

**Title:** SR199 to NY State Line NB  
**State Route:** 220  
**Air Quality Status:** AQ Conformity Does Not Apply

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

**Actual Construction Bid Date:**

**Location:** From State Route 199 to New York State Line  
Athens Township, Athens and South Waverly Boroughs

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	NHPP	\$1,394	\$1,382	\$424	\$0	\$0	\$0
	<b>Federal:</b>	\$1394	\$1382	\$424	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$1,394	\$1,382	\$424	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$3,200</b>					

**PennDOT Project Id:** 68018

**Project Administrator:** PennDOT  
**Improvement Type:** Restoration  
**Municipality:**

**Title:** NTIER TIP reserve D3  
**State Route:** 0  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:**

**Actual 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)

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

## 2023 - 2026 Transportation Improvement Program

Construction	BOF	\$0	\$1,181	\$0	\$0	\$10,525	\$10,312
Construction	BRIP	\$2	\$483	\$90	\$1,002	\$24,540	\$24,539
Construction	HSIP	\$0	\$0	\$0	\$0	\$1,743	\$1,844
Construction	NHPP	\$0	\$0	\$0	\$250	\$17,124	\$17,110
Construction	STP	\$153	\$155	\$160	\$1,055	\$7,990	\$5,341
Construction	185	\$285	\$0	\$166	\$0	\$2,313	\$1,680
Construction	581	\$17	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$155	\$1819	\$250	\$2307	\$61922	\$59146
	<b>State:</b>	\$302	\$0	\$166	\$0	\$2313	\$1680
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$457	\$1,819	\$416	\$2,307	\$64,235	\$60,826
<b>Total FFY 2023-2034 Cost</b>		<b>\$130,060</b>					

**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

**Estimated Construction Bid Date:** 9/1/24

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$50	\$75	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$45	\$50	\$0	\$0	\$0
Utility	185	\$0	\$0	\$20	\$0	\$0	\$0
Right of Way	185	\$0	\$15	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$250	\$250	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$50	\$135	\$320	\$250	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$50	\$135	\$320	\$250	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$755</b>					

**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

**Estimated Construction Bid Date:** 9/1/25

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$125	\$125	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$125	\$0	\$0	\$0
Utility	185	\$0	\$0	\$0	\$10	\$0	\$0
Right of Way	185	\$0	\$0	\$15	\$0	\$0	\$0
Construction	BRIP	\$0	\$0	\$1,294	\$1,140	\$0	\$0
Construction	STP	\$0	\$0	\$0	\$966	\$1,127	\$0
Construction	185	\$0	\$0	\$0	\$0	\$727	\$0

# 2023 - 2026 Transportation Improvement Program

<b>Federal:</b>	\$0	\$0	\$1294	\$2106	\$1127	\$0
<b>State:</b>	\$125	\$125	\$140	\$10	\$727	\$0
<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>	\$125	\$125	\$1,434	\$2,116	\$1,854	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$5,654</b>					

**PennDOT Project Id:** 78773

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Deck Rehabilitation  
**Municipality:** Rome (TWP)

**Title:** SR 1055 Over Parks Creek  
**State Route:** 1055  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 10/1/24

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$5	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$50	\$30	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$5	\$50	\$30	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$5	\$50	\$30	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$85</b>						

**PennDOT Project Id:** 78776

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Rehabilitation  
**Municipality:** Terry (TWP)

**Title:** SR2007 ov Sugar Run  
**State Route:** 2007  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 10/2/25

**Actual 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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$15	\$0	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$5	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$30	\$30	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$15	\$5	\$30	\$30	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$15	\$5	\$30	\$30	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$80</b>						

**PennDOT Project Id:** 78786

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Rehabilitation  
**Municipality:** Franklin (TWP)

**Title:** SR3001ovTowandaCreek  
**State Route:** 3001  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 9/1/26



# 2023 - 2026 Transportation Improvement Program

**Actual Construction Bid Date:**

**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)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$15	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$5	\$0	\$0
Construction	185	\$0	\$0	\$0	\$0	\$60	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$15	\$5	\$60	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$15	\$5	\$60	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$80</b>					

**PennDOT Project Id:** 78794

**Project Administrator:** PennDOT

**Title:** SR3009ovSugarCreek

**Improvement Type:** Bridge Rehabilitation

**State Route:** 3009

**Municipality:** Burlington (TWP)

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

**Estimated Construction Bid Date:** 10/5/23

**Actual Construction Bid Date:**

**Location:** SR 3009 (Main St) over Sugar Creek, Burlington Township, Bradford County  
BMS - 08 3009 0190 1378

**Project Description:** Bridge rehabilitation on SR 3009 (Main Street) over Sugar Creek in Burlington Township, Bradford County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BRIP	\$750	\$250	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$750	\$250	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$750	\$250	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,000</b>					

**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

**Estimated Construction Bid Date:** 10/8/26

**Actual Construction Bid Date:**

**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)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$15	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$5	\$0	\$0	\$0
Construction	185	\$0	\$0	\$0	\$30	\$30	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$15	\$5	\$30	\$30	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$15	\$5	\$30	\$30	\$0

# 2023 - 2026 Transportation Improvement Program

**Total FFY 2023-2034 Cost**            **\$80**

**PennDOT Project Id:** 87973

**Project Administrator:** PennDOT

**Improvement Type:** Resurface

**Municipality:** Troy (TWP)

**Title:** Sugar Creek to Gulf Rd

**State Route:** 6

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

**Estimated Construction Bid Date:** 12/8/22

**Actual Construction Bid Date:**

**Location:** US Route 6 from 0.3 miles east of SR 14 to 0.1 miles west of SR 4017 (Leona Road)  
Troy Township, Tioga County

**Project Description:**Resurfacing on US Route 6 from 0.3 miles east of SR 14 to 0.1 miles west of SR 4017 (Leona Road) in Troy Township, Bradford County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	NHPP	\$2,074	\$500	\$0	\$0	\$0	\$0
Construction	STP	\$2,116	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$4190	\$500	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$4,190	\$500	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$4,690</b>					

**PennDOT Project Id:** 88852

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Athens (TWP)

**Title:** T-105 over Cayuta Creek

**State Route:** 0

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

**Estimated Construction Bid Date:** 5/12/22

**Actual Construction Bid Date:**

**Location:** T-105 (Thomas Avenue) over Cayuta Creek,  
Athens Township  
BMS# 49 7204 0937 0000

**Project Description:**Bridge Replacement on Township Road #105 (Thomas Avenue) over Cayuta Creek in Athens Township, Bradford County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BOF	\$2,248	\$0	\$0	\$0	\$0	\$0
Construction	STP	\$6	\$0	\$0	\$0	\$0	\$0
Construction	183	\$423	\$0	\$0	\$0	\$0	\$0
Construction	LOC	\$141	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$2254	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$423	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$141	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$2,818	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$2,818</b>					

**PennDOT Project Id:** 88915

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Canton (BORO)

**Title:** SR 14 over Tannery Creek

**State Route:** 14

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

**Estimated Construction Bid Date:** 1/1/24

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

## 2023 - 2026 Transportation Improvement Program

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$65	\$0	\$0	\$0	\$0	\$0
Utility	185	\$0	\$20	\$0	\$0	\$0	\$0
Construction	STP	\$0	\$100	\$500	\$400	\$0	\$0
	<b>Federal:</b>	\$0	\$100	\$500	\$400	\$0	\$0
	<b>State:</b>	\$65	\$20	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$65	\$120	\$500	\$400	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,085</b>					

PennDOT Project Id: 89728

**Project Administrator:** PennDOT

**Title:** SR 514 ov Tb Sugar Creek

**Improvement Type:** Bridge Improvement

**State Route:** 514

**Municipality:** Troy (TWP)

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

**Estimated Construction Bid Date:** 5/11/23

**Actual Construction Bid Date:**

**Location:** SR 514 over a Tributary to Sugar Creek,  
Troy (Twp),

BMS# 08 0514 0010 0301

**Project Description:** Bridge improvement on SR 514 over a Tributary to Sugar Creek in Troy Township, Bradford County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$20	\$0	\$0	\$0	\$0	\$0
Construction	185	\$450	\$770	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$470	\$770	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$470	\$770	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,240</b>					

PennDOT Project Id: 89750

**Project Administrator:** PennDOT

**Title:** SR 1011 ov Ross Creek

**Improvement Type:** Bridge Improvement

**State Route:** 1011

**Municipality:** Pike (TWP)

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

**Estimated Construction Bid Date:** 2/16/23

**Actual Construction Bid Date:**

**Location:** SR 1011 (Ford St) over Ross Creek  
Pike (Twp)

BMS# 08 1011 0090 1774

**Project Description:** Bridge replacement on SR 1011 (Ford Street) over Ross Creek in Pike Township, Bradford County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$10	\$0	\$0	\$0	\$0	\$0
Construction	185	\$175	\$175	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$185	\$175	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$185	\$175	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$360</b>					

# 2023 - 2026 Transportation Improvement Program

**PennDOT Project Id:** 89906

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

**Title:** SR 4015 ov Tb Sugar Creek  
**State Route:** 4015  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 9/1/24

**Actual Construction Bid Date:**

**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)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$0	\$10	\$10	\$0	\$0	\$0
Utility	185	\$0	\$0	\$20	\$0	\$0	\$0
Right of Way	185	\$0	\$15	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$200	\$75	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$25	\$230	\$75	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$25	\$230	\$75	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$330</b>					

**PennDOT Project Id:** 89907

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

**Title:** SR 4020 ov Tb Tutelow Crk  
**State Route:** 4020  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 12/9/21

**Actual Construction Bid Date:** 12/9/21

**Location:** SR 4020 (Mile Lane Rd) over Tributary to Tutelow Creek, Athens (Twp),

BMS# 08 4020 0100 2694

**Project Description:** Bridge replacement on State Route 4020 (Mile Lane Road) over a Tributary to Tutelow Creek in Athens Township, Bradford County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	185	\$59	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$59	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$59	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$59</b>					

**PennDOT Project Id:** 91435

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

**Title:** SR 14 over Tb South Creek #1  
**State Route:** 14  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 9/1/23

**Actual Construction Bid Date:**

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

BMS# 08-0014-0440-0000

**Project Description:** Bridge improvement on SR 14 over a Tributary to South Creek in Columbia Township, Bradford County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034

## 2023 - 2026 Transportation Improvement Program

Final Design	185	\$100	\$0	\$0	\$0	\$0	\$0
Utility	185	\$0	\$20	\$0	\$0	\$0	\$0
Construction	STP	\$0	\$100	\$500	\$365	\$0	\$0
	<b>Federal:</b>	\$0	\$100	\$500	\$365	\$0	\$0
	<b>State:</b>	\$100	\$20	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$100	\$120	\$500	\$365	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,085</b>					

PennDOT Project Id: 94631

**Project Administrator:** PennDOT

**Title:** SR 14 over Tb South Creek #2

**Improvement Type:** Bridge Improvement

**State Route:** 14

**Municipality:** South Creek (TWP)

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

**Estimated Construction Bid Date:** 9/1/23

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$100	\$0	\$0	\$0	\$0	\$0
Utility	185	\$0	\$15	\$0	\$0	\$0	\$0
Construction	STP	\$0	\$113	\$271	\$837	\$0	\$0
	<b>Federal:</b>	\$0	\$113	\$271	\$837	\$0	\$0
	<b>State:</b>	\$100	\$15	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$100	\$128	\$271	\$837	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,336</b>					

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

**Estimated Construction Bid Date:** 1/9/25

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	BRIP	\$250	\$0	\$0	\$0	\$0	\$0
Final Design	BRIP	\$0	\$0	\$125	\$0	\$0	\$0
Utility	BRIP	\$0	\$0	\$20	\$0	\$0	\$0
Right of Way	BRIP	\$0	\$0	\$15	\$0	\$0	\$0
Construction	BRIP	\$0	\$0	\$1,000	\$785	\$0	\$0
	<b>Federal:</b>	\$250	\$0	\$1160	\$785	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$250	\$0	\$1,160	\$785	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$2,195</b>					

# 2023 - 2026 Transportation Improvement Program

**PennDOT Project Id:** 97599

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Rehabilitation  
**Municipality:** Canton (TWP)

**Title:** PA 14 ov Tb to Towanda Cr  
**State Route:** 14  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 9/1/26

**Actual Construction Bid Date:**

**Location:** PA 14 over Tributary to Towanda Creek  
 Canton Township  
**Project Description:** Bridge rehabilitation on PA 14 over Tributary to Towanda Creek in Canton Township, Bradford County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034	
Preliminary Engineering	185	\$0	\$0	\$200	\$0	\$0	\$0	
Final Design	185	\$0	\$0	\$0	\$0	\$100	\$0	
Utility	185	\$0	\$0	\$0	\$0	\$20	\$0	
Right of Way	581	\$0	\$0	\$0	\$0	\$15	\$0	
Construction	STP	\$0	\$0	\$0	\$0	\$1,000	\$0	
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$1000	\$0	
	<b>State:</b>	\$0	\$0	\$200	\$0	\$135	\$0	
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0	
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>	
	<b>Period Totals:</b>	\$0	\$0	\$200	\$0	\$1,135	\$0	
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,335</b>						

**PennDOT Project Id:** 97621

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Improvement  
**Municipality:** Rome (BORO)

**Title:** SR 187 ov Tr Wysox Cr  
**State Route:** 187  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 9/1/25

**Actual Construction Bid Date:**

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034	
Preliminary Engineering	185	\$220	\$0	\$0	\$0	\$0	\$0	
Final Design	185	\$0	\$0	\$38	\$53	\$0	\$0	
Utility	185	\$0	\$0	\$0	\$20	\$0	\$0	
Right of Way	185	\$0	\$0	\$15	\$0	\$0	\$0	
Construction	STP	\$0	\$0	\$0	\$450	\$150	\$0	
	<b>Federal:</b>	\$0	\$0	\$0	\$450	\$150	\$0	
	<b>State:</b>	\$220	\$0	\$53	\$73	\$0	\$0	
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0	
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>	
	<b>Period Totals:</b>	\$220	\$0	\$53	\$523	\$150	\$0	
<b>Total FFY 2023-2034 Cost</b>		<b>\$946</b>						

**PennDOT Project Id:** 97628

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

**Title:** SR 187 over Parks Creek  
**State Route:** 187  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 9/1/25

**Actual Construction Bid Date:**

**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.

## 2023 - 2026 Transportation Improvement Program

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BRIP	\$0	\$150	\$0	\$0	\$0	\$0
Utility	BRIP	\$0	\$20	\$0	\$0	\$0	\$0
Right of Way	BRIP	\$0	\$15	\$0	\$0	\$0	\$0
Construction	BRIP	\$0	\$0	\$500	\$900	\$0	\$0
	<b>Federal:</b>	\$0	\$185	\$500	\$900	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$185	\$500	\$900	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,585</b>					

**PennDOT Project Id:** 97635

**Project Administrator:** PennDOT

**Title:** SR 1041 ov Susq Riv

**Improvement Type:** Bridge Painting

**State Route:** 1041

**Municipality:** North Towanda (TWP)

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

**Estimated Construction Bid Date:** 12/15/22

**Actual Construction Bid Date:**

**Location:** State Route 1041 (James Street) over North Branch Susquehanna River  
Wysox and North Towanda Townships  
08104100200512

**Project Description:**

Bridge painting on SR 1041 (James Street) over North Branch Susquehanna River in Wysox and North Towanda Townships and on SR 6 over Mill Creek in West Burlington Township, Bradford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BRIP	\$102	\$2,298	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$102	\$2298	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$102	\$2,298	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$2,400</b>					

**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

**Estimated Construction Bid Date:** 9/1/28

**Actual Construction Bid Date:**

**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)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$0	\$150	\$50	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$150	\$0
Utility	185	\$0	\$0	\$0	\$0	\$10	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$700	\$21
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$700	\$21
	<b>State:</b>	\$0	\$0	\$0	\$150	\$225	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>

# 2023 - 2026 Transportation Improvement Program

<b>Period Totals:</b>	\$0	\$0	\$0	\$150	\$925	\$21
<b>Total FFY 2023-2034 Cost</b>	<b>\$1,096</b>					

**PennDOT Project Id:** 98534

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Standing Stone (TWP)

**Title:** SR1021 ov Rummerfield Crk

**State Route:** 1021

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

**Estimated Construction Bid Date:** 9/1/25

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$75	\$125	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$75	\$25	\$0
Utility	185	\$0	\$0	\$0	\$0	\$20	\$0
Right of Way	185	\$0	\$0	\$0	\$15	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$450	\$650	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$450	\$650	\$0
	<b>State:</b>	\$0	\$75	\$125	\$90	\$45	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$75	\$125	\$540	\$695	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,435</b>					

**PennDOT Project Id:** 98910

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Litchfield (TWP)

**Title:** SR1058ovTbSatterleeCrk

**State Route:** 1058

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

**Estimated Construction Bid Date:** 9/4/28

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$0	\$75	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$20	\$0
Utility	185	\$0	\$0	\$0	\$0	\$10	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	185	\$0	\$0	\$0	\$0	\$300	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$75	\$345	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$75	\$345	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$420</b>					

**PennDOT Project Id:** 98970

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Rehabilitation

**Municipality:** Leroy (TWP)

**Title:** SR414 ov Gulf Brook

**State Route:** 414

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

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



# 2023 - 2026 Transportation Improvement Program

**Actual Construction Bid Date:**

**Location:** PA 414 over Gulf Brook  
 Leroy Township  
 BMS 08041402000000  
**Project Description:** Bridge replacement on PA 414 over Gulf Brook in Leroy Township, Bradford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$200	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$150	\$0	\$0	\$0
Utility	185	\$0	\$0	\$25	\$0	\$0	\$0
Right of Way	185	\$0	\$0	\$25	\$0	\$0	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$1,000	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$1000	\$0
	<b>State:</b>	\$0	\$200	\$200	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$200	\$200	\$0	\$1,000	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,400</b>					

**PennDOT Project Id:** 98975

**Project Administrator:** PennDOT **Title:** SR 467 to Taylor Hill Rd  
**Improvement Type:** Resurface **State Route:** 187  
**Municipality:** Rome (TWP) **Air Quality Status:** AQ Conformity Does Not Apply

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

**Actual Construction Bid Date:**

**Location:** SR 187 from SR 467 to Taylor Hill Road, Rome Township and Borough  
**Project Description:** Resurface roadway on SR 187 from SR 467 to Taylor Hill Road, Rome Township and Borough, Bradford County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$0	\$10	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$10	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$10	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$10</b>					

**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

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

**Actual Construction Bid Date:**

**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)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	581	\$0	\$20	\$0	\$0	\$0	\$0
Construction	581	\$0	\$0	\$0	\$1,796	\$704	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$20	\$0	\$1796	\$704	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>

# 2023 - 2026 Transportation Improvement Program

<b>Period Totals:</b>	\$0	\$20	\$0	\$1,796	\$704	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$2,520</b>					

**PennDOT Project Id:** 99072

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Rehabilitation  
**Municipality:** Granville (TWP)

**Title:** SR3017ovNBrTowandaCrk  
**State Route:** 3017  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 9/1/24

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BOF	\$0	\$125	\$0	\$0	\$0	\$0
Utility	BOF	\$0	\$20	\$0	\$0	\$0	\$0
Right of Way	BOF	\$0	\$15	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$651	\$149	\$0	\$0
	<b>Federal:</b>	\$0	\$160	\$651	\$149	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$160	\$651	\$149	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$960</b>					

**PennDOT Project Id:** 99142

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Rehabilitation  
**Municipality:** Sheshequin (TWP)

**Title:** SR1043ovSpauldingsCreek  
**State Route:** 1043  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 10/1/27

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$0	\$15	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$5	\$0
Construction	185	\$0	\$0	\$0	\$0	\$60	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$15	\$65	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$15	\$65	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$80</b>					

**PennDOT Project Id:** 99278

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

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

**Estimated Construction Bid Date:** 9/1/25

**Actual Construction Bid Date:**

**Location:** SR187 over Wysox Creek  
 Rome Township

## 2023 - 2026 Transportation Improvement Program

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BRIP	\$0	\$150	\$0	\$0	\$0	\$0
Utility	BRIP	\$0	\$20	\$0	\$0	\$0	\$0
Right of Way	BRIP	\$0	\$15	\$0	\$0	\$0	\$0
Construction	BRIP	\$0	\$0	\$1,000	\$1,000	\$0	\$0
	<b>Federal:</b>	\$0	\$185	\$1000	\$1000	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$185	\$1,000	\$1,000	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$2,185</b>					

**PennDOT Project Id:** 99309

**Project Administrator:** PennDOT

**Title:** SR4031ovTbBeckwithCrk

**Improvement Type:** Bridge Replacement

**State Route:** 4031

**Municipality:** Wells (TWP)

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

**Estimated Construction Bid Date:** 1/12/23

**Actual Construction Bid Date:**

**Location:** State Route 4031 (Coryland Rd) over Tributary to Beckwith Creek  
Wells Township

**Project Description:** Bridge replacement on SR 4031 (Coryland Road) over Tributary to Beckwith Creek in Wells Township, Bradford County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	185	\$150	\$125	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$150	\$125	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$150	\$125	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$275</b>					

**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

**Estimated Construction Bid Date:** 10/5/23

**Actual 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)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$20	\$0	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$800	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$800	\$0	\$0	\$0	\$0
	<b>State:</b>	\$20	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$20	\$800	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$820</b>					

# 2023 - 2026 Transportation Improvement Program

**PennDOT Project Id:** 99360

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

**Title:** SR1058ovSackett Run  
**State Route:** 1058  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 9/4/28

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$0	\$75	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$20	\$0
Utility	185	\$0	\$0	\$0	\$0	\$10	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	185	\$0	\$0	\$0	\$0	\$300	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$75	\$345	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$75	\$345	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$420</b>					

**PennDOT Project Id:** 99421

**Project Administrator:** PennDOT  
**Improvement Type:** Resurface  
**Municipality:** Monroe (BORO)

**Title:** Monroeton to Dunn Road  
**State Route:** 220  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 12/8/22

**Actual Construction Bid Date:**

**Location:** US 220 from Monroeton to Dunn Road  
 Monroe and Towanda Townships  
**Project Description:** Resurface US Route 220 from Monroeton to Dunn Road in Monroe and Towanda Townships, Bradford County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$720	\$340	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$720	\$340	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$720	\$340	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,060</b>					

**PennDOT Project Id:** 101100

**Project Administrator:** PennDOT  
**Improvement Type:** Intersection Improvement  
**Municipality:** Wysox (TWP)

**Title:** SR6 & SR 187 Intersection  
**State Route:** 6  
**Air Quality Status:** AQ Conformity Does Not Apply

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

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	NHPP	\$300	\$0	\$0	\$0	\$0	\$0
Utility	581	\$0	\$200	\$0	\$0	\$0	\$0

## 2023 - 2026 Transportation Improvement Program

Construction	NHPP	\$0	\$1,515	\$1,310	\$675	\$0	\$0
Construction	STP	\$0	\$1,000	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$300	\$2515	\$1310	\$675	\$0	\$0
	<b>State:</b>	\$0	\$200	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$300	\$2,715	\$1,310	\$675	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$5,000</b>					

**PennDOT Project Id:** 101109

**Project Administrator:** PennDOT

**Title:** SR199 to NY State Line SB

**Improvement Type:** Resurface

**State Route:** 220

**Municipality:** Athens (TWP)

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

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

**Actual Construction Bid Date:**

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

**Project Description:**

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$0	\$450	\$1,390	\$1,172	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$450	\$1390	\$1172	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$450	\$1,390	\$1,172	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$3,012</b>					

**PennDOT Project Id:** 102862

**Project Administrator:** PennDOT

**Title:** T-762 ov Seeley Creek #38

**Improvement Type:** Bridge Replacement

**State Route:** 0

**Municipality:** Wells (TWP)

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

**Estimated Construction Bid Date:** 8/24/23

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BOF	\$16	\$0	\$0	\$0	\$0	\$0
Final Design	STP	\$144	\$0	\$0	\$0	\$0	\$0
Final Design	183	\$30	\$0	\$0	\$0	\$0	\$0
Final Design	LOC	\$10	\$0	\$0	\$0	\$0	\$0
Utility	BOF	\$16	\$0	\$0	\$0	\$0	\$0
Utility	183	\$3	\$0	\$0	\$0	\$0	\$0
Utility	LOC	\$1	\$0	\$0	\$0	\$0	\$0
Right of Way	BOF	\$16	\$0	\$0	\$0	\$0	\$0
Right of Way	183	\$3	\$0	\$0	\$0	\$0	\$0
Right of Way	LOC	\$1	\$0	\$0	\$0	\$0	\$0
Construction	BOF	\$1,212	\$230	\$0	\$0	\$0	\$0
Construction	183	\$227	\$43	\$0	\$0	\$0	\$0
Construction	LOC	\$76	\$14	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$1404	\$230	\$0	\$0	\$0	\$0
	<b>State:</b>	\$263	\$43	\$0	\$0	\$0	\$0

# 2023 - 2026 Transportation Improvement Program

<b>Local/Other:</b>	\$88	\$14	\$0	\$0	\$0	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>	\$1,755	\$287	\$0	\$0	\$0	\$0

**Total FFY 2023-2034 Cost**                **\$2,042**

**PennDOT Project Id:** 106238

**Project Administrator:** PennDOT

**Title:** SR4011 ov Tomjack Creek

**Improvement Type:** Bridge Replacement

**State Route:** 4011

**Municipality:** Smithfield (TWP)

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

**Estimated Construction Bid Date:** 9/1/23

**Actual Construction Bid Date:**

**Location:** SR4011 (Rolling Hills Rd) over Tomjack Creek, Smithfield Township

**Project Description:** Bridge replacement on SR 4011 (Rolling Hills Road) over Tomjack Creek in Smithfield Township, Bradford County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$0	\$20	\$0	\$0	\$0	\$0
Construction	185	\$0	\$250	\$100	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$270	\$100	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$270	\$100	\$0	\$0	\$0

**Total FFY 2023-2034 Cost**                **\$370**

**PennDOT Project Id:** 106247

**Project Administrator:** PennDOT

**Title:** Group Non-composite Deck

**Improvement Type:** Bridge Deck Replacement

**State Route:** 0

**Municipality:** Athens (TWP)

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

**Estimated Construction Bid Date:** 10/20/22

**Actual Construction Bid Date:**

**Location:** Various bridges in various townships

**Project Description:** Bridge preservation on:

- T-317 (Round Top Road) over Murray Creek in Athens Township, Bradford County
- T-821 (Murray Creek Road) over Murray Creek in Athens Township, Bradford County
- T-537 (Taylor Road) over Sugar Creek in Columbia Township, Bradford County
- T-348 (Millstone Road) over Millstone Creek in Monroe Township, Bradford County
- T-414 (Wickham Falls Road) over Tributary of South Branch of Towanda Creek in Monroe Township, Bradford County
- T-342 (Millstone Road) over Sugar Run in Overton Township, Bradford County
- T-348 (Minersville Road) over Millstone Creek in Overton Township, Bradford County
- T-372 (Deep Hollow Road) over South Branch of Millstone Creek in Overton Township, Bradford County
- T-799 (Cobb Drive) over Gaylord Creek in Pike Township, Bradford County
- T-720 (Crowley Hollow Road) over Laning Creek in Sheshequin Township, Bradford County
- Mill Street over Sugar Creek in Sylvania Borough, Bradford County
- Prospect Street over Fall Brook in Troy Borough, Bradford County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BOF	\$589	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$589	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$589	\$0	\$0	\$0	\$0	\$0

**Total FFY 2023-2034 Cost**                **\$589**

**PennDOT Project Id:** 106267

**Project Administrator:** PennDOT

**Title:** NTIER Cable Guide Rail Upgrade

**Improvement Type:** Guiderail Improvement

**State Route:** 0

# 2023 - 2026 Transportation Improvement Program

**Municipality:**

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

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

**Actual Construction Bid Date:**

**Location:** Bradford, Sullivan, and Tioga County

**Project Description:**Guiderail Upgrades Bradford, Sullivan, and Tioga Counties

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	HSIP	\$0	\$150	\$0	\$0	\$0	\$0
Final Design	HSIP	\$0	\$0	\$0	\$0	\$150	\$0
Utility	HSIP	\$0	\$0	\$0	\$0	\$100	\$0
Right of Way	HSIP	\$0	\$0	\$0	\$0	\$150	\$0
Construction	HSIP	\$0	\$0	\$0	\$0	\$0	\$2,000
	<b>Federal:</b>	\$0	\$150	\$0	\$0	\$400	\$2000
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$150	\$0	\$0	\$400	\$2,000
<b>Total FFY 2023-2034 Cost</b>		<b>\$2,550</b>					

**PennDOT Project Id:** 110157

**Project Administrator:** PennDOT

**Title:** SR 220 Fence Contract

**Improvement Type:** Bridge Improvement

**State Route:** 220

**Municipality:** New Albany (BORO)

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

**Estimated Construction Bid Date:** 12/8/22

**Actual Construction Bid Date:**

**Location:** SR 220 over Beaver Run

New Albany Borough

**Project Description:**Bridge improvement on US Route 220 over Beaver Run in New Albany Borough, Bradford County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$10	\$0	\$0	\$0	\$0	\$0
Construction	185	\$50	\$50	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$60	\$50	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$60	\$50	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$110</b>					

**PennDOT Project Id:** 110161

**Project Administrator:** PennDOT

**Title:** SR 1029 over Pond Hill Run

**Improvement Type:** Bridge Rehabilitation

**State Route:** 1029

**Municipality:** Wysox (TWP)

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

**Estimated Construction Bid Date:** 9/2/24

**Actual Construction Bid Date:**

**Location:** SR 1029 (Lake Road) over Pond Hill Run

Wysox Township, Bradford County

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$50	\$75	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$45	\$50	\$0	\$0	\$0
Utility	185	\$0	\$0	\$10	\$0	\$0	\$0
Right of Way	185	\$0	\$15	\$0	\$0	\$0	\$0

## 2023 - 2026 Transportation Improvement Program

Construction	BOF	\$0	\$0	\$209	\$1,154	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$209	\$1,154	\$0	\$0
	<b>State:</b>	\$50	\$135	\$60	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$50	\$135	\$269	\$1,154	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,608</b>					

**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

**Estimated Construction Bid Date:** 9/1/23

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$20	\$0	\$0	\$0	\$0	\$0
Utility	185	\$0	\$20	\$0	\$0	\$0	\$0
Right of Way	185	\$15	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$175	\$125	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$35	\$195	\$125	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$35	\$195	\$125	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$355</b>					

**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

**Estimated Construction Bid Date:** 9/5/27

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$38	\$53	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$20	\$0
Utility	185	\$0	\$0	\$0	\$0	\$10	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	185	\$0	\$0	\$0	\$0	\$300	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$38	\$53	\$345	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$38	\$53	\$345	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$436</b>					

**PennDOT Project Id:** 110242



# 2023 - 2026 Transportation Improvement Program

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

**Title:** SR 2009 over Trib to Foster Branch  
**State Route:** 2009  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 9/5/27

**Actual Construction Bid Date:**

**Location:** SR 2009 (Ambrosius Road) over Trib to Foster Branch  
 Wilmot Twp

**Project Description:** Bridge replacement on SR 2009 (Ambrosius Road) over Tributary to Foster Branch in Wilmot Township, Bradford County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$38	\$53	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$20	\$0
Utility	185	\$0	\$0	\$0	\$0	\$20	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	185	\$0	\$0	\$0	\$0	\$300	\$0
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>		\$0	\$0	\$38	\$53	\$355	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$0	\$0	\$38	\$53	\$355	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$446</b>					

**PennDOT Project Id:** 110252

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Painting  
**Municipality:** Athens (TWP)

**Title:** SR4022 ov Chemung River Paint  
**State Route:** 4022  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 9/2/27

**Actual Construction Bid Date:**

**Location:** SR 4022 (Wilawanna Rd) over Chemung River  
 Athens Township, Bradford County

**Project Description:** Bridge painting on SR 4022 (Wilawanna Rd) over Chemung River in Athens Township, Bradford County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$50	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$10	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$0	\$900
Construction	185	\$0	\$0	\$0	\$0	\$0	\$1,000
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0	\$900
<b>State:</b>		\$0	\$0	\$50	\$0	\$10	\$1000
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$0	\$0	\$50	\$0	\$10	\$1,900
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,960</b>					

**PennDOT Project Id:** 110394

**Project Administrator:** PennDOT  
**Improvement Type:** Reconstruct  
**Municipality:** Towanda (BORO)

**Title:** SR6 Reconstruction Towanda Borough  
**State Route:** 6  
**Air Quality Status:** AQ Conformity Does Not Apply

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

**Actual Construction Bid Date:**

**Location:** SR 6 from John B Merrill Parkway to State Street  
 Towanda Borough

**Project Description:** Reconstruction on SR 6 from John B Merrill Parkway to State Street in Towanda Borough, Bradford County

### Project Costs(In Thousands)

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

## 2023 - 2026 Transportation Improvement Program

Preliminary Engineering	581	\$0	\$0	\$0	\$400	\$350	\$0
Final Design	581	\$0	\$0	\$0	\$0	\$500	\$0
Right of Way	581	\$0	\$0	\$0	\$0	\$500	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$0	\$2,692
Construction	STP	\$0	\$0	\$0	\$0	\$1,940	\$0
Construction	581	\$0	\$0	\$0	\$0	\$3,328	\$1,500
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$1940	\$2692
	<b>State:</b>	\$0	\$0	\$0	\$400	\$4678	\$1500
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$400	\$6,618	\$4,192
<b>Total FFY 2023-2034 Cost</b>		<b>\$11,210</b>					

**PennDOT Project Id:** 110406

**Project Administrator:** PennDOT

**Title:** SR6 from Tracey Rd to Rummerfield Rd

**Improvement Type:** Resurface

**State Route:** 6

**Municipality:** Standing Stone (TWP)

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

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

**Actual Construction Bid Date:**

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

**Project Description:**Resurfacing on SR6 from Tracey Road to Rummerfield Road in Standing Stone Township, Bradford County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$0	\$0	\$50	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$1,750	\$0	\$0
Construction	581	\$0	\$0	\$0	\$0	\$750	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$1750	\$0	\$0
	<b>State:</b>	\$0	\$0	\$50	\$0	\$750	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$50	\$1,750	\$750	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$2,550</b>					

**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

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

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$200	\$0	\$0	\$0	\$0	\$0
Final Design	581	\$0	\$150	\$0	\$0	\$0	\$0
Utility	581	\$0	\$0	\$50	\$0	\$0	\$0
Right of Way	581	\$0	\$100	\$0	\$0	\$0	\$0
Construction	581	\$0	\$0	\$800	\$800	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$200	\$250	\$850	\$800	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>

# 2023 - 2026 Transportation Improvement Program

<b>Period Totals:</b>	\$200	\$250	\$850	\$800	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$2,100</b>					

**PennDOT Project Id:** 112894

**Project Administrator:** PennDOT

**Title:** SR 220 over Trb Towanda Creek

**Improvement Type:** Bridge Replacement

**State Route:** 220

**Municipality:** Towanda (TWP)

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

**Estimated Construction Bid Date:** 12/8/22

**Actual Construction Bid Date:**

**Location:** SR220 over Tributary to Towanda Creek  
Towanda Township, Bradford County

**Project Description:** Bridge replacement on SR220 over Tributary to Towanda Creek in Towanda Township, Bradford County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$20	\$0	\$0	\$0	\$0	\$0
Construction	STP	\$900	\$200	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$900	\$200	\$0	\$0	\$0	\$0
	<b>State:</b>	\$20	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$920	\$200	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,120</b>					

**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

**Estimated Construction Bid Date:**

**Air Quality Exempt Reason:** X1 - Actvys not leading to constr. (plan & tech study)

**Actual 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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Study	581	\$75	\$75	\$75	\$75	\$300	\$300
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$75	\$75	\$75	\$75	\$300	\$300
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$75	\$75	\$75	\$75	\$300	\$300
<b>Total FFY 2023-2034 Cost</b>		<b>\$900</b>					

**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

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

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$0	\$0	\$0	\$25	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$1,881	\$0

## 2023 - 2026 Transportation Improvement Program

Construction	STP	\$0	\$0	\$0	\$0	\$69	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$1950	\$0
	<b>State:</b>	\$0	\$0	\$0	\$25	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$25	\$1,950	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,975</b>					

**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

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

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$0	\$0	\$0	\$25	\$0	\$0
Construction	581	\$0	\$0	\$0	\$0	\$1,750	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$25	\$1750	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$25	\$1,750	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,775</b>					

**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

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

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	BOF	\$0	\$0	\$80	\$0	\$0	\$0
Preliminary Engineering	183	\$0	\$0	\$15	\$0	\$0	\$0
Preliminary Engineering	LOC	\$0	\$0	\$5	\$0	\$0	\$0
Final Design	BOF	\$0	\$0	\$0	\$40	\$0	\$0
Final Design	183	\$0	\$0	\$0	\$8	\$0	\$0
Final Design	LOC	\$0	\$0	\$0	\$3	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$320	\$320	\$0
Construction	183	\$0	\$0	\$0	\$60	\$60	\$0
Construction	LOC	\$0	\$0	\$0	\$20	\$20	\$0
	<b>Federal:</b>	\$0	\$0	\$80	\$360	\$320	\$0
	<b>State:</b>	\$0	\$0	\$15	\$68	\$60	\$0
	<b>Local/Other:</b>	\$0	\$0	\$5	\$23	\$20	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$100	\$451	\$400	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$951</b>					

# 2023 - 2026 Transportation Improvement Program

**PennDOT Project Id:** 114168

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

**Title:** SR 1056 over Trib Wappasening Creek  
**State Route:** 1056  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 9/1/24

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$0	\$10	\$10	\$0	\$0	\$0
Utility	185	\$0	\$0	\$20	\$0	\$0	\$0
Right of Way	185	\$0	\$15	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$250	\$292	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$25	\$280	\$292	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$25	\$280	\$292	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$597</b>					

**PennDOT Project Id:** 114169

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

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

**Estimated Construction Bid Date:** 9/1/24

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$0	\$10	\$10	\$0	\$0	\$0
Utility	185	\$0	\$0	\$10	\$0	\$0	\$0
Right of Way	185	\$0	\$15	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$277	\$150	\$78	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$25	\$297	\$150	\$78	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$25	\$297	\$150	\$78	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$550</b>					

**PennDOT Project Id:** 114178

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

**Title:** SR154 over Beech Flats Creek  
**State Route:** 154  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 9/1/24

**Actual Construction Bid Date:**

**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

## 2023 - 2026 Transportation Improvement Program

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$100	\$130	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$100	\$0	\$0	\$0
Utility	185	\$0	\$0	\$10	\$0	\$0	\$0
Right of Way	185	\$0	\$0	\$15	\$0	\$0	\$0
Construction	185	\$0	\$0	\$350	\$300	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$100	\$130	\$475	\$300	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$100	\$130	\$475	\$300	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,005</b>					

PennDOT Project Id: 114180

**Project Administrator:** PennDOT

**Title:** SR1062 over Cayuta Crk and NS

**Improvement Type:** Bridge Replacement

**State Route:** 1062

**Municipality:** Sayre (BORO)

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

**Estimated Construction Bid Date:** 9/1/24

**Actual Construction Bid Date:**

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

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$25	\$25	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$25	\$0	\$0	\$0
Construction	185	\$0	\$0	\$150	\$250	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$25	\$25	\$175	\$250	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$25	\$25	\$175	\$250	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$475</b>					

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

**Estimated Construction Bid Date:** 9/1/25

**Actual Construction Bid Date:**

**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)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$75	\$0	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$10	\$10	\$0	\$0
Utility	185	\$0	\$0	\$0	\$20	\$0	\$0
Right of Way	185	\$0	\$0	\$15	\$0	\$0	\$0
Construction	185	\$0	\$0	\$0	\$250	\$50	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$75	\$0	\$25	\$280	\$50	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0

# 2023 - 2026 Transportation Improvement Program

	2023	2024	2025	2026	2027 - 2030	2031 - 2034
<b>Period Totals:</b>	\$75	\$0	\$25	\$280	\$50	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$430</b>					

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

**Estimated Construction Bid Date:** 9/1/25

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$75	\$0	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$10	\$10	\$0	\$0
Utility	185	\$0	\$0	\$0	\$20	\$0	\$0
Right of Way	185	\$0	\$0	\$15	\$0	\$0	\$0
Construction	185	\$0	\$0	\$0	\$376	\$49	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$75	\$0	\$25	\$406	\$49	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$75	\$0	\$25	\$406	\$49	\$0
	<b>Total FFY 2023-2034 Cost</b>	<b>\$555</b>					

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

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

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$58	\$38	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$20	\$0	\$0
Utility	185	\$0	\$0	\$0	\$0	\$10	\$0
Right of Way	185	\$0	\$0	\$0	\$15	\$0	\$0
Construction	185	\$0	\$0	\$0	\$0	\$300	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$58	\$38	\$35	\$310	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$58	\$38	\$35	\$310	\$0
	<b>Total FFY 2023-2034 Cost</b>	<b>\$441</b>					

PennDOT Project Id: 114203

**Project Administrator:** PennDOT

**Title:** SR 3020 over Overshot Brook

**Improvement Type:** Bridge Replacement

**State Route:** 3020

**Municipality:** Towanda (TWP)

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

# 2023 - 2026 Transportation Improvement Program

**Estimated Construction Bid Date:** 9/1/26

**Actual Construction Bid Date:**

**Location:** SR 3020 (Old Plank Road) over Overshot Brook  
Towanda Township

**Project Description:** Bridge replacement on SR 3020 (Old Plank Road) over Overshot Brook in Towanda Township, Bradford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$58	\$38	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$20	\$0	\$0
Utility	185	\$0	\$0	\$0	\$0	\$20	\$0
Right of Way	185	\$0	\$0	\$0	\$15	\$0	\$0
Construction	185	\$0	\$0	\$0	\$0	\$250	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$58	\$38	\$35	\$270	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$58	\$38	\$35	\$270	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$401</b>					

**PennDOT Project Id:** 114209

**Project Administrator:** PennDOT

**Title:** SR 2014 over Durell Creek

**Improvement Type:** Bridge Replacement

**State Route:** 2014

**Municipality:** Asylum (TWP)

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

**Estimated Construction Bid Date:** 9/1/27

**Actual Construction Bid Date:**

**Location:** SR 2014 (French Asylum Road) over Durell Creek  
Asylum Township

**Project Description:** Bridge replacement on SR 2014 (French Asylum Road) over Durell Creek in Asylum Township, Bradford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$50	\$75	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$100	\$0
Utility	185	\$0	\$0	\$0	\$0	\$20	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$504	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$504	\$0
	<b>State:</b>	\$0	\$0	\$50	\$75	\$135	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$50	\$75	\$639	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$764</b>					

**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

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

**Actual Construction Bid Date:**

**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)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$200	\$50	\$0	\$0	\$0	\$0
Final Design	581	\$0	\$0	\$100	\$50	\$0	\$0



## 2023 - 2026 Transportation Improvement Program

Utility	581	\$0	\$0	\$0	\$0	\$50	\$0
Right of Way	581	\$0	\$0	\$50	\$0	\$0	\$0
Construction	581	\$0	\$0	\$0	\$0	\$2,500	\$0
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>		\$200	\$50	\$150	\$50	\$2550	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$200	\$50	\$150	\$50	\$2,550	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$3,000</b>					

**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

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

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$100	\$150	\$0	\$0	\$0	\$0
Final Design	581	\$0	\$50	\$100	\$0	\$0	\$0
Utility	581	\$0	\$0	\$0	\$50	\$0	\$0
Right of Way	581	\$0	\$0	\$100	\$0	\$0	\$0
Construction	581	\$0	\$0	\$0	\$600	\$200	\$0
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>		\$100	\$200	\$200	\$650	\$200	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$100	\$200	\$200	\$650	\$200	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,350</b>					

**PennDOT Project Id:** 116338

**Project Administrator:** PennDOT

**Title:** SR 4016 over Trib to Sugar Crk Flood Repair

**Improvement Type:** Bridge Rehabilitation

**State Route:** 4016

**Municipality:** Columbia (TWP)

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

**Estimated Construction Bid Date:** 8/17/21

**Actual Construction Bid Date:** 7/14/21

**Location:** SR 4016 over a Tributary to Sugar Creek, Columbia Twp., Bradford County.

**Project Description:** Flood Repair, Debris Removal, on Austinville Rd. (SR 4016) over a Tributary to Sugar Creek, Columbia Twp., Bradford County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Right of Way	185	\$5	\$0	\$0	\$0	\$0	\$0
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>		\$5	\$0	\$0	\$0	\$0	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$5	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$5</b>					

**PennDOT Project Id:** 116504

**Project Administrator:** PennDOT

**Title:** Mill Street over Sugar Creek

# 2023 - 2026 Transportation Improvement Program

**Improvement Type:** Bridge Improvement

**State Route:** 0

**Municipality:** Sylvania (BORO)

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

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

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BOF	\$0	\$0	\$0	\$55	\$0	\$0
Utility	BOF	\$0	\$0	\$0	\$30	\$0	\$0
Right of Way	BOF	\$0	\$0	\$0	\$30	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$360	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$115	\$360	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$115	\$360	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$475</b>					

**PennDOT Project Id:** 116524

**Project Administrator:** PennDOT

**Title:** T-799 over Gaylord Creek

**Improvement Type:** Bridge Improvement

**State Route:** 0

**Municipality:** Pike (TWP)

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

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

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BOF	\$0	\$0	\$0	\$55	\$0	\$0
Right of Way	BOF	\$0	\$0	\$0	\$30	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$253	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$85	\$253	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$85	\$253	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$338</b>					

**PennDOT Project Id:** 116533

**Project Administrator:** PennDOT

**Title:** T-321 over Murray Creek Road

**Improvement Type:** Bridge Improvement

**State Route:** 0

**Municipality:** Athens (TWP)

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

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

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BOF	\$55	\$0	\$0	\$0	\$0	\$0
Right of Way	BOF	\$30	\$0	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$219	\$81	\$0	\$0

## 2023 - 2026 Transportation Improvement Program

<b>Federal:</b>	\$85	\$0	\$219	\$81	\$0	\$0
<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>	\$85	\$0	\$219	\$81	\$0	\$0

**Total FFY 2023-2034 Cost            \$385**

**PennDOT Project Id:** 116535

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Improvement  
**Municipality:** Overton (TWP)

**Title:** T-348 over Millstone Creek  
**State Route:** 0  
**Air Quality Status:** AQ Conformity Does Not Apply

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

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BOF	\$55	\$0	\$0	\$0	\$0	\$0
Right of Way	BOF	\$30	\$0	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$90	\$94	\$0	\$0
	<b>Federal:</b>	\$85	\$0	\$90	\$94	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$85	\$0	\$90	\$94	\$0	\$0

**Total FFY 2023-2034 Cost            \$269**

**PennDOT Project Id:** 116556

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Improvement  
**Municipality:** Overton (TWP)

**Title:** T-372 over South Branch Millstone Creek  
**State Route:** 0  
**Air Quality Status:** AQ Conformity Does Not Apply

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

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BOF	\$55	\$0	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$90	\$94	\$0	\$0
	<b>Federal:</b>	\$55	\$0	\$90	\$94	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$55	\$0	\$90	\$94	\$0	\$0

**Total FFY 2023-2034 Cost            \$239**

**PennDOT Project Id:** 117188

**Project Administrator:** PennDOT  
**Improvement Type:** Drainage Improvement  
**Municipality:** Albany (TWP)

**Title:** P3 Pipe Replacement  
**State Route:** 220  
**Air Quality Status:** AQ Conformity Does Not Apply

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

**Actual Construction Bid Date:**

# 2023 - 2026 Transportation Improvement Program

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	581	\$0	\$0	\$50	\$0	\$0	\$0
Right of Way	581	\$0	\$0	\$10	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$60	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$60	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$60</b>					

**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

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

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	581	\$0	\$0	\$10	\$0	\$0	\$0
Construction	STP	\$0	\$0	\$690	\$1,560	\$250	\$0
	<b>Federal:</b>	\$0	\$0	\$690	\$1560	\$250	\$0
	<b>State:</b>	\$0	\$0	\$10	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$700	\$1,560	\$250	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$2,510</b>					

**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

**Estimated Construction Bid Date:** 7/1/26

**Actual 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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$0	\$0	\$0	\$350	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$350	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$350	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$350</b>					

**PennDOT Project Id:** 117195

# 2023 - 2026 Transportation Improvement Program

**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

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

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	581	\$0	\$0	\$0	\$25	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$25	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$25	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$25</b>					

**PennDOT Project Id:** 117201

**Project Administrator:** PennDOT

**Improvement Type:** Surface Treatment Micro-surfacing

**Municipality:** North Towanda (TWP)

**Title:** Tomahawk Rd to Murray Cr

**State Route:** 220

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

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

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	581	\$0	\$0	\$0	\$10	\$0	\$0
Construction	581	\$0	\$0	\$0	\$0	\$4,400	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$10	\$4400	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$10	\$4,400	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$4,410</b>					

**PennDOT Project Id:** 117249

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Ulster (TWP)

**Title:** SR 220 Pipe Replacement

**State Route:** 220

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

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

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	NHPP	\$0	\$150	\$0	\$0	\$0	\$0
Utility	581	\$0	\$50	\$0	\$0	\$0	\$0
Right of Way	581	\$0	\$50	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$400	\$400	\$0	\$0
	<b>Federal:</b>	\$0	\$150	\$400	\$400	\$0	\$0
	<b>State:</b>	\$0	\$100	\$0	\$0	\$0	\$0

# 2023 - 2026 Transportation Improvement Program

<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>	\$0	\$250	\$400	\$400	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$1,050</b>					

**PennDOT Project Id:** 117375

**Project Administrator:** PennDOT

**Title:** SR 1055 over Parks Creek

**Improvement Type:** Bridge Replacement

**State Route:** 1055

**Municipality:** Rome (TWP)

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

**Estimated Construction Bid Date:** 9/1/28

**Actual Construction Bid Date:**

**Location:** SR 1055 (Battle Creek Rd) over Parks Creek  
Rome Township

**Project Description:** Bridge replacement on SR 1055 (Battle Creek Rd) over Parks Creek in Rome Township, Bradford County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$0	\$75	\$75	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$75	\$0
Utility	185	\$0	\$0	\$0	\$0	\$20	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	185	\$0	\$0	\$0	\$0	\$500	\$0
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>		\$0	\$0	\$0	\$75	\$685	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>	
<b>Period Totals:</b>	\$0	\$0	\$0	\$75	\$685	\$0	
<b>Total FFY 2023-2034 Cost</b>	<b>\$760</b>						

**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

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

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$50	\$0	\$0	\$0	\$0	\$0
Utility	185	\$0	\$0	\$20	\$0	\$0	\$0
Right of Way	185	\$15	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$75	\$0	\$0	\$0
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>		\$65	\$0	\$95	\$0	\$0	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>	
<b>Period Totals:</b>	\$65	\$0	\$95	\$0	\$0	\$0	
<b>Total FFY 2023-2034 Cost</b>	<b>\$160</b>						

**PennDOT Project Id:** 117446

**Project Administrator:** PennDOT

**Title:** SR 3019 over Tributary North Branch Towanda

**Improvement Type:** Bridge Replacement

**State Route:** Creek 3019

**Municipality:** Granville (TWP)

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

# 2023 - 2026 Transportation Improvement Program

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

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$35	\$0	\$0	\$0	\$0	\$0
Utility	185	\$0	\$0	\$0	\$20	\$0	\$0
Right of Way	185	\$15	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$0	\$75	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$50	\$0	\$0	\$95	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$50	\$0	\$0	\$95	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$145</b>					

**PennDOT Project Id:** 117447

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Towanda (TWP)

**Title:** SR 3020 over Tributary of Susquehanna River

**State Route:** 3020

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

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

**Actual Construction Bid Date:**

**Location:** SR 3020 (Old Plank Rd) over Tributary of Susquehanna River  
Towanda Borough

**Project Description:** Bridge replacement on SR 3020 (Old Plank Rd) over Tributary of Susquehanna River in Towanda Borough, Bradford County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$35	\$0	\$0	\$0	\$0	\$0
Utility	185	\$0	\$0	\$20	\$0	\$0	\$0
Right of Way	185	\$15	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$0	\$75	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$50	\$0	\$20	\$75	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$50	\$0	\$20	\$75	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$145</b>					

**PennDOT Project Id:** 117458

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Canton (TWP)

**Title:** SR 3030 over Tributary to Alba Creek

**State Route:** 3030

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

**Estimated Construction Bid Date:** 9/1/26

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$35	\$0	\$0	\$0	\$0	\$0
Utility	185	\$0	\$0	\$0	\$0	\$20	\$0
Right of Way	185	\$15	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$0	\$0	\$75	\$0

# 2023 - 2026 Transportation Improvement Program

<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>	\$50	\$0	\$0	\$0	\$95	\$0
<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>	\$50	\$0	\$0	\$0	\$95	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$145</b>					

**PennDOT Project Id:** 117477

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

**Title:** SR 4013 over West Branch Tomjack Creek  
**State Route:** 4013  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 9/1/26

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$35	\$0	\$0	\$0	\$0	\$0
Utility	185	\$0	\$0	\$0	\$0	\$20	\$0
Right of Way	185	\$15	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$0	\$0	\$75	\$0
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>		\$50	\$0	\$0	\$0	\$95	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>	
<b>Period Totals:</b>	\$50	\$0	\$0	\$0	\$95	\$0	
<b>Total FFY 2023-2034 Cost</b>	<b>\$145</b>						

**PennDOT Project Id:** 117491

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

**Title:** SR4018 over Tributary to Wolcott Creek  
**State Route:** 4018  
**Air Quality Status:** AQ Conformity Does Not Apply

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

**Actual Construction Bid Date:**

**Location:** SR4018 (Wolcott Hollow Rd) over tributary to wolcott creek  
 Athens Township

**Project Description:** Bridge replacement on SR4018 (Wolcott Hollow Rd) over Tributary to Wolcott Creek in Athens Township, Bradford County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$35	\$0	\$0	\$0	\$0	\$0
Utility	185	\$0	\$0	\$20	\$0	\$0	\$0
Right of Way	185	\$15	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$0	\$75	\$0	\$0
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>		\$50	\$0	\$20	\$75	\$0	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>	
<b>Period Totals:</b>	\$50	\$0	\$20	\$75	\$0	\$0	
<b>Total FFY 2023-2034 Cost</b>	<b>\$145</b>						

**PennDOT Project Id:** 117806

**Project Administrator:** PennDOT  
**Improvement Type:** Miscellaneous

**Title:** NTIER Consultant Reserve Line Item  
**State Route:** 0



# 2023 - 2026 Transportation Improvement Program

**Municipality:**

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

**Estimated Construction Bid Date:**

**Actual Construction Bid Date:**

**Location:** Bradford, Sullivan, Tioga County

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$100	\$100	\$100	\$100	\$400	\$0
Construction	185	\$30	\$30	\$30	\$4	\$200	\$0
Construction	581	\$0	\$0	\$50	\$50	\$200	\$0
	<b>Federal:</b>	\$100	\$100	\$100	\$100	\$400	\$0
	<b>State:</b>	\$30	\$30	\$80	\$54	\$400	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$130	\$130	\$180	\$154	\$800	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,394</b>					

**PennDOT Project Id:** 118008

**Project Administrator:** PennDOT

**Title:** Sayre Traffic Signal Improvements

**Improvement Type:** Existing Signal Improvement

**State Route:** 1069

**Municipality:** Athens (BORO)

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

**Estimated Construction Bid Date:** 6/1/23

**Actual Construction Bid Date:**

**Location:** SR 1069 (Elmira Street)

Athens Township and Borough, South Waverly Borough

**Project Description:** Traffic signal improvement on SR 1069 (Elmira Street) in Athens Township and Borough, South Waverly Borough, Bradford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$150	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$150	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$150	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$150</b>					

**PennDOT Project Id:** 118016

**Project Administrator:** PennDOT

**Title:** Bridge Improvement Line Item

**Improvement Type:** Bridge Improvement

**State Route:** 4016

**Municipality:** Columbia (TWP)

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

**Estimated Construction Bid Date:**

**Actual Construction Bid Date:**

**Location:** Bridges located in Bradford, Sullivan, and Tioga County

Various Townships

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Study	185	\$20	\$20	\$20	\$20	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$20	\$20	\$20	\$20	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$20	\$20	\$20	\$20	\$0	\$0

# 2023 - 2026 Transportation Improvement Program

**Total FFY 2023-2034 Cost**                **\$80**

**PennDOT Project Id:** 118050

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

**Title:** SR 1029 over Bullard Creek 2  
**State Route:** 1029  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 9/1/24

**Actual Construction Bid Date:**

**Location:** SR 1029 (North Rome Rd) over Bullard Creek  
 Rome Township

**Project Description:** Bridge rehabilitation on SR 1029 (North Rome Rd) over Bullard Creek in Rome Township, Bradford County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BOF	\$0	\$125	\$0	\$0	\$0	\$0
Utility	BOF	\$0	\$20	\$0	\$0	\$0	\$0
Right of Way	BOF	\$0	\$20	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$600	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$165	\$600	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$165	\$600	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$765</b>					

**PennDOT Project Id:** 118051

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

**Title:** SR 3027 over Mill Creek  
**State Route:** 3027  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 9/1/25

**Actual Construction Bid Date:**

**Location:** SR 3027 (Center Street) over Mill Creek  
 Canton Borough

**Project Description:** Bridge replacement on SR 3027 (Center Street) over Mill Creek in Canton Borough, Bradford County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$135	\$65	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$125	\$0	\$0	\$0
Utility	185	\$0	\$0	\$20	\$0	\$0	\$0
Right of Way	185	\$0	\$0	\$20	\$0	\$0	\$0
Construction	185	\$0	\$0	\$0	\$150	\$500	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$135	\$65	\$165	\$150	\$500	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$135	\$65	\$165	\$150	\$500	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,015</b>					

**Sullivan**

**PennDOT Project Id:** 6936

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

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

**Estimated Construction Bid Date:** 9/1/26

**Actual Construction Bid Date:**

# 2023 - 2026 Transportation Improvement Program

**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)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	BOF	\$0	\$16	\$130	\$0	\$0	\$0
Preliminary Engineering	183	\$0	\$3	\$24	\$0	\$0	\$0
Preliminary Engineering	LOC	\$0	\$1	\$8	\$0	\$0	\$0
Final Design	BOF	\$0	\$0	\$0	\$80	\$0	\$0
Final Design	183	\$0	\$0	\$0	\$15	\$0	\$0
Final Design	LOC	\$0	\$0	\$0	\$5	\$0	\$0
Utility	BOF	\$0	\$0	\$0	\$0	\$16	\$0
Utility	183	\$0	\$0	\$0	\$0	\$3	\$0
Utility	LOC	\$0	\$0	\$0	\$0	\$1	\$0
Right of Way	BOF	\$0	\$0	\$0	\$12	\$0	\$0
Right of Way	183	\$0	\$0	\$0	\$2	\$0	\$0
Right of Way	LOC	\$0	\$0	\$0	\$1	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$400	\$0
Construction	183	\$0	\$0	\$0	\$0	\$75	\$0
Construction	LOC	\$0	\$0	\$0	\$0	\$25	\$0
<b>Federal:</b>		\$0	\$16	\$130	\$92	\$416	\$0
<b>State:</b>		\$0	\$3	\$24	\$17	\$78	\$0
<b>Local/Other:</b>		\$0	\$1	\$8	\$6	\$26	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$0	\$20	\$162	\$115	\$520	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$817</b>					

**PennDOT Project Id:** 7006

**Project Administrator:** PENNDOT

**Improvement Type:** Bridge Improvement

**Municipality:** Hillsgrove (TWP)

**Title:** SR 87 over Dry Run

**State Route:** 87

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

**Estimated Construction Bid Date:** 9/1/24

**Actual Construction Bid Date:**

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

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$0	\$100	\$50	\$0	\$0	\$0
Utility	185	\$0	\$0	\$20	\$0	\$0	\$0
Right of Way	185	\$0	\$15	\$0	\$0	\$0	\$0
Construction	BRIP	\$0	\$0	\$500	\$58	\$0	\$0
Construction	STP	\$0	\$0	\$0	\$192	\$0	\$0
<b>Federal:</b>		\$0	\$0	\$500	\$250	\$0	\$0
<b>State:</b>		\$0	\$115	\$70	\$0	\$0	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$0	\$115	\$570	\$250	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$935</b>					

**PennDOT Project Id:** 7007

**Project Administrator:** PENNDOT

**Improvement Type:** Bridge Improvement

**Municipality:** Hillsgrove (TWP)

**Title:** SR 87 over Slab Run

**State Route:** 87

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

**Estimated Construction Bid Date:** 9/1/24

# 2023 - 2026 Transportation Improvement Program

**Actual Construction Bid Date:**

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

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$0	\$76	\$74	\$0	\$0	\$0
Utility	185	\$0	\$0	\$20	\$0	\$0	\$0
Right of Way	185	\$0	\$15	\$0	\$0	\$0	\$0
Construction	BRIP	\$0	\$0	\$500	\$250	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$500	\$250	\$0	\$0
	<b>State:</b>	\$0	\$91	\$94	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$91	\$594	\$250	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$935</b>					

**PennDOT Project Id:** 7030

**Project Administrator:** PENNDOT

**Title:** Lycoming Co to Sonestown

**Improvement Type:** Restoration

**State Route:** 220

**Municipality:** Davidson (TWP)

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

**Estimated Construction Bid Date:** 12/14/23

**Actual Construction Bid Date:**

**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)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$892	\$864	\$596	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$892	\$864	\$596	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$892	\$864	\$596	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$2,352</b>					

**PennDOT Project Id:** 67743

**Project Administrator:** PennDOT

**Title:** T-346 over Kings Creek

**Improvement Type:** Bridge Replacement

**State Route:** 0

**Municipality:** Elkland (TWP)

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

**Estimated Construction Bid Date:** 9/1/24

**Actual Construction Bid Date:**

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

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	BOF	\$76	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	183	\$14	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	LOC	\$5	\$0	\$0	\$0	\$0	\$0
Final Design	BOF	\$0	\$80	\$40	\$0	\$0	\$0
Final Design	183	\$0	\$15	\$8	\$0	\$0	\$0
Final Design	LOC	\$0	\$5	\$3	\$0	\$0	\$0
Utility	BOF	\$0	\$0	\$16	\$0	\$0	\$0
Utility	185	\$0	\$0	\$3	\$0	\$0	\$0
Utility	LOC	\$0	\$0	\$1	\$0	\$0	\$0

## 2023 - 2026 Transportation Improvement Program

Right of Way	BOF	\$0	\$12	\$0	\$0	\$0	\$0
Right of Way	183	\$0	\$2	\$0	\$0	\$0	\$0
Right of Way	LOC	\$0	\$1	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$320	\$320	\$0	\$0
Construction	183	\$0	\$0	\$60	\$60	\$0	\$0
Construction	LOC	\$0	\$0	\$20	\$20	\$0	\$0
	<b>Federal:</b>	\$76	\$92	\$376	\$320	\$0	\$0
	<b>State:</b>	\$14	\$17	\$71	\$60	\$0	\$0
	<b>Local/Other:</b>	\$5	\$6	\$24	\$20	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$95	\$115	\$471	\$400	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,081</b>					

**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

**Estimated Construction Bid Date:** 9/1/24

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	183	\$0	\$0	\$121	\$359	\$0	\$0
Construction	LOC	\$0	\$0	\$30	\$90	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$121	\$359	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$30	\$90	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$151	\$449	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$600</b>					

**PennDOT Project Id:** 67747

**Project Administrator:** PennDOT

**Title:** T-424 over Elk Creek

**Improvement Type:** Bridge Replacement

**State Route:** 0

**Municipality:** Elkland (TWP)

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

**Estimated Construction Bid Date:** 10/1/22

**Actual Construction Bid Date:**

**Location:** McCarty Ridge Road (T-424) over Tributary to Elk Creek  
Elkland Township, Sullivan County

**Project Description:** Bridge replacement on McCarty Ridge Road (T-424) over Tributary to Elk Creek in Elkland Township, Sullivan County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	183	\$205	\$195	\$0	\$0	\$0	\$0
Construction	LOC	\$51	\$49	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$205	\$195	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$51	\$49	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$256	\$244	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$500</b>					

**PennDOT Project Id:** 78938

# 2023 - 2026 Transportation Improvement Program

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Rehabilitation  
**Municipality:** Hillsgrove (TWP)

**Title:** SR87 ov Ogdonia Creek  
**State Route:** 87  
**Air Quality Status:** AQ Conformity Does Not Apply

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

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$25	\$0	\$0	\$0	\$0	\$0
Utility	185	\$20	\$0	\$0	\$0	\$0	\$0
Construction	BRIP	\$1,166	\$1,034	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$1166	\$1034	\$0	\$0	\$0	\$0
	<b>State:</b>	\$45	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$1,211	\$1,034	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$2,245</b>					

**PennDOT Project Id:** 90005

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

**Title:** SR 487 over Birch Creek  
**State Route:** 487  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 7/1/23

**Actual Construction Bid Date:**

**Location:** SR 487 over Birch Creek,, Cherry (Twp) , , BMS# 56 0487 0310 1010

**Project Description:** Bridge replacement on SR 487 over Birch Creek in Cherry Township, Sullivan County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$50	\$0	\$0	\$0	\$0	\$0
Construction	BRIP	\$2,500	\$750	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$2500	\$750	\$0	\$0	\$0	\$0
	<b>State:</b>	\$50	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$2,550	\$750	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$3,300</b>					

**PennDOT Project Id:** 97568

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

**Title:** SR2002 ov Long Brook  
**State Route:** 2002  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 9/15/22

**Actual Construction Bid Date:**

**Location:** State Route 2002 (Nordmont Road) over Long Brook  
 Davidson Township, Sullivan County

**Project Description:** Bridge replacement on State Route 2002 (Nordmont Road) over Long Brook in Davidson Township, Sullivan County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$20	\$0	\$0	\$0	\$0	\$0
Construction	185	\$100	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$120	\$0	\$0	\$0	\$0	\$0

# 2023 - 2026 Transportation Improvement Program

<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>	\$120	\$0	\$0	\$0	\$0	\$0

**Total FFY 2023-2034 Cost**      **\$120**

**PennDOT Project Id:** 99103

**Project Administrator:** PennDOT

**Improvement Type:** Resurface

**Municipality:** Forks (TWP)

**Title:** Scar Run to Loysock Crk

**State Route:** 87

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

**Estimated Construction Bid Date:** 7/1/22

**Actual Construction Bid Date:**

**Location:** SR 87 from Scar Run to Loysock Creek,, Forks Twp. & Forksville Boro.

**Project Description:**Resurface roadway on SR 87 from Scar Run to Loysock Creek, Forks Township and Forksville Borough, Sullivan County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	581	\$0	\$10	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$10	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$10	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$10</b>					

**PennDOT Project Id:** 99114

**Project Administrator:** PennDOT

**Improvement Type:** Resurface

**Municipality:** Dushore (BORO)

**Title:** SR 87 to Marsh Crk

**State Route:** 220

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

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

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	581	\$0	\$10	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$10	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$10	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$10</b>					

**PennDOT Project Id:** 99363

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Fox (TWP)

**Title:** SR4006ovPorterCreek

**State Route:** 4006

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

**Estimated Construction Bid Date:** 1/27/22

**Actual Construction Bid Date:** 1/27/22

**Location:** State Route 4006 (Ellis Road) over Porter Creek, Fox Township

**Project Description:**Bridge replacement on State Route 4006 (Ellis Road) over Porter Creek in Fox Township, Sullivan County.

### Project Costs(In Thousands)

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

## 2023 - 2026 Transportation Improvement Program

Utility	185	\$25	\$0	\$0	\$0	\$0	\$0
Construction	185	\$125	\$0	\$0	\$0	\$0	\$0
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>		\$150	\$0	\$0	\$0	\$0	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$150	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$150</b>					

**PennDOT Project Id:** 99382

**Project Administrator:** PennDOT

**Title:** Shanerburg Rd to SR 3009

**Improvement Type:** Resurface

**State Route:** 154

**Municipality:** Laporte (TWP)

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

**Estimated Construction Bid Date:** 7/1/23

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$100	\$600	\$155	\$0	\$0	\$0
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>		\$100	\$600	\$155	\$0	\$0	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$100	\$600	\$155	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$855</b>					

**PennDOT Project Id:** 99422

**Project Administrator:** PennDOT

**Title:** SR220 to Muncy Valley Road

**Improvement Type:** Resurface

**State Route:** 42

**Municipality:** Davidson (TWP)

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

**Estimated Construction Bid Date:** 1/18/24

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$150	\$0	\$0	\$0	\$0	\$0
Final Design	581	\$0	\$25	\$0	\$0	\$0	\$0
Construction	581	\$0	\$372	\$628	\$0	\$0	\$0
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>		\$150	\$397	\$628	\$0	\$0	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$150	\$397	\$628	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,175</b>					

**PennDOT Project Id:** 99447

**Project Administrator:** PennDOT

**Title:** Lakewood Ave to Spring St

**Improvement Type:** Resurface

**State Route:** 42

**Municipality:** Eagles Mere (BORO)

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



# 2023 - 2026 Transportation Improvement Program

**Estimated Construction Bid Date:** 7/1/22

**Actual Construction Bid Date:**

**Location:** PA 42 from Lakewood Avenue to Spring Street , Eagles Mere and Laporte Boroughs and Shrewsbury and Laporte Townships,

**Project Description:**Resurface PA 42 from Lakewood Avenue to Spring Street in Eagles Mere & Laporte Boroughs and Shrewsbury and Laporte Townships, Sullivan County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$500	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$500	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$500	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$500</b>					

**PennDOT Project Id:** 102938

**Project Administrator:** PennDOT

**Title:** SR 42 to Loyalsock Cr

**Improvement Type:** Resurface

**State Route:** 220

**Municipality:** Laporte (BORO)

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

**Estimated Construction Bid Date:** 1/1/33

**Actual Construction Bid Date:**

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

0300/0000 to 0400/1657

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	581	\$0	\$0	\$0	\$10	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$10	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$10	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$10</b>					

**PennDOT Project Id:** 109757

**Project Administrator:** PennDOT

**Title:** SR 4010 Hillsgrove Post Flood Survey

**Improvement Type:** Bridge Preservation Activities

**State Route:** 4010

**Municipality:** Hillsgrove (TWP)

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

**Estimated Construction Bid Date:** 9/1/23

**Actual Construction Bid Date:**

**Location:** Intersection of SR 4010 (Hoppestown Road) and SR 87  
Hillsgrove Township, Sullivan County

**Project Description:**Post flood survey near the intersection of SR 4010 (Hoppestown Road) and SR 87 in Hillsgrove Township, Sullivan County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$5	\$0	\$0	\$0	\$0	\$0
Utility	185	\$0	\$10	\$0	\$0	\$0	\$0
Right of Way	185	\$15	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$100	\$200	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$20	\$110	\$200	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>

# 2023 - 2026 Transportation Improvement Program

<b>Period Totals:</b>	\$20	\$110	\$200	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$330</b>					

**PennDOT Project Id:** 110166

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Improvement  
**Municipality:** Forks (TWP)

**Title:** SR 87 over Little Loyalsock Creek  
**State Route:** 87  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 9/1/24

**Actual Construction Bid Date:**

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BRIP	\$150	\$0	\$0	\$0	\$0	\$0
Utility	BRIP	\$0	\$0	\$20	\$0	\$0	\$0
Right of Way	BRIP	\$15	\$0	\$0	\$0	\$0	\$0
Construction	BRIP	\$0	\$0	\$1,000	\$1,000	\$0	\$0
	<b>Federal:</b>	\$165	\$0	\$1020	\$1000	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$165	\$0	\$1,020	\$1,000	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$2,185</b>					

**PennDOT Project Id:** 110235

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Improvement  
**Municipality:** Fox (TWP)

**Title:** SR 4005 over Fall Run  
**State Route:** 4005  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 9/14/23

**Actual Construction Bid Date:**

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$10	\$0	\$0	\$0	\$0	\$0
Utility	185	\$0	\$20	\$0	\$0	\$0	\$0
Right of Way	185	\$15	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$200	\$100	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$25	\$220	\$100	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$25	\$220	\$100	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$345</b>					

**PennDOT Project Id:** 110239

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

**Title:** T-441 Cherry Township  
**State Route:** 0  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 1/1/24

**Actual Construction Bid Date:**

**Location:** T-441 over Unnamed Tributary to Marsh Run  
 Cherry Township, Sullivan County

# 2023 - 2026 Transportation Improvement Program

**Project Description:** Bridge replacement on T-441 over Unnamed Tributary to Marsh Run in Cherry Township, Sullivan County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	183	\$0	\$258	\$222	\$0	\$0	\$0
Construction	LOC	\$0	\$64	\$56	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$258	\$222	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$64	\$56	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$322	\$278	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$600</b>					

**PennDOT Project Id:** 110240

**Project Administrator:** PennDOT

**Title:** SR4020 over Tributary to Lick Run

**Improvement Type:** Bridge Improvement

**State Route:** 4020

**Municipality:** Cherry (TWP)

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

**Estimated Construction Bid Date:** 9/1/24

**Actual Construction Bid Date:**

**Location:** SR 4020 (Drake Road) over Tributary to Lick Run  
Cherry Township, Sullivan County

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$0	\$10	\$10	\$0	\$0	\$0
Utility	185	\$0	\$0	\$10	\$0	\$0	\$0
Right of Way	185	\$0	\$20	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$150	\$150	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$30	\$170	\$150	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$30	\$170	\$150	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$350</b>					

**PennDOT Project Id:** 110243

**Project Administrator:** PennDOT

**Title:** SR1006 over Trib to Birch Creek

**Improvement Type:** Bridge Improvement

**State Route:** 1006

**Municipality:** Cherry (TWP)

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

**Estimated Construction Bid Date:** 9/1/25

**Actual Construction Bid Date:**

**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)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$75	\$0	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$20	\$0	\$0	\$0
Utility	185	\$0	\$0	\$0	\$10	\$0	\$0
Right of Way	185	\$0	\$0	\$15	\$0	\$0	\$0
Construction	185	\$0	\$0	\$0	\$250	\$50	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$75	\$0	\$35	\$260	\$50	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>

# 2023 - 2026 Transportation Improvement Program

<b>Period Totals:</b>	\$75	\$0	\$35	\$260	\$50	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$420</b>					

**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

**Estimated Construction Bid Date:** 10/1/25

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$45	\$25	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$10	\$10	\$0
Utility	185	\$0	\$0	\$0	\$0	\$20	\$0
Right of Way	185	\$0	\$0	\$0	\$15	\$0	\$0
Construction	185	\$0	\$0	\$0	\$25	\$225	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$45	\$25	\$50	\$255	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$45	\$25	\$50	\$255	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$0</b>	<b>\$45</b>	<b>\$25</b>	<b>\$50</b>	<b>\$255</b>	<b>\$0</b>

**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

**Estimated Construction Bid Date:** 9/1/26

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$58	\$38	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$10	\$10	\$0
Utility	185	\$0	\$0	\$0	\$0	\$10	\$0
Right of Way	185	\$0	\$0	\$0	\$15	\$0	\$0
Construction	185	\$0	\$0	\$0	\$0	\$300	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$58	\$38	\$25	\$320	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$58	\$38	\$25	\$320	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$0</b>	<b>\$58</b>	<b>\$38</b>	<b>\$25</b>	<b>\$320</b>	<b>\$0</b>

**PennDOT Project Id:** 110267

**Project Administrator:** PennDOT

**Title:** SR 1001 over Tribute to Loyalsock Creek

**Improvement Type:** Bridge Replacement

**State Route:** 1001

**Municipality:** Colley (TWP)

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

**Estimated Construction Bid Date:** 9/1/26

# 2023 - 2026 Transportation Improvement Program

**Actual Construction Bid Date:**

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

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$58	\$38	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$10	\$10	\$0
Utility	185	\$0	\$0	\$0	\$0	\$20	\$0
Right of Way	185	\$0	\$0	\$15	\$0	\$0	\$0
Construction	185	\$0	\$0	\$0	\$0	\$300	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$58	\$53	\$10	\$330	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$58	\$53	\$10	\$330	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$451</b>					

**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

**Estimated Construction Bid Date:** 9/1/28

**Actual Construction Bid Date:**

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

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$0	\$38	\$38	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$20	\$0
Utility	185	\$0	\$0	\$0	\$0	\$10	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	185	\$0	\$0	\$0	\$0	\$300	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$38	\$383	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$38	\$383	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$421</b>					

**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

**Estimated Construction Bid Date:** 9/1/26

**Actual Construction Bid Date:**

**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)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	BOF	\$0	\$16	\$184	\$0	\$0	\$0
Preliminary Engineering	183	\$0	\$3	\$35	\$0	\$0	\$0
Preliminary Engineering	LOC	\$0	\$1	\$12	\$0	\$0	\$0
Final Design	BOF	\$0	\$0	\$0	\$80	\$0	\$0

## 2023 - 2026 Transportation Improvement Program

Final Design	183	\$0	\$0	\$0	\$15	\$0	\$0
Final Design	LOC	\$0	\$0	\$0	\$5	\$0	\$0
Utility	BOF	\$0	\$0	\$0	\$0	\$8	\$0
Utility	183	\$0	\$0	\$0	\$0	\$2	\$0
Utility	LOC	\$0	\$0	\$0	\$0	\$1	\$0
Right of Way	BOF	\$0	\$0	\$0	\$12	\$0	\$0
Right of Way	183	\$0	\$0	\$0	\$2	\$0	\$0
Right of Way	LOC	\$0	\$0	\$0	\$1	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$640	\$0
Construction	183	\$0	\$0	\$0	\$0	\$120	\$0
Construction	LOC	\$0	\$0	\$0	\$0	\$40	\$0
<b>Federal:</b>		\$0	\$16	\$184	\$92	\$648	\$0
<b>State:</b>		\$0	\$3	\$35	\$17	\$122	\$0
<b>Local/Other:</b>		\$0	\$1	\$12	\$6	\$41	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$0	\$20	\$231	\$115	\$811	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,177</b>					

**PennDOT Project Id:** 110441

**Project Administrator:** PennDOT

**Title:** SR87 over Loyalsock Creek

**Improvement Type:** Bridge Improvement

**State Route:** 87

**Municipality:** Forksville (BORO)

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

**Estimated Construction Bid Date:** 9/1/28

**Actual Construction Bid Date:**

**Location:** SR87 over Loyalsock Creek  
Forksville Borough

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$0	\$50	\$50	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$100	\$0
Utility	185	\$0	\$0	\$0	\$0	\$10	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$1,500	\$0
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$1500	\$0
<b>State:</b>		\$0	\$0	\$0	\$50	\$175	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$0	\$0	\$0	\$50	\$1,675	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,725</b>					

**PennDOT Project Id:** 110442

**Project Administrator:** PennDOT

**Title:** SR87 over Little Loyalsock Creek

**Improvement Type:** Bridge Improvement

**State Route:** 87

**Municipality:** Forksville (BORO)

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

**Estimated Construction Bid Date:** 9/1/29

**Actual Construction Bid Date:**

**Location:** SR87 over Little Loyalsock Creek  
Forksville Borough

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$0	\$50	\$50	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$100	\$0
Utility	185	\$0	\$0	\$0	\$0	\$10	\$0

## 2023 - 2026 Transportation Improvement Program

Right of Way	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$1,000	\$0
Construction	185	\$0	\$0	\$0	\$0	\$300	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$1000	\$0
	<b>State:</b>	\$0	\$0	\$0	\$50	\$475	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$50	\$1,475	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,525</b>					

**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

**Estimated Construction Bid Date:** 9/1/26

**Actual Construction Bid Date:**

**Location:** SR 154 over Shanerburg Run  
 Shrewsbury Township

**Project Description:** Bridge replacement on SR 154 over Shanerburg Run in Shrewsbury Township, Sullivan County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$50	\$150	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$115	\$0
Utility	185	\$0	\$0	\$0	\$0	\$20	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$1,100	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$1100	\$0
	<b>State:</b>	\$0	\$0	\$50	\$150	\$150	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$50	\$150	\$1,250	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,450</b>					

**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

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

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$0	\$150	\$50	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$100	\$0
Utility	185	\$0	\$0	\$0	\$0	\$20	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$1,100	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$1100	\$0
	<b>State:</b>	\$0	\$0	\$0	\$150	\$185	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$150	\$1,285	\$0

# 2023 - 2026 Transportation Improvement Program

**Total FFY 2023-2034 Cost**      **\$1,435**

**PennDOT Project Id:** 115837

**Project Administrator:** PennDOT

**Improvement Type:** Resurface

**Municipality:** Cherry (TWP)

**Title:** Wampole Run Rd to SR220

**State Route:** 87

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

**Estimated Construction Bid Date:**

**Actual Construction Bid Date:** 8/30/21

**Location:** SR 87 from Wampole Run Rd to SR 220  
Cherry Twp

**Project Description:**Resurfacing on SR 87 from Wampole Run Rd to SR 220 in Cherry Twp, Sullivan County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$143	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$143	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$143	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$143</b>					

**PennDOT Project Id:** 115886

**Project Administrator:** PennDOT

**Improvement Type:** Resurface

**Municipality:** Cherry (TWP)

**Title:** SR 87 to Bradford Co

**State Route:** 220

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

**Estimated Construction Bid Date:** 1/27/22

**Actual Construction Bid Date:** 1/27/22

**Location:** SR 87 to Bradford County line  
Cherry Township and Dushore Borough

**Project Description:** Microsurface on SR 87 to Bradford County line in Cherry Township and Dushore Borough, Sullivan County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$230	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$230	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$230	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$230</b>					

**PennDOT Project Id:** 115986

**Project Administrator:** PennDOT

**Improvement Type:** Resurface

**Municipality:** Davidson (TWP)

**Title:** SR 220 to Bug Run

**State Route:** 2002

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

**Estimated Construction Bid Date:** 1/1/23

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$300	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$300	\$0	\$0	\$0	\$0	\$0



## 2023 - 2026 Transportation Improvement Program

<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>	\$300	\$0	\$0	\$0	\$0	\$0

**Total FFY 2023-2034 Cost**                 **\$300**

**Susquehanna**

**PennDOT Project Id:** 9631

**Project Administrator:** PENNDOT

**Improvement Type:** Replace/Rehab

**Municipality:** Harmony (TWP)

**Title:** SR 1007 over South Branch Canawacta Creek

**State Route:** 1007

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

**Estimated Construction Bid Date:** 10/1/26

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

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

**Project Description:**

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$0	\$0	\$0	\$150	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$150	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$150	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$150</b>					

**PennDOT Project Id:** 9643

**Project Administrator:** PENNDOT

**Improvement Type:** Replace/Rehab

**Municipality:** Gibson (TWP)

**Title:** SR 2036 over Rock Hill Creek

**State Route:** 2036

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

**Estimated Construction Bid Date:** 10/5/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	185	\$0	\$550	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$550	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$550	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$550</b>					

**PennDOT Project Id:** 9668

**Project Administrator:** PENNDOT

**Improvement Type:** Replace/Rehab

**Municipality:** Rush (TWP)

**Title:** SR 706 over Branch Wyalusing Creek

**State Route:** 706

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

**Estimated Construction Bid Date:**

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Susquehanna County, Rush Township, State Route 706

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

### Project Costs(In Thousands)

# 2023 - 2026 Transportation Improvement Program

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$350	\$0	\$0	\$0
Construction	185	\$0	\$0	\$0	\$0	\$0	\$850
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$350	\$0	\$0	\$850
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$350	\$0	\$0	\$850
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,200</b>					

**PennDOT Project Id:** 9698

**Project Administrator:** PENNDOT

**Title:** SR 29 over Branch of Wyalusing Creek

**Improvement Type:** Replace/Rehab

**State Route:** 29

**Municipality:** Bridgewater (TWP)

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

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

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$0	\$0	\$0	\$50	\$0	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$0	\$600
Construction	185	\$0	\$0	\$0	\$0	\$0	\$150
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$600
	<b>State:</b>	\$0	\$0	\$0	\$50	\$0	\$150
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$50	\$0	\$750
<b>Total FFY 2023-2034 Cost</b>		<b>\$800</b>					

**PennDOT Project Id:** 9701

**Project Administrator:** PENNDOT

**Title:** SR 29 over Tributary Snake Creek

**Improvement Type:** Bridge Rehabilitation

**State Route:** 29

**Municipality:** Franklin (TWP)

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

**Estimated Construction Bid Date:** 12/7/23

**Actual Construction Bid Date:**

**Location:** Susquehanna County, Franklin Township, State Route 29

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$0	\$50	\$0	\$0
Construction	185	\$0	\$0	\$0	\$0	\$615	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$50	\$615	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$50	\$615	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$665</b>					

**PennDOT Project Id:** 9704

**Project Administrator:** PENNDOT

**Title:** SR 92 over Hillborn Creek

**Improvement Type:** Replace/Rehab

**State Route:** 92

# 2023 - 2026 Transportation Improvement Program

**Municipality:** Oakland (TWP)

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

**Estimated Construction Bid Date:** 10/10/24

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$0	\$50	\$0	\$0
Construction	STP	\$0	\$0	\$0	\$500	\$0	\$0
Construction	581	\$0	\$0	\$0	\$125	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$500	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$175	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$675	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$675</b>					

**PennDOT Project Id:** 9709

**Project Administrator:** PENNDOT

**Title:** SR 367 over Branch Tuscarora Creek

**Improvement Type:** Bridge Rehabilitation

**State Route:** 367

**Municipality:** Auburn (TWP)

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

**Estimated Construction Bid Date:** 12/8/22

**Actual Construction Bid Date:**

**Location:** Susquehanna County, Auburn Township, State Route 367

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BOF	\$1,200	\$0	\$0	\$0	\$0	\$0
Construction	185	\$300	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$1200	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$300	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$1,500	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,500</b>					

**PennDOT Project Id:** 9720

**Project Administrator:** PENNDOT

**Title:** SR 706 over East Branch of Wyalusing Creek

**Improvement Type:** Replace/Rehab

**State Route:** 706

**Municipality:** Rush (TWP)

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

**Estimated Construction Bid Date:** 2/1/24

**Actual Construction Bid Date:**

**Location:** Susquehanna County, Rush Township, State Route 706

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$350	\$0	\$0	\$0	\$0	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$800	\$0
Construction	185	\$0	\$0	\$0	\$0	\$200	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$800	\$0
	<b>State:</b>	\$350	\$0	\$0	\$0	\$200	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0

# 2023 - 2026 Transportation Improvement Program

	2023	2024	2025	2026	2027 - 2030	2031 - 2034
<b>Period Totals:</b>	\$350	\$0	\$0	\$0	\$1,000	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$1,350</b>					

**PennDOT Project Id:** 47034

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

**Title:** SR 171 over Canawacta Creek  
**State Route:** 171  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 6/5/25

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BRIP	\$0	\$0	\$1,600	\$0	\$0	\$0
Construction	581	\$0	\$0	\$400	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$1600	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$400	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$2,000	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$2,000</b>					

**PennDOT Project Id:** 56738

**Project Administrator:** PennDOT  
**Improvement Type:** Replace/Rehab  
**Municipality:** Silver Lake (TWP)

**Title:** SR 4008 over Laurel Lake Creek  
**State Route:** 4008  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 6/22/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Susquehanna County, Silver Lake Township, State Route 4008

**Project Description:** Bridge rehabilitation/replacement on State Route 4008 over Laurel Lake Creek, in Silver Lake Township, Susquehanna County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BOF	\$0	\$0	\$0	\$1,600	\$0	\$0
Construction	581	\$0	\$0	\$0	\$400	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$1600	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$400	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$2,000	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$2,000</b>					

**PennDOT Project Id:** 65189

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Deck Replacement  
**Municipality:**

**Title:** Church Street over Salt Lick Creek  
**State Route:** 7409  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 3/1/25

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**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)

## 2023 - 2026 Transportation Improvement Program

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BOF	\$200	\$0	\$0	\$0	\$0	\$0
Final Design	183	\$38	\$0	\$0	\$0	\$0	\$0
Final Design	LOC	\$13	\$0	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$1,200	\$0	\$0	\$0
Construction	183	\$0	\$0	\$225	\$0	\$0	\$0
Construction	LOC	\$0	\$0	\$75	\$0	\$0	\$0
	<b>Federal:</b>	\$200	\$0	\$1200	\$0	\$0	\$0
	<b>State:</b>	\$38	\$0	\$225	\$0	\$0	\$0
	<b>Local/Other:</b>	\$13	\$0	\$75	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$251	\$0	\$1,500	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,751</b>					

**PennDOT Project Id:** 67523

**Project Administrator:** PennDOT

**Improvement Type:** Replace/Rehab

**Municipality:** Forest Lake (TWP)

**Title:** SR 267 over Middle Branch Wyalusing Creek

**State Route:** 267

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

**Estimated Construction Bid Date:** 8/10/23

**Actual Construction Bid Date:**

**Location:** Susquehanna County, Forest Lake Township, State Route 267

**Project Description:** Bridge replacement on State Route 267 over Middle Branch Wyalusing Creek in Forest Lake Township, Susquehanna County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$0	\$0	\$0	\$1,200	\$0	\$0
Construction	185	\$0	\$0	\$0	\$300	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$1200	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$300	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$1,500	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,500</b>					

**PennDOT Project Id:** 67525

**Project Administrator:** PennDOT

**Improvement Type:** Replace/Rehab

**Municipality:** Jessup (TWP)

**Title:** SR 706 over East Branch Wyalusing Creek

**State Route:** 706

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

**Estimated Construction Bid Date:** 1/25/24

**Actual Construction Bid Date:**

**Location:** Susquehanna County, Jessup Township, State Route 706

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$100	\$0	\$0	\$0	\$0	\$0
Construction	581	\$0	\$0	\$0	\$0	\$3,800	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$100	\$0	\$0	\$0	\$3800	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$100	\$0	\$0	\$0	\$3,800	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$3,900</b>					

# 2023 - 2026 Transportation Improvement Program

**PennDOT Project Id:** 67548

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

**Title:** SR 3004 over Riley Creek  
**State Route:** 3004

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

**Estimated Construction Bid Date:** 10/19/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Susquehanna County, Auburn Township, State Route 3004

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$650	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$650	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$650	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$650</b>					

**PennDOT Project Id:** 67550

**Project Administrator:** PennDOT  
**Improvement Type:** Replace/Rehab  
**Municipality:** Great Bend (TWP)

**Title:** SR 11 over Tributary Salt Lick Creek  
**State Route:** 11

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

**Estimated Construction Bid Date:** 10/9/25

**Actual Construction Bid Date:**

**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)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	STP	\$0	\$100	\$0	\$0	\$0	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$850	\$0
	<b>Federal:</b>	\$0	\$100	\$0	\$0	\$850	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$0	\$100	\$0	\$0	\$850	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$950</b>					

**PennDOT Project Id:** 67560

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

**Title:** SR 4008 over Silver Creek  
**State Route:** 4008

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

**Estimated Construction Bid Date:** 1/12/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Susquehanna County, Franklin Township, State Route 4008

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BOF	\$280	\$0	\$0	\$0	\$0	\$0
Final Design	185	\$70	\$0	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$960	\$0
	185	\$0	\$0	\$0	\$0	\$240	\$0
<b>Federal:</b>		\$280	\$0	\$0	\$0	\$960	\$0

# 2023 - 2026 Transportation Improvement Program

<b>State:</b>	\$70	\$0	\$0	\$0	\$240	\$0
<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>	\$350	\$0	\$0	\$0	\$1,200	\$0

**Total FFY 2023-2034 Cost            \$1,550**

**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

**Estimated Construction Bid Date:** 10/1/25

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$50	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$350	\$300	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$50	\$350	\$300	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$50	\$350	\$300	\$0	\$0	\$0

**Total FFY 2023-2034 Cost            \$700**

**PennDOT Project Id:** 68936

**Project Administrator:** PennDOT

**Title:** SR 167 over Martins Creek

**Improvement Type:** Bridge Replacement

**State Route:** 167

**Municipality:** Hop Bottom (BORO)

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

**Estimated Construction Bid Date:** 12/8/22

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	581	\$350	\$0	\$0	\$0	\$0	\$0
Construction	BRIP	\$0	\$0	\$0	\$1,850	\$0	\$0
Construction	185	\$0	\$0	\$0	\$463	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$1850	\$0	\$0
	<b>State:</b>	\$350	\$0	\$0	\$463	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$350	\$0	\$0	\$2,313	\$0	\$0

**Total FFY 2023-2034 Cost            \$2,663**

**PennDOT Project Id:** 69010

**Project Administrator:** PennDOT

**Title:** SR 2002 over Outlet Lakeside Pond

**Improvement Type:** Bridge Replacement

**State Route:** 2002

**Municipality:** Lathrop (TWP)

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

**Estimated Construction Bid Date:** 12/8/22

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Susquehanna County, Lathrop Township, State Route 2002

# 2023 - 2026 Transportation Improvement Program

**Project Description:** Bridge replacement on State Route 2002 over Outlet Lakeside Pond, in Lathrop Township, Susquehanna County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	185	\$0	\$0	\$0	\$640	\$640	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$640	\$640	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$0	\$0	\$0	\$640	\$640	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,280</b>					

**PennDOT Project Id:** 69023

**Project Administrator:** PennDOT

**Title:** SR 2036 over Overflow Channel

**Improvement Type:** Replace/Rehab

**State Route:** 2036

**Municipality:** Gibson (TWP)

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

**Estimated Construction Bid Date:** 10/5/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Susquehanna County, Gibson Township, State Route 2036

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	185	\$0	\$240	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$240	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$0	\$240	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$240</b>					

**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

**Estimated Construction Bid Date:**

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

**Actual Construction Bid Date:**

**Location:** Susquehanna and Wyoming Counties

**Project Description:** Susquehanna and Wyoming Counties - Highway Reserve.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BOF	\$290	\$200	\$5	\$5	\$1,836	\$1,250
Construction	BRIP	\$252	\$452	\$292	\$402	\$4,688	\$1,008
Construction	HSIP	\$104	\$118	\$133	\$147	\$303	\$1,062
Construction	NHPP	\$157	\$39	\$79	\$79	\$2,386	\$676
Construction	STP	\$381	\$232	\$438	\$631	\$1,954	\$2,411
Construction	185	\$245	\$214	\$72	\$254	\$2,035	\$20
Construction	581	\$905	\$210	\$1,115	\$138	\$6,433	\$1,060
	<b>Federal:</b>	\$1184	\$1041	\$947	\$1264	\$11167	\$6407
	<b>State:</b>	\$1150	\$424	\$1187	\$392	\$8468	\$1080
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$2,334	\$1,465	\$2,134	\$1,656	\$19,635	\$7,487
<b>Total FFY 2023-2034 Cost</b>		<b>\$34,711</b>					



# 2023 - 2026 Transportation Improvement Program

**PennDOT Project Id:** 79569

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

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

**Estimated Construction Bid Date:** 1/9/25

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Susquehanna County  
 Auburn Township  
 State Route 3001

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$0	\$0	\$1,000	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$1000	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$1,000	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,000</b>					

**PennDOT Project Id:** 79570

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

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

**Estimated Construction Bid Date:** 10/19/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Susquehanna County  
 Auburn Township  
 State Route 3004

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$650	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$650	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$650	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$650</b>					

**PennDOT Project Id:** 85720

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

**Title:** SR 1018 over Tributary Dubois Creek  
**State Route:** 1018  
**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 6/8/23

**Actual Construction Bid Date:**

**Location:** Susquehanna County, Franklin Township, State Route 1018

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$0	\$0	\$500	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$500	\$0	\$0	\$0

## 2023 - 2026 Transportation Improvement Program

<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>	\$0	\$0	\$500	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$500</b>					

**PennDOT Project Id:** 85729

**Project Administrator:** PennDOT

**Improvement Type:** Replace/Rehab

**Municipality:** Gibson (TWP)

**Title:** SR 92 over Tributary Tunkhannock Creek

**State Route:** 92

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

**Estimated Construction Bid Date:** 10/5/23

**Actual Construction Bid Date:**

**Location:** Susquehanna County, Gibson Township, State Route 92

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	STP	\$100	\$0	\$0	\$0	\$0	\$0
Construction	STP	\$0	\$500	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$100	\$500	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$100	\$500	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$600</b>						

**PennDOT Project Id:** 85730

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Lanesboro (BORO)

**Title:** SR 1009 over Starrucca Creek

**State Route:** 1009

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

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

**Actual Construction Bid Date:**

**Location:** Susquehanna County, Lanesboro Borough, State Route 1009 (Viaduct Street) , ,

**Project Description:** Bridge rehabilitation/replacement on State Route 1009 (Viaduct Street) over Starrucca Creek in Lanesboro Borough, Susquehanna County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BRIP	\$2,000	\$600	\$0	\$0	\$0	\$0
Construction	185	\$500	\$150	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$2000	\$600	\$0	\$0	\$0	\$0
	<b>State:</b>	\$500	\$150	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$2,500	\$750	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$3,250</b>						

**PennDOT Project Id:** 89698

**Project Administrator:** PennDOT

**Improvement Type:** Replace/Rehab

**Municipality:** Franklin (TWP)

**Title:** SR 1018 over Snake Creek

**State Route:** 1018

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

**Estimated Construction Bid Date:** 6/8/23

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

## 2023 - 2026 Transportation Improvement Program

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$0	\$0	\$1,000	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$1000	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$1,000	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,000</b>					

**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:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 7/13/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

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

**Project Description:**

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$440	\$200	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$440	\$200	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$440	\$200	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$640</b>					

**PennDOT Project Id:** 94737

**Project Administrator:** PennDOT

**Title:** SR 11 Shoulders / ELRS

**Improvement Type:** Safety Improvement

**State Route:** 11

**Municipality:** Lathrop (TWP)

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

**Estimated Construction Bid Date:** 7/14/22

**Actual Construction Bid Date:**

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

**Project Description:**

Safety Improvements on State Route 11 (Lackawanna Trail) from the Susquehanna/Wyoming County Line to 1 mile South of State Route 2017 (Station Hill Road) in Lathrop Township, Susquehanna County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$1,000	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$1000	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$1,000	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,000</b>					

**PennDOT Project Id:** 94740

**Project Administrator:** PennDOT

**Title:** SR 11 Shoulder / ELRS

**Improvement Type:** Safety Improvement

**State Route:** 11

**Municipality:** Lathrop (TWP)

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

# 2023 - 2026 Transportation Improvement Program

**Estimated Construction Bid Date:** 7/14/22

**Actual Construction Bid Date:**

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

**Project Description:**

Safety Improvements on State Route 11 (Lackawanna Trail) from 1 mile south of State Route 2017 (Station Hill Road) to Township Road 406 (Squier Cemetery Road) in Lathrop and Lenox Townships, Susquehanna County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$1,000	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$1000	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$1,000	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,000</b>					

**PennDOT Project Id:** 94741

**Project Administrator:** PennDOT

**Title:** SR 11 Shoulder / ELRS.

**Improvement Type:** Safety Improvement

**State Route:** 11

**Municipality:** Lenox (TWP)

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

**Estimated Construction Bid Date:** 3/2/23

**Actual Construction Bid Date:**

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

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	HSIP	\$0	\$253	\$240	\$254	\$1,618	\$0
Construction	STP	\$0	\$200	\$485	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$453	\$725	\$254	\$1618	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$0	\$453	\$725	\$254	\$1,618	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$3,050</b>					

**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

**Estimated Construction Bid Date:** 4/22/20

**Actual Construction Bid Date:**

**Location:** SR 2067, Gibson Township

**Project Description:** Replace (2) 24" pipes with a precast box culvert along with approach repairs on SR 2067 in Gibson Township, Susquehanna County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$0	\$0	\$75	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$75	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$0	\$0	\$75	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$75</b>					

# 2023 - 2026 Transportation Improvement Program

**PennDOT Project Id:** 96731

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Apolacon (TWP)

**Title:** SR 858 over Apolacon Creek

**State Route:** 858

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

**Estimated Construction Bid Date:** 10/21/22

**Actual Construction Bid Date:**

**Location:** Susquehanna County, Apolacon Township, State Route 858

**Project Description:** Bridge replacement on State Route 858 over Apolacon Creek in Apolacon Township, Susquehanna County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$0	\$1,125	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$1125	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$1,125	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,125</b>					

**PennDOT Project Id:** 96732

**Project Administrator:** PennDOT

**Improvement Type:** Replace/Rehab

**Municipality:** New Milford (TWP)

**Title:** SR 1018 over Norfolk Southern RR

**State Route:** 1018

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

**Estimated Construction Bid Date:** 1/9/25

**Actual Construction Bid Date:**

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

**Project Description:** Bridge replacement/rehabilitation on State Route 1018 over D&H Railroad, in New Milford Township, Susquehanna County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BRIP	\$0	\$1,200	\$0	\$0	\$0	\$0
Construction	581	\$0	\$300	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$1200	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$300	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$1,500	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,500</b>					

**PennDOT Project Id:** 100596

**Project Administrator:** PennDOT

**Improvement Type:** Replace/Rehab

**Municipality:** Franklin (TWP)

**Title:** SR 1049 over Branch of Snake Creek

**State Route:** 1049

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

**Estimated Construction Bid Date:** 6/8/23

**Actual Construction Bid Date:**

**Location:** Susquehanna County, Franklin Township, State Route 1049

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$0	\$0	\$0	\$500	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$500	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0

# 2023 - 2026 Transportation Improvement Program

	2023	2024	2025	2026	2027 - 2030	2031 - 2034
<b>Period Totals:</b>	\$0	\$0	\$0	\$500	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$500</b>					

**PennDOT Project Id:** 101043

**Project Administrator:** PennDOT

**Improvement Type:** Replace/Rehab

**Municipality:** Great Bend (TWP)

**Title:** SR 171 over High Bridge Creek

**State Route:** 171

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

**Estimated Construction Bid Date:** 6/5/25

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$0	\$350	\$0	\$0	\$0	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$1,640	\$0
Construction	185	\$0	\$0	\$0	\$0	\$410	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$1640	\$0
	<b>State:</b>	\$0	\$350	\$0	\$0	\$410	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$350	\$0	\$0	\$2,050	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$2,400</b>					

**PennDOT Project Id:** 101932

**Project Administrator:** PennDOT

**Improvement Type:** Resurface

**Municipality:** Forest City (BORO)

**Title:** Group 4-15-ST 4

**State Route:** 171

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

**Estimated Construction Bid Date:** 10/1/25

**Actual Construction Bid Date:**

**Location:** Susquehanna County, Ararat, Clifford, Herrick, Silver Lake Townships, Forest city, Union Dale Boroughs, State Route 171 (Main Street, Stillwater Road), State Route 4002 (Quaker Lake, Laurel Roads)

**Project Description:**

Resurfacing on State Route 171 (Main Street, Stillwater Road) from Lackawanna / Susquehanna County Line between Ross Hill Road and Cottrell Road in Forest City and Uniondale Boroughs, and Clifford, Herrick and Ararat Townships, State Route 4002 (Quaker Lake, Laurel Lake Roads) from State Route 167 (Owego Street) between John McNamara Drive and Valley View Road, Silver Lake Township, Susquehanna County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$0	\$0	\$0	\$10	\$0	\$0
Construction	581	\$0	\$0	\$0	\$40	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$10	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$40	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$50	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$50</b>					

**PennDOT Project Id:** 107009

**Project Administrator:** PennDOT

**Improvement Type:** Reconstruct

**Municipality:**

**Title:** Bridge Preservation

**State Route:** 0

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

**Estimated Construction Bid Date:**

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Northern Tier Reserve Line Item.

## 2023 - 2026 Transportation Improvement Program

**Project Description:** Bridge Preservation Line Item

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	NHPP	\$80	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	185	\$20	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$20	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$80	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$20	\$20	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$100	\$20	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$120</b>					

**PennDOT Project Id:** 107950

**Project Administrator:** PennDOT

**Title:** SR 167 over Hop Bottom Creek

**Improvement Type:** Bridge Replacement

**State Route:** 167

**Municipality:** Bridgewater (TWP)

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

**Estimated Construction Bid Date:** 12/8/22

**Actual Construction Bid Date:**

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

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$0	\$0	\$1,200	\$0	\$0	\$0
Construction	185	\$0	\$0	\$300	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$1,200	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$300	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$1,500	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,500</b>					

**PennDOT Project Id:** 109880

**Project Administrator:** PennDOT

**Title:** SR 706 over Snell Creek

**Improvement Type:** Replace/Rehab

**State Route:** 706

**Municipality:** Jessup (TWP)

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

**Estimated Construction Bid Date:** 2/1/24

**Actual Construction Bid Date:**

**Location:** Susquehanna County, Jessup Township, State Route 706

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	STP	\$100	\$0	\$0	\$0	\$0	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$1,400	\$0
Construction	185	\$0	\$0	\$0	\$0	\$350	\$0
	<b>Federal:</b>	\$100	\$0	\$0	\$0	\$1,400	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$350	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$100	\$0	\$0	\$0	\$1,750	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,850</b>					

# 2023 - 2026 Transportation Improvement Program

**PennDOT Project Id:** 109881

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

**Title:** SR 2011 over Tributary to Meshoppen Creek  
**State Route:** 2011

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

**Estimated Construction Bid Date:** 12/8/22

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Susquehanna County, Bridgewater Township, State Route 2011 (Waterford Road)

**Project Description:** Bridge replacement on State Route 2011 (Waterford Road) over Tributary to Meshoppen Creek in Bridgewater Township, Susquehanna County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BOF	\$0	\$0	\$500	\$0	\$0	\$0
Construction	185	\$0	\$0	\$125	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$500	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$125	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$625	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$625</b>					

**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

**Estimated Construction Bid Date:** 12/7/23

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	STP	\$0	\$0	\$0	\$100	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$100	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$100	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$100</b>					

**PennDOT Project Id:** 113986

**Project Administrator:** PennDOT  
**Improvement Type:** Safety Improvement  
**Municipality:**

**Title:** Guiderail Mash Upgrades - N. Tier  
**State Route:** 0

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

**Estimated Construction Bid Date:**

**Actual Construction Bid Date:**

**Location:** Susquehanna and Wyoming Counties

**Project Description:** Guiderail Upgrades in Susquehanna and Wyoming Counties.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$0	\$250	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$250	\$0	\$0	\$0	\$0



# 2023 - 2026 Transportation Improvement Program

<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>	\$0	\$250	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$250</b>					

**PennDOT Project Id:** 114026

**Project Administrator:** PennDOT **Title:** T-821 (Old Route 11) over DLW Railroad  
**Improvement Type:** Bridge Replacement **State Route:** 7212  
**Municipality:** Great Bend (TWP) **Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 1/8/26

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BOF	\$0	\$900	\$0	\$0	\$0	\$0
Construction	581	\$0	\$225	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$900	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$225	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$1,125	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$1,125</b>						

**PennDOT Project Id:** 114029

**Project Administrator:** PennDOT **Title:** Asset Management Phase 2  
**Improvement Type:** Resurface **State Route:** 0  
**Municipality:** **Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:**

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Actual Construction Bid Date:**

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

**Project Description:** Asset Management Reserve Line Item

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	NHPP	\$450	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$0	\$100
Construction	185	\$0	\$0	\$0	\$0	\$0	\$1,000
Construction	581	\$0	\$0	\$0	\$0	\$0	\$1,000
	<b>Federal:</b>	\$450	\$0	\$0	\$0	\$0	\$100
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$2000
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$450	\$0	\$0	\$0	\$0	\$2,100
<b>Total FFY 2023-2034 Cost</b>	<b>\$2,550</b>						

**PennDOT Project Id:** 114911

**Project Administrator:** PennDOT **Title:** I-81 Guiderail/Cable Median Barrier  
**Improvement Type:** Guiderail Improvement **State Route:** 81  
**Municipality:** Lenox (TWP) **Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 3/2/23

**Actual Construction Bid Date:**

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

# 2023 - 2026 Transportation Improvement Program

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	HSIP	\$750	\$750	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$750	\$750	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$750	\$750	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,500</b>					

**PennDOT Project Id:** 115738

**Project Administrator:** PennDOT

**Title:** SR 2024 over Cape Pond Creek

**Improvement Type:** Bridge Preservation Activities

**State Route:** 2024

**Municipality:** Dimock (TWP)

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

**Estimated Construction Bid Date:** 9/14/23

**Actual Construction Bid Date:**

**Location:** Susquehanna County, Dimock Township, State Route 2024

**Project Description:**Bridge Preservation on State Route 2024 over Cape Pond Creek in Dimock Township, Susquehanna County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BOF	\$0	\$0	\$400	\$0	\$0	\$0
Construction	185	\$0	\$0	\$100	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$400	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$100	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$500	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$500</b>					

**PennDOT Project Id:** 115916

**Project Administrator:** PennDOT

**Title:** SR 81 over EB Tunkhannock Crk Bridge

**Improvement Type:** Bridge Preservation Activities

**State Route:** Preservation 81

**Municipality:** Lenox (TWP)

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

**Estimated Construction Bid Date:** 12/8/22

**Actual Construction Bid Date:**

**Location:** SR 81 over East Branch Tunkhannock Creek, Lennox Township, Susquehanna County

**Project Description:**Bridge Preservation on SR 81 bridge over East Branch Tunkhannock Creek, Lenox Township, Susquehanna County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$500	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$500	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$500	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$500</b>					

**PennDOT Project Id:** 116707

**Project Administrator:** PennDOT

**Title:** SR 11 over Norfolk Southern Railroad

**Improvement Type:** Replace/Rehab

**State Route:** 11

# 2023 - 2026 Transportation Improvement Program

**Municipality:** Great Bend (BORO)

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

**Estimated Construction Bid Date:**

**Actual Construction Bid Date:**

**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)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	BRIP	\$0	\$0	\$360	\$0	\$0	\$0
Preliminary Engineering	185	\$0	\$0	\$90	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$360	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$90	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$450	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$450</b>					

**PennDOT Project Id:** 118218

**Project Administrator:** PennDOT

**Title:** Susq County NYSW Corridor Crossing

**Improvement Type:** RR Warning Devices

**State Route:** 167

**Municipality:** Montrose (BORO)

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

**Estimated Construction Bid Date:**

**Actual Construction Bid Date:**

**Location:** Montrose Boro  
Susquehanna County

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	RRX	\$0	\$0	\$300	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$300	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$300	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$300</b>					

**Tioga**

**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

**Estimated Construction Bid Date:** 9/1/27

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

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

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$38	\$53	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$20	\$0
Utility	185	\$0	\$0	\$0	\$0	\$20	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	185	\$0	\$0	\$0	\$0	\$275	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0

# 2023 - 2026 Transportation Improvement Program

<b>State:</b>	\$0	\$0	\$38	\$53	\$330	\$0
<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>	\$0	\$0	\$38	\$53	\$330	\$0

**Total FFY 2023-2034 Cost**      **\$421**

**PennDOT Project Id:** 47714

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

**Title:** CO #6 ov Elkhorn Crk  
**State Route:** 0  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 12/15/22

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** T-657 (Elkhorn Creek Road) over Elkhorn Creek  
 Farmington Township

**Project Description:** Bridge replacement on T-657 (Elkhorn Creek Road) over Elkhorn Creek in Farmington Township, Tioga County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BOF	\$497	\$560	\$0	\$0	\$0	\$0
Construction	183	\$93	\$105	\$0	\$0	\$0	\$0
Construction	LOC	\$31	\$35	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$497	\$560	\$0	\$0	\$0	\$0
	<b>State:</b>	\$93	\$105	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$31	\$35	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$621	\$700	\$0	\$0	\$0	\$0

**Total FFY 2023-2034 Cost**      **\$1,321**

**PennDOT Project Id:** 86917

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

**Title:** SR 2005 to Welcome Cntr  
**State Route:** 15  
**Air Quality Status:** Exempt from Regional Conformity Analysis

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

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$0	\$0	\$25	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$1,567	\$0	\$0
Construction	STP	\$0	\$0	\$690	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$690	\$1,567	\$0	\$0
	<b>State:</b>	\$0	\$0	\$25	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$715	\$1,567	\$0	\$0

**Total FFY 2023-2034 Cost**      **\$2,282**

**PennDOT Project Id:** 97574

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

**Title:** SR4001 ovTb Wattles Run  
**State Route:** 4001  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 12/9/21

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:** 12/9/21

# 2023 - 2026 Transportation Improvement Program

**Location:** State Route 4001 (Wattles Run Road) over Tributary to Wattles Run  
Clymer Township

**Project Description:** Bridge replacement on SR 4001 (Wattles Run Road) over Tributary to Wattles Run in Clymer Township, Tioga County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	185	\$78	\$0	\$0	\$0	\$0	\$0
Construction	581	\$100	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$178	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$178	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$178</b>					

**PennDOT Project Id:** 97669

**Project Administrator:** PennDOT

**Title:** US 6 over Marsh Creek

**Improvement Type:** Bridge Rehabilitation

**State Route:** 6

**Municipality:** Shippen (TWP)

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

**Estimated Construction Bid Date:** 9/1/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** US 6 over Marsh Creek  
Shippen Township  
58000602101014

**Project Description:** Bridge rehabilitation on US Route 6 over Marsh Creek in Shippen Township, Tioga County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$20	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$625	\$0	\$0	\$0
Construction	185	\$0	\$75	\$75	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$625	\$0	\$0	\$0
	<b>State:</b>	\$20	\$75	\$75	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$20	\$75	\$700	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$795</b>					

**PennDOT Project Id:** 97673

**Project Administrator:** PennDOT

**Title:** US 6 over Long Run

**Improvement Type:** Bridge Rehabilitation

**State Route:** 6

**Municipality:** Gaines (TWP)

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

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

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** US 6 over Long Run , Gaines Township, 58000600740000

**Project Description:** Bridge rehabilitation on US Route 6 over Long Run in Gaines Township, Tioga County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$20	\$0	\$0	\$0	\$0	\$0
Construction	BRIP	\$200	\$200	\$71	\$0	\$0	\$0
	<b>Federal:</b>	\$200	\$200	\$71	\$0	\$0	\$0
	<b>State:</b>	\$20	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$220	\$200	\$71	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$491</b>					

# 2023 - 2026 Transportation Improvement Program

**PennDOT Project Id:** 97680

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Rehabilitation  
**Municipality:** Blossburg (BORO)

**Title:** SR2017 ov Tioga River  
**State Route:** 2017  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 9/1/24

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$50	\$50	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$45	\$25	\$0	\$0	\$0
Utility	185	\$0	\$0	\$10	\$0	\$0	\$0
Right of Way	185	\$0	\$15	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$858	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$858	\$0	\$0	\$0
	<b>State:</b>	\$50	\$110	\$35	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$50	\$110	\$893	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,053</b>					

**PennDOT Project Id:** 97684

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

**Title:** SR4007 ov N Brook  
**State Route:** 4007  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 9/1/28

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$0	\$150	\$50	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$150	\$0
Utility	185	\$0	\$0	\$0	\$0	\$20	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$1,000	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$1000	\$0
	<b>State:</b>	\$0	\$0	\$0	\$150	\$235	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$150	\$1,235	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,385</b>					

**PennDOT Project Id:** 98465

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Rehabilitation  
**Municipality:** Hamilton (TWP)

**Title:** SR 2017 ov Taylor Run  
**State Route:** 2017  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 9/1/28

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

# 2023 - 2026 Transportation Improvement Program

**Location:** State Route 2017 (Ogdensburg Road) over Taylor Run  
Hamilton Township  
BMS 58201702102843

**Project Description:** Bridge rehabilitation on State Route 2017 (Ogdensburg Road) over Taylor Run in Hamilton Township, Tioga County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$0	\$25	\$75	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$50	\$0
Utility	185	\$0	\$0	\$0	\$0	\$10	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	185	\$0	\$0	\$0	\$0	\$1,020	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$25	\$1170	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$25	\$1,170	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,195</b>					

**PennDOT Project Id:** 98478

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Rehabilitation  
**Municipality:** Sullivan (TWP)

**Title:** SR2022 Ov Tb to Corey Crk  
**State Route:** 2022  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 9/1/25

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** State Route 2022 (Old State Road) over a Tributary to Corey Creek  
Sullivan Township

**Project Description:** Bridge rehabilitation on SR 2022 (Old State Road) over a Tributary to Corey Creek in Sullivan Township, Tioga County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$40	\$0	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$10	\$0	\$0	\$0
Utility	185	\$0	\$0	\$0	\$20	\$0	\$0
Right of Way	185	\$0	\$0	\$15	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$300	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$300	\$0	\$0
	<b>State:</b>	\$40	\$0	\$25	\$20	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$40	\$0	\$25	\$320	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$385</b>					

**PennDOT Project Id:** 98514

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

**Title:** SR2027 ov Canoe Camp Crk  
**State Route:** 2027  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 9/1/26

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**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)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$75	\$50	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$25	\$25	\$0
Utility	185	\$0	\$0	\$0	\$0	\$20	\$0

## 2023 - 2026 Transportation Improvement Program

Right of Way	185	\$0	\$0	\$0	\$15	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$900	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$900	\$0
	<b>State:</b>	\$0	\$75	\$50	\$40	\$45	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$75	\$50	\$40	\$945	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,110</b>					

PennDOT Project Id: 98515

**Project Administrator:** PennDOT

**Title:** SR4039 ov Hills Creek

**Improvement Type:** Bridge Replacement

**State Route:** 4039

**Municipality:** Charleston (TWP)

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

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

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** State Route 4039 (Hills Creek Road) over Hills Creek  
Charleston Township  
BMS 58403900900487

**Project Description:** Bridge replacement on SR 4039 (Hills Creek Road) over Hills Creek in Charleston Township, Tioga County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$20	\$0	\$0	\$0	\$0	\$0
Construction	BOF	\$150	\$100	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$150	\$100	\$0	\$0	\$0	\$0
	<b>State:</b>	\$20	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$170	\$100	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$270</b>					

PennDOT Project Id: 98539

**Project Administrator:** PennDOT

**Title:** SR2016 ov Bellman Run

**Improvement Type:** Bridge Replacement

**State Route:** 2016

**Municipality:** Hamilton (TWP)

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

**Estimated Construction Bid Date:** 9/1/28

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** State Route 2016 (S Williamson Road) over Bellman Run  
Hamilton Township  
BMS 58201602600543

**Project Description:** Bridge replacement on State Route 2016 (S Williamson Road) over Bellman Run in Hamilton Township, Tioga County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	BOF	\$0	\$0	\$0	\$200	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$150	\$0
Utility	185	\$0	\$0	\$0	\$0	\$20	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$550	\$750
	<b>Federal:</b>	\$0	\$0	\$0	\$200	\$550	\$750
	<b>State:</b>	\$0	\$0	\$0	\$0	\$185	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$200	\$735	\$750
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,685</b>					



# 2023 - 2026 Transportation Improvement Program

PennDOT Project Id: 99107

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

**Title:** US6ovTb N Elk Run  
**State Route:** 6  
**Air Quality Status:** Exempt from Regional Conformity Analysis  
**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Estimated Construction Bid Date:** 7/13/23

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$20	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$1,700	\$200	\$271	\$0	\$0	\$0
Construction	STP	\$800	\$300	\$229	\$0	\$0	\$0
	<b>Federal:</b>	\$2500	\$500	\$500	\$0	\$0	\$0
	<b>State:</b>	\$20	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$2,520	\$500	\$500	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$3,520</b>					

PennDOT Project Id: 99173

**Project Administrator:** PennDOT  
**Improvement Type:** Restoration  
**Municipality:** Liberty (BORO)

**Title:** SR15 to SR2005  
**State Route:** 414  
**Air Quality Status:** Exempt from Regional Conformity Analysis  
**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Estimated Construction Bid Date:** 8/24/23

**Actual Construction Bid Date:**

**Location:** PA 414 from US 15 to State Route 2005 (Water Street)  
 Liberty Township and Liberty Borough

**Project Description:** Highway restoration and drainage improvements on PA 414 from US Route 15 to State Route 2005 (Water Street) in Liberty Township and Liberty Borough, Tioga County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	581	\$14	\$0	\$0	\$0	\$0	\$0
Utility	581	\$120	\$0	\$0	\$0	\$0	\$0
Construction	581	\$904	\$2,196	\$800	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$1038	\$2196	\$800	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$1,038	\$2,196	\$800	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$4,034</b>					

PennDOT Project Id: 99189

**Project Administrator:** PennDOT  
**Improvement Type:** Resurface  
**Municipality:** Covington (TWP)

**Title:** Tioga River to Covington  
**State Route:** 2005  
**Air Quality Status:** Exempt from Regional Conformity Analysis  
**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

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

**Actual Construction Bid Date:**

**Location:** SR 2005 (Williamson Road) from Tioga River to Covington,  
 Covington & Putnam Twps.

**Project Description:** Mill and resurface Roadway on SR 2005 (Williamson Road) from Tioga River to Covington, Covington & Putnam Twps., Tioga County.

### Project Costs(In Thousands)

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

# 2023 - 2026 Transportation Improvement Program

Preliminary Engineering	581	\$15	\$0	\$0	\$0	\$0	\$0
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>		\$15	\$0	\$0	\$0	\$0	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$15	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$15</b>					

**PennDOT Project Id:** 99191

**Project Administrator:** PennDOT

**Title:** Covington to Cowan Rd

**Improvement Type:** Resurface

**State Route:** 2005

**Municipality:** Putnam (TWP)

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

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

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Actual Construction Bid Date:**

**Location:** SR 2005 (Williamson Road) from Covington to Cowan Rd, Putnam Twp.

**Project Description:** Mill and resurface Roadway on SR 2005 (Williamson Road) from Covington to Cowan Road in Putnam Township, Tioga County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	581	\$20	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$20	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$20	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$20</b>					

**PennDOT Project Id:** 99365

**Project Administrator:** PennDOT

**Title:** SR1013 ov Unnamed tributary to Hammond Creek

**Improvement Type:** Bridge Improvement

**State Route:** 1013

**Municipality:** Jackson (TWP)

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

**Estimated Construction Bid Date:** 12/15/22

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** State Route 1013 (Jackson Center Road) over Unnamed tributary to Hammond Creek Jackson Township

**Project Description:** Bridge replacement on SR 1013 (Jackson Center Road) over Unnamed tributary to Hammond Creek in Jackson Township, Tioga County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	185	\$20	\$0	\$0	\$0	\$0	\$0
Construction	185	\$150	\$75	\$50	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$170	\$75	\$50	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$170	\$75	\$50	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$295</b>					

**PennDOT Project Id:** 99368

**Project Administrator:** PennDOT

**Title:** SR2011 ov Blockhouse Crk

**Improvement Type:** Bridge Improvement

**State Route:** 2011

**Municipality:** Liberty (TWP)

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

**Estimated Construction Bid Date:** 9/1/26

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** State Route 2011 (Alexander Road) over Blockhouse Creek

# 2023 - 2026 Transportation Improvement Program

Liberty Township

**Project Description:** Bridge replacement on SR 2011 (Alexander Road) over Blockhouse Creek in Liberty Township, Tioga County.

## Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$58	\$38	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$10	\$10	\$0
Utility	185	\$0	\$0	\$0	\$0	\$20	\$0
Right of Way	185	\$0	\$0	\$0	\$15	\$0	\$0
Construction	185	\$0	\$0	\$0	\$0	\$250	\$0
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>		\$0	\$58	\$38	\$25	\$280	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$0	\$58	\$38	\$25	\$280	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$401</b>					

**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

**Estimated Construction Bid Date:** 9/1/27

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$10	\$10	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$10	\$0	\$0
Utility	185	\$0	\$0	\$0	\$0	\$10	\$0
Right of Way	185	\$0	\$0	\$0	\$15	\$0	\$0
Construction	185	\$0	\$0	\$0	\$0	\$226	\$0
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>		\$0	\$10	\$10	\$25	\$236	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$0	\$10	\$10	\$25	\$236	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$281</b>					

**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

**Estimated Construction Bid Date:** 9/1/28

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$0	\$38	\$38	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$20	\$0
Utility	185	\$0	\$0	\$0	\$0	\$10	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	185	\$0	\$0	\$0	\$0	\$270	\$0

# 2023 - 2026 Transportation Improvement Program

<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>	\$0	\$0	\$0	\$38	\$353	\$0
<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>	\$0	\$0	\$0	\$38	\$353	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$391</b>					

**PennDOT Project Id:** 99394

**Project Administrator:** PennDOT

**Improvement Type:** Resurface

**Municipality:** Liberty (TWP)

**Title:** Lycoming Co to Creamery St

**State Route:** 2007

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

**Estimated Construction Bid Date:** 8/24/23

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Actual Construction Bid Date:**

**Location:** SR 2007 (Williamson Trail) from Lycoming County Line to Creamery St  
Liberty Twp & Boro  
Seg 0010/0000 to 0020/2120

**Project Description:**

Highway restoration on SR 2007 (Williamson Trail) from Lycoming County Line to Creamery Street in Liberty Township and Liberty Borough, Tioga County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Utility	581	\$80	\$0	\$0	\$0	\$0	\$0
Construction	581	\$786	\$845	\$369	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$866	\$845	\$369	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$866	\$845	\$369	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$2,080</b>						

**PennDOT Project Id:** 99412

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Morris (TWP)

**Title:** SR3016ovTbZimmermanCrk

**State Route:** 3016

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

**Estimated Construction Bid Date:** 9/1/28

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$0	\$0	\$38	\$38	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$20	\$0
Utility	185	\$0	\$0	\$0	\$0	\$10	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	185	\$0	\$0	\$0	\$0	\$275	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$38	\$358	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$0	\$0	\$0	\$38	\$358	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$396</b>						

**PennDOT Project Id:** 99413

**Project Administrator:** PennDOT

**Title:** SR3023ovHeiseRun #2

# 2023 - 2026 Transportation Improvement Program

**Improvement Type:** Bridge Improvement

**State Route:** 3023

**Municipality:** Delmar (TWP)

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

**Estimated Construction Bid Date:** 9/14/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** State Route 3023 (Heise Run Road) over Heise Run, Delmar Township

**Project Description:** Bridge rehabilitation on State Route 3023 (Heise Run Road) over Heise Run in Delmar Township, Tioga County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$10	\$0	\$0	\$0	\$0	\$0
Utility	185	\$0	\$20	\$0	\$0	\$0	\$0
Right of Way	185	\$20	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$175	\$100	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$30	\$195	\$100	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$30	\$195	\$100	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$325</b>					

**PennDOT Project Id:** 99414

**Project Administrator:** PennDOT

**Title:** SR3023ovHeiseRun

**Improvement Type:** Bridge Improvement

**State Route:** 3023

**Municipality:** Delmar (TWP)

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

**Estimated Construction Bid Date:** 9/14/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** State Route 3023 (Heise Run Road) over Heise Run, Delmar Township

**Project Description:** Bridge rehabilitation on SR 3023 (Heise Run Road) over Heise Run in Delmar Township, Tioga County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$10	\$0	\$0	\$0	\$0	\$0
Utility	185	\$0	\$10	\$0	\$0	\$0	\$0
Right of Way	185	\$20	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$151	\$100	\$49	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$30	\$161	\$100	\$49	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$30	\$161	\$100	\$49	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$340</b>					

**PennDOT Project Id:** 99415

**Project Administrator:** PennDOT

**Title:** SR4001 ov Potter Brook

**Improvement Type:** Bridge Improvement

**State Route:** 4001

**Municipality:** Clymer (TWP)

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

**Estimated Construction Bid Date:** 9/1/25

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** State Route 4001 (Potter Brook Road) over Potter Brook, Clymer Township

**Project Description:** Bridge replacement on SR 4001 (Potter Brook Road) over Potter Brook in Clymer Township, Tioga County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$50	\$0	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$20	\$0	\$0	\$0
Utility	185	\$0	\$0	\$0	\$20	\$0	\$0

## 2023 - 2026 Transportation Improvement Program

Right of Way	185	\$0	\$0	\$15	\$0	\$0	\$0
Construction	185	\$0	\$0	\$0	\$250	\$75	\$0
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>		\$50	\$0	\$35	\$270	\$75	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$50	\$0	\$35	\$270	\$75	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$430</b>					

**PennDOT Project Id:** 99416

**Project Administrator:** PennDOT

**Title:** SR4027ovBrCummingsCrk

**Improvement Type:** Bridge Improvement

**State Route:** 4027

**Municipality:** Farmington (TWP)

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

**Estimated Construction Bid Date:** 9/1/24

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** State Route 4027 (Cummings Creek Road) over Branch of Cummings Creek, Farmington Township

**Project Description:** Bridge replacement on SR 4027 (Cummings Creek Road) over Branch of Cummings Creek in Farmington Township, Tioga County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$0	\$10	\$10	\$0	\$0	\$0
Utility	185	\$0	\$0	\$20	\$0	\$0	\$0
Right of Way	185	\$0	\$15	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$154	\$100	\$25	\$0
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>		\$0	\$25	\$184	\$100	\$25	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$0	\$25	\$184	\$100	\$25	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$334</b>					

**PennDOT Project Id:** 99427

**Project Administrator:** PennDOT

**Title:** Tioga River to SR2005

**Improvement Type:** Resurface

**State Route:** 15

**Municipality:** Blossburg (BORO)

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

**Estimated Construction Bid Date:** 12/15/22

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Actual Construction Bid Date:**

**Location:** US 15 from SR 2005 (Williamson Road) to Tioga River Blossburg Borough and Covington and Richmond Townships

**Project Description:** Resurface US Route 15 from SR 2005 (Williamson Road) to Tioga River in Blossburg Borough, Covington and Richmond Townships, Tioga County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	NHPP	\$1,363	\$1,514	\$1,473	\$0	\$0	\$0
<b>Federal:</b>		\$1,363	\$1,514	\$1,473	\$0	\$0	\$0
<b>State:</b>		\$0	\$0	\$0	\$0	\$0	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$1,363	\$1,514	\$1,473	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$4,350</b>					

**PennDOT Project Id:** 99428

**Project Administrator:** PennDOT

**Title:** SR15 to Tioga River

**Improvement Type:** Surface Treatment Micro-surfacing

**State Route:** 287

**Municipality:** Tioga (TWP)

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

# 2023 - 2026 Transportation Improvement Program

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

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Actual Construction Bid Date:**

**Location:** PA 287 from US 15 to Tioga River in Tioga  
Lawrence Townships and Lawrenceville Borough, Tioga County

**Project Description:**Microsurface PA 287 from US 15 to Tioga River in Tioga and Lawrence Townships and Lawrenceville Borough, Tioga County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	581	\$0	\$25	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$25	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$0	\$25	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$25</b>					

**PennDOT Project Id:** 101278

**Project Administrator:** PennDOT

**Title:** SR349 Sabinsville Slide

**Improvement Type:** Slides Correction

**State Route:** 349

**Municipality:** Clymer (TWP)

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

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

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$0	\$0	\$0	\$450	\$150	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$450	\$150	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$0	\$0	\$0	\$450	\$150	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$600</b>					

**PennDOT Project Id:** 101292

**Project Administrator:** PennDOT

**Title:** US6 & PA660 Intersection

**Improvement Type:** Intersection Improvement

**State Route:** 6

**Municipality:** Charleston (TWP)

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

**Estimated Construction Bid Date:** 3/30/23

**Air Quality Exempt Reason:** S6 - Safety improvement program

**Actual Construction Bid Date:**

**Location:** US 6, PA 660, and SR 4002 (Charleston Rd) intersection  
Charleston Township

**Project Description:**Intersection realignment at US Route 6, PA 660, and SR 4002 (Charleston Road) in Charleston Township, Tioga County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	HSIP	\$100	\$0	\$0	\$0	\$0	\$0
Utility	HSIP	\$100	\$0	\$0	\$0	\$0	\$0
Construction	HSIP	\$570	\$558	\$0	\$0	\$0	\$0
Construction	NHPP	\$750	\$692	\$469	\$0	\$0	\$0
	<b>Federal:</b>	\$1520	\$1250	\$469	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$1,520	\$1,250	\$469	\$0	\$0	\$0

# 2023 - 2026 Transportation Improvement Program

**Total FFY 2023-2034 Cost**      **\$3,239**

**PennDOT Project Id:** 101335

**Project Administrator:** PennDOT

**Improvement Type:** Resurface

**Municipality:** Tioga (TWP)

**Title:** Welcome Center to NY Line

**State Route:** 15

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

**Estimated Construction Bid Date:** 10/1/24

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Actual Construction Bid Date:**

**Location:** US 15 NB and SB from Welcome Center to New York State Line Tioga and Lawrence Townships and Lawrenceville Borough

**Project Description:**

Resurface US Route 15 Southbound and Northbound from Welcome Center to New York State Line in Tioga and Lawrence Townships and Lawrenceville Borough, Tioga County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	581	\$20	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$835	\$2,609	\$0	\$0
Construction	581	\$0	\$0	\$1,192	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$835	\$2609	\$0	\$0
	<b>State:</b>	\$20	\$0	\$1192	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$20	\$0	\$2,027	\$2,609	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$4,656</b>					

**PennDOT Project Id:** 102684

**Project Administrator:** PennDOT

**Improvement Type:** Slides Correction

**Municipality:** Richmond (TWP)

**Title:** Canoe Camp Slide

**State Route:** 2027

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

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

**Air Quality Exempt Reason:** S2 - Hazard elimination program

**Actual Construction Bid Date:**

**Location:** SR 2027 (Canoe Creek Camp Road) at the intersection with Westgate Road Richmond Twp

0060/0400 to 0060/0750

**Project Description:** Slide Correction on SR 2027 (Canoe Creek Camp Road) at the intersection with Westgate Road in Richmond Township, Tioga County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$0	\$200	\$200	\$0	\$0	\$0
Final Design	581	\$0	\$0	\$100	\$150	\$0	\$0
Utility	581	\$0	\$0	\$0	\$0	\$0	\$100
Right of Way	581	\$0	\$0	\$0	\$100	\$0	\$0
Construction	581	\$0	\$0	\$0	\$0	\$200	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$200	\$300	\$250	\$200	\$100
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$200	\$300	\$250	\$200	\$100
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,050</b>					

**PennDOT Project Id:** 105066

**Project Administrator:** PennDOT

**Improvement Type:** Transportation Enhancement

**Municipality:** Delmar (TWP)

**Title:** Marsh Creek Greenway North

**State Route:** 0

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

**Estimated Construction Bid Date:** 1/1/23

**Air Quality Exempt Reason:** A2 - Bicycle and pedestrian facilities

**Actual Construction Bid Date:**



# 2023 - 2026 Transportation Improvement Program

**Location:** Wellsboro Borough and Delmar Township  
 Paralleling SR6 and SR287  
 Pine Creek Rail Trail Northern Terminus

**Project Description:**The Pine Creek Rail Trail Northern Terminus Trail Construction in Wellsboro Borough and Delmar Township, Tioga County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	TAP	\$0	\$750	\$750	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$750	\$750	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$750	\$750	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,500</b>					

**PennDOT Project Id:** 106234

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Chatham (TWP)

**Title:** SR249 ov Trib. Crooked Crk

**State Route:** 249

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

**Estimated Construction Bid Date:** 9/30/21

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:** 9/30/21

**Location:** SR249 over Trb of Crooked Creek, Chatham Township

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$306	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$306	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$306	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$306</b>					

**PennDOT Project Id:** 106235

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Union (TWP)

**Title:** SR414 ov W Mill Creek

**State Route:** 414

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

**Estimated Construction Bid Date:** 12/14/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**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)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$75	\$75	\$0	\$0	\$0	\$0
Utility	185	\$0	\$10	\$0	\$0	\$0	\$0
Right of Way	185	\$15	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$380	\$295	\$105	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$90	\$465	\$295	\$105	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$90	\$465	\$295	\$105	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$955</b>					

# 2023 - 2026 Transportation Improvement Program

**PennDOT Project Id:** 106236

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Improvement  
**Municipality:** Elkland (BORO)

**Title:** SR4021 ov Cowanesque River  
**State Route:** 4021  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 9/1/24

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$150	\$0	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$40	\$40	\$0	\$0	\$0
Utility	185	\$0	\$0	\$20	\$0	\$0	\$0
Right of Way	185	\$0	\$20	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$1,606	\$1,500	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$1,606	\$1,500	\$0	\$0
	<b>State:</b>	\$150	\$60	\$60	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$150	\$60	\$1,666	\$1,500	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$3,376</b>					

**PennDOT Project Id:** 106243

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

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

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

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** SR 6 over Tioga River  
 Mansfield Borough

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$0	\$5	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$150	\$150	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$150	\$150	\$0	\$0	\$0
	<b>State:</b>	\$0	\$5	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$155	\$150	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$305</b>					

**PennDOT Project Id:** 108985

**Project Administrator:** PennDOT  
**Improvement Type:** Safety Improvement  
**Municipality:** Richmond (TWP)

**Title:** SR 2005 Two-Way Left Turn Lane  
**State Route:** 2005  
**Air Quality Status:** Exempt from Regional Conformity Analysis

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

**Air Quality Exempt Reason:** S6 - Safety improvement program

**Actual Construction Bid Date:**

**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)

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

## 2023 - 2026 Transportation Improvement Program

Final Design	HSIP	\$125	\$125	\$0	\$0	\$0	\$0
Utility	HSIP	\$0	\$0	\$100	\$100	\$0	\$0
Right of Way	HSIP	\$0	\$84	\$116	\$0	\$0	\$0
Construction	HSIP	\$0	\$0	\$722	\$861	\$1,700	\$0
Construction	STP	\$0	\$0	\$2,301	\$0	\$0	\$0
	<b>Federal:</b>	\$125	\$209	\$3,239	\$961	\$1,700	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$125	\$209	\$3,239	\$961	\$1,700	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$6,234</b>					

**PennDOT Project Id:** 110236

**Project Administrator:** PennDOT

**Title:** SR4027 over Cummings Creek

**Improvement Type:** Bridge Improvement

**State Route:** 4027

**Municipality:** Farmington (TWP)

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

**Estimated Construction Bid Date:** 9/1/24

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** SR 4027 (Cummings Creek Road) over Cummings Creek  
Farmington Township, Tioga County

**Project Description:** Bridge replacement on SR 4027 (Cummings Creek Road) over Cummings Creek in Farmington Township, Tioga County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$0	\$20	\$0	\$0	\$0	\$0
Utility	185	\$0	\$0	\$20	\$0	\$0	\$0
Right of Way	185	\$0	\$20	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$150	\$100	\$50	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$40	\$170	\$100	\$50	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$40	\$170	\$100	\$50	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$360</b>					

**PennDOT Project Id:** 113806

**Project Administrator:** PennDOT

**Title:** Sebring to SR 2005

**Improvement Type:** Surface Treatment Micro-surfacing

**State Route:** 15

**Municipality:** Liberty (TWP)

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

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

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$0	\$0	\$0	\$25	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$25	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$25	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$25</b>					

**PennDOT Project Id:** 113896

# 2023 - 2026 Transportation Improvement Program

**Project Administrator:** PennDOT

**Improvement Type:** Slides Correction

**Municipality:** Richmond (TWP)

**Title:** SR660 Richmond Twp Slide

**State Route:** 660

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

**Estimated Construction Bid Date:** 1/1/31

**Air Quality Exempt Reason:** S2 - Hazard elimination program

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Study	581	\$500	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	581	\$0	\$0	\$0	\$0	\$250	\$0
Final Design	581	\$0	\$0	\$0	\$0	\$250	\$0
Utility	581	\$0	\$0	\$0	\$0	\$0	\$100
Right of Way	581	\$0	\$0	\$0	\$0	\$100	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$0	\$4,000
Construction	581	\$0	\$0	\$0	\$0	\$0	\$5,500
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$4000
	<b>State:</b>	\$500	\$0	\$0	\$0	\$600	\$5600
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$500	\$0	\$0	\$0	\$600	\$9,600
<b>Total FFY 2023-2034 Cost</b>		<b>\$10,700</b>					

**PennDOT Project Id:** 114002

**Project Administrator:** PennDOT

**Improvement Type:** Resurface

**Municipality:** Mansfield (BORO)

**Title:** Mansfield to E of SR2031

**State Route:** 6

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

**Estimated Construction Bid Date:** 1/1/23

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Actual Construction Bid Date:**

**Location:** SR 6 from Mansfield University to East to Strange Road  
Mansfield Borough, Richmond Twp, Sullivan Twp

**Project Description:**

Mill and Resurfacing on SR 6 from Mansfield University to Strange Road in Mansfield Borough, Richmond Township, and Sullivan Township, Tioga County

## Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	NHPP	\$712	\$653	\$0	\$0	\$0	\$0
Construction	STP	\$523	\$1,100	\$13	\$0	\$0	\$0
	<b>Federal:</b>	\$1235	\$1753	\$13	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$1,235	\$1,753	\$13	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$3,001</b>					

**PennDOT Project Id:** 114014

**Project Administrator:** PennDOT

**Improvement Type:** Resurface

**Municipality:** Mansfield (BORO)

**Title:** SR 15 SB Mansfield to Tioga Twp

**State Route:** 15

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

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

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Actual Construction Bid Date:**

**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)

# 2023 - 2026 Transportation Improvement Program

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$0	\$0	\$25	\$0	\$0	\$0
Construction	581	\$0	\$0	\$0	\$0	\$2,175	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$25	\$0	\$2175	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$25	\$0	\$2,175	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$2,200</b>					

**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

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

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$0	\$0	\$25	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$25	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$25	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$25</b>					

**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

**Estimated Construction Bid Date:** 9/1/26

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	BOF	\$0	\$16	\$144	\$0	\$0	\$0
Preliminary Engineering	183	\$0	\$3	\$27	\$0	\$0	\$0
Preliminary Engineering	LOC	\$0	\$1	\$9	\$0	\$0	\$0
Final Design	BOF	\$0	\$0	\$0	\$80	\$0	\$0
Final Design	183	\$0	\$0	\$0	\$15	\$0	\$0
Final Design	LOC	\$0	\$0	\$0	\$5	\$0	\$0
Utility	BOF	\$0	\$0	\$0	\$0	\$16	\$0
Utility	183	\$0	\$0	\$0	\$0	\$3	\$0
Utility	LOC	\$0	\$0	\$0	\$0	\$1	\$0
Right of Way	BOF	\$0	\$0	\$0	\$12	\$0	\$0
Right of Way	183	\$0	\$0	\$0	\$2	\$0	\$0
Right of Way	LOC	\$0	\$0	\$0	\$1	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$400	\$0
Construction	183	\$0	\$0	\$0	\$0	\$75	\$0
Construction	LOC	\$0	\$0	\$0	\$0	\$25	\$0

## 2023 - 2026 Transportation Improvement Program

<b>Federal:</b>	\$0	\$16	\$144	\$92	\$416	\$0
<b>State:</b>	\$0	\$3	\$27	\$17	\$78	\$0
<b>Local/Other:</b>	\$0	\$1	\$9	\$6	\$26	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>	\$0	\$20	\$180	\$115	\$520	\$0

**Total FFY 2023-2034 Cost**                    **\$835**

**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

**Estimated Construction Bid Date:** 9/1/25

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$75	\$0	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$20	\$0	\$0	\$0
Utility	185	\$0	\$0	\$0	\$10	\$0	\$0
Right of Way	185	\$0	\$0	\$15	\$0	\$0	\$0
Construction	185	\$0	\$0	\$0	\$150	\$75	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$75	\$0	\$35	\$160	\$75	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$75	\$0	\$35	\$160	\$75	\$0

**Total FFY 2023-2034 Cost**                    **\$345**

**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

**Estimated Construction Bid Date:** 9/1/26

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	185	\$0	\$58	\$38	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$10	\$10	\$0
Utility	185	\$0	\$0	\$0	\$0	\$10	\$0
Right of Way	185	\$0	\$0	\$0	\$15	\$0	\$0
Construction	185	\$0	\$0	\$0	\$0	\$350	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$58	\$38	\$25	\$370	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$0	\$58	\$38	\$25	\$370	\$0

**Total FFY 2023-2034 Cost**                    **\$491**

**PennDOT Project Id:** 115644

# 2023 - 2026 Transportation Improvement Program

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

**Title:** SR49 over Cowanesque River  
**State Route:** 49  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 8/25/22

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** SR49 over Cowanesque River  
 Elkland Borough and Nelson Township

**Project Description:** Bridge preservation on SR49 over the Cowanesque River in Elkland Borough and Nelson Township, Tioga County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	185	\$31	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$31	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$31	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$31</b>					

**PennDOT Project Id:** 115817

**Project Administrator:** PennDOT  
**Improvement Type:** Signing  
**Municipality:**

**Title:** SR15 Guide Sign Upgrade #2  
**State Route:** 0  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 12/15/22

**Air Quality Exempt Reason:** X11 - Directional and informational signs

**Actual Construction Bid Date:**

**Location:** US15

Liberty, Bloss, Covington, Richmond, Tioga, and Lawrence Townships, Blossburg, Mansfield, and Lawrenceville Boroughs

**Project Description:**

Replace Major Guide Signs on US15 in Liberty, Bloss, Covington, Richmond, Tioga, and Lawrence Townships, Blossburg, Mansfield, and Lawrenceville Boroughs, Tioga County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	NHPP	\$450	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$450	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$450	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$450</b>					

**PennDOT Project Id:** 115841

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Improvement  
**Municipality:** Brookfield (TWP)

**Title:** SR 4009 over Troups Creek  
**State Route:** 4009  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 1/1/24

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** SR 4009 (Austinburg Road) over Troups Creek  
 Brookfield Township

**Project Description:** Bridge improvement on SR 4009 (Austinburg Road) over Troups Creek in Brookfield Township, Tioga County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BOF	\$0	\$50	\$0	\$0	\$0	\$0
Utility	BOF	\$0	\$50	\$0	\$0	\$0	\$0
Right of Way	BOF	\$0	\$10	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$300	\$0	\$0	\$0	\$0
<b>Federal:</b>		\$0	\$410	\$0	\$0	\$0	\$0
<b>State:</b>		\$0	\$0	\$0	\$0	\$0	\$0

# 2023 - 2026 Transportation Improvement Program

<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>	\$0	\$410	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$410</b>					

**PennDOT Project Id:** 115993

**Project Administrator:** PennDOT

**Improvement Type:** Resurface

**Municipality:** Westfield (TWP)

**Title:** SR 349 Westfield Recon Interim Project

**State Route:** 349

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

**Estimated Construction Bid Date:** 10/1/24

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Actual Construction Bid Date:**

**Location:** SR 349 from Ladd Road to SR 49  
Westfield Township and Westfield Borough, Tioga County.

**Project Description:**Resurface SR 349 from Ladd Road to SR 49 in Westfield Township and Westfield Borough, Tioga County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	581	\$300	\$0	\$0	\$0	\$0	\$0
Utility	581	\$0	\$50	\$0	\$0	\$0	\$0
Right of Way	581	\$150	\$0	\$0	\$0	\$0	\$0
Construction	581	\$0	\$375	\$600	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$450	\$425	\$600	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$450	\$425	\$600	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$1,475</b>						

**PennDOT Project Id:** 116505

**Project Administrator:** PennDOT

**Improvement Type:** Resurface

**Municipality:** Mansfield (BORO)

**Title:** Mansfield Reconstruction SR6 Interim

**State Route:** 6

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

**Estimated Construction Bid Date:** 1/1/24

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Actual Construction Bid Date:**

**Location:** SR6 Tioga River to Swan Street  
Mansfield Borough

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	581	\$200	\$0	\$0	\$0	\$0	\$0
Utility	581	\$50	\$0	\$0	\$0	\$0	\$0
Right of Way	581	\$50	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$1,500	\$1,000	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$1500	\$1000	\$0	\$0	\$0
	<b>State:</b>	\$300	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$300	\$1,500	\$1,000	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$2,800</b>						

**PennDOT Project Id:** 116507

**Project Administrator:** PennDOT

**Improvement Type:** Resurface

**Municipality:** Mansfield (BORO)

**Title:** Mansfield Recon SR2005 Interim

**State Route:** 2005

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



# 2023 - 2026 Transportation Improvement Program

**Estimated Construction Bid Date:** 1/1/24

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** SR2005 (Main Street) Decker Street to East Main street  
Mansfield Borough and Richmond Township

**Project Description:** Roadway resurfacing on SR2005 (Main Street) Decker Street to East Main street in Mansfield Borough and Richmond Township, Tioga County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	581	\$200	\$0	\$0	\$0	\$0	\$0
Utility	581	\$50	\$0	\$0	\$0	\$0	\$0
Right of Way	581	\$50	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$133	\$0	\$0
Construction	STP	\$0	\$2,017	\$400	\$100	\$0	\$0
Construction	581	\$0	\$975	\$575	\$654	\$0	\$0
	<b>Federal:</b>	\$0	\$2017	\$400	\$233	\$0	\$0
	<b>State:</b>	\$300	\$975	\$575	\$654	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$300	\$2,992	\$975	\$887	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$5,154</b>					

**PennDOT Project Id:** 116570

**Project Administrator:** PennDOT

**Title:** SR 249 over North Brook 2021 Flood Repairs

**Improvement Type:** Bridge Rehabilitation

**State Route:** 249

**Municipality:** Brookfield (TWP)

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

**Estimated Construction Bid Date:** 1/1/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:** 9/8/21

**Location:** SR 249 over North Brook in Brookfield (Twp), Tioga County

**Project Description:** Flood Repairs, Debris Removal and Rock Protection on SR 249 over North Brook in Brookfield (Twp), Tioga County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Right of Way	185	\$5	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$5	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$5	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$5</b>					

**PennDOT Project Id:** 116571

**Project Administrator:** PennDOT

**Title:** SR 287 over Crooked Creek 2021 Flood Repair

**Improvement Type:** Bridge Rehabilitation

**State Route:** 287

**Municipality:** Middlebury (TWP)

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

**Estimated Construction Bid Date:** 1/1/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:** 9/8/21

**Location:** SR 287 over Crooked Creek in Middlebury (Twp), Tioga County

**Project Description:** Flood Repair, Debris and Deposition Removal on SR 287 over Crooked Creek in Middlebury (Twp), Tioga County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Right of Way	185	\$5	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$5	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>

# 2023 - 2026 Transportation Improvement Program

<b>Period Totals:</b>	\$5	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$5</b>					

**PennDOT Project Id:** 116573

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Rehabilitation

**Title:** SR 4007 over California Brook SEG10 21Flood  
**State Route:** Repair 4007

**Municipality:** Westfield (TWP)

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

**Estimated Construction Bid Date:** 1/1/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:** 9/8/21

**Location:** SR 4007 (California Rd) over California Brook  
 Westfield (Twp), Tioga County

**Project Description:**Flood Repair, Debris Removal on California Road (SR 4007) over California Brook in Westfield (Twp), Tioga County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Right of Way	185	\$5	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$5	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$5	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$5</b>						

**PennDOT Project Id:** 116574

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Rehabilitation

**Title:** SR 4007 over California Brook SEG60 21Flood  
**State Route:** Repair 4007

**Municipality:** Brookfield (TWP)

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

**Estimated Construction Bid Date:** 1/1/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:** 9/8/21

**Location:** SR 4007 (California Rd) over California Brook  
 Brookfield (Twp), Tioga County

**Project Description:**Flood Repair, Debris Removal on California Road (SR 4007) over California Brook in Brookfield (Twp), Tioga County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Right of Way	185	\$5	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$5	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$5	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$5</b>						

**PennDOT Project Id:** 116575

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Rehabilitation

**Title:** SR 4007 over North Brook SEG130 21 Flood Repair  
**State Route:** 4007

**Municipality:** Brookfield (TWP)

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

**Estimated Construction Bid Date:** 1/1/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:** 9/8/21

**Location:** SR 4007 (North Road) over North Brook  
 Brookfield (Twp), Tioga County

**Project Description:**2021 Flood Repairs, Debris Removal North Road (SR 4007) over North Brook in Brookfield (Twp), Tioga County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Right of Way	185	\$5	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0

## 2023 - 2026 Transportation Improvement Program

<b>State:</b>	\$5	\$0	\$0	\$0	\$0	\$0
<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>	\$5	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$5</b>					

**PennDOT Project Id:** 116576

**Project Administrator:** PennDOT

**Title:** SR 4007 over North Brook SEG180 21 Flood Repair

**Improvement Type:** Bridge Rehabilitation

**State Route:** 4007

**Municipality:** Brookfield (TWP)

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

**Estimated Construction Bid Date:** 1/1/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:** 9/8/21

**Location:** SR 4007 (North Road) over North Brook  
Brookfield (Twp), Tioga County

**Project Description:** Flood Repair, Rock protection on North Road (SR 4007) over North Brook in Brookfield (Twp), Tioga County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Right of Way		\$5	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$5	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$5	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$5</b>						

**PennDOT Project Id:** 116577

**Project Administrator:** PennDOT

**Title:** SR 4008 over North Fork Creek 2021 Flood Repair

**Improvement Type:** Bridge Rehabilitation

**State Route:** 4008

**Municipality:** Brookfield (TWP)

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

**Estimated Construction Bid Date:** 1/1/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:** 9/8/21

**Location:** SR 4008 (North Brook Road) over North Fork Creek  
Brookfield (Twp), Tioga County

**Project Description:** Flood Repairs, Rock Protection on North Brook Road (SR 4008) over North Fork Creek in Brookfield (Twp), Tioga County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Right of Way		\$5	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$5	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$5	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$5</b>						

**PennDOT Project Id:** 116578

**Project Administrator:** PennDOT

**Title:** SR 4009 over Troups Creek 2021 Flood Repair

**Improvement Type:** Bridge Rehabilitation

**State Route:** 4009

**Municipality:** Brookfield (TWP)

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

**Estimated Construction Bid Date:** 10/5/21

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:** 9/8/21

**Location:** SR 4009 (Austinburg Road) over Troups Creek  
Brookfield (Twp), Tioga County

**Project Description:** Flood Repairs, embankment and deflectors repair, and sheet piling on Austinburg Road (SR 4009) over Troups Creek in Brookfield (Twp), Tioga County

### Project Costs(In Thousands)

## 2023 - 2026 Transportation Improvement Program

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Right of Way	185	\$5	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$5	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$5	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$5</b>					

**PennDOT Project Id:** 116580

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Rehabilitation  
**Municipality:** Deerfield (TWP)

**Title:** SR 4013 over Yarnell Brook 2021 Flood Repair  
**State Route:** 4013  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 1/1/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:** 9/8/21

**Location:** SR 4013 (Merrick Road) over Yarnell Brook, Deerfield (Twp), Tioga County

**Project Description:** Flood repairs (debris removal) on SR 4013 (Merrick Road) over Yarnell Brook Deerfield (Twp), Tioga County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Right of Way	185	\$5	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$5	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$5	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$5</b>					

**PennDOT Project Id:** 116581

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Rehabilitation  
**Municipality:** Osceola (TWP)

**Title:** SR 4017 over Cowanesque River 2021 Flood Repair  
**State Route:** 4017  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 10/5/21

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:** 9/8/21

**Location:** SR 4017 (Locey Creek Road) over Cowanesque River Osceola (Twp), Tioga County

**Project Description:** Flood Repair, Debris removal and rock protection on Locey Creek Road (SR 4017) over Cowanesque River in Osceola (Twp), Tioga County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Right of Way	185	\$5	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$5	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$5	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$5</b>					

**PennDOT Project Id:** 116582

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Rehabilitation  
**Municipality:** Osceola (TWP)

**Title:** SR 4017 over Holden Creek 2021 Flood Repair  
**State Route:** 4017  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 1/1/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:** 9/8/21

# 2023 - 2026 Transportation Improvement Program

**Location:** SR 4017 (Holden Brook Road) over Holden Creek  
Osceola (Twp), Tioga County

**Project Description:** Flood Repairs, Debris Removal on Holden Brook Road (SR 4017) over Holden Creek in Osceola (Twp), Tioga County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Right of Way	185	\$5	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$5	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$5	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$5</b>					

**PennDOT Project Id:** 116583

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Rehabilitation

**Title:** SR 4023 over Tributary to Camp Brook  
**State Route:** 21FloodRepair 4023

**Municipality:** Elkland (BORO)

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

**Estimated Construction Bid Date:** 1/1/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:** 9/8/21

**Location:** SR 4023 (Addison Road) over Tributary to Camp Brook  
Elkland (Boro), Tioga County

**Project Description:** Flood Repairs, Rock protection, Debris and Deposition Removal on Addison Road (SR 4023) over Tributary to Camp Brook in Elkland (Boro), Tioga County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Right of Way	185	\$5	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$5	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$5	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$5</b>					

**PennDOT Project Id:** 116584

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Rehabilitation

**Title:** SR 4021 over Cowanesque River 2021 Flood Repair  
**State Route:** 4021

**Municipality:** Elkland (BORO)

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

**Estimated Construction Bid Date:** 1/1/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:** 9/8/21

**Location:** SR 4021 (South Buffalo Street) over Cowanesque River  
Elkland (Boro), Tioga County

**Project Description:** Flood Repairs, Debris Removal on South Buffalo Street (SR 4021) over Cowanesque River in Elkland (Boro), Tioga County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Right of Way	185	\$5	\$0	\$0	\$0	\$0	\$0
Construction	581	\$130	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$135	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$135	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$135</b>					

**PennDOT Project Id:** 116610

# 2023 - 2026 Transportation Improvement Program

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Preservation Activities  
**Municipality:** Deerfield (TWP)

**Title:** SR 4013 over Cowanesque River  
**State Route:** 4013  
**Air Quality Status:** Exempt from Regional Conformity Analysis  
**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Estimated Construction Bid Date:** 1/1/23

**Actual Construction Bid Date:** 9/8/21

**Location:** SR 4013 (Merrick Road) over Cowanesque River  
 Deerfield Township

**Project Description:** Debris Removal on SR 4013 (Merrick Road) over Cowanesque River in Deerfield Township, Tioga County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Right of Way	185	\$5	\$0	\$0	\$0	\$0	\$0
Construction	581	\$100	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$105	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$105	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$105</b>					

**PennDOT Project Id:** 117166

**Project Administrator:** PennDOT  
**Improvement Type:** Resurface  
**Municipality:** Liberty (TWP)

**Title:** Ramp I (SR8007) to SR 2005  
**State Route:** 15  
**Air Quality Status:** Exempt from Regional Conformity Analysis

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

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	581	\$10	\$0	\$0	\$0	\$0	\$0
Construction	581	\$0	\$0	\$0	\$2,580	\$420	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$10	\$0	\$0	\$2580	\$420	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$10	\$0	\$0	\$2,580	\$420	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$3,010</b>					

**PennDOT Project Id:** 117168

**Project Administrator:** PennDOT  
**Improvement Type:** Resurface  
**Municipality:** Liberty (TWP)

**Title:** Ramp H to Liberty Boro line  
**State Route:** 414  
**Air Quality Status:** Exempt from Regional Conformity Analysis

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

**Actual Construction Bid Date:**

**Location:** SR 414 from Ramp H to Liberty Boro line  
 Liberty Township & Borough, Tioga County

**Project Description:** Mill and resurface on SR 414 from Ramp H to Liberty Boro line in Liberty Township & Borough, Tioga County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	581	\$0	\$0	\$0	\$10	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$10	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0

# 2023 - 2026 Transportation Improvement Program

	2023	2024	2025	2026	2027 - 2030	2031 - 2034
<b>Period Totals:</b>	\$0	\$0	\$0	\$10	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$10</b>					

**PennDOT Project Id:** 117170

**Project Administrator:** PennDOT

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

**Improvement Type:** Surface Treatment Micro-surfacing

**State Route:** 15

**Municipality:** Liberty (TWP)

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

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

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	581	\$0	\$0	\$0	\$10	\$0	\$0
Construction	581	\$0	\$0	\$0	\$0	\$1,501	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$10	\$1501	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$10	\$1,501	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,511</b>					

**PennDOT Project Id:** 117257

**Project Administrator:** PennDOT

**Title:** SR 15 over Mill Creek Deck Patching

**Improvement Type:** Bridge Preservation Activities

**State Route:** 15

**Municipality:** Tioga (TWP)

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

**Estimated Construction Bid Date:** 12/15/22

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** SR 15 over Mill Creek and SR 49 over Baldwin Creek  
Lawrence and Tioga Townships

**Project Description:**Bridge preservation on SR 15 over Mill Creek in Tioga Township and SR 49 over Baldwin Creek in Lawrenceville Township, Tioga County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BRIP	\$1,000	\$250	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$1000	\$250	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$1,000	\$250	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,250</b>					

**PennDOT Project Id:** 117507

**Project Administrator:** PennDOT

**Title:** Tioga Bridge Painting

**Improvement Type:** Bridge Painting

**State Route:** 414

**Municipality:** Morris (TWP)

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

**Estimated Construction Bid Date:** 9/1/26

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Various Routes located in Various Townships  
Tioga County

**Project Description:**Bridge painting on Various Routes located in Various Townships all within Tioga County

### Project Costs(In Thousands)

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

# 2023 - 2026 Transportation Improvement Program

Preliminary Engineering	185	\$0	\$0	\$0	\$25	\$0	\$0
Construction	185	\$0	\$0	\$0	\$0	\$704	\$0
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>		\$0	\$0	\$0	\$25	\$704	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$0	\$0	\$0	\$25	\$704	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$729</b>					

**PennDOT Project Id:** 117832

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

**Title:** SR1007 near Reynolds Road  
**State Route:** 1007  
**Air Quality Status:** Exempt from Regional Conformity Analysis

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

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

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

**Project Description:** Pipe replacement on SR 1007 (N Elk Run Road) near Reynolds Road in Sullivan and Rutland Townships, Tioga County

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$200	\$0	\$0	\$0	\$0	\$0
Final Design	581	\$0	\$125	\$0	\$0	\$0	\$0
Utility	581	\$0	\$0	\$30	\$0	\$0	\$0
Right of Way	581	\$0	\$30	\$0	\$0	\$0	\$0
Construction	581	\$0	\$0	\$400	\$0	\$0	\$0
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>		\$200	\$155	\$430	\$0	\$0	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$200	\$155	\$430	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$785</b>					

**Wyoming**

**PennDOT Project Id:** 10137

**Project Administrator:** PENNDOT  
**Improvement Type:** Bridge Rehabilitation  
**Municipality:** Nicholson (TWP)

**Title:** SR 1015 over Fieldbrook Creek  
**State Route:** 1015  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 1/25/24

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Wyoming County, Nicholson Township, State Route 1015 (Field Brook Road)

**Project Description:** Bridge rehabilitation on State Route 1015 (Field Brook Road) over Fieldbrook Creek, in Nicholson Township, Wyoming County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BOF	\$0	\$0	\$0	\$1,100	\$100	\$0
Construction	581	\$0	\$0	\$0	\$275	\$25	\$0
<b>Federal:</b>		\$0	\$0	\$0	\$1100	\$100	\$0
<b>State:</b>		\$0	\$0	\$0	\$275	\$25	\$0
<b>Local/Other:</b>		\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$0	\$0	\$0	\$1,375	\$125	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,500</b>					

**PennDOT Project Id:** 10138



# 2023 - 2026 Transportation Improvement Program

**Project Administrator:** PENNDOT  
**Improvement Type:** Replace/Rehab  
**Municipality:** Clinton (TWP)

**Title:** SR 2012 over Tunkhannock Creek  
**State Route:** 2012  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 12/15/22

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Wyoming County, Clinton Township, State Route 2012 (Lithia Valley Road)

**Project Description:** Bridge replacement on State Route 2012 (Lithia Valley Road) over Branch of Tunkhannock Creek, in Clinton Township, Wyoming County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BOF	\$800	\$0	\$0	\$0	\$0	\$0
Construction	581	\$200	\$0	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$800	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$200	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$1,000	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,000</b>					

**PennDOT Project Id:** 10174

**Project Administrator:** PENNDOT  
**Improvement Type:** Replace/Rehab  
**Municipality:** Nicholson (TWP)

**Title:** SR 92 over Monroe Creek  
**State Route:** 92  
**Air Quality Status:** Exempt from Regional Conformity Analysis

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

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Wyoming County, Nicholson Township, State Route 92

**Project Description:** Bridge rehabilitation/replacement on State Route 92 over Monroe Creek, in Nicholson Township, Wyoming County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$0	\$1,200	\$0	\$0	\$0	\$0
Construction	185	\$0	\$300	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$1200	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$300	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$1,500	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,500</b>					

**PennDOT Project Id:** 10192

**Project Administrator:** PENNDOT  
**Improvement Type:** Replace/Rehab  
**Municipality:** Noxen (TWP)

**Title:** SR 3002 over Bowmans Creek  
**State Route:** 3002  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 10/19/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Wyoming County, Noxen Township, State Route 3002 (Main Street)

**Project Description:** Bridge rehabilitation/replacement on State Route 3002 (Main Street) over Bowmans Creek, in Noxen Township, Wyoming County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	BOF	\$280	\$0	\$0	\$0	\$0	\$0
Final Design	185	\$70	\$0	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$1,150	\$600	\$0	\$0	\$0
Construction	185	\$0	\$288	\$150	\$0	\$0	\$0
	<b>Federal:</b>	\$280	\$1150	\$600	\$0	\$0	\$0
	<b>State:</b>	\$70	\$288	\$150	\$0	\$0	\$0

# 2023 - 2026 Transportation Improvement Program

<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>	\$350	\$1,438	\$750	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$2,538</b>					

**PennDOT Project Id:** 10223

**Project Administrator:** PENNDOT  
**Improvement Type:** Replace/Rehab  
**Municipality:** Clinton (TWP)

**Title:** SR 6 over South Branch of Tunkhannock Creek  
**State Route:** 6  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 10/19/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Wyoming County, Clinton Township, State Route 6

**Project Description:** Bridge rehabilitation/replacement on State Route 6 over South Branch of Tunkhannock Creek, in Clinton Township, Wyoming County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	NHPP	\$0	\$800	\$650	\$650	\$500	\$0
	<b>Federal:</b>	\$0	\$800	\$650	\$650	\$500	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$0	\$800	\$650	\$650	\$500	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$2,600</b>						

**PennDOT Project Id:** 10224

**Project Administrator:** PENNDOT  
**Improvement Type:** Replace/Rehab  
**Municipality:** Lemon (TWP)

**Title:** SR 29 over Inlet Lake Carey  
**State Route:** 29  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 10/19/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Wyoming County, Lemon Township, State Route 29 (Joseph W. Hunter Highway)

**Project Description:** Bridge rehabilitation/replacement on State Route 29 (Joseph W. Hunter Highway) over inlet to Lake Carey, in Lemon Township, Wyoming County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	STP	\$100	\$0	\$0	\$0	\$0	\$0
Construction	STP	\$0	\$0	\$0	\$900	\$0	\$0
Construction	185	\$0	\$0	\$0	\$225	\$0	\$0
	<b>Federal:</b>	\$100	\$0	\$0	\$900	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$225	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>		\$100	\$0	\$0	\$1,125	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>	<b>\$1,225</b>						

**PennDOT Project Id:** 10228

**Project Administrator:** PENNDOT  
**Improvement Type:** Replace/Rehab  
**Municipality:** Falls (TWP)

**Title:** SR 92 over Fitch Creek  
**State Route:** 92  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 10/5/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Wyoming County, Falls Township, State Route 92

**Project Description:** Bridge rehabilitation/replacement on State Route 92 over Fitch Creek, in Falls Township, Wyoming County.

## 2023 - 2026 Transportation Improvement Program

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$0	\$0	\$1,200	\$0	\$0	\$0
Construction	185	\$0	\$0	\$300	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$1200	\$0	\$0	\$0
	<b>State:</b>	\$0	\$0	\$300	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$1,500	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,500</b>					

**PennDOT Project Id:** 68841

**Project Administrator:** PennDOT

**Title:** SR 2018 over Leonard Creek

**Improvement Type:** Replace/Rehab

**State Route:** 2018

**Municipality:** Monroe (TWP)

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

**Estimated Construction Bid Date:** 10/1/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Wyoming County, Monroe Township, State Route 2018 (Plattsburg Road)

**Project Description:** Bridge rehabilitation/replacement on State Route 2018 (Plattsburg Road) over Leonard Creek, in Monroe Township, Wyoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$50	\$0	\$0	\$0	\$0	\$0
Construction	581	\$0	\$0	\$0	\$500	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$50	\$0	\$0	\$500	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$50	\$0	\$0	\$500	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$550</b>					

**PennDOT Project Id:** 68874

**Project Administrator:** PennDOT

**Title:** SR 3002 over Stone Run

**Improvement Type:** Replace/Rehab

**State Route:** 3002

**Municipality:** Noxen (TWP)

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

**Estimated Construction Bid Date:** 7/13/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Wyoming County, Noxen Township, State Route 3002 (Wilson Road)

**Project Description:** Bridge rehabilitation on State Route 3002 (Wilson Road) over Stone Run, in Noxen Township, Wyoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	185	\$0	\$460	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$460	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$460	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$460</b>					

**PennDOT Project Id:** 94688

**Project Administrator:** PennDOT

**Title:** SR 29/3003 Sugar Hollow

**Improvement Type:** Safety Improvement

**State Route:** 29

**Municipality:** Eaton (TWP)

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

# 2023 - 2026 Transportation Improvement Program

Estimated Construction Bid Date: 4/13/23

Air Quality Exempt Reason: S6 - Safety improvement program

Actual Construction Bid Date:

Location: Wyoming County, Eaton Township, State Route 29 and State Route 3003 (Sugar Hollow Road)

Project Description: Safety Improvements on State Route 29 at the intersection of State Route 3003 (Sugar Hollow Road), in Eaton Township, Wyoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	HSIP	\$493	\$240	\$253	\$239	\$0	\$0
	<b>Federal:</b>	\$493	\$240	\$253	\$239	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>	\$493	\$240	\$253	\$239	\$0	\$0	
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,225</b>					

PennDOT Project Id: 96747

Project Administrator: PennDOT

Title: SR 4006 over Little Tuscarora Creek

Improvement Type: Replace/Rehab

State Route: 4006

Municipality: Laceyville (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/27/23

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Wyoming County, Laceyville Borough, State Route 4006 (Lacey Street)

Project Description: Bridge rehabilitation/replacement on State Route 4006 (Lacey Street) over Little Tuscarora Creek, in Laceyville Borough, Wyoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$300	\$0	\$0	\$0	\$0	\$0
Construction		\$0	\$0	\$0	\$0	\$1,500	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$300	\$0	\$0	\$0	\$1500	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>	\$300	\$0	\$0	\$0	\$1,500	\$0	
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,800</b>					

PennDOT Project Id: 96750

Project Administrator: PennDOT

Title: SR 2007 over Tributary to Susquehanna River

Improvement Type: Replace/Rehab

State Route: 2007

Municipality: Eaton (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 12/15/22

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Wyoming County, Eaton Township, State Route 2007 (Kellersburg Road)

Project Description: Bridge rehabilitation/replacement on State Route 2007 (Kellersburg Road) over Tributary to the Susquehanna River, in Eaton Township, Wyoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$300	\$0	\$0	\$0	\$0	\$0
Construction		\$0	\$0	\$0	\$1,050	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$300	\$0	\$0	\$1050	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>	\$300	\$0	\$0	\$1,050	\$0	\$0	
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,350</b>					

# 2023 - 2026 Transportation Improvement Program

**PennDOT Project Id:** 96756

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

**Title:** SR 2031 over Outlet Lake Winola  
**State Route:** 2031

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

**Estimated Construction Bid Date:** 12/15/22

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Wyoming County, Overfield Township, State Route 2031 (Lake Road)

**Project Description:** Bridge rehabilitation/replacement on State Route 2031 (Lake Road) over the Outlet of Lake Winola, in Overfield Township, Wyoming County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$300	\$0	\$0	\$0	\$0	\$0
Construction	581	\$0	\$0	\$0	\$1,200	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$300	\$0	\$0	\$1200	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$300	\$0	\$0	\$1,200	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,500</b>					

**PennDOT Project Id:** 96757

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

**Title:** SR 4002 over Little Mehoopany Creek  
**State Route:** 4002

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

**Estimated Construction Bid Date:** 4/13/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Wyoming County, Mehoopany Township, State Route 4002

**Project Description:** Bridge rehabilitation/replacement on State Route 4002 over Little Mehoopany Creek, in Mehoopany Township, Wyoming County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Final Design	185	\$300	\$0	\$0	\$0	\$0	\$0
Construction	581	\$0	\$0	\$0	\$0	\$1,500	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$300	\$0	\$0	\$0	\$1500	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$300	\$0	\$0	\$0	\$1,500	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$1,800</b>					

**PennDOT Project Id:** 97847

**Project Administrator:** PennDOT  
**Improvement Type:** Restoration  
**Municipality:** Eaton (TWP)

**Title:** SR 29 Slide Repair  
**State Route:** 29

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

**Estimated Construction Bid Date:** 4/13/23

**Air Quality Exempt Reason:** S2 - Hazard elimination program

**Actual Construction Bid Date:**

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

**Project Description:**

Slope repair on State Route 29 (Joseph W. Hunter Highway) between Jenkins Road and State Route 3003 (Sugar Hollow Road) and between State Route 3003 (Sugar Hollow Road) and Church Road, Eaton Township, Wyoming County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$500	\$1,000	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$500	\$1000	\$0	\$0	\$0	\$0

# 2023 - 2026 Transportation Improvement Program

<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>	\$500	\$1,000	\$0	\$0	\$0	\$0

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

**PennDOT Project Id:** 100469

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Preservation Activities  
**Municipality:** Mehoopany (TWP)

**Title:** SR 4002 over Little Mehoopany Creek  
**State Route:** 4002  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/13/23

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Wyoming County, Mehoopany Township, State Route 4002

**Project Description:** Bridge preservation on State Route 4002 over Little Mehoopany Creek, in Mehoopany Township, Wyoming County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BOF	\$0	\$800	\$0	\$0	\$0	\$0
Construction	185	\$0	\$200	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$800	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$200	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$1,000	\$0	\$0	\$0	\$0

**Total FFY 2023-2034 Cost**      **\$1,000**

**PennDOT Project Id:** 101146

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Rehabilitation  
**Municipality:** Forkston (TWP)

**Title:** SR 3001 over Kasson Brook  
**State Route:** 3001  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 10/1/26

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$0	\$0	\$0	\$50	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$800	\$0
Construction	185	\$0	\$0	\$0	\$0	\$200	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$800	\$0
	<b>State:</b>	\$0	\$0	\$0	\$50	\$200	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$50	\$1,000	\$0

**Total FFY 2023-2034 Cost**      **\$1,050**

**PennDOT Project Id:** 101154

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

**Title:** SR 11 over Branch of Tunkhannock Creek  
**State Route:** 11  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 10/1/26

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Wyoming County, Clinton Township, State Route 11

# 2023 - 2026 Transportation Improvement Program

**Project Description:** Bridge rehabilitation/replacement on State Route 11 over the Branch of Tunkhannock Creek, in Clinton Township, Wyoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Preliminary Engineering	581	\$0	\$0	\$0	\$50	\$0	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$500	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$500	\$0
	<b>State:</b>	\$0	\$0	\$0	\$50	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$50	\$500	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$550</b>					

**PennDOT Project Id:** 110915

**Project Administrator:** PennDOT

**Title:** Wyoming SR 6 Paving

**Improvement Type:** Resurface

**State Route:** 6

**Municipality:** Tunkhannock (TWP)

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

**Estimated Construction Bid Date:** 1/1/24

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Actual Construction Bid Date:**

**Location:** Wyoming County  
Clinton Township  
Tunkhannock Township  
Braintrim Township  
Meschoppen Township  
Meschoppen Boro  
Washington Township  
State Route 6

**Project Description:**

Resurfacing on State Route 6 from segment 70 to the intersection of State Route 87 and from the Bridge over the South Branch of Tunkhannock Creek to the on ramp to State Route 11 in Clinton Township, Tunkhannock Township, Braintrim Township, Meshoppen Township, Meshoppen Boro, and Washington Township, Wyoming County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	NHPP	\$710	\$480	\$520	\$450	\$340	\$0
	<b>Federal:</b>	\$710	\$480	\$520	\$450	\$340	\$0
	<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$710	\$480	\$520	\$450	\$340	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$2,500</b>					

**PennDOT Project Id:** 113850

**Project Administrator:** PennDOT

**Title:** SR 87 over Branch Mehoopany Creek

**Improvement Type:** Bridge Replacement

**State Route:** 87

**Municipality:** Mehoopany (TWP)

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

**Estimated Construction Bid Date:** 2/4/27

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Wyoming County, Mehoopany Township, State Route 87

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

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$0	\$850	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$850	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$850	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$850</b>					

# 2023 - 2026 Transportation Improvement Program

**PennDOT Project Id:** 113982

**Project Administrator:** PennDOT  
**Improvement Type:** Environmental Mitigation  
**Municipality:** Laceyville (BORO)

**Title:** MS4 Inspections - N. Tier  
**State Route:** 6  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:**

**Air Quality Exempt Reason:** X9 - Plantings, landscaping, etc.

**Actual Construction Bid Date:**

**Location:** Susquehanna and Wyoming Counties

**Project Description:** Mitigation Inspection in Susquehanna and Wyoming Counties.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	581	\$0	\$500	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$0	\$500	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$500	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$500</b>					

**PennDOT Project Id:** 117267

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Preservation Activities  
**Municipality:** Lemon (TWP)

**Title:** SR 29 over Trib Meshoppen Creek  
**State Route:** 29  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:**

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** State Route 29 (Joseph Hunter HW)  
 Lemon Township  
 Wyoming County

**Project Description:** Bridge Preservation activities on State Route 29 (Joseph Hunter HW) over Tributary to Meschoppen Creek in Lemon Township, Wyoming County.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	STP	\$0	\$0	\$0	\$80	\$0	\$0
Construction	185	\$0	\$0	\$0	\$20	\$0	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$80	\$0	\$0
	<b>State:</b>	\$0	\$0	\$0	\$20	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
	<b>Period Totals:</b>	\$0	\$0	\$0	\$100	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$100</b>					

**PennDOT Project Id:** 117294

**Project Administrator:** PennDOT  
**Improvement Type:** Resurface  
**Municipality:** Clinton (TWP)

**Title:** Asset Management 1  
**State Route:** 11  
**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:**

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Actual Construction Bid Date:**

**Location:** Wyoming and Susquehanna Counties

**Project Description:** Reserve Line Item for Resurfacing in Wyoming and Susquehanna Counties.

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	BRIP	\$0	\$0	\$0	\$0	\$0	\$3,000
Construction	STP	\$500	\$500	\$0	\$0	\$0	\$0
Construction	581	\$0	\$0	\$0	\$0	\$0	\$1,500



# 2023 - 2026 Transportation Improvement Program

<b>Federal:</b>	\$500	\$500	\$0	\$0	\$0	\$3000
<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$1500
<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027 - 2030</b>	<b>2031 - 2034</b>
<b>Period Totals:</b>	\$500	\$500	\$0	\$0	\$0	\$4,500
<b>Total FFY 2023-2034 Cost</b>	<b>\$5,500</b>					

## Fund Category Appendix

Fund Category	Fund Category Description	Fund Category	Fund Category Description
ACT13	Local at risk bridges - Marcellus Legacy Fund	RFAP	Rail Freight Assistance Program
ACT3	Act 3 Public Transportation Grant	RRX	Highway Safety
ACT4A	Act 4A Supplemental Operating Grant	SBY	Scenic Byways
ACT83	Transit Bond	SECT9	FTA Federal Formula - Section 9
ADMUO	Administration Use Only - Do Not Use	SIB	State Infrastructure Bank
AIP	FAA Airport Improvement Program	SPOPR	Supplemental Operating Assistance
APD	Appalachia Development	SPR	State Planning/Research
APL	Appalachia Local Access	SRTSF	Federal Safe Routes to Schools
BDP	Bridge Discretionary Program	SR2S	State Safe Route to School
BGENT	FAA Block Grant Entitlement	SSE	Supportive Services Enterprise
BND	Bridge Bonding	STE	Surface Transportation Enhancement
BOF	Bridge Off System	STN	STP - Nonurbanized
BRIP	Bridge Investment Program	STP	Surface Transportation Prog-Flexible
BUILD	BUILD Discretionary Grants	STR	Surface Transportation Rural
CAQ	Congestion Mitigation/Air Quality	STU	Surface Transportation Urban
CB	Capital Budget Nonhighway	SXF	Special Federal Funds (Demo)
COVID	COVID Relief	TAP	Transportation Alternatives (TAP) Flexible
CRP	Carbon Reduction Program	TAU	Tap > 200,000 Population
CRPU	Carbon Reduction Program Urban	TCS	Transpo & Community System Pres.
DAR	Defense Access Roads	TIGER	Trans Investment Generating Economic Recovery
DBE	Disadvantages Business Enterprise	TIGGR	Transit Investment for Greenhouse Gas and Energy R
D4R	Discretionary Interstate Maintenance	TPK	Tumpike
EB	Equity Bonus	TTE	Transit Transportation Enhancements
ECONR	Economic Recovery	073	Green Light-Go
EV	EV Charging	137	Municipal Bridge Improvements and Bundling
FAABG	FAA Block Grant	138	Rural Commercial Routes
FAAD	FAA Discretionary	140	Intelligent Transportation System
FAI	Interstate Construction	144	302-87-3 Transportation Assistance
FB	Ferry Boat/Ferry Terminal Facilities	160	Community Transport.-Equip Grant
FFL	Federal Flood	163	Community Transport.- Equip Grant
FHA	Public Lands Highways	164	PTAF
FLAP	Federal Lands Access Program	175	FTA- Capital Improvements
FLH	Forest Highways	179	Local Bridge Construction (Act 26 Counties)
FRA	Federal Railroad Administration	183	Local Bridge Construction
FRB	Ferry Boat	184	Restoration - Hwy Transfer
FTAD	FTA Discretionary Funds	185	State Bridge Construction
GEN	PA General Fund	208	FTA- Discretionary Capital
HCB	Historic Covered Bridge	244	ARLE Projects
HPR	Highway Planning/Research	278	Safety Admin
HRRR	High Risk Rural Roads	338	PT - 1513 Mass Transit Operating
HSIP	Highway Safety Improvement Program	339	PT - 1514 Asst Imprvmt / Capitl Budg
H4L	Highway for Life - 10% Limiting Amount	340	PT - 1517 Capital Improvement
INFRA	INFRA Discretionary Award	341	PT - 1516 Progrms of Statewide Signif
ITS	Intelligent Transportation System	342	Transit Administration and Oversight
IVB	Innovative Bridge	361	FTA- Capital Improvements
LOC	Local Government Funds	383	DGS Delegated Facilities projects
LRFA	Local Rail Freight Assistance	403	Act 89 - Aviation Grants
MBP3	Major Bridge P3 Initiative	404	Act 89 - Rail Freight Grants
MSFF	Marcellus Shale Fee Fund	405	Act 89 - Passenger Rail Grants
NFP	National HWY Freight Program	406	Act 89 - Port and Waterways Grants
NHPP	National Highway Performance Program	407	Act 89 - Bicycle & Pedestrian Facilities Grants
OTH	Other Local Government Agencies	408	Act 89 - Multimodal Admin and Oversight
OTH-F	Other Federal Govt Agencies	409	ACT 89 - Roadway Maintenance
OTH-S	Other Pa State Government Agencies	411	Act 89 - Statewide Program Grants - Non HWY
PIB	State Infrastructure Bank - 100% state	471	COVID Highway & Safety Capital Projects
PL	Planning	5208	ITS
PRIV	Private Party	5303	FTA Metropolitan Planning Program
PRTCT	Promoting Resilient Operations for Transformative	5305	FTA- Helping Obtain Prosperity for Everyone(HOPE)
PTAF	Act 26 PA Transportation Assist Fund	5307	FTA Urban Area Formula Grants
RAISE	Rebuild American Infra. Sustainability Equity	5308	FTA Clean Fuels Formula Grants
REC	Recreational Trails	5309	FTA New Starts Capital Program
RES	Funds Restoration	5310	FTA Elderly & Handicapped Program

HBFWATIP

**2023 - 2026 Northern Tier  
Transportation Improvement  
Program Spreadsheets**





2023 - 2026 Transportation Improvement Program

County	S.R. Sec.	Project Title	Ph Area	FFY 2023 Costs						FFY 2024 Costs						FFY 2025 Costs						FFY 2026 Costs							
				Est.	Fed.	St.	Federal	State	Local	Total	Fed.	St.	Federal	State	Local	Total	Fed.	St.	Federal	State	Local	Total	Fed.	St.	Federal	State	Local	Total	Milestones
Bradford	14	077	88915	SR 14 over Tannery Creek	C	BRDGG						100,000																01/01/2024 E	
Bradford	14	077	88915	SR 14 over Tannery Creek	F	BRDGG																						01/01/2024 E	
Bradford	14	077	88915	SR 14 over Tannery Creek	F	BRDGG																						01/01/2024 E	
Bradford	14	093	94631	SR 14 over Tannery Creek	F	BRDGG	185					100,000																07/01/2023 E	
Bradford	14	093	94631	SR 14 over Tannery Creek	U	BRDGG							15,000															04/18/2022 A	
Bradford	14	093	94631	SR 14 over Tannery Creek	C	BRDGG																						09/01/2023 E	
Bradford	14	093	94631	SR 14 over Tannery Creek	F	BRDGG																						09/01/2023 E	
Bradford	14	093	94631	SR 14 over Tannery Creek	C	BRDGG																						09/01/2023 E	
Bradford	14	102	91435	SR 14 over Tannery Creek	F	BRDGG	185					100,000																07/01/2023 E	
Bradford	14	102	91435	SR 14 over Tannery Creek	U	BRDGG							20,000															06/01/2023 E	
Bradford	14	102	91435	SR 14 over Tannery Creek	C	BRDGG																						09/01/2023 E	
Bradford	14	102	91435	SR 14 over Tannery Creek	F	BRDGG																						09/01/2023 E	
Bradford	14	117	97598	PA 14 over South Creek	F	BRDGG																							
Bradford	14	117	97598	PA 14 over South Creek	F	BRDGG																							
Bradford	14	117	97598	PA 14 over South Creek	U	BRDGG																							
Bradford	14	117	97598	PA 14 over South Creek	R	BRDGG																							
Bradford	14	117	97598	PA 14 over South Creek	C	BRDGG																							
Bradford	14	123	97599	PA 14 over South Creek	P	BRDGG																							
Bradford	14	123	97599	PA 14 over South Creek	U	BRDGG																							
Bradford	14	128	117191	Old Kennedy Rd to South C	F	HRST																							
Bradford	14	128	117191	Old Kennedy Rd to South C	C	HRST																							
Bradford	14	128	117191	Old Kennedy Rd to South C	C	HRST																							
Bradford	14	129	117195	Troga Co to Sullivan St	F	HRST																							
Bradford	154	090	114178	SR154 over Beech Flats Cr	P	BRDGG																							
Bradford	154	090	114178	SR154 over Beech Flats Cr	P	BRDGG	185																						
Bradford	154	090	114178	SR154 over Beech Flats Cr	F	BRDGG																							
Bradford	154	090	114178	SR154 over Beech Flats Cr	U	BRDGG																							
Bradford	154	090	114178	SR154 over Beech Flats Cr	R	BRDGG																							
Bradford	154	090	114178	SR154 over Beech Flats Cr	C	BRDGG																							
Bradford	154	090	114178	SR154 over Beech Flats Cr	C	BRDGG																							
Bradford	187	071	98975	SR 467 to Taylor Hill Rd	P	HRST																							
Bradford	187	074	99278	SR187 over Wysox Creek	F	BRDGG																							
Bradford	187	074	99278	SR187 over Wysox Creek	U	BRDGG																							
Bradford	187	074	99278	SR187 over Wysox Creek	R	BRDGG																							
Bradford	187	074	99278	SR187 over Wysox Creek	C	BRDGG																							
Bradford	187	074	99278	SR187 over Wysox Creek	C	BRDGG																							
Bradford	187	075	97628	SR 187 over Parks Creek	F	BRDGG																							
Bradford	187	075	97628	SR 187 over Parks Creek	U	BRDGG																							
Bradford	187	075	97628	SR 187 over Parks Creek	R	BRDGG																							
Bradford	187	075	97628	SR 187 over Parks Creek	C	BRDGG																							
Bradford	187	075	97628	SR 187 over Parks Creek	C	BRDGG																							
Bradford	187	076	97621	SR 187 over Wysox Cr	P	BRDGG																							

f Flex   fd Flexed   s Spike   + Indicates phase qualifies for TOLL funds   \* includes Conversion Amount   On Obligation Plan   Obligations have occurred   ^ PE - NEPA, FD - PSE CO, UTL - En UTL Clr, ROW - Cond ROW, CON - Let  
 Northern Tier RPO  
 1416

2023 - 2026 Transportation Improvement Program

FFY 2023 Northern Tier TIP

Page 4 of 19

04/25/2022 10:21 AM  
Rpt# TTP200

Table with columns for County, S.R., Sec., Project Title, and cost breakdowns for FFY 2023, 2024, 2025, and 2026. Includes project details like SR 187 over Tib Wysock Cr and SR 1011 over Tib Sugar Creek.

d Discretionary e Economic Development f Flex fd Flexed s Spike + Indicates phase qualifies for TOLL funds \* Includes Conversion Amount

On Obligation Plan On Obligation Plan Obligations have occurred ^ PE - NEPA, FD - PSE CO, UTL - Full UTL Clr, ROW - Cond ROW, CON - Let



2023 - 2026 Transportation Improvement Program

FFY 2023 Northern Tier TIP

Page 6 of 19

04/25/2022 10:21 AM  
Rpt# TIP200

County	S.R. Sec.	Project Title	Proj. Area	FFY 2023 Costs			FFY 2024 Costs			FFY 2025 Costs			FFY 2026 Costs			Milestones
				Fed.	St.	Total	Fed.	St.	Total	Fed.	St.	Total	Fed.	St.	Total	
Bradford	10556 014	114168 SR 1056 over Trib Wappase	C BRD/G													09/01/2024 E
Bradford	10556 015	117193 Glen Valley Rd to Miller	C HRS/T													07/01/2026 E
Bradford	10558 007	99360 SR 1058 over Sackett Run	P BRD/G													75,000
Bradford	10558 008	98910 SR 1058 over Sackett Run	P BRD/G													75,000
Bradford	1062 005	114180 SR 1062 over Cayuta Ck an	P BRD/G	185		25,000										
Bradford	1062 005	114180 SR 1062 over Cayuta Ck an	P BRD/G		185											
Bradford	1062 005	114180 SR 1062 over Cayuta Ck an	F BRD/G			25,000										
Bradford	1062 005	114180 SR 1062 over Cayuta Ck an	C BRD/G													
Bradford	1062 005	114180 SR 1062 over Cayuta Ck an	C BRD/G													
Bradford	1069 TSO	118008 Sayre Traffic Signal Impr	C SAM/I	sT/P		150,000										09/01/2024 E
Bradford	2007 021	78776 SR 2007 over Sugar Run	P BRD/G	185		15,000										06/01/2023 E
Bradford	2007 021	78776 SR 2007 over Sugar Run	F BRD/G													
Bradford	2007 021	78776 SR 2007 over Sugar Run	C BRD/G													
Bradford	2007 021	78776 SR 2007 over Sugar Run	C BRD/G													
Bradford	2009 015	110242 SR 2009 over Trib to Post	P BRD/G													
Bradford	2009 015	110242 SR 2009 over Trib to Post	P BRD/G													
Bradford	2014 008	114209 SR 2014 over Durell Creek	P BRD/G													
Bradford	2014 008	114209 SR 2014 over Durell Creek	P BRD/G													
Bradford	3001 017	78786 SR 3001 over Towanda Creek	P BRD/G													
Bradford	3001 017	78786 SR 3001 over Towanda Creek	F BRD/G													
Bradford	3002 016	74024 SR 3002 over Ladds Creek	P BRD/G													
Bradford	3002 016	74024 SR 3002 over Ladds Creek	P BRD/G													
Bradford	3002 016	74024 SR 3002 over Ladds Creek	F BRD/G													
Bradford	3002 016	74024 SR 3002 over Ladds Creek	F BRD/G													
Bradford	3002 016	74024 SR 3002 over Ladds Creek	F BRD/G													
Bradford	3008 016	114183 SR 3008 over Tributary to	P BRD/G	185		75,000										
Bradford	3008 016	114183 SR 3008 over Tributary to	F BRD/G													
Bradford	3008 016	114183 SR 3008 over Tributary to	F BRD/G													
Bradford	3008 016	114183 SR 3008 over Tributary to	U BRD/G													
Bradford	3008 016	114183 SR 3008 over Tributary to	R BRD/G													
Bradford	3008 016	114183 SR 3008 over Tributary to	C BRD/G													
Bradford	3008 017	114190 SR 3008 over Trib Towanda	P BRD/G	185		75,000										
Bradford	3008 017	114190 SR 3008 over Trib Towanda	F BRD/G													
Bradford	3008 017	114190 SR 3008 over Trib Towanda	U BRD/G													
Bradford	3008 017	114190 SR 3008 over Trib Towanda	R BRD/G													
Bradford	3008 017	114190 SR 3008 over Trib Towanda	C BRD/G													
Bradford	3008 019	117443 SR 3008 over Trib Towanda	F BRD/G	185		50,000										
Bradford	3008 019	117443 SR 3008 over Trib Towanda	U BRD/G													
Bradford	3008 019	117443 SR 3008 over Trib Towanda	R BRD/G													

\* Includes Conversion Amount    \* On Obligation Plan    \* Obligations have occurred    ^ PE - NEPA, FD - PSE CO, UTL - En UTL Clr, ROW - Cond ROW, CON - Let



2023 - 2026 Transportation Improvement Program

County	S.R. Sec.	Project	Project Title	Ph Area	FFY 2023 Costs			FFY 2024 Costs			FFY 2025 Costs			FFY 2026 Costs			Milestones
					Fed.	St.	Total	Fed.	St.	Total	Fed.	St.	Total	Fed.	St.	Total	
Bradford	3008 019	117443	SR 3008 over Trib Towards	C BRDGG													01/01/2023 E
Bradford	3009 019	78794	SR3009vsSugarCreek	+C BRDGG BRIP	750,000												10/05/2023 E
Bradford	3009 019	78794	SR3009vsSugarCreek	+C BRDGG			250,000										10/05/2023 E
Bradford	3015 014	115287	Bradford SR 3015 Slide Re	P HRSST	381		100,000										
Bradford	3015 014	115287	Bradford SR 3015 Slide Re	P HRSST		581	150,000										
Bradford	3015 014	115287	Bradford SR 3015 Slide Re	F HRSST		581	50,000										
Bradford	3015 014	115287	Bradford SR 3015 Slide Re	F HRSST		581	100,000										
Bradford	3015 014	115287	Bradford SR 3015 Slide Re	U HRSST						581							50,000
Bradford	3015 014	115287	Bradford SR 3015 Slide Re	R HRSST						581							50,000
Bradford	3015 014	115287	Bradford SR 3015 Slide Re	C HRSST						581							600,000
Bradford	3017 005	99072	SR3017vsNB/TowandaCk	+F BRDGG			125,000										
Bradford	3017 005	99072	SR3017vsNB/TowandaCk	+F BRDGG			20,000										
Bradford	3017 005	99072	SR3017vsNB/TowandaCk	+F BRDGG			15,000										
Bradford	3017 005	99072	SR3017vsNB/TowandaCk	+F BRDGG			15,000										
Bradford	3017 005	99072	SR3017vsNB/TowandaCk	+F BRDGG			15,000										
Bradford	3017 005	99072	SR3017vsNB/TowandaCk	+F BRDGG			15,000										
Bradford	3019 006	117446	SR 3019 over Tributary No	C BRDGG			35,000										
Bradford	3019 006	117446	SR 3019 over Tributary No	F BRDGG	185												
Bradford	3019 006	117446	SR 3019 over Tributary No	U BRDGG													
Bradford	3019 006	117446	SR 3019 over Tributary No	R BRDGG													
Bradford	3019 006	117446	SR 3019 over Tributary No	C BRDGG			15,000										
Bradford	3019 006	117446	SR 3019 over Tributary No	P BRDGG													
Bradford	3020 008	114203	SR 3020 over Overshot Bro	C BRDGG			57,500										
Bradford	3020 008	114203	SR 3020 over Overshot Bro	F BRDGG	185												
Bradford	3020 008	114203	SR 3020 over Overshot Bro	P BRDGG													
Bradford	3020 008	114203	SR 3020 over Overshot Bro	R BRDGG													
Bradford	3020 010	117447	SR 3020 over Tributary of	F BRDGG			35,000										
Bradford	3020 010	117447	SR 3020 over Tributary of	U BRDGG													
Bradford	3020 010	117447	SR 3020 over Tributary of	R BRDGG													
Bradford	3020 010	117447	SR 3020 over Tributary of	C BRDGG													
Bradford	3027 011	118051	SR 3027 over Mill Creek	P BRDGG			65,000										
Bradford	3027 011	118051	SR 3027 over Mill Creek	F BRDGG	185												
Bradford	3027 011	118051	SR 3027 over Mill Creek	C BRDGG													
Bradford	3027 011	118051	SR 3027 over Mill Creek	R BRDGG													
Bradford	3027 011	118051	SR 3027 over Mill Creek	U BRDGG													
Bradford	3030 001	117458	SR 3030 over Tributary to	F BRDGG			35,000										
Bradford	3030 001	117458	SR 3030 over Tributary to	R BRDGG													
Bradford	4001 045	3192	SR 4001 over Tributary to	P BRDGG			20,000										
Bradford	4011 004	106238	SR4011 ow Tomjask Creek	U BRDGG													
Bradford	4011 004	106238	SR4011 ow Tomjask Creek	C BRDGG													
Bradford	4011 004	106238	SR4011 ow Tomjask Creek	R BRDGG													
Bradford	4013 049	117477	SR 4013 over West Branch	F BRDGG			35,000										
Bradford	4013 049	117477	SR 4013 over West Branch	R BRDGG													
Bradford	4015 005	89906	SR 4015 ow T/S Sugar Creek	F BRDGG			10,000										
Bradford	4015 005	89906	SR 4015 ow T/S Sugar Creek	R BRDGG													

^ Milestones  
 \* includes Conversion Amount  
 + Indicates phase qualifies for TOLL funds  
 f Flex fd Flexed s Spike + Includes Conversion Amount  
 On Obligation Plan  
 Obligations have occurred  
 PE - NEPA, FD - PSE CO, UTL - En UTL Clr, ROW - Cond ROW, CON - Lit

2023 - 2026 Transportation Improvement Program

04/25/2022 10:21 AM  
Rpt# TTP200

FFY 2023 Northern Tier TIP

Page 8 of 19

County	S.R.	Sec.	Project	Project Title	Ph Area	FFY 2023 Costs			FFY 2024 Costs			FFY 2025 Costs			FFY 2026 Costs			Milestones		
						Fed.	St.	Federal	St.	Federal	St.	Federal	St.	Federal	St.	Federal	St.		Federal	St.
Bradford	4015	005	89906	SR 4015 ov Tls Sugar Creek	U BRDGG															06/01/2024 E
Bradford	4015	005	89906	SR 4015 ov Tls Sugar Creek	R BRDGG			15,000												
Bradford	4015	005	89906	SR 4015 ov Tls Sugar Creek	C BRDGG															
Bradford	4015	005	89906	SR 4015 ov Tls Sugar Creek	P BRDGG															
Bradford	4016	007	78797	SR 4016 Over South Creek	F BRDGG			15,000												
Bradford	4016	007	78797	SR 4016 Over South Creek	C BRDGG															
Bradford	4016	012	116338	SR 4016 over Trib to Suga	R BRDGG			5,000												
Bradford	4016	014	118016	Bridge Improvement Line 1	S BRDGG															
Bradford	4016	014	118016	Bridge Improvement Line 1	S BRDGG			20,000												
Bradford	4016	014	118016	Bridge Improvement Line 1	S BRDGG															
Bradford	4018	027	117491	SR4018 over Tributary to	F BRDGG			35,000												
Bradford	4018	027	117491	SR4018 over Tributary to	U BRDGG															
Bradford	4018	027	117491	SR4018 over Tributary to	R BRDGG			15,000												
Bradford	4020	009	89907	SR 4020 ov Tls Tunnel Crk	C BRDGG			59,100												
Bradford	4022	017	76157	SR4022 ov Clemming River	P BRDGG															
Bradford	4022	017	76157	SR4022 ov Clemming River	F BRDGG			125,000												
Bradford	4022	017	76157	SR4022 ov Clemming River	U BRDGG															
Bradford	4022	017	76157	SR4022 ov Clemming River	R BRDGG															
Bradford	4022	017	76157	SR4022 ov Clemming River	C BRDGG															
Bradford	4022	017	76157	SR4022 ov Clemming River	P BRDGG															
Bradford	4024	023	112732	SR 4024 Slide Repair	F HRST			200,000												
Bradford	4024	023	112732	SR 4024 Slide Repair	U HRST															
Bradford	4024	023	112732	SR 4024 Slide Repair	R HRST															
Bradford	4024	023	112732	SR 4024 Slide Repair	C HRST															
Bradford	4024	023	112732	SR 4024 Slide Repair	P HRST															
Bradford	4027	008	97644	SR4027 ov Bucks Cr	P BRDGG															
Bradford	4027	009	5137	SR 4027 over South Creek	P BRDGG															
Bradford	4031	009	99309	SR4031 ov Tls Beechwilk Crk	C BRDGG			125,000												
Bradford	4031	009	99309	SR4031 ov Tls Beechwilk Crk	C BRDGG															
Bradford	4031	014	114169	SR 4031 over Wolfe Creek	F BRDGG			10,000												
Bradford	4031	014	114169	SR 4031 over Wolfe Creek	F BRDGG															
Bradford	4031	014	114169	SR 4031 over Wolfe Creek	U BRDGG															
Bradford	4031	014	114169	SR 4031 over Wolfe Creek	R BRDGG															
Bradford	4031	014	114169	SR 4031 over Wolfe Creek	C BRDGG			15,000												

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

2023 - 2026 Transportation Improvement Program

County	S.R.	Sec.	Project Title	Ph Area	FFY 2023 Costs				FFY 2024 Costs				FFY 2025 Costs				FFY 2026 Costs				Milestones								
					Fed.	St.	Federal	State	Local	Total	Fed.	St.	Federal	State	Local	Total	Fed.	St.	Federal	State		Local	Total						
Broadford	4031	014	114169 SR 4031 over Wolfe Creek	C BRDG				5,192,307	328,649	18,284,170				13,201,220	4,593,125	19,375	17,813,720				277,000			164,284,451	9,127,537	28,250	25,384,238	79,581,714	
Totals for Broadford																													
Sullivan		6936	I-416 over Porter Creek	P BRDG																									
Sullivan		6936	I-416 over Porter Creek	P BRDG																									
Sullivan		6936	I-416 over Porter Creek	P BRDG																									
Sullivan		6743	I-346 over Kings Creek	R BRDG				14,250	4,750	95,000																			
Sullivan		6743	I-346 over Kings Creek	F BRDG																									
Sullivan		6743	I-346 over Kings Creek	F BRDG																									
Sullivan		6743	I-346 over Kings Creek	U BRDG																									
Sullivan		6743	I-346 over Kings Creek	R BRDG																									
Sullivan		6743	I-346 over Kings Creek	C BRDG																									
Sullivan		10435	I-410 over N Branch of Me	C BRDG																									
Sullivan		10435	I-410 over N Branch of Me	P BRDG																									
Sullivan		10435	I-410 over N Branch of Me	F BRDG																									
Sullivan		10435	I-410 over N Branch of Me	F BRDG																									
Sullivan		10435	I-410 over N Branch of Me	R BRDG																									
Sullivan		6746	I-420 over Elk Creek	C BRDG																									
Sullivan		6746	I-420 over Elk Creek	R BRDG																									
Sullivan		6747	I-424 over Elk Creek	C BRDG																									
Sullivan		6747	I-424 over Elk Creek	C BRDG																									
Sullivan		110239	I-441 Cherry Township	C BRDG																									
Sullivan		110239	I-441 Cherry Township	C BRDG																									
Sullivan		094	99427 Lakewood Ave to Spring St	C HRST																									
Sullivan		095	99422 SR220 to Muncy Valley Roa	P HRST																									
Sullivan		095	99422 SR220 to Muncy Valley Roa	F HRST																									
Sullivan		095	99422 SR220 to Muncy Valley Roa	C HRST																									
Sullivan		095	99422 SR220 to Muncy Valley Roa	C HRST																									
Sullivan		113	99103 Scar Run to Loyalsok Crk	F HRST																									
Sullivan		127	7007 SR 87 over Slab Run	F BRDG																									
Sullivan		127	7007 SR 87 over Slab Run	F BRDG																									
Sullivan		127	7007 SR 87 over Slab Run	U BRDG																									
Sullivan		127	7007 SR 87 over Slab Run	R BRDG																									
Sullivan		127	7007 SR 87 over Slab Run	I-C BRDG																									
Sullivan		127	7007 SR 87 over Slab Run	I-C BRDG																									
Sullivan		128	7006 SR 87 over Dry Run	F BRDG																									
Sullivan		128	7006 SR 87 over Dry Run	F BRDG																									
Sullivan		128	7006 SR 87 over Dry Run	U BRDG																									
Sullivan		128	7006 SR 87 over Dry Run	R BRDG																									
Sullivan		128	7006 SR 87 over Dry Run	I-C BRDG																									
Sullivan		128	7006 SR 87 over Dry Run	C BRDG																									
Sullivan		128	7006 SR 87 over Dry Run	C BRDG																									
Sullivan		129	110166 SR 87 over Little Loyalsok	F BRDG																									

d Discretionary e Economic Development f Flex fd Flexed s Spike + Indicates phase qualifies for TOLL funds \* includes Conversion Amount On Obligation Plan Obligations have occurred ^ PE - NEPA, FD - PSE CO, UTL - End UTL Clr, ROW - Cond ROW, CON - 1-let Northern Tier RPO

2023 - 2026 Transportation Improvement Program

County	S.R. Sec.	Project Title	Proj. Area	FFY 2023 Costs					FFY 2024 Costs					FFY 2025 Costs					FFY 2026 Costs								
				St.	Fed.	State	Local	Total	St.	Fed.	State	Local	Total	St.	Fed.	State	Local	Total	St.	Fed.	State	Local	Total	Milestones			
Sullivan	87 129	110166 SR 87 over Little Loyalso	U BRD/G																								
Sullivan	87 129	110166 SR 87 over Little Loyalso	R BRD/G BRIP		15,000			15,000																			
Sullivan	87 129	110166 SR 87 over Little Loyalso	C BRD/G																								
Sullivan	87 129	110166 SR 87 over Little Loyalso	C BRD/G																						09/01/2024 E		
Sullivan	87 130	78938 SR87 ov Oglonia Creek	F BRD/G	185		25,000		25,000																		11/1/2023 E	
Sullivan	87 130	78938 SR87 ov Oglonia Creek	U BRD/G	185		20,000		20,000																		10/1/2023 E	
Sullivan	87 130	78938 SR87 ov Oglonia Creek	C BRD/G BRIP		1,166,192			1,166,192																		01/1/2024 E	
Sullivan	87 130	78938 SR87 ov Oglonia Creek	C BRD/G										1,033,808													01/1/2024 E	
Sullivan	87 133	110441 SR87 over Loyalsock Creek	P BRD/G																								
Sullivan	87 149	115837 Wampole Run Rd to SR220	C HRS/T	581		143,000		143,000																			08/30/2021 A
Sullivan	154 077	99382 Shanenburg Rd to SR 3009	C HRS/T			600,000		600,000																			07/01/2023 E
Sullivan	154 077	99382 Shanenburg Rd to SR 3009	C HRS/T	581		100,000		100,000																			07/01/2023 E
Sullivan	154 088	114053 SR 154 over Shanenburg Ru	P BRD/G																								07/01/2023 E
Sullivan	154 088	114053 SR 154 over Shanenburg Ru	P BRD/G																								07/01/2023 E
Sullivan	154 089	114055 SR 154 over Elk Creek	P BRD/G																								
Sullivan	220 190	102938 SR 42 to Loyalsock Cr	F HRS/T			230,000		230,000																			01/27/2022 A
Sullivan	220 197	7030 Lysening Co to Sonestown	C HRS/T	581		50,000		50,000																			12/14/2023 E
Sullivan	220 197	7030 Lysening Co to Sonestown	C HRS/T	581		892,000		892,000																			12/14/2023 E
Sullivan	220 197	7030 Lysening Co to Sonestown	C HRS/T																								12/14/2023 E
Sullivan	220 206	99114 SR 87 to Marsh Crk.	F HRS/T	581		10,000		10,000																			
Sullivan	220 242	115886 SR 87 to Bratford Co	C HRS/T	581		20,000		20,000																			
Sullivan	487 063	90005 SR 487 over Birch Creek	U BRD/G	185		50,000		50,000																			10/01/2023 E
Sullivan	487 063	90005 SR 487 over Birch Creek	C BRD/G BRIP		2,500,000			2,500,000																			07/01/2023 E
Sullivan	487 063	90005 SR 487 over Birch Creek	C BRD/G																								07/01/2023 E
Sullivan	1001 023	110267 SR 1001 over Tributary to L.	P BRD/G																								
Sullivan	1001 023	110267 SR 1001 over Tributary to L.	P BRD/G																								
Sullivan	1001 023	110267 SR 1001 over Tributary to L.	F BRD/G																								
Sullivan	1001 023	110267 SR 1001 over Tributary to L.	R BRD/G																								
Sullivan	1002 020	110259 SR 1002 over Branch of Lit	P BRD/G																								
Sullivan	1002 020	110259 SR 1002 over Branch of Lit	P BRD/G																								
Sullivan	1002 020	110259 SR 1002 over Branch of Lit	F BRD/G																								
Sullivan	1002 020	110259 SR 1002 over Branch of Lit	R BRD/G																								
Sullivan	1002 021	110275 SR 1002 over Trib to Page	P BRD/G																								
Sullivan	1006 036	110243 SR 1006 over Trib to Birch	P BRD/G	185		75,000		75,000																			
Sullivan	1006 036	110243 SR 1006 over Trib to Birch	F BRD/G																								
Sullivan	1006 036	110243 SR 1006 over Trib to Birch	U BRD/G																								
Sullivan	1006 036	110243 SR 1006 over Trib to Birch	R BRD/G																								
Sullivan	1006 036	110243 SR 1006 over Trib to Birch	C BRD/G																								
Sullivan	2002 021	97568 SR2002 ov Long Brook	U BRD/G	185		20,000		20,000																			01/15/2020 A
Sullivan	2002 021	97568 SR2002 ov Long Brook	C BRD/G	185		100,000		100,000																			09/15/2022 E
Sullivan	2002 036	115986 SR 220 to Big Run	C HRS/T	581		300,000		300,000																			01/01/2023 E

f Flex    fd Flexed    s Spike    + Indicates phase qualifies for TOLL funds    \* includes Conversion Amount    On Obligation Plan    Obligations have occurred    PE - NEPA, FD - PSE CO, UTL - En UTL Ctr, ROW - Cond ROW, CON - Let  
 d Discretionary    e Economic Development



2023 - 2026 Transportation Improvement Program

FFY 2023 Northern Tier TIP

Page 12 of 19

04/25/2022 10:21 AM  
Rpt# TIP200

Table with columns: County, S.R. No., Project Title, P/A Area, Est., FY 2023 Costs (Federal, State, Local, Total), FY 2024 Costs (Federal, State, Local, Total), FY 2025 Costs (Federal, State, Local, Total), and Milestones. Rows list various projects in Susquehanna County with their respective funding sources and completion dates.

Legend: f Flex, fd Flexed, s Spike, + Indicates phase qualifies for TOLL funds, \* includes Conversion Amount, On Obligation Plan, Obligations have occurred.



2023 - 2026 Transportation Improvement Program

FFY 2023 Northern Tier TIP

04/25/2022 10:21 AM  
Rpt# TIP200

County	S.R. Sec.	Project	Project Title	Ph. Area	FFY 2023 Costs					FFY 2024 Costs					FFY 2025 Costs					FFY 2026 Costs									
					Fed.	St.	Federal	State	Local	Total	Fed.	St.	Federal	State	Local	Total	Fed.	St.	Federal	State	Local	Total	Fed.	St.	Federal	State	Local	Total	Milestones
Iroga	6	130	99107	US60VFN Elk Run	C-BRDG																						07/13/2023 E		
Iroga	6	130	99107	US60VFN Elk Run	C-BRDG																						07/13/2023 E		
Iroga	6	134	101292	US6 & PA660 Intersection	F-SAMI	HSIP	100,000																				01/30/2023 E		
Iroga	6	134	101292	US6 & PA660 Intersection	U-SAMI	HSIP	100,000																				12/30/2022 E		
Iroga	6	134	101292	US6 & PA660 Intersection	C-SAMI	HSIP	570,200																				03/30/2023 E		
Iroga	6	134	101292	US6 & PA660 Intersection	C-SAMI	NHPP	750,000																				03/30/2023 E		
Iroga	6	134	101292	US6 & PA660 Intersection	C-SAMI		557,800																				03/30/2023 E		
Iroga	6	134	101292	US6 & PA660 Intersection	C-SAMI		691,640																				03/30/2023 E		
Iroga	6	134	101292	US6 & PA660 Intersection	C-SAMI																						03/30/2023 E		
Iroga	6	135	106243	US6 ov Toiga River	F-BRDG																						11/11/2023 E		
Iroga	6	135	106243	US6 ov Toiga River	C-BRDG																						01/11/2024 E		
Iroga	6	135	106243	US6 ov Toiga River	C-BRDG																						01/11/2024 E		
Iroga	6	158	114002	Mansfield to E of SR2031	C-HRST	NHPP																					01/01/2023 E		
Iroga	6	158	114002	Mansfield to E of SR2031	C-HRST	STP	711,760																				01/01/2023 E		
Iroga	6	158	114002	Mansfield to E of SR2031	C-HRST		522,500																				01/01/2023 E		
Iroga	6	158	114002	Mansfield to E of SR2031	C-HRST																						01/01/2023 E		
Iroga	6	158	114002	Mansfield to E of SR2031	C-HRST																						01/01/2023 E		
Iroga	6	158	114002	Mansfield to E of SR2031	C-HRST																						01/01/2023 E		
Iroga	6	179	116505	Mansfield Reconstruction	F-HRST																						01/01/2024 E		
Iroga	6	179	116505	Mansfield Reconstruction	F-HRST																							01/01/2024 E	
Iroga	6	179	116505	Mansfield Reconstruction	U-HRST																							01/01/2023 E	
Iroga	6	179	116505	Mansfield Reconstruction	U-HRST																							01/01/2023 E	
Iroga	6	179	116505	Mansfield Reconstruction	R-HRST																							01/01/2023 E	
Iroga	6	179	116505	Mansfield Reconstruction	R-HRST																							01/01/2023 E	
Iroga	6	179	116505	Mansfield Reconstruction	C-HRST																							01/01/2024 E	
Iroga	6	179	116505	Mansfield Reconstruction	C-HRST																							01/01/2024 E	
Iroga	15	186	101335	Welcome Center to NY Line	F-HRST																							10/01/2024 E	
Iroga	15	186	101335	Welcome Center to NY Line	C-HRST																							10/01/2024 E	
Iroga	15	186	101335	Welcome Center to NY Line	C-HRST																							2,608.632	
Iroga	15	187	99427	Toiga River to SR2005	C-HRST	NHPP	1,362,898																				12/15/2022 E		
Iroga	15	187	99427	Toiga River to SR2005	C-HRST																							12/15/2022 E	
Iroga	15	187	99427	Toiga River to SR2005	C-HRST																							12/15/2022 E	
Iroga	15	217	113806	Scoring to SR 2005	P-HRST																							25,000	
Iroga	15	218	114014	SR 15 SB Mansfield to To	P-HRST																								
Iroga	15	246	117166	Ramp 1 (SR8007) to SR 200	F-HRST																								
Iroga	15	246	117166	Ramp 1 (SR8007) to SR 200	F-HRST																								
Iroga	15	247	117170	SR 2005 to Covington Twp	F-HRST																								
Iroga	15	250	117257	SR 15 over Mill Creek Dce	C-BRDG	BRIP	1,000,000																						
Iroga	15	250	117257	SR 15 over Mill Creek Dce	C-BRDG																								
Iroga	15	250	117257	SR 15 over Mill Creek Dce	C-BRDG																								
Iroga	15	M531	86917	SR 2005 to Welcome Cntr	P-HRST																								
Iroga	15	M531	86917	SR 2005 to Welcome Cntr	C-HRST																								
Iroga	15	M531	86917	SR 2005 to Welcome Cntr	C-HRST																								
Iroga	49	074	115644	SR49 over Covanesque Rive	C-BRDG																								
Iroga	249	027	106234	SR249 ov Tibb Crooked Cr	C-BRDG	STP	306,365																						
Iroga	249	031	116570	SR 249 over North Brook 2	R-BRDG																								
Iroga	287	154	99428	SR15 to Toiga River	F-HRST																								

d Discretionary e Economic Development f Flex fd Flexed s Spike + Indicates phase qualifies for TOLL funds \* includes Conversion Amount On Obligation Plan Obligations have occurred ^ PE - NEPA, FD - PSE CO, UTL - En UTL Ctr, ROW - Cond ROW, CON - Let Northern Tier RPO





### 2023 - 2026 Transportation Improvement Program

FFY 2023 Northern Tier TIP

County	S.R. Sec.	Project Title	Ph Area	FFY 2023 Costs			FFY 2024 Costs			FFY 2025 Costs			FFY 2026 Costs			Milestones		
				Est.	Fed.	State	Total	Local	State	Total	Fed.	State	Total	Fed.	State		Total	
				St.	St.	St.	Fed.	St.	Fed.	St.	Fed.	St.	Fed.	St.	Fed.		St.	
Iroga	2005 026	116507 Mansfield Recon SR2005 In	U	HRST	50,000			50,000										
Iroga	2005 026	116507 Mansfield Recon SR2005 In	R	HRST	50,000			50,000										01/01/2024 E
Iroga	2005 026	116507 Mansfield Recon SR2005 In	C	HRST		2,016,500	975,113	2,991,613										01/01/2024 E
Iroga	2005 026	116507 Mansfield Recon SR2005 In	C	HRST					STP	581	400,000	575,000						01/01/2024 E
Iroga	2005 026	116507 Mansfield Recon SR2005 In	C	HRST					STP	581		575,000						01/01/2024 E
Iroga	2007 016	99394 Lyscoming Co to Creamery S	U	HRST		80,000		80,000										06/24/2023 E
Iroga	2007 016	99394 Lyscoming Co to Creamery S	C	HRST					581		369,000							08/24/2023 E
Iroga	2007 016	99394 Lyscoming Co to Creamery S	C	HRST														08/24/2023 E
Iroga	2011 002	99368 SR2011 ov Blochouse Crk	P	BRDG		786,000		786,000										08/24/2023 E
Iroga	2011 002	99368 SR2011 ov Blochouse Crk	P	BRDG			57,500	57,500			37,500							08/24/2023 E
Iroga	2011 002	99368 SR2011 ov Blochouse Crk	F	BRDG														
Iroga	2016 020	98539 SR2016 ov Bellman Run	P	BRDG														
Iroga	2017 016	97680 SR2017 ov Tioga River	P	BRDG			50,000	50,000										
Iroga	2017 016	97680 SR2017 ov Tioga River	P	BRDG	185													
Iroga	2017 016	97680 SR2017 ov Tioga River	F	BRDG														
Iroga	2017 016	97680 SR2017 ov Tioga River	F	BRDG			45,000	45,000			25,000							
Iroga	2017 016	97680 SR2017 ov Tioga River	U	BRDG														
Iroga	2017 016	97680 SR2017 ov Tioga River	R	BRDG			15,000	15,000										
Iroga	2017 016	97680 SR2017 ov Tioga River	C	BRDG														
Iroga	2017 017	98465 SR2017 ov Taylor Run	P	BRDG														
Iroga	2019 007	114191 SR2019 over Tributary to	P	BRDG														
Iroga	2019 007	114191 SR2019 over Tributary to	P	BRDG	185		57,500	57,500			37,500							
Iroga	2019 007	114191 SR2019 over Tributary to	F	BRDG														
Iroga	2019 007	114191 SR2019 over Tributary to	R	BRDG														
Iroga	2022 010	98478 SR2022 Ov Tls to Corey Ck	P	BRDG			40,000	40,000										
Iroga	2022 010	98478 SR2022 Ov Tls to Corey Ck	F	BRDG														
Iroga	2022 010	98478 SR2022 Ov Tls to Corey Ck	U	BRDG														
Iroga	2022 010	98478 SR2022 Ov Tls to Corey Ck	R	BRDG														
Iroga	2022 010	98478 SR2022 Ov Tls to Corey Ck	C	BRDG														
Iroga	2022 011	99369 SR2022 ov Howland Crk	P	BRDG			10,000	10,000			10,000							
Iroga	2022 011	99369 SR2022 ov Howland Crk	F	BRDG														
Iroga	2022 011	99369 SR2022 ov Howland Crk	R	BRDG														
Iroga	2022 011	99369 SR2022 ov Howland Crk	P	BRDG														
Iroga	2027 125	102684 Cause Camp Slide	P	HRST														
Iroga	2027 125	102684 Cause Camp Slide	P	HRST			200,000	200,000			200,000							04/19/2023 E
Iroga	2027 125	102684 Cause Camp Slide	F	HRST														04/19/2023 E
Iroga	2027 125	102684 Cause Camp Slide	F	HRST														08/10/2024 E

■ On Obligation Plan    
 ■ Obligations have occurred    
 \* includes Conversion Amount    
 ^ PE - NEPA, FD - PSE CO, UTL - En UTL Clr, ROW - Cond ROW, CON - Lit  
 † Flex    ‡ Fed Flexed    § Spike    ¶ Indicates phase qualifies for TOLL funds  
 d Discretionary    e Economic Development    f Flex    g Fed Flexed    h Spike    i Indicates phase qualifies for TOLL funds  
 \* includes Conversion Amount    ^ PE - NEPA, FD - PSE CO, UTL - En UTL Clr, ROW - Cond ROW, CON - Lit  
 Northern Tier RPO  
 159

2023 - 2026 Transportation Improvement Program

FFY 2023 Northern Tier TIP

Page 17 of 19

04/25/2022 10:21 AM  
Rpt# TIP200

County	S.R.	Sec.	Project	Project Title	Ph Area	FFY 2023 Costs			FFY 2024 Costs			FFY 2025 Costs			FFY 2026 Costs			Milestones
						Fed.	State	Local	Fed.	State	Local	Fed.	State	Local	Fed.	State	Local	
						St.	Federal	Total	St.	Federal	Total	St.	Federal	Total	St.	Federal	Total	
Iroga	2027	125	102684	Canoe Camp Slide	F	HRSST												08/10/2024 E
Iroga	2027	125	102684	Canoe Camp Slide	R	HRSST												08/10/2024 E
Iroga	3007	017	99370	SR3007ovWbStoneyFork	P	BRDGG												37,500
Iroga	3007	018	7371	SR 3007 ov Tb Stoney Fk	P	BRDGG												52,500
Iroga	3007	018	7371	SR 3007 ov Tb Stoney Fk	P	BRDGG												52,500
Iroga	3016	009	99412	SR3016ovTbZimmermanCk	P	BRDGG												37,500
Iroga	3023	003	99413	SR3023ovHesseRun #2	F	BRDGG												07/14/2023 E
Iroga	3023	003	99413	SR3023ovHesseRun #2	U	BRDGG												06/14/2023 E
Iroga	3023	003	99413	SR3023ovHesseRun #2	R	BRDGG												09/14/2023 E
Iroga	3023	003	99413	SR3023ovHesseRun #2	C	BRDGG												09/14/2023 E
Iroga	3023	003	99413	SR3023ovHesseRun #2	C	BRDGG												09/14/2023 E
Iroga	3023	004	99414	SR3023ovHesseRun	F	BRDGG												07/14/2023 E
Iroga	3023	004	99414	SR3023ovHesseRun	U	BRDGG												06/14/2023 E
Iroga	3023	004	99414	SR3023ovHesseRun	R	BRDGG												09/14/2023 E
Iroga	3023	004	99414	SR3023ovHesseRun	C	BRDGG												09/14/2023 E
Iroga	3023	004	99414	SR3023ovHesseRun	C	BRDGG												09/14/2023 E
Iroga	4001	026	97574	SR4001 ov Tb Wantles Run	C	BRDGG												12/09/2021 A
Iroga	4001	026	97574	SR4001 ov Tb Wantles Run	C	BRDGG												12/09/2021 A
Iroga	4001	027	99415	SR4001 ov Potter Brook	P	BRDGG												07/01/2024 E
Iroga	4001	027	99415	SR4001 ov Potter Brook	F	BRDGG												07/01/2025 E
Iroga	4001	027	99415	SR4001 ov Potter Brook	U	BRDGG												06/01/2025 E
Iroga	4001	027	99415	SR4001 ov Potter Brook	R	BRDGG												06/01/2025 E
Iroga	4001	027	99415	SR4001 ov Potter Brook	C	BRDGG												06/01/2025 E
Iroga	4002	016	114170	SR4002 over Trib Cullin H	C	BRDGG												07/01/2024 E
Iroga	4002	016	114170	SR4002 over Trib Cullin H	P	BRDGG												07/01/2024 E
Iroga	4002	016	114170	SR4002 over Trib Cullin H	F	BRDGG												07/01/2025 E
Iroga	4002	016	114170	SR4002 over Trib Cullin H	U	BRDGG												06/01/2025 E
Iroga	4002	016	114170	SR4002 over Trib Cullin H	R	BRDGG												06/01/2025 E
Iroga	4002	016	114170	SR4002 over Trib Cullin H	C	BRDGG												06/01/2025 E
Iroga	4007	007	97684	SR4007 ov N Brook	P	BRDGG												150,000
Iroga	4007	008	116573	SR 4007 over California B	R	BRDGG												150,000
Iroga	4007	009	116574	SR 4007 over California B	R	BRDGG												150,000
Iroga	4007	010	116575	SR 4007 over North Brook	R	BRDGG												150,000
Iroga	4007	011	116576	SR 4007 over North Brook	R	BRDGG												150,000
Iroga	4008	024	116577	SR 4008 over North Fork C	R	BRDGG												150,000
Iroga	4009	022	115841	SR 4009 over Troops Creek	F	BRDGG												150,000
Iroga	4009	022	115841	SR 4009 over Troops Creek	F	BRDGG												150,000
Iroga	4009	022	115841	SR 4009 over Troops Creek	U	BRDGG												150,000
Iroga	4009	022	115841	SR 4009 over Troops Creek	R	BRDGG												150,000
Iroga	4009	022	115841	SR 4009 over Troops Creek	C	BRDGG												150,000
Iroga	4009	024	116578	SR 4009 over Troops Creek	R	BRDGG												150,000
Iroga	4013	047	116580	SR 4013 over Yarnell Broo	R	BRDGG												150,000
Iroga	4013	048	116610	SR 4013 over Cowanesque R	R	BRDGG												150,000

\* Includes Conversion Amount    On Obligation Plan    Obligations have occurred    PE - NEPA, FD - PSE CO, UTL - Enl UTL Clr, ROW - Cond ROW, CON - Let

f Flex    fd Flexed    s Spike    + Indicates phase qualifies for TOLL funds

d Discretionary    e Economic Development

2023 - 2026 Transportation Improvement Program

FFY 2023 Northern Tier TIP

04/25/2022 10:21 AM  
Rpt# TIP200

County	S.R.	Sec.	Project Title	Ph Area	FFY 2023 Costs					FFY 2024 Costs					FFY 2025 Costs					FFY 2026 Costs									
					Fed.	St.	Federal	State	Local	Total	Fed.	St.	Federal	State	Local	Total	Fed.	St.	Federal	State	Local	Total	Fed.	St.	Federal	State	Local	Total	Milestones
Toga	4013	048	116610 SR 4013 over Cowanesque R	C BRDG	581		100,000		100,000																		09/08/2023 A		
Toga	4017	029	116581 SR 4017 over Cowanesque R	R BRDG	185	5,000		5,000																					
Toga	4017	030	116582 SR 4017 over Halden Creek	R BRDG	185	5,000		5,000																					
Toga	4021	007	106236 SR 4021 over Cowanesque Rive	P BRDG	185	130,000		130,000																			07/01/2023 E		
Toga	4021	007	106236 SR 4021 over Cowanesque Rive	F BRDG																							07/01/2024 E		
Toga	4021	007	106236 SR 4021 over Cowanesque Rive	F BRDG																							07/01/2024 E		
Toga	4021	007	106236 SR 4021 over Cowanesque Rive	U BRDG																							06/01/2024 E		
Toga	4021	007	106236 SR 4021 over Cowanesque Rive	R BRDG																							06/01/2024 E		
Toga	4021	007	106236 SR 4021 over Cowanesque Rive	+C BRDG																							09/01/2024 E		
Toga	4021	010	116584 SR 4021 over Cowanesque R	R BRDG	185	5,000		5,000																			1,500,000 09/01/2024 E		
Toga	4021	010	116584 SR 4021 over Cowanesque R	C HRST	581	130,000		130,000																			1,500,000 09/01/2024 E		
Toga	4023	003	116583 SR 4023 over Tributary to	R BRDG	185	5,000		5,000																				09/08/2023 A	
Toga	4027	006	99416 SR 4027 over Cummings Ck	F BRDG																								07/01/2024 E	
Toga	4027	006	99416 SR 4027 over Cummings Ck	F BRDG																								07/01/2024 E	
Toga	4027	006	99416 SR 4027 over Cummings Ck	U BRDG																								07/01/2024 E	
Toga	4027	006	99416 SR 4027 over Cummings Ck	U BRDG																								07/01/2024 E	
Toga	4027	006	99416 SR 4027 over Cummings Ck	R BRDG																								07/01/2024 E	
Toga	4027	006	99416 SR 4027 over Cummings Ck	C BRDG																								06/01/2024 E	
Toga	4027	006	99416 SR 4027 over Cummings Ck	C BRDG																								06/01/2024 E	
Toga	4027	010	110236 SR 4027 over Cummings Cree	R BRDG	185	20,000		20,000																				100,000 09/01/2024 E	
Toga	4027	010	110236 SR 4027 over Cummings Cree	C BRDG																								100,000 09/01/2024 E	
Toga	4027	010	110236 SR 4027 over Cummings Cree	C BRDG																								100,000 09/01/2024 E	
Toga	4039	006	98515 SR 4039 over Hills Creek	U BRDG	185	20,000		20,000																				09/01/2024 E	
Toga	4039	006	98515 SR 4039 over Hills Creek	+C BRDG																								02.23.2022 A	
Toga	4039	006	98515 SR 4039 over Hills Creek	+C BRDG																								03/16/2023 E	
Toga	4039	006	98515 SR 4039 over Hills Creek	+C BRDG																								03/16/2023 E	
<b>Totals for: Toga</b>							9,345,794	5,086,643	31,063	14,463,500																			
Wyoming	6	776	10223 SR 6 over South Branch of	+C BRDG																									
Wyoming	6	776	10223 SR 6 over South Branch of	C BRDG																									
Wyoming	6	776	10223 SR 6 over South Branch of	+C BRDG																									
Wyoming	6	FP5	110915 Wyoming SR 6 Paving	C HRST NHPP																									
Wyoming	6	FP5	110915 Wyoming SR 6 Paving	C HRST																									
Wyoming	6	FP5	110915 Wyoming SR 6 Paving	C HRST																									
Wyoming	6	FP5	110915 Wyoming SR 6 Paving	C HRST																									
Wyoming	6	MS4	113982 MS4 Inspections - N. Tier	C HRST																									
Wyoming	11	ASST	117294 Asset Management 1	C BRDG																									
Wyoming	11	ASST	117294 Asset Management 1	C HRST STP																									
Wyoming	11	DS53	401154 SR 11 over Branch of Tunk	P BRDG																									
Wyoming	29	791	94688 SR 29/3003 Sugar Hollow	+C SAMI HSIP																									
Wyoming	29	791	94688 SR 29/3003 Sugar Hollow	+C SAMI																									
Wyoming	29	791	94688 SR 29/3003 Sugar Hollow	+C SAMI																									
Wyoming	29	791	94688 SR 29/3003 Sugar Hollow	+C SAMI																									

f Flex fd Flexed s Spike + Indicates phase qualifies for TOLL funds \* includes Conversion Amount ■ On Obligation Plan ■ Obligations have occurred ^ PE - NEPA, FD - PSE CO, UTL - Enl UTL Ctr, ROW - Cond ROW, CON - Let  
 Northern Tier RPO



**2023 - 2026 Transportation Improvement Program  
BeST Transit Public Narratives**

**2023 - 2026 Transportation Improvement Program**  
Northern Tier Regional Planning & Development Commission RPO TIP - Transit Projects

Date: 5/16/22 8:59AM

**Endless Mountains Transportation Authority**

**PennDOT Project Id:** 95522

**Title:** Support Vehicles

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

**County:** Bradford

**Narrative:** Purchase Support Vehicles

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

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0
<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Local/Other:</b>	\$175	\$0	\$80	\$0	\$0	\$0
<b>Period Totals</b>	\$175	\$0	\$80	\$0	\$0	\$0
<b>Total FY 2023-2034 Cost</b>	<b>\$255</b>					

**PennDOT Project Id:** 95525

**Title:** Purchase Mini Buses

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

**County:** Bradford

**Narrative:** Purchase Mini Buses (18 Passanger)

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

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0
<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Local/Other:</b>	\$85	\$0	\$130	\$270	\$0	\$0
<b>Period Totals</b>	\$85	\$0	\$130	\$270	\$0	\$0
<b>Total FY 2023-2034 Cost</b>	<b>\$485</b>					

**PennDOT Project Id:** 95526

**Title:** Purchase Mini Vans

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

**County:** Bradford

**Narrative:** Purchase Mini Vans (10 Passenger)

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

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0
<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Local/Other:</b>	\$0	\$275	\$100	\$0	\$0	\$0
<b>Period Totals</b>	\$0	\$275	\$100	\$0	\$0	\$0
<b>Total FY 2023-2034 Cost</b>	<b>\$375</b>					

**PennDOT Project Id:** 95527

**Title:** Purchase Non Access MV's

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

**County:** Bradford

**Narrative:** Purchase Non Access Mini Vans (4 Passenger)

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

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0
<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Local/Other:</b>	\$0	\$60	\$400	\$0	\$0	\$0
<b>Period Totals</b>	\$0	\$60	\$400	\$0	\$0	\$0
<b>Total FY 2023-2034 Cost</b>	<b>\$460</b>					

**2023 - 2026 Transportation Improvement Program**  
Northern Tier Regional Planning & Development Commission RPO TIP - Transit Projects

Date: 5/16/22 8:59AM

**PennDOT Project Id:** 95528

**Title:** Support Equipment

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

**County:** Bradford

**Narrative:** Purchase Support Equipment for Facilities

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

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$80	\$30	\$30	\$35	\$0	\$0
<b>Period Totals</b>	<b>\$80</b>	<b>\$30</b>	<b>\$30</b>	<b>\$35</b>	<b>\$0</b>	<b>\$0</b>
<b>Total FY 2023-2034 Cost</b>	<b>\$175</b>					

**PennDOT Project Id:** 95529

**Title:** Spare Components

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

**County:** Bradford

**Narrative:** Spare Components for Facilities

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

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$20	\$30	\$50	\$30	\$0	\$0
<b>Period Totals</b>	<b>\$20</b>	<b>\$30</b>	<b>\$50</b>	<b>\$30</b>	<b>\$0</b>	<b>\$0</b>
<b>Total FY 2023-2034 Cost</b>	<b>\$130</b>					

**PennDOT Project Id:** 95530

**Title:** Towanda Transit Center

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

**County:** Bradford

**Narrative:** Renovate Towanda Transit Center

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

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$100	\$0	\$0	\$0	\$0	\$0
<b>Period Totals</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total FY 2023-2034 Cost</b>	<b>\$100</b>					

**PennDOT Project Id:** 106425

**Title:** Buses 27 Passengers

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

**County:** Bradford

**Narrative:** Purchase Buses for 27 Passengers.

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

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$610	\$700	\$90	\$0	\$0
<b>Period Totals</b>	<b>\$0</b>	<b>\$610</b>	<b>\$700</b>	<b>\$90</b>	<b>\$0</b>	<b>\$0</b>
<b>Total FY 2023-2034 Cost</b>	<b>\$1,400</b>					



# 2023 - 2026 Transportation Improvement Program

Date: 5/16/22 8:59AM

## Northern Tier Regional Planning & Development Commission RPO TIP - Transit Projects

Page 3 of 3

PennDOT Project Id: 106426

Title: Garage & Office Fac Impvt

Air Quality Status: Exempt from Regional Conformity Analysis

County: Bradford

Narrative: Garage & Office Fac Impvts Athens and Mansfield

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

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0
<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Local/Other:</b>	\$3000	\$0	\$0	\$0	\$0	\$0
<b>Period Totals</b>	\$3,000	\$0	\$0	\$0	\$0	\$0
<b>Total FY 2023-2034 Cost</b>	<b>\$3,000</b>					

PennDOT Project Id: 117720

Title: ADA Mini Van 6 Passengers

Air Quality Status: Exempt from Regional Conformity Analysis

County: Bradford

Narrative: Purchase ADA Mini Vans - 6 Passengers

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

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
<b>Federal:</b>		\$0	\$0	\$0	\$0	\$0
<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Local/Other:</b>	\$90	\$45	\$0	\$0	\$0	\$0
<b>Period Totals</b>	\$90	\$45	\$0	\$0	\$0	\$0
<b>Total FY 2023-2034 Cost</b>	<b>\$135</b>					

PTTIP

# 2023 - 2026 Transportation Improvement Program

ADMUO	Administration Use Only - Do Not Use	SIB	State Infrastructure Bank
AIP	FAA Airport Improvement Program	SPOPR	Supplemental Operating Assistance
APD	Appalachia Development	SPR	State Planning/Research
APL	Appalachia Local Access	SRTSF	Federal Safe Routes to Schools
BDP	Bridge Discretionary Program	SR2S	State Safe Route to School
BGENT	FAA Block Grant Entitlement	SSE	Supportive Services Enterprise
BND	Bridge Bonding	STE	Surface Transportation Enhancement
BOF	Bridge Off System	STN	STP - Nonurbanized
BRIP	Bridge Investment Program	STP	Surface Transportation Prog-Flexible
BUILD	BUILD Discretionary Grants	STR	Surface Transportation Rural
CAQ	Congestion Mitigation/Air Quality	STU	Surface Transportation Urban
CB	Capital Budget Nonhighway	SXF	Special Federal Funds (Demo)
COVID	COVID Relief	TAP	Transportation Alternatives (TAP) Flexible
CRP	Carbon Reduction Program	TAU	Tap > 200,000 Population
CRPU	Carbon Reduction Program Urban	TCS	Transpo & Community System Pres.
DAR	Defense Access Roads	TIGER	Trans Investment Generating Economic Recovery
DBE	Disadvantages Business Enterprise	TIGGR	Transit Investment for Greenhouse Gas and Energy R
D4R	Discretionary Interstate Maintenance	TPK	Turnpike
EB	Equity Bonus	TTE	Transit Transportation Enhancements
ECONR	Economic Recovery	073	Green Light-Go
EV	EV Charging	137	Municipal Bridge Improvements and Bundling
FAABG	FAA Block Grant	138	Rural Commercial Routes
FAAD	FAA Discretionary	140	Intelligent Transportation System
FAI	Interstate Construction	144	302-87-3 Transportation Assistance
FB	Ferry Boat/Ferry Terminal Facilities	160	Community Transport.-Equip Grant
FFL	Federal Flood	163	Community Transport.- Equip Grant
FHA	Public Lands Highways	164	PTAF
FLAP	Federal Lands Access Program	175	FTA- Capital Improvements
FLH	Forest Highways	179	Local Bridge Construction (Act 26 Counties)
FRA	Federal Railroad Administration	183	Local Bridge Construction
FRB	Ferry Boat	184	Restoration - Hwy Transfer
FTAD	FTA Discretionary Funds	185	State Bridge Construction
GEN	PA General Fund	208	FTA- Discretionary Capital
HCB	Historic Covered Bridge	244	ARLE Projects
HPR	Highway Planning/Research	278	Safety Admin
HRRR	High Risk Rural Roads	338	PT - 1513 Mass Transit Operating
HSIP	Highway Safety Improvement Program	339	PT - 1514 Asst Imprvmnt / Capitl Budg
H4L	Highway for Life - 10% Limiting Amount	340	PT - 1517 Capital Improvement
INFRA	INFRA Discretionary Award	341	PT - 1516 Progrms of Statewide Signif
ITS	Intelligent Transportation System	342	Transit Administration and Oversight
IVB	Innovative Bridge	361	FTA- Capital Improvements
LOC	Local Government Funds	383	DGS Delegated Facilities projects
LRFA	Local Rail Freight Assistance	403	Act 89 - Aviation Grants
MBP3	Major Bridge P3 Initiative	404	Act 89 - Rail Freight Grants
MSFF	Marcellus Shale Fee Fund	405	Act 89 - Passenger Rail Grants
NFP	National HWY Freight Program	406	Act 89 - Port and Waterways Grants
NHPP	National Highway Performance Program	407	Act 89 - Bicycle & Pedestrian Facilities Grants
OTH	Other Local Government Agencies	408	Act 89 - Multimodal Admin and Oversight
OTH-F	Other Federal Govt Agencies	409	ACT 89 - Roadway Maintenance
OTH-S	Other Pa State Government Agencies	411	Act 89 - Statewide Program Grants - Non HWY
PIB	State Infrastructure Bank - 100% state	471	COVID Highway & Safety Capital Projects
PL	Planning	5208	ITS
PRIV	Private Party	5303	FTA Metropolitan Planning Program
PRTCT	Promoting Resilient Operations for Transformative	5305	FTA- Helping Obtain Prosperity for Everyone(HOPE)
PTAF	Act 26 PA Transportation Assist Fund	5307	FTA Urban Area Formula Grants
RAISE	Rebuild American Infra. Sustainability Equity	5308	FTA Clean Fuels Formula Grants
REC	Recreational Trails	5309	FTA New Starts Capital Program
RES	Funds Restoration	5310	FTA Elderly & Handicapped Program

2023 - 2026 Transportation Improvement Program

FFY 2023 Northern Tier TIP  
Public Transit

04/25/2022 10:49  
Rpt# TIP206

Project	Project Title	FFY 2023 Costs				FFY 2024 Costs				FFY 2025 Costs				FFY 2026 Costs				Total								
		Fed.	St.	Federal	State	Total	Fed.	St.	Federal	State	Total	Fed.	St.	Federal	State	Total	Fed.		St.	Federal	State	Total				
95522	Support Vehicles				175,000																				175,000	
95522	Support Vehicles	ENDLES			175,000																					175,000
95525	Purchase Mini Buses				85,000																					85,000
95525	Purchase Mini Buses	ENDLES			85,000																					85,000
95525	Purchase Mini Buses																									130,000
95525	Purchase Mini Buses	ENDLES																								130,000
95526	Purchase Mini Vans				275,000																					275,000
95526	Purchase Mini Vans	ENDLES			275,000																					275,000
95526	Purchase Non Access MV's				60,000																					100,000
95527	Purchase Non Access MV's	ENDLES			60,000																					100,000
95527	Purchase Non Access MV's																									400,000
95527	Purchase Non Access MV's	ENDLES																								400,000
95528	Support Equipment				80,000																					80,000
95528	Support Equipment	ENDLES			80,000																					80,000
95528	Support Equipment																									30,000
95528	Support Equipment	ENDLES																								30,000
95528	Support Equipment																									30,000
95528	Support Equipment	ENDLES																								30,000
95529	Spare Components				20,000																					20,000
95529	Spare Components	ENDLES			20,000																					20,000
95529	Spare Components																									50,000
95529	Spare Components	ENDLES																								50,000
95529	Spare Components																									30,000
95529	Spare Components	ENDLES																								30,000
95530	Towanda Transit Center				100,000																					100,000
95530	Towanda Transit Center	ENDLES			100,000																					100,000
106425	Buses 27 Passengers				610,000																					610,000
106425	Buses 27 Passengers	ENDLES			610,000																					610,000
106425	Buses 27 Passengers																									700,000
106425	Buses 27 Passengers	ENDLES																								700,000
106426	Garage & Office Fee Impvt				3,000,000																					3,000,000
106426	Garage & Office Fee Impvt	ENDLES			3,000,000																					3,000,000
117720	ADA Mini Van 6 Passengers				90,000																					90,000
117720	ADA Mini Van 6 Passengers	ENDLES			90,000																					90,000
117720	ADA Mini Van 6 Passengers																									45,000
117720	ADA Mini Van 6 Passengers	ENDLES																								45,000
					3,550,000																					6,415,000
					1,050,000																					425,000
					1,490,000																					6,415,000

For Summary, re-run and select the "Summary" radio button.

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

**2023 INTERSTATE MANAGEMENT  
TRANSPORTATION  
IMPROVEMENT PROGRAM  
PROJECT LIST**

2023 - 2026 Transportation Improvement Program

Dist	County	Project Title	Phase	Fund Allocation	Est. Let.	Actual Let.	2023 Tot.	2024 Tot.	2025 Tot.	2026 Tot.	2027 Tot.	2028 Tot.	2029 Tot.	2030 Tot.	2031-34 Tot.
1	Crawford	78656 -79: MP 136 -MP 141 - #14	CON	NHPP	1/1/2027		0	5,450,853	5,000,000	0	0	0	0	0	0
1	Crawford	78656 -79: MP 136 -MP 141 - #14	PE	Yearly Allocation	1/1/2027		0	0	220,000	0	0	0	0	0	0
1	Crawford	78656 -79: MP 136 -MP 141 - #14	FD	Yearly Allocation	1/1/2027		0	0	280,000	0	0	0	0	0	0
1	Erie	102039 -90: MP 3.5 to 7 Reconstruction - #1	CON	NHPP	1/15/2020	1/13/2020	15,570,960	0	0	0	0	0	0	0	0
1	Erie	102041 -90: MP 10.5 to 14.5 Reconstruct - #6	PE	Yearly Allocation	1/1/2028		1,000,000	1,000,000	0	0	0	0	0	0	0
1	Erie	102041 -90: MP 10.5 to 14.5 Reconstruct - #6	FD	Yearly Allocation	1/1/2028		0	0	3,000,000	2,477,412	0	0	0	0	0
1	Erie	102041 -90: MP 10.5 to 14.5 Reconstruct - #6	UTL	Yearly Allocation	1/1/2028		0	0	0	0	77,889	0	0	0	0
1	Erie	102041 -90: MP 10.5 to 14.5 Reconstruct - #6	CON	NHPP	1/1/2028		0	0	0	0	0	240,707	0	0	0
1	Erie	102041 -90: MP 10.5 to 14.5 Reconstruct - #6	CON	NHPP	1/1/2028		0	0	0	0	0	30,000,000	24,560,019	0	0
1	Erie	102044 -90: MP 14.5 - 18. Reconstruct - #6	UTL	Yearly Allocation	1/1/2028		0	0	77,889	0	0	0	0	0	0
1	Erie	102044 -90: MP 14.5 - 18. Reconstruct - #6	ROW	Yearly Allocation	1/1/2028		0	0	240,707	0	0	0	0	0	0
1	Erie	102044 -90: MP 14.5 - 18. Reconstruct - #6	CON	NHPP	1/1/2028		0	0	0	0	0	25,000,000	24,886,197	0	0
1	Erie	112301 -79: MM 182 to 183 - #16	FD	Yearly Allocation	2/25/2026		0	0	0	0	300,000	0	0	0	0
1	Erie	112301 -79: MM 182 to 183 - #16	CON	NHPP	2/25/2026		0	0	0	0	0	770,000	1,323,000	0	0
1	Erie	112301 -79: MM 182 to 183 - #16	CON	NHPP	2/25/2026		0	0	0	0	0	7,000,000	11,907,000	0	0
1	Erie	115467 Interstate 79 Central Bridges	CON	185	1/1/2023		5,600,000	5,000,000	0	0	0	0	0	0	0
1	Mercer	51021 -80: MM11 to MM15 - #5	CON	NHPP	1/1/2028		0	0	0	0	0	30,000,000	20,670,803	0	0
1	Mercer	51021 -80: MM11 to MM15 - #5	PE	Yearly Allocation	1/1/2028		0	0	0	1,000,000	0	0	0	0	0
1	Mercer	51021 -80: MM11 to MM15 - #5	FD	Yearly Allocation	1/1/2028		0	0	0	1,800,000	0	0	0	0	0
1	Mercer	81476 80: MM 6 to MM 10 Reconstruction - #4	CON	NHPP	1/1/2026		0	0	0	27,762,092	20,000,000	0	0	0	0
1	Mercer	81476 80: MM 6 to MM 10 Reconstruction - #4	PE	Yearly Allocation	1/1/2026		0	0	0	0	0	0	0	0	0
1	Mercer	81476 80: MM 6 to MM 10 Reconstruction - #4	FD	Yearly Allocation	1/1/2026		0	0	0	0	0	0	0	0	0
1	Mercer	91569 -80: MM0 to MM5 Reconstruct - #3	CON	NHPP	2/2/2023		0	14,549,147	15,000,000	20,000,000	35,322,853	0	0	0	0
1	Mercer	91569 -80: MM0 to MM5 Reconstruct - #3	FD	Yearly Allocation	2/2/2023		2,000,000	0	0	0	0	0	0	0	0
1	Mercer	109793 -79: MM 110 - 117 Priority - #15	PE	Yearly Allocation	1/1/2027		0	0	220,000	0	0	0	0	0	0
1	Mercer	109793 -79: MM 110 - 117 Priority - #15	FD	Yearly Allocation	1/1/2027		0	0	0	280,000	0	0	0	0	0
1	Mercer	109793 -79: MM 110 - 117 Priority - #15	CON	NHPP	1/1/2027		0	0	0	0	16,577,619	0	0	0	0
2	Centre	3142 EXIT 161 Bellefonte Interchange	CON	185	8/10/2023		6,359,396	6,359,396	0	0	0	0	0	0	0
2	Centre	3142 EXIT 161 Bellefonte Interchange	CON	581	8/10/2023		6,359,397	6,359,397	0	0	0	0	0	0	0
2	Centre	3142 EXIT 161 Bellefonte Interchange	CON	NHPP	8/10/2023		25,000,000	10,219,914	10,000,000	0	0	0	0	0	0
2	Centre	3142 EXIT 161 Bellefonte Interchange	CON	APD	8/10/2023		25,000,000	25,000,000	25,000,000	0	0	0	0	0	0
2	Centre	74912 -80 Bridge Replacements	CON	185	10/20/2022		8,390,905	8,000,000	0	0	0	0	0	0	0
2	Clearfield	87729 -80 over SR 970 Interchange	CON	185	1/16/2020	1/16/2020	100,000	0	0	0	0	0	0	0	0
2	Clearfield	88579 -80 Preservation MM 96 to MM 119	PE	Yearly Allocation	1/31/2024		1,572,360	0	0	0	0	0	0	0	0
2	Clearfield	88579 -80 Preservation MM 96 to MM 119	FD	Yearly Allocation	1/31/2024		0	225,000	0	0	0	0	0	0	0
2	Clearfield	88579 -80 Preservation MM 96 to MM 119	CON	BRIP	1/31/2024		0	0	5,000,000	0	0	0	0	0	0
2	Clearfield	88579 -80 Preservation MM 96 to MM 119	CON	NHPP	1/31/2024		0	15,000,000	0	15,000,000	8,400,000	0	0	0	0
2	Clearfield	116532 -80 Bridge Approach Slabs I	CON	185	9/16/2021	9/16/2021	100,000	0	0	0	0	0	0	0	0
3	Columbia	93697 -80 from SR 487 to SR 11	PE	Yearly Allocation	1/1/2032		0	0	0	0	4,114,919	4,000,000	0	0	0
3	Columbia	93697 -80 from SR 487 to SR 11	FD	Yearly Allocation	1/1/2032		0	0	0	0	0	0	5,634,432	0	0
3	Columbia	93697 -80 from SR 487 to SR 11	CON	NHPP	1/1/2032		0	0	0	0	0	0	0	60,476,237	0
3	Columbia	93697 -80 from SR 487 to SR 11	UTL	Yearly Allocation	1/1/2032		0	0	0	0	0	0	0	0	95,008
3	Columbia	93697 -80 from SR 487 to SR 11	ROW	Yearly Allocation	1/1/2032		0	0	0	0	0	0	0	0	31,688
3	Columbia	97561 -80 from Creek Road to SR 487	CON	NHPP	1/9/2025		0	0	19,000,000	19,000,000	18,385,426	0	0	0	0
3	Columbia	97561 -80 from Creek Road to SR 487	FD	Yearly Allocation	1/9/2025		250,000	250,000	0	0	0	0	0	0	0
3	Columbia	97561 -80 from Creek Road to SR 487	CON	NHPP	1/9/2025		2,250,000	2,250,000	0	0	0	0	0	0	0
3	Columbia	97561 -80 from Creek Road to SR 487	UTL	Yearly Allocation	1/9/2025		0	0	0	0	0	0	0	0	0
3	Columbia	97561 -80 from Creek Road to SR 487	ROW	Yearly Allocation	1/9/2025		0	23,185	0	0	0	0	0	0	0
3	Columbia	105528 -80 East Bound from Mentor County to SR 4069	CON	NHPP	1/1/2024		0	3,000,000	3,000,000	0	0	0	0	0	0
3	Columbia	115766 -80 from Reichart Rd to SR 11	CON	NHPP	3/31/2022		3,414,176	0	0	0	0	0	0	0	0
3	Lycoming	106530 Warrensville Rd to Fairfield Rd	CON	NHPP	9/29/2022		2,800,000	2,800,000	0	0	0	0	0	0	0
3	Lycoming	106531 Market St to Warrensville Rd EB	CON	NHPP	1/1/2024		0	1,600,000	0	0	0	0	0	0	0
3	Lycoming	106531 Market St to Warrensville Rd EB	PE	Yearly Allocation	1/1/2024		15,000	0	0	0	0	0	0	0	0
3	Lycoming	106531 Market St to Warrensville Rd EB	FD	Yearly Allocation	1/1/2024		0	50,000	0	0	0	0	0	0	0
3	Lycoming	106532 Market St to Warrensville Rd WB	CON	NHPP	1/1/2024		0	1,450,000	1,450,000	0	0	0	0	0	0
3	Lycoming	106533 Fairfield Rd to TurkeyRn	CON	581	9/29/2022		225,000	225,000	0	0	0	0	0	0	0

2023 - 2026 Transportation Improvement Program

Dist	County	Project Title	Phase	Fund Allocation	Est. Let.	Actual Let.	2023 Tot	2024 Tot	2025 Tot	2026 Tot	2027 Tot	2028 Tot	2029 Tot	2030 Tot	2031-34 Tot
3	Lacawanna	105533 Fairfield Rd to TurkeyRn	CON	NHPP	9/29/2022		2,025,000	2,025,000	0	0	0	0	0	0	0
3	Montour	97547 I-80 West Bound Lane from SR 3013 to SR 3006	CON	NHPP	10/20/2022		11,390,906	1,619,084	0	0	0	0	0	0	0
3	Montour	97556 I-80 East Bound Lane from SR 3013 to SR 54	CON	NHPP	10/20/2022		13,000,000	2,500,000	0	0	0	0	0	0	0
4	Lacawanna	69181 I-84 on Lackawanna Bearing & 435	CON	NHPP	2/27/2020	2/27/2020	17,092,857	0	0	0	0	0	0	0	0
4	Lacawanna	85791 I-84 EBWB I-4R Lackawanna	PE	581	1/30/2026		0	7,952,741	4,000,000	0	0	0	0	0	0
4	Lacawanna	85791 I-84 EBWB I-4R Lackawanna	CON	NHPP	1/30/2026		0	0	30,000,000	30,000,000	0	0	0	0	92,915,763
4	Lacawanna	85791 I-84 EBWB I-4R Lackawanna	FD	581	1/30/2026		0	0	5,552,419	4,000,000	0	0	0	0	0
4	Lacawanna	85791 I-84 EBWB I-4R Lackawanna	PE	581	4/13/2026		549,333	549,333	0	0	0	0	0	0	0
4	Lacawanna	87736 I-81 NB/SS Mosaic-Scranton I-4R Lacka	PE	NHPP	4/13/2026		4,943,998	4,943,998	0	0	0	0	0	0	0
4	Lacawanna	87736 I-81 NB/SS Mosaic-Scranton I-4R Lacka	CON	NHPP	4/13/2026		0	0	20,000,000	40,000,000	40,000,000	40,000,000	40,000,000	40,000,000	222,395,624
4	Lacawanna	87736 I-81 NB/SS Mosaic-Scranton I-4R Lacka	FD	581	4/13/2026		0	0	795,675	0	0	0	0	0	0
4	Lacawanna	87736 I-81 NB/SS Mosaic-Scranton I-4R Lacka	FD	NHPP	4/13/2026		0	0	7,161,075	7,161,075	0	0	0	0	0
4	Lacawanna	87736 I-81 NB/SS Mosaic-Scranton I-4R Lacka	UTL	581	4/13/2026		0	0	11,255	0	0	0	0	0	0
4	Lacawanna	87736 I-81 NB/SS Mosaic-Scranton I-4R Lacka	UTL	NHPP	4/13/2026		0	0	101,296	0	0	0	0	0	0
4	Lacawanna	87736 I-81 NB/SS Mosaic-Scranton I-4R Lacka	ROW	581	4/13/2026		0	0	463,710	0	0	0	0	0	0
4	Lacawanna	87736 I-81 NB/SS Mosaic-Scranton I-4R Lacka	ROW	NHPP	4/13/2026		0	0	4,173,387	0	0	0	0	0	0
4	Lacawanna	92435 I-81 NB/SS Preservation Pavement Replacement Lacka	FD	581	11/12/2024		3,090,000	0	0	0	0	0	0	0	0
4	Lacawanna	92435 I-81 NB/SS Preservation Pavement Replacement Lacka	CON	NHPP	11/12/2024		0	15,000,000	15,020,352	0	0	0	0	0	0
4	Lacawanna	94637 I-84 EBWB I-4R Lacka	PE	581	1/28/2027		0	0	4,504,070	4,504,070	0	0	0	0	0
4	Lacawanna	94637 I-84 EBWB I-4R Lacka	CON	NHPP	1/28/2027		0	0	0	0	0	40,000,000	40,000,000	40,000,000	280,000,000
4	Lacawanna	94637 I-84 EBWB I-4R Lacka	FD	581	1/28/2027		0	0	0	0	7,164,313	0	0	0	0
4	Lacawanna	106323 I-81 Mill/Fill Dickson City to Susq County Line	CON	NHPP	5/26/2022		13,000,000	13,300,000	0	0	0	0	0	0	0
4	Lacawanna	106682 Scranton Bypass/Turnpike	CON	NHPP	4/12/2025		10,000,000	10,000,000	10,000,000	10,000,000	0	0	0	0	0
4	Luzerne	67443 I-81 Dorrance Bridges	ROW	185	9/28/2023		100,000	0	0	0	0	0	0	0	0
4	Luzerne	67443 I-81 Dorrance Bridges	CON	BRIP	9/28/2023		5,958,544	10,750,000	9,041,456	0	0	0	0	0	0
4	Luzerne	81910 I-81 Luzerne County I-80 to Dorrance I-4R	PE	581	2/6/2025		1,200,000	1,000,000	0	0	0	0	0	0	0
4	Luzerne	81910 I-81 Luzerne County I-80 to Dorrance I-4R	CON	NHPP	2/6/2025		0	0	40,000,000	43,500,000	30,000,000	30,000,000	30,000,000	30,000,000	0
4	Luzerne	91587 I-80 EB over I-81 NB/SS	CON	BRIP	1/23/2025		0	0	7,100,000	7,000,000	0	0	0	0	0
4	Luzerne	91587 I-80 EB over I-81 NB/SS	FD	185	1/23/2025		1,150,000	0	0	0	0	0	0	0	0
4	Luzerne	106049 Interstate 81 over Railroad	FD	185	5/7/2026		1,000,000	0	0	0	0	0	0	0	0
4	Luzerne	106049 Interstate 81 over Railroad	CON	BRIP	5/7/2026		0	0	13,711,811	0	0	0	0	0	0
4	Luzerne	107465 I-80 Eastbound Reconstruction	CON	NHPP	6/20/2024		0	0	20,000,000	20,000,000	20,000,000	21,444,222	0	0	0
4	Luzerne	107465 I-80 Eastbound Reconstruction	FD	581	6/20/2024		2,120,000	2,000,000	0	0	0	0	0	0	0
4	Luzerne	111613 Interstate 81 over West Foothills Drive	FD	185	9/11/2025		1,000,000	0	0	0	0	0	0	0	0
4	Luzerne	111613 Interstate 81 over West Foothills Drive	CON	BRIP	9/11/2025		0	0	5,956,544	0	0	0	0	0	0
4	Luzerne	111769 I-80 EBWB over Nescopeck Creek	FD	185	5/8/2023		2,369,000	0	0	0	0	0	0	0	0
4	Luzerne	111769 I-80 EBWB over Nescopeck Creek	CON	NBP3	5/8/2023		10,970,000	15,000,000	10,000,000	0	0	0	0	0	0
4	Luzerne	111770 I-80 EBWB over SR 93	FD	185	12/11/2025		1,140,000	0	0	0	0	0	0	0	0
4	Luzerne	111770 I-80 EBWB over SR 93	CON	BRIP	12/11/2025		0	0	10,000,000	8,499,000	0	0	0	0	0
4	Luzerne	112307 I-81 NB over I-80 EB Bridge	PE	185	2/6/2025		2,000,000	0	0	0	0	0	0	0	0
4	Luzerne	112307 I-81 NB over I-80 EB Bridge	CON	BRIP	2/6/2025		0	0	8,700,000	0	0	0	0	0	0
4	Luzerne	112307 I-81 NB over I-80 EB Bridge	FD	185	2/6/2025		0	1,600,000	0	0	0	0	0	0	0
4	Luzerne	112307 I-81 NB over I-80 EB Bridge	CON	NHPP	2/6/2025		700,000	700,000	0	0	0	0	0	0	0
4	Luzerne	115097 Partnership 81	FD	581	4/17/2023		6,300,000	6,300,000	0	0	0	0	0	0	0
4	Luzerne	115097 Partnership 81	CON	NHPP	4/17/2023		0	0	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	0
4	Luzerne	115097 Partnership 81	CON	NHPP	4/17/2023		0	36,000,000	36,000,000	36,000,000	36,000,000	36,000,000	36,000,000	36,000,000	0
4	Luzerne	116177 SR 424 over I-81	CON	NHPP	1/6/2026		0	0	20,000,000	10,000,000	0	0	0	0	0
4	Luzerne	116177 SR 424 over I-81	FD	NHPP	1/6/2026		0	2,000,000	0	0	0	0	0	0	0
4	Luzerne	117834 I-81 Luzerne County Hazleton to I-80 I-4R	PE	581	7/10/2025		0	0	0	0	0	2,200,000	0	0	185,000,000
4	Luzerne	117834 I-81 Luzerne County Hazleton to I-80 I-4R	CON	NHPP	7/10/2025		0	0	0	0	0	0	2,200,000	0	0
4	Luzerne	117835 I-81 Luzerne County Dorrance to Nuargolia I-4R	PE	581	7/8/2027		0	0	0	0	0	0	0	0	15,000,000
4	Luzerne	117835 I-81 Luzerne County Dorrance to Nuargolia I-4R	CON	NHPP	7/8/2027		0	0	0	0	0	0	0	0	15,000,000
4	Luzerne	117837 I-81 Concrete Pave Repairs Luzerne County	CON	NHPP	2/15/2024		0	4,000,000	0	0	0	0	0	0	0
4	Luzerne	117838 I-81 Concrete Pave Repairs Luzerne County	CON	NHPP	2/15/2024		0	0	4,900,000	0	0	0	0	0	0
4	Pike	85795 I-84 E&W I-4R MP 40 - E46	CON	NHPP	12/9/2021	12/9/2021	20,000,000	20,000,000	20,000,000	18,065,111	0	0	0	0	0
4	Pike	87795 I-84 E&W I-4R E26 to E34	CON	NHPP	5/12/2022		20,000,000	20,000,000	20,000,000	20,000,000	17,000,000	0	0	0	0
4	Pike	112345 I-84 Mill/Fill Millford to NY State Line	CON	581	1/27/2022	1/27/2022	1,140,000	0	0	0	0	0	0	0	0

2023 - 2026 Transportation Improvement Program

Dist	County	Project Title	Phase	Fund Allocation	Est. Let.	Actual Let.	2023 Tot.	2024 Tot.	2025 Tot.	2026 Tot.	2027 Tot.	2028 Tot.	2029 Tot.	2030 Tot.	2031-34 Tot.
4	Pike	112345 -84 Mill/Fill Millroad to NY State Line	CON	NHPP	1/12/2022	1/17/2022	10,280,000	0	0	0	0	0	0	0	0
4	Susquehanna	75917 -81 Susquehanna Bridge	CON	NHPP	6/10/2020		40,000,000	40,000,000	40,000,000	40,000,000	43,000,000	0	0	0	0
4	Susquehanna	75976 -81 Exit 219	ROW	S81	3/16/2023		1,100,000	0	0	0	0	0	0	0	0
4	Susquehanna	75976 -81 Exit 219	CON	NHPP	3/16/2023		11,000,000	20,311,340	0	0	0	0	0	0	0
5	Berks	72807 -78 Shiresville to Hamb - Resurfice	CON	NHPP	1/26/2024		9,200,603	0	0	0	0	0	0	0	0
5	Berks	85903 -78 Midway to Shakesville Resurfice	CON	NHPP	2/16/2023		10,100,000	6,000,000	0	0	0	0	0	0	0
5	Berks	91274 Lenhansville Bridge	CON	NHPP	1/13/2022		20,000,000	21,500,000	0	0	0	0	0	0	0
5	Carbon	99552 -80 White Haven (Lehigh River) Bridges	CON	NHPP	1/23/2026		0	0	30,000,000	0	0	0	0	0	0
5	Lehigh	72812 -78 WB - Saucon Viaduct to 309 Overlay	CON	BRP	2/2/2023		4,000,000	0	0	0	0	0	0	0	0
5	Lehigh	72812 -78 WB - Saucon Viaduct to 309 Overlay	CON	NHPP	2/2/2023		0	4,300,000	0	0	0	0	0	0	0
5	Lehigh	86006 -78 - Lehigh St to 309 South Interchange	CON	NHPP	5/11/2023		9,000,000	9,029,996	0	0	0	0	0	0	0
5	Lehigh	86006 -78 - Lehigh St to 309 South Interchange	FD	S81	5/11/2023		618,000	0	0	0	0	0	0	0	0
5	Lehigh	86006 -78 - Lehigh St to 309 South Interchange	UTL	S81	5/11/2023		53,046	0	0	0	0	0	0	0	0
5	Lehigh	86006 -78 - Lehigh St to 309 South Interchange	ROW	S81	5/11/2023		53,046	0	0	0	0	0	0	0	0
5	Lehigh	87646 -78 PM 2 - Lehigh	CON	NHPP	1/13/2022	1/13/2022	9,621,000	0	0	0	0	0	0	0	0
5	Lehigh	92760 -78 Recon-Berks County Line to SR 100	CON	NHPP	2/16/2027		4,000,000	0	0	0	0	30,000,000	30,000,000	30,000,000	285,111,529
5	Lehigh	92760 -78 Recon-Berks County Line to SR 100	PE	S81	2/16/2027		0	0	0	0	0	0	0	0	0
5	Lehigh	92760 -78 Recon-Berks County Line to SR 100	FD	S81	2/16/2027		0	6,000,000	6,033,151	6,000,000	0	0	0	0	0
5	Lehigh	92760 -78 Recon-Berks County Line to SR 100	UTL	S81	2/16/2027		0	0	3,095,690	0	0	0	0	0	0
5	Lehigh	92760 -78 Recon-Berks County Line to SR 100	ROW	S81	2/16/2027		0	0	0	0	0	6,000,000	6,754,247	0	0
5	Monroe	57921 -80 Exit 308 Realignment	CON	NHPP	12/9/2021	12/9/2021	16,778,607	16,000,000	0	0	0	0	0	0	0
5	Monroe	72746 -80 Bridge Improvements	PE	S85	1/12/2027		1,695,400	0	0	0	0	0	0	0	0
5	Monroe	72746 -80 Bridge Improvements	CON	S85	1/12/2027		0	13,243,200	0	0	0	0	0	0	0
5	Monroe	72746 -80 Bridge Improvements	FD	S85	1/12/2027		0	827,700	0	0	0	0	0	0	0
5	Monroe	72746 -80 Bridge Improvements	UTL	S85	1/12/2027		0	331,080	0	0	0	0	0	0	0
5	Monroe	72746 -80 Bridge Improvements	ROW	S85	1/12/2027		0	0	496,620	0	0	0	0	0	0
5	Monroe	76357 -80 Reconstruction-Monroe	CON	NHPP	12/12/2024		0	0	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	460,000,000
5	Monroe	76357 -80 Reconstruction-Monroe	UTL	S81	12/12/2024		0	500,000	0	0	0	0	0	0	0
5	Monroe	76357 -80 Reconstruction-Monroe	UTL	NHPP	12/12/2024		0	4,500,000	0	0	0	0	0	0	0
5	Monroe	76357 -80 Reconstruction-Monroe	ROW	S81	12/12/2024		7,000,000	8,000,000	10,000,000	10,000,000	9,000,000	5,000,000	0	0	0
5	Monroe	87649 -80 - I-380 to Tamersville Resurfice	CON	NHPP	5/6/2021	5/6/2021	9,026,807	0	0	0	0	0	0	0	0
5	Monroe	112351 80 Phase 2 - Reconstruction (Bartonsville)	CON	NHPP	10/26/2028		0	0	0	0	0	0	0	0	0
5	Monroe	112351 80 Phase 2 - Reconstruction (Bartonsville)	FD	S81	10/26/2028		0	0	8,000,000	8,000,000	8,390,995	0	0	0	0
5	Monroe	112351 80 Phase 2 - Reconstruction (Bartonsville)	UTL	S81	10/26/2028		0	0	0	0	3,376,526	0	0	0	0
5	Monroe	112351 80 Phase 2 - Reconstruction (Bartonsville)	ROW	S81	10/26/2028		0	0	13,911,289	0	0	0	0	0	0
5	Monroe	112355 -380 Bridge Improvements	CON	S85	1/9/2025		0	0	5,444,800	0	0	0	0	0	0
5	Monroe	112355 -380 Bridge Improvements	PE	S85	1/9/2025		680,800	0	0	0	0	0	0	0	0
5	Monroe	112355 -380 Bridge Improvements	FD	S85	1/9/2025		0	340,300	0	0	0	0	0	0	0
5	Monroe	112355 -380 Bridge Improvements	UTL	S85	1/9/2025		0	136,120	0	0	0	0	0	0	0
5	Monroe	112355 -380 Bridge Improvements	ROW	S85	1/9/2025		0	204,180	0	0	0	0	0	0	0
5	Northampton	79549 Dual Bridges over Easton Road	CON	S85	9/26/2024		10,300,000	0	0	0	0	0	0	0	0
5	Northampton	79549 Dual Bridges over Easton Road	FD	S85	9/26/2024		1,500,000	0	0	0	0	0	0	0	0
5	Northampton	109318 -78 - Easton Rd to SR 33	CON	NHPP	3/22/2023		8,000,000	6,935,000	0	0	0	0	0	0	0
5	Northampton	109318 -78 - Easton Rd to SR 33	FD	S81	3/22/2023		8,844,541	7,000,000	0	0	0	0	0	0	0
5	Schuylkill	85911 -81 - Pine Grove to Minersville Resurfice	CON	NHPP	4/13/2023		1,500,000	1,000,000	0	0	0	0	0	0	0
6	Delaware	15471 95/US322 Intrching Imp	CON	NHPP	4/23/2026		0	0	0	30,000,000	30,000,000	25,927,407	0	0	0
6	Delaware	15471 95/US322 Intrching Imp	PE	S81	4/23/2026		0	0	0	0	0	0	0	0	0
6	Delaware	104821 -476 Travel Management	ROW	S81	10/16/2026		0	0	5,100,000	0	0	0	0	0	0
6	Delaware	104821 -476 Travel Management	UTL	S81	10/16/2026		0	0	0	300,000	0	0	0	0	0
6	Delaware	104821 -476 Travel Management	ROW	S81	10/16/2026		0	0	0	200,000	0	0	0	0	0
6	Delaware	104821 -476 Travel Management	CON	NHPP	10/16/2026		0	0	0	0	24,000,000	0	0	0	0
6	Delaware	112298 476/6-MacDade Paving/GuideRail	CON	S81	4/28/2022		1,200,000	1,200,000	1,077,822	0	0	0	0	0	0
6	Delaware	112298 476/6-MacDade Paving/GuideRail	CON	NHPP	4/28/2022		10,800,000	10,800,000	9,700,399	0	0	0	0	0	0
6	Delaware	116225 -476 Advance Travel Management	UTL	NHPP	3/16/2023		150,000	0	0	0	0	0	0	0	0
6	Delaware	116225 -476 Advance Travel Management	CON	NHPP	3/16/2023		6,000,000	0	0	0	0	0	0	0	0
6	Montgomery	106662 -76 Integrated Corridor Management	CON	NHPP	7/10/2025		0	0	0	30,000,000	30,000,000	30,000,000	30,000,000	96,906,310	0
6	Montgomery	106662 -76 Integrated Corridor Management	FD	NHPP	7/10/2025		3,500,000	4,000,000	0	0	0	0	0	0	0

2023 - 2026 Transportation Improvement Program

Dist	County	Project Title	Phase	Fund Allocation	Est. Let.	Actual Let.	2023 Tot	2024 Tot	2025 Tot	2026 Tot	2027 Tot	2028 Tot	2029 Tot	2030 Tot	2031-34 Tot
6	Montgomery	10662 1-76 Integrated Corridor Management	UTL	Yearly Allocation	7/10/2025		0	0	9,545,100	0	0	0	0	0	0
6	Montgomery	10662 1-76 Integrated Corridor Management	ROW	Yearly Allocation	7/10/2025		0	0	13,650,038	0	0	0	0	0	0
6	Philadelphia	17821 1-95 Shuckamaxon - Ann	FD	Yearly Allocation			3,600,000	3,600,000	3,600,000	0	0	600,000	600,000	0	0
6	Philadelphia	17821 1-95 Shuckamaxon - Ann	FD	Yearly Allocation			14,400,000	14,400,000	14,400,000	0	0	2,400,000	2,400,000	0	0
6	Philadelphia	17821 1-95 Shuckamaxon - Ann	PE	581			0	0	0	200,000	0	0	0	0	0
6	Philadelphia	17821 1-95 Shuckamaxon - Ann	PE	NHPP			0	0	0	800,000	0	0	0	0	0
6	Philadelphia	46959 1-95 Design Support Serv	PE	581			400,000	400,000	400,000	400,000	0	0	0	0	0
6	Philadelphia	46959 1-95 Design Support Serv	PE	NHPP			1,600,000	1,600,000	1,600,000	1,600,000	0	0	0	0	0
6	Philadelphia	47811 1-95 Bridge S DESIGN	FD	581			500,000	500,000	1,130,000	0	0	0	0	0	0
6	Philadelphia	47811 1-95 Bridge S DESIGN	FD	NHPP			4,500,000	4,500,000	10,170,000	0	0	0	0	0	0
6	Philadelphia	47811 1-95 Bridge S DESIGN	ROW	581			0	140,000	100,000	100,000	0	0	0	0	0
6	Philadelphia	47811 1-95 Bridge S DESIGN	ROW	NHPP			0	1,260,000	900,000	900,000	0	0	0	0	0
6	Philadelphia	47812 1-95 BetsyRoss DESIGN	FD	581			1,400,000	1,400,000	1,400,000	0	0	0	0	0	0
6	Philadelphia	47812 1-95 BetsyRoss DESIGN	FD	NHPP			5,600,000	5,600,000	5,600,000	0	0	0	0	0	0
6	Philadelphia	47813 1-95 Ann St - Wheatstearf	FD	185			6,000,000	6,000,000	6,000,000	6,000,000	0	0	0	0	0
6	Philadelphia	47813 1-95 Ann St - Wheatstearf	FD	581			2,000,000	2,000,000	2,000,000	2,000,000	0	0	0	0	0
6	Philadelphia	79827 1-95: Columbia-Ann StN (C)	CON	NHPP	12/14/2017		13,068,220	0	0	0	0	0	0	0	0
6	Philadelphia	79828 1-95: Race - Shuckamaxon	CON	BRIP	11/5/2026		0	0	0	34,908,000	0	0	0	0	0
6	Philadelphia	79828 1-95: Race - Shuckamaxon	CON	NFP	11/5/2026		0	0	60,360,000	0	0	0	0	0	0
6	Philadelphia	79828 1-95: Race - Shuckamaxon	CON	NHPP	11/5/2026		0	0	0	5,082,000	0	0	40,000,000	40,000,000	85,701,000
6	Philadelphia	79828 1-95: Race - Shuckamaxon	UTL	185			0	8,441,316	8,441,316	0	0	0	0	0	0
6	Philadelphia	79828 1-95: Race - Shuckamaxon	ROW	581			295,000	235,000	0	0	0	0	0	0	0
6	Philadelphia	79828 1-95: Race - Shuckamaxon	ROW	NHPP			2,115,000	0	0	0	0	0	0	0	0
6	Philadelphia	79904 1-95: Betsy Ross Rmps A&B (C)	CON	NHPP	12/12/2019		15,000,000	12,625,600	0	0	0	0	0	0	0
6	Philadelphia	79905 1-95: Betsy Ross/Mainln NB	UTL	581			1,000,000	0	0	0	0	0	0	0	0
6	Philadelphia	79905 1-95: Betsy Ross/Mainln NB	ROW	185			0	4,000,000	0	0	0	0	0	0	0
6	Philadelphia	79905 1-95: Betsy Ross/Mainln NB	ROW	581			0	2,000,000	0	0	0	0	0	0	0
6	Philadelphia	79905 1-95: Betsy Ross/Mainln NB	CON	BRIP	11/12/2024		0	0	0	0	0	0	0	0	0
6	Philadelphia	79905 1-95: Betsy Ross/Mainln NB	CON	NHPP	11/12/2024		0	14,657,000	7,895,189	20,000,000	0	0	0	0	0
6	Philadelphia	79905 1-95: Betsy Ross/Mainln NB	CON	NHPP	11/12/2024		0	20,343,000	22,104,811	10,000,000	30,000,000	30,000,000	30,000,000	30,000,000	65,800,000
6	Philadelphia	79910 1-95: Margaret-Kennedy	UTL	581			9,297,454	3,900,000	0	0	0	0	0	0	0
6	Philadelphia	79910 1-95: Margaret-Kennedy	ROW	581			3,000,000	0	0	0	0	0	0	0	0
6	Philadelphia	79910 1-95: Margaret-Kennedy	ROW	NHPP	4/14/2022		900,000	0	0	0	0	0	0	0	0
6	Philadelphia	79910 1-95: Margaret-Kennedy	CON	BRIP	4/14/2022		25,000,000	25,000,000	30,000,000	40,000,000	30,000,000	30,000,000	30,000,000	20,000,000	0
6	Philadelphia	80014 1-95: Allegheny & Castor Ave Intr Connection (C)	CON	NHPP	11/4/2021		8,800,000	0	0	0	0	0	0	0	0
6	Philadelphia	80014 1-95: Collman On-Ramp (C)	CON	NHPP	2/3/2022		15,000,000	15,000,000	14,000,000	0	0	0	0	0	0
6	Philadelphia	92289 1-95 Consultant Mgmt	PE	581			200,000	200,000	0	0	0	0	0	0	0
6	Philadelphia	92289 1-95 Consultant Mgmt	PE	NHPP			1,800,000	1,800,000	0	0	0	0	0	0	0
6	Philadelphia	98207 1-95 Congestion Management	PRA	NHPP			12,100,000	12,200,000	0	0	0	0	0	0	0
6	Philadelphia	103553 1-95: Race-Shuckamaxon 2	CON	BRIP	2/2/2023		23,478,456	20,000,000	0	0	0	0	0	0	0
6	Philadelphia	103553 1-95: Race-Shuckamaxon 2	CON	NHPP	2/2/2023		0	0	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	37,521,544
6	Philadelphia	103553 1-95: Race-Shuckamaxon 2	UTL	581			500,000	0	0	0	0	0	0	0	0
6	Philadelphia	103553 1-95: Race-Shuckamaxon 2	UTL	NHPP	2/2/2023		4,500,000	0	0	0	0	0	0	0	0
6	Philadelphia	103553 1-95: Race-Shuckamaxon 2	ROW	581			1,000,000	500,000	0	0	0	0	0	0	0
6	Philadelphia	103553 1-95: Race-Shuckamaxon 2	ROW	NHPP	2/2/2023		9,000,000	4,500,000	0	0	0	0	0	0	0
6	Philadelphia	103556 1-95: Corridor ITS (C)	CON	NHPP	9/16/2021		13,000,000	10,000,000	0	0	0	0	0	0	0
6	Philadelphia	103556 1-95: ATMS (GR9)	UTL	581			0	0	0	0	0	0	0	0	0
6	Philadelphia	103556 1-95: ATMS (GR9)	UTL	NHPP	10/25/2029		0	0	0	0	0	0	0	0	0
6	Philadelphia	103557 1-95N Ann St-Wheatstearf Lane	CON	NHPP	11/23/2025		0	0	35,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	36,000,000
6	Philadelphia	103557 1-95N Ann St-Wheatstearf Lane	UTL	581			210,000	0	0	0	0	0	0	0	0
6	Philadelphia	103557 1-95N Ann St-Wheatstearf Lane	UTL	NHPP	11/23/2025		1,890,000	0	0	0	0	0	0	0	0
6	Philadelphia	103557 1-95N Ann St-Wheatstearf Lane	ROW	581			450,000	450,000	0	0	0	0	0	0	0
6	Philadelphia	103557 1-95N Ann St-Wheatstearf Lane	ROW	NHPP	11/23/2025		4,050,000	4,050,000	0	0	0	0	0	0	0
6	Philadelphia	103558 1-95SB Ann St -Wheatstearf Lane	CON	NFP	10/15/2028		0	0	0	0	0	0	0	0	0
6	Philadelphia	103558 1-95SB Ann St -Wheatstearf Lane	CON	NHPP	10/15/2028		0	0	0	0	0	0	0	0	0
6	Philadelphia	103558 1-95SB Ann St -Wheatstearf Lane	UTL	581			0	0	0	600,000	0	0	0	0	0
6	Philadelphia	103558 1-95SB Ann St -Wheatstearf Lane	ROW	581			0	0	0	0	0	600,000	0	0	0



2023 - 2026 Transportation Improvement Program

Dist	County	Project Title	Phase	Fund Allocation	Est. Let.	Actual Let.	2023 Tot.	2024 Tot.	2025 Tot.	2026 Tot.	2027 Tot.	2028 Tot.	2029 Tot.	2030 Tot.	2031-34 Tot.
6	Philadelphia	103559 I-95 Betsy Ross Mainline SB	CON NFP	Yearly Allocation	1/28/2027		0	0	0	0	0	60,360,000	60,360,000	0	0
6	Philadelphia	103559 I-95 Betsy Ross Mainline SB	CON NHPP	Yearly Allocation	1/28/2027		0	0	0	0	30,000,000	0	0	39,300,000	0
6	Philadelphia	103559 I-95 Betsy Ross Mainline SB	UTIL S81	Yearly Allocation	1/28/2027		0	0	0	600,000	0	0	0	0	0
6	Philadelphia	103560 I-95 Betsy Ross Corral Bridge	CON NHPP	Yearly Allocation	1/28/2027		0	0	0	0	23,000,000	0	0	0	0
6	Philadelphia	103560 I-95 Betsy Ross Corral Bridge	UTIL S81	Yearly Allocation	1/28/2027		0	0	1,500,000	0	0	0	0	0	0
6	Philadelphia	103560 I-95 Betsy Ross Corral Bridge	ROW S81	Yearly Allocation	1/28/2027		0	0	0	2,200,000	0	0	0	0	0
6	Philadelphia	103561 I-95 Betsy Ross Corral Bridge	CON NHPP	Yearly Allocation	1/15/2019		0	0	0	0	0	8,100,000	0	0	0
6	Philadelphia	103561 I-95 Betsy Ross Int. Drainage	CON S85	Yearly Allocation	11/15/2019		510,000	0	0	0	0	0	0	0	0
6	Philadelphia	107709 I-95 Bridge Repairs (C)	CON NHPP	Yearly Allocation	11/7/2019		4,590,000	0	0	0	0	0	0	0	0
6	Philadelphia	112269 I-76 Rte 1-1676 Paving/Gutterall	CON NHPP	Yearly Allocation	4/14/2022		20,000,000	20,574,592	0	0	0	0	0	0	0
6	Philadelphia	114876 Studies Line Item	STUDY NHPP	Yearly Allocation			2,000,000	2,000,000	0	0	0	0	0	0	0
6	Philadelphia	115687 I-95, Allegheny&Castor Ave Int. Connection	ROW NHPP	Yearly Allocation			15,000,000	10,000,000	0	0	0	0	0	0	0
6	Philadelphia	118905 I-95 Bridge Rehab: Island Ave-Phila Navy Yard	CON MBP3	Yearly Allocation			0	125,000,000	125,000,000	0	0	0	0	0	0
6	Philadelphia	116391 I-95 Bridge Rehabilitations	CON S85	Yearly Allocation	3/6/2025		0	0	0	15,000,000	0	0	0	0	0
8	Cumberland	112268 I-81 Resurfacing Exit 59 to Waite Bridge	CON S81	Yearly Allocation	12/16/2021	12/16/2021	724,842	724,842	0	0	0	0	0	0	0
8	Cumberland	112268 I-81 Resurfacing Exit 59 to Waite Bridge	CON NHPP	Yearly Allocation	12/16/2021	12/16/2021	6,523,360	6,523,360	0	0	0	0	0	0	0
8	Cumberland	116479 I-81 Culvert	CON S85	Yearly Allocation			0	5,000,000	0	0	0	0	0	0	0
8	Cumberland	116479 I-81 Culvert	PE S85	Yearly Allocation			300,000	0	0	0	0	0	0	0	0
8	Cumberland	116479 I-81 Culvert	FD S85	Yearly Allocation			0	300,000	0	0	0	0	0	0	0
8	Cumberland	116481 I-81 over Stone House Rd	CON BRIP	Yearly Allocation			0	0	3,000,000	0	0	0	0	0	0
8	Cumberland	116481 I-81 over Stone House Rd	PE S85	Yearly Allocation			200,000	0	0	0	0	0	0	0	0
8	Cumberland	116481 I-81 over Stone House Rd	ROW S85	Yearly Allocation			0	100,000	0	0	0	0	0	0	0
8	Cumberland	117908 I-81 Implementation Plan	CON S81	Yearly Allocation			0	0	0	0	0	0	0	0	25,000,000
8	Cumberland	117908 I-81 Implementation Plan	CON NHPP	Yearly Allocation			0	0	0	0	0	0	0	0	225,000,000
8	Dauphin	92931 Eisenhower Interchange	CON NHPP	Spike/Earmark	11/7/2024		0	0	40,000,000	40,000,000	25,000,000	18,250,000	0	0	0
8	Dauphin	92931 Eisenhower Interchange	UTIL S81	Spike/Earmark	11/7/2024		6,300,000	4,000,000	4,000,000	0	0	0	0	0	0
8	Dauphin	97828 I-83 East Shore Section 3	CON NFP	Yearly Allocation	8/10/2023		0	95,016,000	0	0	0	0	0	0	0
8	Dauphin	97828 I-83 East Shore Section 3	CON NHPP	Spike/Earmark	8/10/2023		20,000,000	25,788,000	0	0	0	0	0	0	0
8	Dauphin	97828 I-83 East Shore Section 3	ROW S81	Spike/Earmark	8/10/2023		8,000,000	8,000,000	0	0	0	0	0	0	0
8	Dauphin	113357 I-83 East Shore Section 3B	FD S81	Spike/Earmark	10/10/2024		5,000,000	0	0	0	0	0	0	0	0
8	Dauphin	113357 I-83 East Shore Section 3B	UTIL S81	Spike/Earmark	10/10/2024		0	2,200,000	0	0	0	0	0	0	0
8	Dauphin	113357 I-83 East Shore Section 3B	ROW S81	Spike/Earmark	10/10/2024		5,400,000	0	0	0	0	0	0	0	0
8	Dauphin	113357 I-83 East Shore Section 3B	CON NFP	Yearly Allocation	10/10/2024		0	0	99,177,000	0	0	0	0	0	0
8	Dauphin	113357 I-83 East Shore Section 3B	CON NHPP	Spike/Earmark	10/10/2024		0	16,601,000	18,000,000	0	0	0	0	0	0
8	Dauphin	113376 I-83 East Shore Section 3C	FD S81	Spike/Earmark	1/12/2027		1,000,000	0	0	0	0	0	0	0	0
8	Dauphin	113376 I-83 East Shore Section 3C	UTIL S81	Spike/Earmark	1/12/2027		0	0	2,400,000	0	0	0	0	0	0
8	Dauphin	113376 I-83 East Shore Section 3C	ROW S81	Spike/Earmark	1/12/2027		0	0	0	5,600,000	0	0	0	0	0
8	Dauphin	113376 I-83 East Shore Section 3C	CON NFP	Yearly Allocation	1/12/2027		0	0	0	0	0	0	0	0	60,360,000
8	Dauphin	113376 I-83 East Shore Section 3C	CON NHPP	Spike/Earmark	1/12/2027		0	0	0	0	0	0	0	0	150,000,000
8	Dauphin	113378 Eisenhower Interchange B	FD S81	Spike/Earmark	1/8/2026		0	0	6,000,000	6,000,000	0	0	0	0	0
8	Dauphin	113378 Eisenhower Interchange B	ROW NHPP	Spike/Earmark	1/8/2026		0	0	6,000,000	0	0	0	0	0	0
8	Dauphin	113378 Eisenhower Interchange B	CON NFP	Yearly Allocation	1/8/2026		0	0	0	0	0	0	0	0	60,360,000
8	Dauphin	113378 Eisenhower Interchange B	CON NHPP	Spike/Earmark	1/8/2026		0	0	0	0	0	0	0	0	30,000,000
8	Dauphin	113380 Eisenhower Interchange C	FD S81	Spike/Earmark	1/13/2028		0	0	7,000,000	6,000,000	0	0	0	0	0
8	Dauphin	113380 Eisenhower Interchange C	CON NHPP	Spike/Earmark	1/13/2028		0	0	1,500,000	0	0	0	0	0	0
8	Dauphin	113380 Eisenhower Interchange C	CON NFP	Yearly Allocation	1/13/2028		0	0	0	0	0	0	0	0	60,360,000
8	Dauphin	113380 Eisenhower Interchange C	CON NHPP	Spike/Earmark	1/13/2028		0	0	0	0	0	0	0	0	59,885,488
8	Dauphin	113381 Eisenhower Interchange D	CON NHPP	Spike/Earmark	1/10/2030		0	0	900,000	0	0	0	0	0	0
8	Dauphin	113381 Eisenhower Interchange D	CON NFP	Yearly Allocation	1/10/2030		0	0	0	0	0	0	0	0	60,360,000
8	Dauphin	113381 Eisenhower Interchange D	CON NHPP	Spike/Earmark	1/10/2030		0	0	0	0	0	0	0	0	25,000,000
8	Dauphin	113381 Eisenhower Interchange D	ROW NHPP	Spike/Earmark	1/13/2028		0	0	0	200,000,000	150,000,000	150,000,000	0	0	0
8	Dauphin	116364 I-83 South Bridge Replacement	CON NHPP	Spike/Earmark	3/7/2025		0	0	20,000,000	11,800,000	0	0	0	0	0
8	Dauphin	116364 I-83 South Bridge Replacement	CON NHPP	Yearly Allocation	3/7/2025		0	0	0	0	0	0	0	0	0
8	Franklin	92006 I-81 Maryland to Mile 6	PE S81	Yearly Allocation	3/7/2025		54,636	0	0	3,989,037	0	0	0	0	0
8	Franklin	92006 I-81 Maryland to Mile 6	FD S81	Yearly Allocation	3/7/2025		0	100,000	0	0	0	0	0	0	0
8	York	92924 North York Whiting #3 (Exit 21 & 22)	CON NFP	Yearly Allocation	10/5/2025		0	0	0	60,360,000	0	0	0	0	0
8	York	92924 North York Whiting #3 (Exit 21 & 22)	CON NHPP	Spike/Earmark	10/5/2025		0	0	0	0	24,517,000	20,000	0	0	0

2023 - 2026 Transportation Improvement Program

Dist	County	Project Title	Phase	Fund Allocation	Est. Let.	Actual Let.	2023 Tot.	2024 Tot.	2025 Tot.	2026 Tot.	2027 Tot.	2028 Tot.	2029 Tot.	2030 Tot.	2031-34 Tot.
8	York	92924 North York Widening #3 (Exlt. 21 & 22)	FD	Spike/Earmark	10/12/2025		2,500,000	0	0	0	0	0	0	0	0
8	York	92924 North York Widening #3 (Exlt. 21 & 22)	UTL	Spike/Earmark	10/12/2025		5,000,000	4,300,000	0	0	0	0	0	0	0
8	York	92924 North York Widening #3 (Exlt. 21 & 22)	ROW	Spike/Earmark	10/12/2025		9,000,000	0	0	0	0	0	0	0	0
8	York	106531 I-83 Newberrytown South Restuar	CON	NHPP	Yearly Allocation	1/12/2028	0	0	3,390,037	0	0	0	0	0	0
8	York	106531 I-83 Newberrytown South Restuar	PE	S81	Yearly Allocation	1/12/2028	0	60,000	0	0	0	0	0	0	0
8	York	112540 Mill Creek Relocation	CON	NHPP	Spike/Earmark	9/28/2023	5,600,000	0	0	0	0	0	0	0	0
8	York	112540 Mill Creek Relocation	FD	S81	Spike/Earmark	9/28/2023	1,200,000	0	0	0	0	0	0	0	0
8	York	112540 Mill Creek Relocation	ROW	S81	Spike/Earmark	9/28/2023	4,500,000	4,500,000	0	0	0	0	0	0	0
8	York	112540 Mill Creek Relocation	UTL	S81	Spike/Earmark	9/28/2023	0	2,459,000	2,141,000	0	0	0	0	0	0
8	York	112546 Sherman Street & Eberts Lane	CON	NHPP	Spike/Earmark	12/15/2022	12,068,000	0	0	0	0	0	0	0	0
8	York	112546 Sherman Street & Eberts Lane	UTL	S81	Spike/Earmark	12/15/2022	2,000,000	1,300,000	0	0	0	0	0	0	0
8	York	112546 Sherman Street & Eberts Lane	ROW	S81	Spike/Earmark	12/15/2022	4,200,000	0	0	0	0	0	0	0	0
8	York	112550 North York Widening #2 (Codorus Creek Bridge)	UTL	S81	Spike/Earmark	9/28/2023	4,100,000	4,000,000	0	0	0	0	0	0	0
8	York	112550 North York Widening #2 (Codorus Creek Bridge)	ROW	S81	Spike/Earmark	9/28/2023	12,774,000	12,000,000	10,226,000	0	0	0	0	0	0
8	York	112550 North York Widening #2 (Codorus Creek Bridge)	CON	NHPP	Spike/Earmark	9/28/2023	41,568,000	62,348,000	0	0	0	0	0	0	0
8	York	116460 I-83 over Springwood Rd	CON	185	Yearly Allocation		0	0	0	6,610,000	0	0	0	0	0
8	York	116460 I-83 over Springwood Rd	PE	185	Yearly Allocation		0	300,000	0	0	0	0	0	0	0
8	York	116460 I-83 over Springwood Rd	FD	185	Yearly Allocation		0	0	300,000	0	0	0	0	0	0
9	Blair	112238 SR 6220 Bald Eagle Intchng to Co Line	CON	NHPP	Yearly Allocation	11/15/2026	0	0	0	120,000	0	0	0	0	0
9	Blair	112238 SR 6220 Bald Eagle Intchng to Co Line	PE	S81	Yearly Allocation	11/15/2026	0	0	0	0	0	0	0	0	0
9	Blair	112239 I-99 Plank Rd Intchng to Tyrone	CON	NHPP	Yearly Allocation	2/15/2024	0	5,000,000	4,000,000	0	0	0	0	0	0
9	Blair	112239 I-99 Plank Rd Intchng to Tyrone	PE	S81	Yearly Allocation	2/15/2024	100,000	0	0	0	0	0	0	0	0
9	Blair	112241 I-99 Newry Pulloff to Plank Rd Intchng	CON	NHPP	Yearly Allocation	2/15/2024	0	5,500,000	1,500,000	0	0	0	0	0	0
9	Blair	112241 I-99 Newry Pulloff to Plank Rd Intchng	PE	S81	Yearly Allocation	2/15/2024	150,000	0	0	0	0	0	0	0	0
9	Blair	91537 I-70 WB Amaranth to Bdfrd	CON	NHPP	Yearly Allocation	1/13/2022	1,000,000	0	0	0	0	0	0	0	0
9	Blair	91537 I-70 EB Amaranth to Bdfrd	CON	NHPP	Yearly Allocation	2/15/2023	100,000	0	0	0	0	0	0	0	0
9	Fulton	91537 I-70 EB Amaranth to Bdfrd	CON	NHPP	Yearly Allocation	2/15/2023	10,000,000	3,600,000	3,406,548	0	0	0	0	0	0
9	Fulton	91537 I-70 EB Amaranth to Bdfrd	CON	NHPP	Yearly Allocation	2/15/2023	75,000	0	0	0	0	0	0	0	0
9	Fulton	112244 I-70 Amaranth Intchng to MD State Line	CON	NHPP	Yearly Allocation	2/15/2023	7,649,389	5,466,826	0	0	0	0	0	0	0
9	Fulton	112244 I-70 Amaranth Intchng to MD State Line	PE	S81	Yearly Allocation	2/15/2023	0	0	0	2,000,000	2,097,469	0	0	0	0
10	Butler	106274 I-79 Southern Section Reconstruction	CON	NHPP	Yearly Allocation	10/12/2026	0	0	2,898,186	0	0	0	0	0	0
10	Butler	106274 I-79 Southern Section Reconstruction	PE	S81	Yearly Allocation	10/12/2026	0	450,203	0	0	0	0	0	0	0
10	Butler	106274 I-79 Southern Section Reconstruction	ROW	S81	Yearly Allocation	10/12/2026	0	4,051,833	0	0	0	0	0	0	0
10	Clarton	9002 I-80 Canoe Creek Bridges	CON	MBP3	Yearly Allocation	3/12/2023	35,000,000	35,000,000	33,800,065	0	0	0	0	0	0
10	Clarton	106274 I-79 Southern Section Reconstruction	CON	NHPP	Yearly Allocation	8/26/2027	0	0	5,627,544	0	0	0	0	0	0
10	Clarton	106274 I-79 Southern Section Reconstruction	CON	NHPP	Yearly Allocation	10/12/2026	0	0	0	0	40,000,000	40,000,000	40,000,000	40,000,000	35,917,319
10	Clarton	106274 I-79 Southern Section Reconstruction	ROW	S81	Yearly Allocation	10/12/2026	0	0	2,000,000	2,097,469	0	0	0	0	0
10	Clarton	106274 I-79 Southern Section Reconstruction	UTL	S81	Yearly Allocation	10/12/2026	0	0	2,898,186	0	0	0	0	0	0
10	Clarton	106274 I-79 Southern Section Reconstruction	STUDY	S81	Yearly Allocation	10/12/2026	1,000,000	0	0	2,076,352	0	0	0	0	0
10	Clarton	106274 I-79 Southern Section Reconstruction	CON	NHPP	Yearly Allocation	8/26/2027	35,000,000	35,000,000	33,800,065	0	0	0	0	0	0
10	Clarton	106030 I-80 Strattonville Reconstruction	CON	NHPP	Yearly Allocation	8/26/2027	0	0	0	0	0	0	0	0	0
10	Clarton	106030 I-80 Strattonville Reconstruction	FD	S81	Yearly Allocation	8/26/2027	0	0	0	0	4,703,706	0	0	0	0
10	Clarton	106030 I-80 Strattonville Reconstruction	UTL	S81	Yearly Allocation	8/26/2027	0	0	0	0	2,138,641	0	0	0	0
10	Clarton	106030 I-80 Strattonville Reconstruction	PE	S81	Yearly Allocation	8/26/2027	0	0	0	2,076,352	0	0	0	0	0
10	Clarton	106030 I-80 Strattonville Reconstruction	ROW	S81	Yearly Allocation	8/26/2027	0	0	0	0	2,851,522	0	0	0	0
10	Clarton	106030 I-80 Strattonville Reconstruction	CON	NHPP	Yearly Allocation	10/12/2027	450,000	0	0	0	0	0	0	0	0
10	Clarton	106030 I-80 Strattonville Reconstruction	CON	NHPP	Yearly Allocation	10/12/2027	0	8,200,000	0	0	0	0	0	0	0
10	Clarton	106492 Boyd Run Culvert Rehab	CON	185	Yearly Allocation	10/12/2025	0	0	0	0	2,898,165	0	0	0	0
10	Clarton	106492 Boyd Run Culvert Rehab	FD	185	Yearly Allocation	10/12/2025	0	0	424,360	0	0	0	0	0	0
10	Clarton	106492 Boyd Run Culvert Rehab	PE	185	Yearly Allocation	10/12/2025	0	412,000	0	0	0	0	0	0	0
10	Clarton	106492 Boyd Run Culvert Rehab	ROW	185	Yearly Allocation	10/12/2025	0	109,273	0	0	0	0	0	0	0
10	Clarton	106492 Boyd Run Culvert Rehab	UTL	185	Yearly Allocation	10/12/2025	0	0	0	131,127	0	0	0	0	0
10	Jefferson	106029 I-80 Brookville West Reconstruction	FD	S81	Yearly Allocation	10/26/2023	260,500	200,000	0	0	0	0	0	0	0
10	Jefferson	106029 I-80 Brookville West Reconstruction	CON	NHPP	Yearly Allocation	10/26/2023	2,344,500	1,800,000	0	0	0	0	0	0	0
10	Jefferson	106029 I-80 Brookville West Reconstruction	PE	NHPP	Yearly Allocation	10/26/2023	0	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	0
10	Jefferson	106029 I-80 Brookville West Reconstruction	UTL	S81	Yearly Allocation	10/26/2023	0	500,000	0	0	0	0	0	0	0

2023 - 2026 Transportation Improvement Program

Dist	County	Project Title	Phase	Fund Allocation	Est. Let.	Actual Let.	2023 Tot.	2024 Tot.	2025 Tot.	2026 Tot.	2027 Tot.	2028 Tot.	2029 Tot.	2030 Tot.	2031-34 Tot.
10	Jefferson	106223 -80 Brookville West Reconstruction	ROW	Yearly Allocation	10/26/2023		0	500,000	0	0	0	0	0	0	0
10	Jefferson	106223 -80 Brookville East Reconstruction	FD	S81	7/10/2025		463,900	0	0	0	0	0	0	0	0
10	Jefferson	106223 -80 Brookville East Reconstruction	FD	NHPP	7/10/2025		4,171,500	0	0	0	0	0	0	0	0
10	Jefferson	106223 -80 Brookville East Reconstruction	CON	S81	7/10/2025		0	0	3,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	3,500,000
10	Jefferson	106223 -80 Brookville East Reconstruction	CON	NHPP	7/10/2025		0	0	27,000,000	36,000,000	36,000,000	36,000,000	36,000,000	36,000,000	31,500,000
10	Jefferson	106223 -80 Brookville East Reconstruction	UTL	S81	7/10/2025		0	30,900	0	0	0	0	0	0	0
10	Jefferson	106223 -80 Brookville East Reconstruction	UTL	NHPP	7/10/2025		0	278,100	0	0	0	0	0	0	0
10	Jefferson	106223 -80 Brookville East Reconstruction	ROW	S81	7/10/2025		0	41,200	0	0	0	0	0	0	0
10	Jefferson	106223 -80 Brookville East Reconstruction	ROW	NHPP	7/10/2025		0	370,800	0	0	0	0	0	0	0
10	Jefferson	106224 -80 Brookville East PM	CON	NHPP	2/17/2022		6,000,000	0	0	0	0	0	0	0	0
10	Jefferson	106275 -80 North Fork Bridge Replacements	CON	MBP3	7/10/2025		0	0	40,000,000	40,000,000	40,000,000	40,000,000	29,256,537	0	0
11	Allegheny	74454 -376, Boyce Road to I-79	PE	S81	6/15/2024		432,000	0	0	0	0	0	0	0	0
11	Allegheny	74454 -376, Boyce Road to I-79	FD	S81	6/15/2024		500,000	0	0	0	0	0	0	0	0
11	Allegheny	74454 -376, Boyce Road to I-79	CON	S81	6/15/2024		0	720,500	0	0	0	0	0	0	0
11	Allegheny	74454 -376, Boyce Road to I-79	CON	NHPP	6/15/2024		0	6,484,500	0	0	0	0	0	0	0
11	Allegheny	74454 -376, Boyce Road to I-79	UTL	S81	6/15/2024		0	50,000	0	0	0	0	0	0	0
11	Allegheny	74454 -376, Boyce Road to I-79	CON	NHPP	6/15/2024		0	175,000	0	0	0	0	0	0	0
11	Allegheny	81931 -79, Campbell's-Moon Run	CON	NHPP	3/2/2023		5,000,000	5,000,000	5,000,000	5,539,024	0	0	0	0	0
11	Allegheny	81931 -79, Campbell's-Moon Run	UTL	S81	3/2/2023		475,000	0	0	0	0	0	0	0	0
11	Allegheny	81931 -79, Campbell's-Moon Run	PE	S81	3/2/2023		100,000	0	0	0	0	0	0	0	0
11	Allegheny	87764 -376, Fort Pitt Br to Edge- Bridge Pres & Barrier	PE	S81	3/20/2025		0	0	0	0	0	0	0	0	0
11	Allegheny	87764 -376, Fort Pitt Br to Edge- Bridge Pres & Barrier	FD	S81	3/20/2025		0	0	0	0	0	0	0	0	0
11	Allegheny	87764 -376, Fort Pitt Br to Edge- Bridge Pres & Barrier	CON	NHPP	3/20/2025		0	0	0	0	0	0	0	0	0
11	Allegheny	87764 -376, Fort Pitt Br to Edge- Bridge Pres & Barrier	CON	NHPP	3/20/2025		0	0	0	0	0	0	0	0	0
11	Allegheny	87764 -376, Fort Pitt Br to Edge- Bridge Pres & Barrier	ROW	S81	3/20/2025		0	0	0	0	0	0	0	0	0
11	Allegheny	87764 -376, Fort Pitt Br to Edge- Bridge Pres & Barrier	ROW	NHPP	3/20/2025		0	0	0	0	0	0	0	0	0
11	Allegheny	87764 -376, Edgewood to Churchill	UTL	S81	2/15/2024		450,000	0	0	0	0	0	0	0	0
11	Allegheny	87764 -376, Edgewood to Churchill	CON	NHPP	2/15/2024		100,000	0	0	0	0	0	0	0	0
11	Allegheny	87764 -376, Edgewood to Churchill	CON	NHPP	2/15/2024		10,000,000	10,000,000	20,000,000	33,200,000	0	0	0	0	0
11	Allegheny	87778 -376, Churchhill to Monroeville	ROW	S81	3/16/2023		750,000	0	0	0	0	0	0	0	0
11	Allegheny	87778 -376, Churchhill to Monroeville	CON	NHPP	3/16/2023		250,000	0	0	0	0	0	0	0	0
11	Allegheny	91565 -79, Moon Run - Neville Island	CON	NHPP	7/14/2022		10,000,000	10,000,000	10,000,000	12,069,989	0	0	0	0	0
11	Allegheny	94812 -79, Neville Island to I-279	CON	NHPP	5/20/2021	5/20/2021	10,500,000	0	0	0	0	0	0	0	0
11	Allegheny	97027 -376/Carnegie Interchange	PE	S81	10/10/2024		500,000	0	0	0	0	0	0	0	0
11	Allegheny	97027 -376/Carnegie Interchange	FD	NHPP	10/10/2024		1,250,000	0	0	0	0	0	0	0	0
11	Allegheny	97027 -376/Carnegie Interchange	CON	NHPP	10/10/2024		500,000	0	0	0	0	0	0	0	0
11	Allegheny	97027 -376/Carnegie Interchange	CON	NHPP	10/10/2024		0	0	1,060,900	0	0	0	0	0	0
11	Allegheny	97027 -376/Carnegie Interchange	PE	S81	6/15/2024		800,000	0	0	25,000,000	25,000,000	25,000,000	0	0	0
11	Allegheny	97029 -376/Greentree Interchange	FD	S81	6/15/2024		1,250,000	1,250,000	0	0	0	0	0	0	0
11	Allegheny	97029 -376/Greentree Interchange	CON	NHPP	6/15/2024		0	500,000	0	0	0	0	0	0	0
11	Allegheny	97029 -376/Greentree Interchange	CON	NHPP	6/15/2024		0	0	1,060,900	0	0	0	0	0	0
11	Allegheny	97029 -376/Greentree Interchange	PE	S81	6/15/2024		0	0	6,000,000	0	0	0	0	0	0
11	Allegheny	98874 Squirrel Hill Interchange	FD	S81	3/19/2026		0	0	1,905,000	7,097,000	0	0	0	0	0
11	Allegheny	98874 Squirrel Hill Interchange	CON	NHPP	3/19/2026		0	0	3,000,000	2,000,000	0	0	0	0	0
11	Allegheny	98874 Squirrel Hill Interchange	CON	NHPP	3/19/2026		0	0	3,000,000	3,000,000	0	0	0	0	0
11	Allegheny	98874 Squirrel Hill Interchange	CON	NHPP	3/19/2026		0	0	30,000,000	15,000,000	15,000,000	15,000,000	0	0	0
11	Allegheny	104325 -79/Alpine Road- Bridgeville	CON	MBP3	6/8/2023		0	50,000,000	50,000,000	50,000,000	50,000,000	0	0	0	0
11	Allegheny	105438 -376, Commercial Street Bridge	FD	S81	5/25/2023		4,000,000	0	0	0	0	0	0	0	0
11	Allegheny	105438 -376, Commercial Street Bridge	CON	NHPP	5/25/2023		0	5,000,000	0	0	0	0	0	0	0
11	Allegheny	105438 -376, Commercial Street Bridge	CON	NHPP	5/25/2023		0	600,000	0	0	0	0	0	0	0
11	Allegheny	105438 -376, Commercial Street Bridge	CON	NHPP	5/25/2023		56,879,000	0	0	0	0	0	0	0	0

2023 - 2026 Transportation Improvement Program

Dist	County	Project Title	Phase	Fund Allocation	Est Let	Actual Let	2023 Tot	2024 Tot	2025 Tot	2026 Tot	2027 Tot	2028 Tot	2029 Tot	2030 Tot	2031-34 Tot
11	Allegheny	105438 I-376, Commercial Street Bridge	CON	NHPP	5/25/2023		25,000,000	25,901,000	0	0	0	0	0	0	0
11	Allegheny	105438 I-376, Commercial Street Bridge	CON	NHPP	5/25/2023		0	0	5,000,000	0	0	0	0	0	0
11	Allegheny	112249 I-376, Bath Tub Flooding	PE	581	6/15/2026		0	1,213,150	2,000,000	0	0	0	0	0	0
11	Allegheny	113362 Fraser Street Bridge	PE	185	3/15/2028		0	4,500,000	0	0	0	0	0	0	0
11	Allegheny	113362 Fraser Street Bridge	FD	185	3/15/2028		0	0	6,500,000	0	0	0	0	0	0
11	Allegheny	113362 Fraser Street Bridge	CON	185	3/15/2028		0	0	0	15,000,000	0	0	0	0	0
11	Allegheny	113362 Fraser Street Bridge	STUDY	185	3/15/2028		1,500,000	0	0	0	0	0	0	0	0
11	Beaver	117387 I-376, ITS Installation - Beaver County - 2	CON	NHPP	6/8/2023		1,500,000	1,500,000	0	0	0	0	0	0	0
11	Lawrence	87757 I-79 Butler Co/Mercer	CON	NHPP	3/9/2023		6,320,000	6,320,000	0	0	0	0	0	0	0
11	Lawrence	87757 I-79 Butler Co/Mercer	ROW	581	3/9/2023		300,000	0	0	0	0	0	0	0	0
11	Lawrence	87757 I-79 Butler Co/Mercer	UTIL	581	3/9/2023		60,000	0	0	0	0	0	0	0	0
11	Lawrence	109284 I-376, SR 224 to Turnpike	PE	581	6/22/2023		400,000	0	0	0	0	0	0	0	0
11	Lawrence	109284 I-376, SR 224 to Turnpike	FD	581	6/22/2023		500,000	0	0	0	0	0	0	0	0
11	Lawrence	109284 I-376, SR 224 to Turnpike	CON	NHPP	6/22/2023		6,500,000	6,500,000	0	0	0	0	0	0	0
11	Lawrence	109284 I-376, SR 224 to Turnpike	UTIL	581	6/22/2023		0	50,000	0	0	0	0	0	0	0
11	Lawrence	109284 I-376, SR 224 to Turnpike	ROW	581	6/22/2023		0	175,000	0	0	0	0	0	0	0
12	Washington	75945 I-70 over 3009 Reconstruction & Realignment	PE	185	10/19/2028		0	0	5,527,544	0	0	0	0	0	0
12	Washington	75945 I-70 over 3009 Reconstruction & Realignment	FD	185	10/19/2028		0	0	0	5,796,370	0	0	0	0	0
12	Washington	75945 I-70 over 3009 Reconstruction & Realignment	CON	185	10/19/2028		0	0	0	25,000,000	0	0	0	0	45,000,000
12	Washington	106919 I-70, Belle Vernon Bridge to Bentleyville	FD	581	10/19/2028		366,000	300,000	300,000	0	0	0	0	0	0
12	Washington	106919 I-70, Belle Vernon Bridge to Bentleyville	FD	NHPP	10/19/2028		3,584,000	2,700,000	2,700,000	0	0	0	0	0	0
12	Washington	106919 I-70, Belle Vernon Bridge to Bentleyville	UTIL	581	10/19/2028		0	0	4,051,500	4,051,500	0	0	0	0	0
12	Washington	106919 I-70, Belle Vernon Bridge to Bentleyville	ROW	581	10/19/2028		0	0	0	3,477,822	3,477,822	0	0	0	0
12	Washington	106919 I-70, Belle Vernon Bridge to Bentleyville	CON	581	10/19/2028		0	0	0	0	6,357,323	5,000,000	0	0	5,000,000
12	Washington	106919 I-70, Belle Vernon Bridge to Bentleyville	CON	NHPP	10/19/2028		0	0	0	0	57,215,901	45,000,000	0	0	45,000,000
12	Westmoreland	759768 I-70 @ PA 51 Interchange	CON	BRIP	3/31/2022		20,000,000	25,000,000	0	0	0	0	0	0	0
12	Westmoreland	759768 I-70 @ PA 51 Interchange	CON	NHPP	3/31/2022		0	5,000,000	25,000,000	30,000,000	25,688,601	0	0	0	0
12	Westmoreland	759768 I-70 @ PA 51 Interchange	UTIL	185	3/31/2022		2,304,500	0	0	0	0	0	0	0	0
12	Westmoreland	759768 I-70 @ PA 51 Interchange	ROW	185	3/31/2022		2,500,000	2,426,300	0	0	0	0	0	0	0
12	Westmoreland	85508 I-70 Arnold City Interch	UTIL	185	1/26/2023		1,652,250	0	0	0	0	0	0	0	0
12	Westmoreland	85508 I-70 Arnold City Interch	CON	BRIP	1/26/2023		16,970,000	0	0	0	0	0	0	0	0
12	Westmoreland	85508 I-70 Arnold City Interch	CON	NHPP	1/26/2023		0	15,000,000	15,000,000	20,000,000	17,443,161	0	0	0	0
99	Central Office	7589 Interstate Contingency	CON	185	Yearly Allocation		5,847,568	18,615,768	20,560,524	24,404,056	35,687,445	21,382,000	20,862,000	23,232,000	212,529,000
99	Central Office	7589 Interstate Contingency	CON	BRIP	Yearly Allocation		0	0	0	70,407,000	70,407,000	70,407,000	70,407,000	70,407,000	281,628,000
99	Central Office	7589 Interstate Contingency	CON	581	Yearly Allocation		231,382	5,778,526	3,487,168	2,151,714	392,259	16,513,019	33,633,998	55,076,323	245,311,000
99	Central Office	7589 Interstate Contingency	CON	NHPP	Yearly Allocation		5,042,705	6,747,627	5,797,762	8,936,637	7,207,340	2,414,788	6,949,673	3,110,690	290,408,636
99	Central Office	105487 Interstate Traffic Monitoring Reserve	CON	NHPP	Yearly Allocation		800,000	800,000	900,000	900,000	900,000	900,000	900,000	900,000	4,000,000
99	Central Office	110601 INFA Support	CON	581	Spk/Earmark		0	0	2,000,000	1,500,000	0	0	0	0	0
99	Central Office	114586 Interstate ITS Reserve	CON	NHPP	Yearly Allocation		1,500,000	2,500,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	16,000,000
99	Central Office	114587 All-Weather Pavement Marking Reserve	CON	NHPP	Yearly Allocation		3,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000
99	Central Office	115100 Concrete Pavement Management	CON	NHPP	Yearly Allocation		8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	32,000,000

**2023 INTERSTATE  
TRANSPORTATION  
IMPROVEMENT PROGRAM**

2023 - 2026 Transportation Improvement Program

FFY 2023 Interstate TIP

04/25/2022 10:24 AM  
Rpt# TIP200

County	S.R.	Sec.	Project	Project Title	Proj Area	FFY 2023 Costs			FFY 2024 Costs			FFY 2025 Costs			FFY 2026 Costs			Milestones
						Fed.	St.	Total	Fed.	St.	Total	Fed.	St.	Total	Fed.	St.	Total	
Susquehanna	81	511	75917	481 Susquehanna Bridge	+C/IMAN			40,000,000										06/10/2022 E
Susquehanna	81	511	75917	481 Susquehanna Bridge	+C/IMAN						40,000,000							06/10/2022 E
Susquehanna	81	511	75917	481 Susquehanna Bridge	+C/IMAN									40,000,000				06/10/2022 E
Susquehanna	81	511	75917	481 Susquehanna Bridge	+C/IMAN													06/10/2022 E
Susquehanna	81	590	75976	481 Exit 219	R/IMAN		481	1,100,000										
Susquehanna	81	590	75976	481 Exit 219	+C/IMAN/NHPP			11,000,000										03/16/2023 E
Susquehanna	81	590	75976	481 Exit 219	+C/IMAN													03/16/2023 E
<b>Totals for: Susquehanna</b>								52,100,000			20,311,340			40,000,000			40,000,000	192,411,340
<b>Totals for: Susquehanna</b>								52,100,000			60,311,340			40,000,000			40,000,000	192,411,340

Summary information is now found on the TIP200e report.

d Discretionary e Economic Development f Flex fdl Flexed s Spike + Indicates phase qualifies for TOLL funds \* Includes Conversion Amount On Obligation Plan Obligations have occurred ^ PE - NEPA, FD - PSE CO, UTL - Fin UTL Ctr, ROW - Cond ROW, CON - Let

**2023 INTERSTATE  
TRANSPORTATION  
IMPROVEMENT PROGRAM  
PUBLIC NARRATIVE REPORT**

# 2023 - 2026 Transportation Improvement Program

**Susquehanna**

**PennDOT Project Id:** 75917

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** New Milford (BORO)

**Title:** I-81 Susquehanna Bridge

**State Route:** 81

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

**Estimated Construction Bid Date:** 6/10/22

**Actual Construction Bid Date:**

**Location:** I-81 (American Legion Memorial Highway), SR 1029 (Randolph Road), SR 171 (State Street), SR 8011 (Ramp A,B,C,D,) in New Milford and Great Bend Townships, New Milford and Great Bend Boroughs, Susquehanna County.

**Project Description:**

Interstate roadway reconstruction on I-81 (American Legion Memorial Highway) from SEG 2234/OFF 1429 to New York State Line; and bridge replacement of eleven structures in New Milford and Great Bend Townships, and New Milford and Great Bend Boroughs, Susquehanna County:

1. I-81 Bridge over SR 1014 (Susquehanna Street) in New Milford Borough
2. I-81 Bridge over SR 1014 (Susquehanna Street) in New Milford Borough
3. I-81 Bridge over SR 1010 and Susquehanna River in Great Bend Township
4. I-81 Bridge over SR 1010 and Susquehanna River in Great Bend Township
5. I-81 Bridge over SR/TR 171 (Exit 230) in Great Bend Township
6. I-81 Bridge over SR/TR 171 (Exit 230) in Great Bend Township
7. I-81 Bridge over D and H Railroad in Great Bend Township
8. I-81 Bridge over D and H Railroad in Great Bend Township
9. I-81 Bridge over Trowbridge Creek in Great Bend Township
10. I-81 Bridge over Trowbridge Creek in Great Bend Township
11. SR 1029 Bridge over I-81 in Great Bend Township

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Construction	MBP3	\$40,000	\$40,000	\$40,000	\$40,000	\$43,000	\$0
	<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>State:</b>	\$40000	\$40000	\$40000	\$40000	\$43000	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		2023	2024	2025	2026	2027 - 2030	2031 - 2034
	<b>Period Totals:</b>	\$40,000	\$40,000	\$40,000	\$40,000	\$43,000	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$203,000</b>					

**PennDOT Project Id:** 75976

**Project Administrator:** PennDOT

**Improvement Type:** Interchange Improvement

**Municipality:** New Milford (TWP)

**Title:** I-81 Exit 219

**State Route:** 81

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

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

**Actual Construction Bid Date:**

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

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

### Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Right of Way	581	\$1,100	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$11,000	\$20,311	\$0	\$0	\$0	\$0
	<b>Federal:</b>	\$11000	\$20311	\$0	\$0	\$0	\$0
	<b>State:</b>	\$1100	\$0	\$0	\$0	\$0	\$0
	<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
		2023	2024	2025	2026	2027 - 2030	2031 - 2034
	<b>Period Totals:</b>	\$12,100	\$20,311	\$0	\$0	\$0	\$0
<b>Total FFY 2023-2034 Cost</b>		<b>\$32,411</b>					

## Fund Category Appendix

Fund Category Code	Fund Category Description	Fund Category Code	Fund Category Description
ACT13	Local at risk bridges - Marcellus Legacy Fund	RFAP	Rail Freight Assistance Program
ACT3	Act 3 Public Transportation Grant	RRX	Highway Safety
ACT4A	Act 4A Supplemental Operating Grant	SBY	Scenic Byways
ACT83	Transit Bond	SECT9	FTA Federal Formula - Section 9



## 2023 - 2026 Transportation Improvement Program

ADMUO	Administration Use Only - Do Not Use	SIB	State Infrastructure Bank
AIP	FAA Airport Improvement Program	SPOPR	Supplemental Operating Assistance
APD	Appalachia Development	SPR	State Planning/Research
APL	Appalachia Local Access	SRTSF	Federal Safe Routes to Schools
BDP	Bridge Discretionary Program	SR2S	State Safe Route to School
BGENT	FAA Block Grant Entitlement	SSE	Supportive Services Enterprise
BND	Bridge Bonding	STE	Surface Transportation Enhancement
BOF	Bridge Off System	STN	STP - Nonurbanized
BRIP	Bridge Investment Program	STP	Surface Transportation Prog-Flexible
BUILD	BUILD Discretionary Grants	STR	Surface Transportation Rural
CAQ	Congestion Mitigation/Air Quality	STU	Surface Transportation Urban
CB	Capital Budget Nonhighway	SXF	Special Federal Funds (Demo)
COVID	COVID Relief	TAP	Transportation Alternatives (TAP) Flexible
CRP	Carbon Reduction Program	TAU	Tap > 200,000 Population
CRPU	Carbon Reduction Program Urban	TCS	Transpo & Community System Pres.
DAR	Defense Access Roads	TIGER	Trans Investment Generating Economic Recovery
DBE	Disadvantages Business Enterprise	TIGGR	Transit Investment for Greenhouse Gas and Energy R
D4R	Discretionary Interstate Maintenance	TPK	Tumpike
EB	Equity Bonus	TTE	Transit Transportation Enhancements
ECONR	Economic Recovery	073	Green Light-Go
EV	EV Charging	137	Municipal Bridge Improvements and Bundling
FAABG	FAA Block Grant	138	Rural Commercial Routes
FAAD	FAA Discretionary	140	Intelligent Transportation System
FAI	Interstate Construction	144	302-87-3 Transportation Assistance
FB	Ferry Boat/Ferry Terminal Facilities	160	Community Transport.-Equip Grant
FFL	Federal Flood	163	Community Transport.- Equip Grant
FHA	Public Lands Highways	164	PTAF
FLAP	Federal Lands Access Program	175	FTA- Capital Improvements
FLH	Forest Highways	179	Local Bridge Construction (Act 26 Counties)
FRA	Federal Railroad Administration	183	Local Bridge Construction
FRB	Ferry Boat	184	Restoration - Hwy Transfer
FTAD	FTA Discretionary Funds	185	State Bridge Construction
GEN	PA General Fund	208	FTA- Discretionary Capital
HCB	Historic Covered Bridge	244	ARLE Projects
HPR	Highway Planning/Research	278	Safety Admin
HRRR	High Risk Rural Roads	338	PT - 1513 Mass Transit Operating
HSIP	Highway Safety Improvement Program	339	PT - 1514 Asst Imprvmnt / Capitl Budg
H4L	Highway for Life - 10% Limiting Amount	340	PT - 1517 Capital Improvement
INFRA	INFRA Discretionary Award	341	PT - 1516 Progrms of Statewide Signif
ITS	Intelligent Transportation System	342	Transit Administration and Oversight
IVB	Innovative Bridge	361	FTA- Capital Improvements
LOC	Local Government Funds	383	DGS Delegated Facilities projects
LRFA	Local Rail Freight Assistance	403	Act 89 - Aviation Grants
MBP3	Major Bridge P3 Initiative	404	Act 89 - Rail Freight Grants
MSFF	Marcellus Shale Fee Fund	405	Act 89 - Passenger Rail Grants
NFP	National HWY Freight Program	406	Act 89 - Port and Waterways Grants
NHPP	National Highway Performance Program	407	Act 89 - Bicycle & Pedestrian Facilities Grants
OTH	Other Local Government Agencies	408	Act 89 - Multimodal Admin and Oversight
OTH-F	Other Federal Govt Agencies	409	ACT 89 - Roadway Maintenance
OTH-S	Other Pa State Government Agencies	411	Act 89 - Statewide Program Grants - Non HWY
PIB	State Infrastructure Bank - 100% state	471	COVID Highway & Safety Capital Projects
PL	Planning	5208	ITS
PRIV	Private Party	5303	FTA Metropolitan Planning Program
PRTCT	Promoting Resilient Operations for Transformative	5305	FTA- Helping Obtain Prosperity for Everyone(HOPE)
PTAF	Act 26 PA Transportation Assist Fund	5307	FTA Urban Area Formula Grants
RAISE	Rebuild American Infra. Sustainability Equity	5308	FTA Clean Fuels Formula Grants
REC	Recreational Trails	5309	FTA New Starts Capital Program
RES	Funds Restoration	5310	FTA Elderly & Handicapped Program

HBFWATIP

**2023 INTERSTATE MANAGEMENT  
TRANSPORTATION IMPROVEMENT  
PROGRAM PROJECT MAP**



**2023 RAIL-HIGHWAY  
CROSSING (RRX)  
PROJECT LIST**

2023 - 2026 Transportation Improvement Program

2023 Rail-Highway Crossing Program														
Dist	County	Planning Partner	Project	Title	2023 Tot	2024 Tot	2025 Tot	2026 Tot	2027 Tot	2028 Tot	2029 Tot	2030 Tot	2031-34 Tot	Total
1	Crawford	Northwest	106162	Mt Pleasant Rd RR Crossing	-	-	168,500	150,000	-	-	-	-	-	318,500
1	Erie	Erie	113215	Bayfront Parkway RRX	400,000	400,000	400,000	100,000	-	-	-	-	-	1,300,000
1	Crawford	Northwest	111140	Mead Ave RR Crossing	100,000	150,000	-	-	-	-	-	-	-	250,000
1	Erie	Erie	111147	Huntley Road RR Crossing	350,000	-	-	-	-	-	-	-	-	350,000
1	Venango	Northwest	113217	13th Street Franklin RRX	250,000	250,000	-	-	-	-	-	-	-	500,000
1	Mercer	SVTS	106281	Bessemer & Lake Erie RR Corridor	-	-	-	-	-	500,000	500,000	-	-	1,000,000
1	Crawford	Northwest	113216	Shaw's Landing RRX	-	-	329,111	45,889	-	-	-	-	-	375,000
1	Erie	Erie	114480	Norfolk Southern Erie County Circuitry Upgrade	-	-	-	300,000	300,000	300,000	229,000	-	-	1,129,000
1	Venango	Northwest	TBD	Oil City Corridor WNYPA	-	-	400,000	400,000	400,000	300,000	-	-	-	1,500,000
2	Clearfield	North Central	110875	Cooper Rd, RR Warm Device	70,400	-	-	-	-	-	-	-	-	70,400
2	Juniata	SEDA-COG	111074	River Road RR Warning Device	351,500	-	-	-	-	-	-	-	-	351,500
2	Cameron	North Central	114047	Gardeau Rd RR Device Install	-	200,000	250,000	-	-	-	-	-	-	450,000
2	Mifflin	SEDA-COG	114048	Kish Pike RR Device Install	-	200,000	200,000	200,000	-	-	-	-	-	600,000
2	Mifflin	SEDA-COG	117782	Walnut St RR Device Install	-	175,000	175,000	-	-	-	-	-	-	350,000
2	Clearfield	North Central	110878	SR 36, ColDrake, RR Warm Device	-	-	-	-	350,000	-	-	-	-	350,000
2	Clearfield	North Central	114049	McGees Mills RR Device Upgrade	-	-	-	350,000	-	-	-	-	-	350,000
3	Northumberland	SEDA-COG	111352	SVRR RRX Northumberland County	343,327	400,000	675,000	675,000	675,000	675,000	656,673	-	-	4,100,000
3	Union	SEDA-COG	117901	West Shore RRX, SR 1011 and River Rd	631,555	248,332	-	-	-	-	-	-	-	879,887
4	Luzerne	Scranton/W-B	103196	CP Pittston / Dupont Corridor	-	-	-	627,505	350,000	-	-	-	-	977,505
4	Luzerne	Scranton/W-B	106127	SR 2027 McAlpine Street over Mill Creek	-	-	-	-	-	-	-	-	86,250	86,250
4	Lackawanna	Scranton/W-B	106131	SR 3014 Dalton Street Railroad Lights /Gates	-	-	-	-	-	-	-	-	64,688	64,688
4	Lackawanna	Scranton/W-B	106134	SR 3017 Main Street Railroad Lights /Gates	-	-	-	-	-	-	-	-	51,750	51,750
4	Lackawanna	Scranton/W-B	111112	Archbald Corridor	167,500	300,000	161,500	-	-	-	-	-	-	629,000
4	Luzerne	Scranton/W-B	106324	Commerce Boulevard Crossing	250,000	250,000	250,000	250,000	-	-	-	-	-	1,000,000
4	Luzerne	Scranton/W-B	111134	C and H Corridor	-	-	50,000	-	-	-	-	-	-	50,000
4	Lackawanna	Scranton/W-B	TBD	City of Scranton Corridor	-	200,000	200,000	200,000	-	-	-	-	-	600,000
4	Susquehanna	Northern Tier	TBD	NYSW Corridor	-	-	150,000	150,000	-	-	-	-	-	300,000
4	Luzerne	Scranton/W-B	TBD	LCRA Corridor 2	-	200,000	250,000	-	-	-	-	-	-	450,000
4	Luzerne	Scranton/W-B	TBD	JC Blvd Hazleton	-	-	-	50,000	-	-	-	-	-	50,000
5	Northampton	Lehigh Valley	102864	Bethlehem Corr. Safety	400,000	400,000	360,000	100,000	-	-	-	-	-	1,260,000
5	Lehigh	Lehigh Valley	102868	Rupperville Rd	270,200	-	-	-	-	-	-	-	-	270,200
5	Lehigh	Lehigh Valley	102870	Penn Ave Alburts RRX	281,377	-	-	-	-	-	-	-	-	281,377
5	Lehigh	Lehigh Valley	102979	Canal Rd Allentown RRX	200,000	150,000	-	-	-	-	-	-	-	350,000
5	Berks	Reading	106140	Reading NS RRX Corridor	200,000	200,000	192,018	-	-	-	-	-	-	592,018
5	Northampton	Lehigh Valley	98094	Broad St Nazareth RRX	-	-	250,000	264,755	-	-	-	-	-	732,423
5	Northampton	Lehigh Valley	102869	SR 512 (Midway Street) NS RRX	-	-	-	-	568,218	-	-	-	-	568,218
5	Berks	Reading	TBD	Walnuttown Road Crossing	-	-	-	200,000	154,000	100,000	-	-	-	454,000
5	Berks	Reading	TBD	Manatawny Drive Crossing	-	-	-	-	380,000	-	-	-	-	380,000
6	Delaware	DVRPC	103217	Main Street Darby Boro.	369,000	-	-	-	-	-	-	-	-	369,000

2023 - 2026 Transportation Improvement Program

2023 Rail-Highway Crossing Program														
Dist	County	Planning Partner	Project	Title	2023 Tot	2024 Tot	2025 Tot	2026 Tot	2027 Tot	2028 Tot	2029 Tot	2030 Tot	2031-34 Tot	Total
6	Bucks	DVRPC	36475	Mill St. Grade Xing	-	230,000	84,871	-	-	-	-	-	-	314,871
6	Bucks	DVRPC	116082	Bellevue Ave Grade Xing	200,000	-	-	-	-	-	-	-	-	200,000
6	Delaware	DVRPC	113251	Highland Ave. Railroad Preemption	-	200,000	-	-	-	-	-	-	-	200,000
6	Montgomery	DVRPC	111129	Cannon Ave. Grade Xing	50,000	300,000	-	-	-	-	-	-	-	350,000
6	Delaware	DVRPC	115872	4th Street RR WD	-	-	-	-	-	-	335,000	-	-	335,000
6	Delaware	DVRPC	115873	Wanamaker St. RR WD	-	-	-	-	-	-	360,000	-	-	360,000
6	Chester	DVRPC	115876	Center St RR WD	-	-	-	-	-	-	315,000	-	-	315,000
6	Chester	DVRPC	115874	Jansen Ave. RR WD	-	-	-	-	-	325,000	-	-	-	325,000
6	Chester	DVRPC	115875	Reese St RR WD	-	-	-	-	-	315,000	-	-	-	315,000
6	Chester	DVRPC	TBD	Lake Road West RR Xing	-	-	-	-	-	100,000	200,000	-	-	300,000
6	Chester	DVRPC	TBD	Lake Road East Xing	-	-	-	-	-	-	300,000	-	-	300,000
6	Delaware	DVRPC	TBD	Woodland Ave. Xing	-	-	-	-	-	-	300,000	-	-	300,000
6	Chester	DVRPC	TBD	Kimble Rd Xing	-	-	-	-	-	-	305,000	-	-	305,000
6	Montgomery	DVRPC	TBD	Central Ave. Xing	-	-	-	-	-	-	-	325,000	-	325,000
6	Chester	DVRPC	TBD	Mt Pleasant Rd Xing	-	-	-	-	-	-	-	315,000	-	315,000
6	Bucks	DVRPC	TBD	Crowl Toot Road - RR Xing	-	-	-	-	-	-	-	-	315,000	315,000
6	Delaware	DVRPC	TBD	Fairview Road RR Xing	-	-	-	-	-	-	-	-	325,000	325,000
8	Lancaster	Lancaster	114225	New Holland Borough Crossings	500,000	525,000	500,000	-	-	-	-	-	-	1,525,000
8	Cumberland	Harrisburg	115601	Old State Rd Crossing Closing	7,500	-	-	-	-	-	-	-	-	7,500
8	Dauphin	Harrisburg	115861	Inglebrook X-ing	7,500	-	-	-	-	-	-	-	-	7,500
8	Franklin	Franklin	102974	South Third St Crossing	21,141	-	-	-	-	-	-	-	-	21,141
8	York	York	114226	Hokes Mill Road Crossing	-	-	-	-	425,000	-	-	-	-	425,000
8	Adams	Adams	95729	Peach Glen RR Crossing	100,000	100,000	-	-	-	-	-	-	-	200,000
8	York	York	117818	SR 921 Maple Street Crossing	100,000	75,000	-	-	-	-	-	-	-	175,000
9	Somerset	S. Alleghenies	103035	CSX Grade Xing Improvemnt	-	-	-	-	-	-	-	260,000	2,500,000	2,760,000
9	Blair	Altoona	106320	Church Street Railroad Grade Xing	-	300,000	300,000	300,000	300,000	300,000	-	-	-	1,500,000
9	Somerset	S. Alleghenies	106263	Mount Davis Road Grade Crossing	-	-	-	-	-	-	-	50,000	150,000	200,000
9	Somerset	S. Alleghenies	106261	Windber Borough 15th St Grade Crossing	-	-	-	-	-	-	-	50,000	200,000	250,000
10	Butler	SPC	110766	Maple Avenue Crossing	275,000	-	-	-	-	-	-	-	-	275,000
10	Jefferson	North Central	110767	Mitchell Avenue Crossing	200,000	-	-	-	-	-	-	-	-	200,000
10	Jefferson	North Central	105576	Rikers Road Crossing	-	-	-	-	-	-	-	-	-	225,000
10	Jefferson	North Central	109387	South Park Street Crossing	-	225,000	-	-	-	-	-	-	-	225,000
10	Butler	SPC	105574	Zelenople Railroad Corridor	-	200,000	300,000	282,851	202,149	-	-	-	-	785,000
10	Butler	SPC	109385	Slippery Rock Group	-	-	200,000	200,000	150,000	-	-	-	-	550,000
10	Butler	SPC	110768	Evans City Corridor	-	-	250,000	250,000	-	-	-	-	-	500,000
10	Indiana	SPC	105582	Olson Road Crossing	-	-	-	150,000	150,000	-	-	-	-	300,000
10	Jefferson	North Central	105583	Big Run Corridor	-	-	-	150,000	150,000	285,000	-	-	-	585,000
11	Beaver	SPC	106078	NS RR Crossings in Darlington and Big Beaver	-	-	-	-	100,000	500,000	-	-	-	600,000

2023 - 2026 Transportation Improvement Program

2023 Rail-Highway Crossing Program														
Dist	County	Planning Partner	Project	Title	2023 Tot	2024 Tot	2025 Tot	2026 Tot	2027 Tot	2028 Tot	2029 Tot	2030 Tot	2031-34 Tot	Total
12	Washington	SPC	106063	Elco Corridor	-	-	-	-	-	-	650,000	-	-	650,000
12	Westmoreland	SPC	103190	Vine Street Grade Xing	-	-	-	-	-	337,700	-	-	-	337,700
12	Washington	SPC	103187	Besco St. Grade Crossing	-	-	-	-	-	328,000	-	-	-	328,000
12	Westmoreland	SPC	113267	New Kensington Corridor	600,000	600,000	600,000	600,000	600,000	600,000	600,000	2,200,000	-	6,400,000
12	Washington	SPC	114584	Charleoi Corridor RRX	-	-	400,000	400,000	500,000	400,000	400,000	-	-	1,700,000
12	Washington	SPC	TBD	West Brownsville Corridor	-	-	200,000	200,000	200,000	300,000	300,000	-	-	1,000,000
99	Central Office	STWD Items	114537	Norfolk Southern Statewide LED Upgrades	500,000	500,000	500,000	500,000	500,000	500,000	250,000	-	-	3,250,000
99	Central Office	STWD Items	114543	Norfolk Southern Statewide Circuitry Upgrade	-	-	-	100,000	500,000	600,000	600,000	-	-	1,800,000
99	Central Office	STWD Items	98255	RRX Reserve	-	-	-	-	241,633	430,300	1,200,327	3,691,000	24,866,213	30,429,473
				Total	7,196,000	7,196,000	7,196,000	7,196,000	7,196,000	7,196,000	7,196,000	7,196,000	28,784,000	86,352,000

Highlighted rows indicate new RRX projects

**2023 HIGHWAY SAFETY  
IMPROVEMENT PROGRAM (HSIP)  
SET-ASIDE PROJECT LIST**



2023 - 2026 Transportation Improvement Program

2023 - 2024 HSIP Set-Aside Projects						
District	County	Planning Partner	Project	Title	Phase	Cost
1	Venango	Northwest	TBD	SR 157 Intersection Safety Audits	STUDY	\$ 150,000
1	Erie	Erie	TBD	Erie Co. HFST	FD	\$ 15,000
1	Erie	Erie	TBD	Erie Co. HFST	CON	\$ 809,000
1	Venango	Northwest	TBD	Venango Co. HFST	FD	\$ 15,000
1	Venango	Northwest	TBD	Venango Co. HFST	CON	\$ 744,000
1	Erie	Erie	109147	Zuck Rd: Zimmerly to 26th St	CON	\$ 1,000,000
1	Crawford	Northwest	109996	PA 8 and PA 77 Intersection	CON	\$ 1,892,561
2	Potter	North Central	113451	SR 0026 HFST Project	CON	\$ 300,000
2	Centre	Centre	113451	SR 0022 HFST	CON	\$ 300,000
2	Mifflin	SEDA-COG	100555	SR 6 - 626 HFST Project	CON	\$ 100,000
2	Centre	Centre	113451	SR 350 HFST Project	CON	\$ 300,000
3	Columbia	SEDA-COG	TBD	SEDA-COG HFST	CON	\$ 1,611,967
3	Lycoming	Williamsport	TBD	WATS High Friction Surface Treatment	CON	\$ 383,640
3	Lycoming	Williamsport	TBD	Lycoming SR 8002 Sequential Lighted Chevrons	FD	\$ 7,500
3	Lycoming	Williamsport	TBD	Lycoming SR 8002 Sequential Lighted Chevrons	CON	\$ 112,500
4	Susquehanna	Northern Tier	114911	I-81 Guiderail/Cable Median Barrier	CON	\$ 1,500,000
5	Lehigh	Lehigh Valley	116663	District Wide Low Cost Signal Upgrades	PE	\$ 30,500
5	Lehigh	Lehigh Valley	116663	District Wide Low Cost Signal Upgrades	CON	\$ 274,500
5	Northampton	Lehigh Valley	116659	District 5 High Friction Surface - 2023	CON	\$ 1,400,000
5	Lehigh	Lehigh Valley	109971	Route 145 Safety Improvements	CON	\$ 3,000,000
5	Monroe	NEPA	104432	209 -Schafer School House	UTL	\$ 50,000
5	Monroe	NEPA	104432	209 -Schafer School House	CON	\$ 5,380,000
6	Montgomery	DVRPC	TBD	Systemic Improvements-Vulnerable Users	PE	\$ 1,000,000
6	Montgomery	DVRPC	TBD	Systemic Improvements-Vulnerable Users	CON	\$ 3,000,000
6	Montgomery	DVRPC	TBD	Systemic Improvements-Lane Departure	PE	\$ 1,000,000
6	Montgomery	DVRPC	TBD	Systemic Improvements-Lane Departure	CON	\$ 3,000,000
6	Chester	DVRPC	110963	Manor Rd. Roundabout	CON	\$ 978,400
6	Chester	DVRPC	110963	Manor Rd. Roundabout	UTL	\$ 39,100
6	Bucks	DVRPC	111024	Easton Rd. Roundabout	CON	\$ 2,374,500
6	Bucks	DVRPC	111024	Easton Rd. Roundabout	UTL	\$ 95,000
6	Chester	DVRPC	110949	Horseshoe Pike @ Manor Rd.	CON	\$ 270,425
6	Delaware	DVRPC	111022	Chichester Ave. Safety	FD	\$ 36,385
6	Delaware	DVRPC	111022	Chichester Ave. Safety	CON	\$ 848,981
6	Philadelphia	DVRPC	106993	Frankford Avenue Signal Improvements	CON	\$ 1,607,235
6	Philadelphia	DVRPC	110958	Castor Ave. Roundabout	CON	\$ 762,200
6	Delaware	DVRPC	110951	Macdade Blvd. Corridor	CON	\$ 2,795,604
6	Montgomery	DVRPC	114944	Bethlehem Pike Safety Improvements	CON	\$ 1,496,994
6	Montgomery	DVRPC	110971	Main St. Safety Improv	UTL	\$ 34,099
6	Montgomery	DVRPC	110971	Main St. Safety Improv	ROW	\$ 68,198
6	Montgomery	DVRPC	110971	Main St. Safety Improv	CON	\$ 4,773,832
6	Montgomery	DVRPC	114948	Lancaster Ave & Remington Rd Int. Improvements	FD	\$ 90,000
6	Montgomery	DVRPC	114948	Lancaster Ave & Remington Rd Int. Improvements	UTL	\$ 50,000
6	Montgomery	DVRPC	114948	Lancaster Ave & Remington Rd Int. Improvements	ROW	\$ 100,000
6	Montgomery	DVRPC	114948	Lancaster Ave & Remington Rd Int. Improvements	CON	\$ 1,202,219
6	Philadelphia	DVRPC	114942	Roosevelt Blvd IHSDM Study	STUDY	\$ 950,000
8	Cumberland	Harrisburg	114562	Systemic Roadway Departure Low Cost Safety Improve	CON	\$ 1,425,428
8	Cumberland	Harrisburg	114559	Systemic Low-Cost Improvements for Stop Controlled	CON	\$ 274,443
8	York	York	114564	York County Low Cost Signal Improvements	CON	\$ 651,298
9	Bedford	S. Alleghenies	116673	S Alleghenies Rumbles and HFST	CON	\$ 798,050
9	Somerset	S. Alleghenies	116670	Stutzmantown Road Intersection Improvements	CON	\$ 300,000

2023 - 2026 Transportation Improvement Program

10	Butler	SPC	TBD	SR4010/Harmony Intersection ITS	FD	\$ 10,000
10	Butler	SPC	TBD	SR4010/Harmony Intersection ITS	CON	\$ 190,000
10	Indiana	SPC	TBD	SR422/SR403 Intersection ITS	FD	\$ 10,000
10	Indiana	SPC	TBD	SR422/SR403 Intersection ITS	CON	\$ 190,000
10	Butler	SPC	TBD	SR8/SR4010 Intersection ITS	FD	\$ 10,000
10	Butler	SPC	TBD	SR8/SR4010 Intersection ITS	CON	\$ 190,000
10	Jefferson	North Central	TBD	SR322/SR1830 Intersection ITS	FD	\$ 10,000
10	Jefferson	North Central	TBD	SR322/SR1830 Intersection ITS	CON	\$ 190,000
10	Armstrong	SPC	TBD	SR85/SR2001 Intersection ITS	FD	\$ 10,000
10	Armstrong	SPC	TBD	SR85/SR2001 Intersection ITS	CON	\$ 190,000
10	Clarion	Northwest	TBD	SR322-Bus Mong Intersection ITS	FD	\$ 10,000
10	Clarion	Northwest	TBD	SR322-Bus Mong Intersection ITS	CON	\$ 190,000
10	Butler	SPC	110783	10-2 SR 3021 Corridor Improvements	CON	\$ 6,500,000
11	Allegheny	SPC	TBD	Wrong Way Detection System	FD	\$ 250,000
11	Allegheny	SPC	TBD	Wrong Way Detection System	CON	\$ 750,000
11	Allegheny	SPC	106773	Liberty Ave	FD	\$ 450,000
11	Allegheny	SPC	106773	Liberty Ave	CON	\$ 2,880,000
12	Fayette	SPC	TBD	D12 Intersection Warning Signs 2021	CON	\$ 300,000
12	Fayette	SPC	TBD	D12 Flashing Beacon 2021	UTL	\$ 50,000
12	Fayette	SPC	TBD	D12 Flashing Beacon 2021	CON	\$ 300,000
12	Fayette	SPC	TBD	D12 Turn Lane 2021	CON	\$ 800,000
12	Greene	SPC	TBD	D12 Waynesburg Corridor	UTL	\$ 500,000
12	Greene	SPC	TBD	D12 Waynesburg Corridor	CON	\$ 2,000,000
99	Central Office	STWD Items	TBD	New HSIP Application Website	CON	\$ 300,000
99	Central Office	STWD Items	TBD	PennDOT Highway Safety Network Screening update	STUDY	\$ 2,000,000
99	Central Office	STWD Items	TBD	Video Log Curve Data Collection	CON	\$ 1,127,800
99	Central Office	STWD Items	TBD	Local Road Traffic Counts for MIRE Sept 2026	STUDY	\$ 3,000,000
99	Central Office	STWD Items	TBD	Vulnerable Users Safety Assessment	STUDY	\$ 300,000
99	Central Office	STWD Items	TBD	Update Pennsylvania SPFs	STUDY	\$ 1,300,000
						\$ 73,406,359

Highlighted rows indicate new HSIP Set Aside projects

**2023 SECRETARY'S  
DISCRETIONARY (SPIKE)  
PROJECT LIST NHPP-STP-STATE  
FUNDS**



2023 Program - Spike Projects (STP)

MPMS	Planning Partner	District	County	Project Title	Phase	Est Let Date	2023	2024	2025	2026	2027	2028	2029	2030	2031-2034	L RTP	Total
108952	Erie	1	Erie	Central Bayfront Parkway Multimodal	CON	6/9/2022	3,650,000	0	0	0	0	0	0	0	0	0	3,650,000
2963	Centre	2	Centre	T-467, Fishing Creek Bridge	CON		0	1,120,000	0	0	0	0	0	0	0	0	1,120,000
2988	Centre	2	Centre	T-633, Potter Run Bridge	CON		0	880,000	0	0	0	0	0	0	0	0	880,000
95971	SEDA-COG	2	Mifflin	T-439, ov Kishacoquillas	CON	12/7/2023	0	2,000,000	0	0	0	0	0	0	0	0	2,000,000
	Scranton W/B	4	Lackawanna	Lackawanna County Bridge	CON		0	2,000,000	0	0	0	0	0	0	0	0	2,000,000
113521	Scranton W/B	4	Luzerne	Hillside Road over Tobys Creek	FD	2/15/2024	250,000	0	0	0	0	0	0	0	0	0	250,000
113521	Scranton W/B	4	Luzerne	Hillside Road over Tobys Creek	ROW	2/15/2024	50,000	0	0	0	0	0	0	0	0	0	50,000
113521	Scranton W/B	4	Luzerne	Hillside Road over Tobys Creek	UTL	2/15/2024	50,000	0	0	0	0	0	0	0	0	0	50,000
113521	Scranton W/B	4	Luzerne	Hillside Road over Tobys Creek	CON	2/15/2024	50,000	0	0	0	0	0	0	0	0	0	50,000
9833	Wayne	4	Wayne	Carley Brook Brg. 2	CON	11/23/2022	1,700,000	0	0	0	0	0	0	0	0	0	1,700,000
61972	Reading	5	Berks	US 222 Widening - Phase 1	CON	3/14/2024	0	0	0	0	11,717,324	0	0	0	0	0	11,717,324
114439	Reading	5	Berks	West Shore Bypass - Phase 1	CON	7/15/2027	0	0	0	0	0	35,000,000	0	35,000,000	140,238,924	0	245,238,924
116059	NEPA	4	Pike	Shahola Falls Road over Ballard Creek	PE		110,000	0	0	0	0	0	0	0	0	0	110,000
116059	NEPA	4	Pike	Shahola Falls Road over Ballard Creek	UTL		20,000	0	0	0	0	0	0	0	0	0	20,000
116059	NEPA	4	Pike	Shahola Falls Road over Ballard Creek	CON		0	1,210,000	0	0	0	0	0	0	0	0	1,210,000
116060	NEPA	4	Pike	Carlton Road over Taylor Creek	PE		550,000	0	0	0	0	0	0	0	0	0	550,000
116060	NEPA	4	Pike	Carlton Road over Taylor Creek	UTL		10,000	0	0	0	0	0	0	0	0	0	10,000
116060	NEPA	4	Pike	Carlton Road over Taylor Creek	CON		10,000	605,000	0	0	0	0	0	0	0	0	605,000
116229	NEPA	4	Pike	Carlton Road over Taylor Creek	CON	9/15/2022	525,593	0	0	0	0	0	0	0	0	0	525,593
102604	DVRPC	6	Philadelphia	Co. BR. 114 over L.L. Swatara Creek	CON	8/20/2022	26,336,407	13,451,000	19,093,993	20,619,000	0	0	0	0	0	0	81,500,000
86276	DVRPC	6	Chesler	Perm's Landng Project Development	CON	6/22/2023	40,000	0	0	0	0	0	0	0	0	0	40,000
86276	DVRPC	6	Chesler	TownshipCOBrdg2971/WBGEIK	ROW	6/22/2023	40,000	0	0	0	0	0	0	0	0	0	40,000
86276	DVRPC	6	Chesler	TownshipCOBrdg2971/WBGEIK	CON	6/22/2023	0	1,270,000	0	0	0	0	0	0	0	0	1,270,000
103372	DVRPC	6	Montgomery	Waverly Rd O' Tacony Cr	ROW	6/22/2023	25,000	0	0	0	0	0	0	0	0	0	25,000
103372	DVRPC	6	Montgomery	Waverly Rd O' Tacony Cr	CON	6/22/2023	25,000	0	0	0	0	0	0	0	0	0	25,000
111515	DVRPC	6	Philadelphia	Cherokee St. of Valley Green Rd	CON	10/10/2024	0	1,300,000	0	0	0	0	0	0	0	0	1,300,000
110091	DVRPC	6	Bucks	King RD Bridge ofHerkaken Cr	ROW	10/5/2023	30,000	0	0	0	0	0	0	0	0	0	30,000
110091	DVRPC	6	Bucks	King RD Bridge ofHerkaken Cr	UTL	10/5/2023	20,000	0	0	0	0	0	0	0	0	0	20,000
103528	DVRPC	6	Bucks	King RD Bridge ofHerkaken Cr	CON	10/5/2023	0	1,350,000	0	0	0	0	0	0	0	0	1,350,000
103528	DVRPC	6	Delaware	Mattson O'W Br Chester Cr	FD		300,000	0	0	0	0	0	0	0	0	0	300,000
103528	DVRPC	6	Delaware	Mattson O'W Br Chester Cr	ROW		20,000	0	0	0	0	0	0	0	0	0	20,000
103528	DVRPC	6	Delaware	Mattson O'W Br Chester Cr	UTL		15,000	0	0	0	0	0	0	0	0	0	15,000
110280	York	8	York	College Ave Bridge*	CON	1/11/2024	0	1,315,000	0	0	0	0	0	0	0	0	1,315,000
24471	SPC	10	Butler	CO #24 Kelly Bridge	PE	4/13/2023	420,000	2,000,000	0	0	0	0	0	0	0	0	2,420,000
24471	SPC	10	Butler	CO #24 Kelly Bridge	FD	4/13/2023	300,000	0	0	0	0	0	0	0	0	0	300,000
24471	SPC	10	Butler	CO #24 Kelly Bridge	UTL	4/13/2023	130,000	0	0	0	0	0	0	0	0	0	130,000
24471	SPC	10	Butler	CO #24 Kelly Bridge	ROW	4/13/2023	23,000	0	0	0	0	0	0	0	0	0	23,000
85574	SPC	10	Armstrong	CO #24 Kelly Bridge	CON	4/13/2023	1,127,000	0	0	0	0	0	0	0	0	0	1,127,000
86225	SPC	12	Greene	Margaret Road	CON	10/19/2023	0	6,453,000	11,479,407	6,828,793	0	0	0	0	0	0	24,761,200
86225	SPC	12	Greene	Greene County #75	FD	3/28/2024	180,000	0	0	0	0	0	0	0	0	0	180,000
86225	SPC	12	Greene	Greene County #75	UTL	3/28/2024	50,000	0	0	0	0	0	0	0	0	0	50,000
86225	SPC	12	Greene	Greene County #75	ROW	3/28/2024	70,000	0	0	0	0	0	0	0	0	0	70,000
112595	SPC	12	Greene	Greene County #73	CON	3/28/2024	0	1,100,000	0	0	0	0	0	0	0	0	1,100,000
112595	SPC	12	Greene	Greene County #73	FD	3/28/2024	175,000	0	0	0	0	0	0	0	0	0	175,000
103140	SPC	12	Westmoreland	Greene County #73	UTL	3/28/2024	10,000	0	0	0	0	0	0	0	0	0	10,000
114552	STWD Items	99	Central Office	LVTIP- Pleasant Unity, W. Airport	CON	10/31/2024	0	0	9,000,000	13,511,207	7,488,793	0	0	0	0	0	30,000,000
114552	STWD Items	99	Statewide	PennDOT Polingator Initiative	CON		550,000	550,000	550,000	550,000	550,000	550,000	550,000	550,000	2,200,000	0	6,600,000
117258	STWD Items	99	Statewide	Historic Truss Bridge Preservation	CON		1,000,000	1,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	8,000,000	0	22,000,000
102620	STWD Items	99	Statewide	TSHO Reserve	CON		5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	20,000,000	0	60,000,000
				Bill Reserve	CON		0	0	0	0	5,239,000	5,239,000	5,239,000	5,239,000	20,957,000	0	41,913,000
				STP Reserve	CON		44,802,000	45,764,000	47,123,000	48,509,000	48,509,000	48,509,000	48,509,000	48,509,000	194,036,000	0	574,270,000
					CON		0	0	0	0	0	0	0	0	194,036,000	0	574,270,000



**2023 TRANSPORTATION  
SYSTEMS MANAGEMENT  
AND OPERATIONS (TSMO)  
PROJECT LIST**

PennDOT TSMO Funding Initiative (TFI) PROGRAM DETAILS : FFY 2023 - 2024

Planning Partner	District	Description	TFI Amount Awarded	Match Amount	Category
Northwest RPO	1	I-79 Crawford County ITS Addition	\$ 159,250	\$ 159,250	2. New ITS Devices
Shenango Valley MPO	1	I-79 Mercer County ITS Addition at Grove City	\$ 159,250	\$ 159,250	2. New ITS Devices
Erie	1	I-79 Erie County ITS Addition at Interchange Road	\$ 159,250	\$ 159,250	2. New ITS Devices
Erie	1	I-90 Erie County ITS Addition at SR 0019	\$ 159,250	\$ 159,250	2. New ITS Devices
Northern Tier	3	Sayre Traffic-Signal Improvements	\$ 150,000	\$ 150,000	6. Regional Operations Plan or Regional ITS Architecture
NEPA	5	Move Existing Message Board	\$ 45,000	\$ 45,000	1. Antiquated Devices
Lehigh Valley	5	22-LUI (ITS Gaps)	\$ 586,250	\$ 586,250	2. New ITS Devices
Reading	5	RATS Freeway Service Patrol	\$ 284,915	\$ 284,915	4. TSMO and PennDOT Connects
Lehigh Valley	5	Lehigh Valley Freeway Service Patrol	\$ 154,979	\$ 304,979	4. TSMO and PennDOT Connects
NEPA	5	Dynamic Curve Warning Signs	\$ 132,910	\$ 132,910	2. New ITS Devices
DVRPC	6	Henry Avenue CCTV Cameras	\$ 325,000	\$ 325,000	2. New ITS Devices
HATS	8	US 22/B22 Devices	\$ 805,940	\$ 805,940	1. Antiquated Devices
HATS	8	Dauphin I-283 ITS Fiber Interconnect	\$ 353,800	\$ 353,800	3. New or Upgraded Communications Systems
Southern Alleghenies	9	I-70 Curve Warning System	\$ 115,000	\$ 115,000	2. New ITS Devices
Southern Alleghenies	9	I-70 Intelligent Transportation System (ITS) Gaps	\$ 465,000	\$ 465,000	2. New ITS Devices
Blair County	9	I-99 Fiber Repair and Upgrade	\$ 170,000	\$ 170,000	3. New or Upgraded Communications Systems
SPC	10	I-79 ITS Enhancement Project - Seneca Ramps	\$ 425,000	\$ 425,000	2. New ITS Devices
SPC	11	US 22 (Monroeville) Arterial ITS	\$ 450,000	\$ 450,000	2. New ITS Devices
SPC	11	I-376 Corridor ITS - Beaver County	\$ 1,000,000	\$ 1,000,000	2. New ITS Devices
SPC	12	Fiber Installation I-70 seg 0474-0494	\$ 294,580	\$ 294,580	3. New or Upgraded Communications Systems
SPC	12	Fiber Installation I-70 seg 0554-0570	\$ 223,936	\$ 223,936	3. New or Upgraded Communications Systems
SPC	12	Fiber Installation I-70 seg 0404-0434	\$ 401,048	\$ 401,048	3. New or Upgraded Communications Systems
Statewide	99	TSMO Program	\$ 200,000	\$ -	4. TSMO and PennDOT Connects
Statewide	99	Statewide INRIX	\$ 2,679,643	\$ -	4. TSMO and PennDOT Connects
Statewide	99	Fiber Deployment	\$ 100,000	\$ -	4. TSMO and PennDOT Connects



## **2023 FINANCIAL CONSTRAINT TABLES**

2023 - 2026 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 2023		FFY 2024		FFY 2025		FFY 2026		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP	\$10,140,000	\$10,140,000	\$9,575,000	\$9,575,000	\$9,064,000	\$9,064,000	\$8,562,000	\$8,562,000	
STP	\$8,729,000	\$8,879,000	\$8,916,000	\$8,916,000	\$9,178,000	\$9,178,000	\$9,446,000	\$9,446,000	SPIKE funding in FFY 2023- See below
State Highway (581)	\$11,422,000	\$11,422,000	\$12,407,000	\$12,407,000	\$12,645,000	\$12,645,000	\$13,945,000	\$13,945,000	
State Bridge (185/183)	\$8,563,000	\$8,563,000	\$8,390,000	\$8,390,000	\$8,388,000	\$8,388,000	\$8,350,000	\$8,350,000	
BOF	\$8,094,000	\$8,094,000	\$8,094,000	\$8,094,000	\$8,094,000	\$8,094,000	\$8,094,000	\$8,094,000	
HSIP	\$1,492,000	\$2,242,000	\$1,528,000	\$2,278,000	\$1,564,000	\$1,564,000	\$1,601,000	\$1,601,000	SPIKE funding in FFY 2023 & 2024- See below
CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	RPO does not receive CMAQ allocation
TAP				\$750,000		\$750,000			Statewide TA Set Aside- See below
RRX						\$300,000			RRX Statewide Funding- See below
BRIP	\$8,388,000	\$8,388,000	\$8,388,000	\$8,388,000	\$8,388,000	\$8,388,000	\$8,388,000	\$8,388,000	
<b>Total</b>	\$56,828,000	\$57,728,000	\$57,298,000	\$58,798,000	\$57,321,000	\$58,371,000	\$58,386,000	\$58,386,000	

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

Additional Funding Type	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Comments
STP	\$150,000				MPMSh# 118008- Sayre Traffic Signal - SPIKE Funding in FFY 2023 (\$150K)
HSIP	\$750,000	\$750,000			MPMSh# 114911- I-81 Guidedrail/Cable median Barrier- SPIKE in FFY 2023 (\$750K) & FFY 2024 (\$750K)
TAP		\$750,000	\$750,000		MPMSh# 105066- Marsh Creek Greenway North - TA Set aside funding in FFY 2024 (\$750K) & FFY 2025 (\$750K)
RRX			\$300,000		MPMSh# 118218- Susq. Co. NYSW Corridor Crossing - RRX funding in FFY 2025 (\$300K)
<b>Total</b>	\$900,000	\$1,500,000	\$1,050,000	\$0	

**2023 - 2026 TIP  
Environmental Justice -  
Benefits and Burdens**

## **2023 – 2026 TIP/TYP Summary of Environment Justice Activities**

### **Northern Tier Regional Planning and Development Commission**

#### **Background:**

The Northern Tier Region of Pennsylvania consists of Bradford, Sullivan, Susquehanna, Tioga and Wyoming Counties. These counties are rural in nature with varying population diversities. The region has a population of 181,008 (2000) and 182,791 (2010) and 171,355 (2020) dispersed throughout 166 local municipal entities covering 3,955.7 square miles. Disadvantage population groups which are of concern deal with low/moderate income, aging and to a lesser degree is race.

#### **Analysis:**

Upon review and analysis of 2000 and 2010 and 2020 census data for the region, no clear population groups or geographic locations were specific to the criteria being researched. Upon discussions and review of the documentation, the method of choice in compliance with the intent of Environmental Justice is as follows.

#### **Method:**

The Northern Tier Regional Planning and Development Commission, Regional Planning Program, Due to the COVID-19 crisis the 2023-2026 Northern Tier RPO Transportation Improvement Program (TIP) will be out for Public Review and Comment May 2, 2022 till May 31, 2022 on the Northern Tier Regional Planning and Development Commission website at [www.northerntier.org](http://www.northerntier.org).

Advertising was made in the newspaper of greatest circulation in each county. This advertisement was published the first day, and published again 10 days prior to the public meeting. The standard legal advertisement was also placed in the same newspapers prior to the public meeting. The public meeting will be held Wednesday, May 24, 2022 from 10am – 11am via a conference call. Call-in information is (Toll Free) 1-877-309-2073, Access Code: 247-113-309.

# 2023 - 2026 Transportation Improvement Program

312 Main Street, Towanda, PA 18848

Phone: (888) 868-8800

Fax: (570) 265-7585

<https://www.northerntier.org>

## 2023-2026 Northern Tier

### Transportation Improvement Program (TIP)

#### Environmental Justice – Benefits and Burdens Analysis

##### Overview of Environmental Justice or EJ:

Public participation must take into consideration the Presidential Executive Order 12898, Environmental Justice. Executive Order 12898 states:

*Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. Each Federal agency, whenever practicable and appropriate, shall collect, maintain, and analyze information assessing and comparing environmental and human health risks borne by populations identified by race, national origin, or income. To the extent practical and appropriate, Federal agencies shall use this information to determine whether their programs, policies, and activities have disproportionately high and adverse human health or environmental effects on minority populations and low-income populations.*

The Federal Highway Administration articulates three fundamental Environmental Justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Therefore, all recipients of Federal aid are required to certify, and the USDOT must ensure, nondiscrimination under Title VI of the Civil Rights Act of 1964. For the purposes of long-range transportation planning, Metropolitan Planning Organizations (MPOs) and the Regional Transportation Planning Organizations (RTPOs) must address EJ in the process of developing and advancing transportation programs and projects. Of central importance to the continued implementation of EJ principles within DOT is its 1997 internal EJ Order, which establishes procedures and guidance for the Department and its Offices of Administration (OAs) to implement Executive Order 12898. The DOT Order is intended to ensure a consistent approach toward achieving EJ within the Department and to guarantee that all DOT components fully consider and incorporate, as appropriate, EJ principles in existing programs, policies, and activities. The Order also reaffirms DOT's commitment to ensuring that

## 2023 - 2026 Transportation Improvement Program

non-discrimination is an integral part of its programs, policies, and activities. Executive Order 12898 and the accompanying Presidential Memorandum underscore the importance of utilizing existing laws- including the National Environmental Policy Act (NEPA) and Title VI- to ensure that all persons live in a safe and healthy environment. Specifically, Title VI prohibits discrimination on the basis of race, color, or national origin in programs or activities receiving Federal financial assistance. Consistent with Title VI and the E.O., the DOT Order emphasizes the importance of ensuring that programs or activities funded by DOT which affect human health or the environment do not discriminate on the basis of race, color, or national origin. The DOT Order also emphasizes that EJ principles apply to planning and programming activities and that requirements, such as NEPA, be administered so as to identify the risk of disproportionately high and adverse effects early in the development of the program, policy, or activity so that positive corrective action can be taken. The DOT Order also provides for data collection and research, as needed, to provide information to comply with Executive Order 12898.

To ensure that the Northern Tier RPO meets the principles laid out by the Federal Highway Administration, US census tract data is gathered and an Environmental Justice mapping analysis is completed utilizing Geographic Information Systems (GIS) in order to determine where minority and low-income populations may exist. Projects are then overlaid onto this map and project specific analysis is completed to determine the “benefits and burdens” on how transportation investments are affecting the region’s minority and low-income populations.

### **Environmental Justice Populations of Concern**

Definitions of Traditionally underserved populations are as follows:

- **Minority:** Persons considered to be minorities are identified by the Census as people of African, Hispanic, Asian, American Indian, or Alaskan Native origin. Executive Order 12898, the DOT and FHWA Orders on Environmental Justice consider minority persons and persons belonging to any of the following groups:
  - Black – A person having origins in any of the black racial groups of Africa.
  - Hispanic – A person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
  - Asian – A person having origins in the Far East, Southeast Asia, or the Indian subcontinent.
  - American Indian and Native Alaskan Native- A person having origins in North America and who maintains cultural identification through tribal affiliation or community recognition.
- **Low Income:** A person whose household income is at or below the U.S. Department of Health and Human Services poverty guidelines.
- **Elderly:** Any person over the age of 65.
- **People with Disabilities:** Under the Americans with Disabilities Act of 1990, a qualified individual with a disability is a person that 1) has a physical or mental impairment that substantially limits one or more major life activities; 2) has a record of such an impairment; or 3) is regarded as having such an impairment.
- **Limited English Proficiency:** people who do not speak English as their primary language and have a limited ability to read, speak, write or understand English may be considered limited English proficient.

## 2023 - 2026 Transportation Improvement Program

### **Public Participation**

The Northern Tier Regional Planning and Development Commission and the Rural Transportation Advisory Committee have distributed copies of the Draft FFY 2023 – 2026 Transportation Improvement Program (TIP) for public review and comment. Due to COVID-19, the document will not be available at physical locations. Available only on [www.northerntier.org](http://www.northerntier.org) for 30 days or by calling (570) 265-1540. A public meeting will be held via teleconference to receive comments on May 24, 2022 from 10 a.m. till 11 a.m. If you require special assistance to attend or participate in this meeting or need additional information please contact Brian Baker at (570) 265-1540 ten days prior to the meeting event so that the special assistance can be accommodated. Written comments and questions may be addressed to NTRPDC c/o Brian Baker, 312 Main Street, Towanda, PA 18848. All comments must be received no later than COB, May 30, 2022.

The Rural Transportation Advisory Committee will officially approve the TIP at a public meeting on Monday June 6, 2022.

Notices were also mailed to Native American Tribes and Nations whose ancestors had at one time lived in Bradford, Sullivan, Susquehanna, Tioga, and Wyoming Counties.

## Identifying Environmental Justice Areas

### Methodology:

The method used to identify and locate Environmental Justice (EJ) communities with the Northern Tier RPO region consisted of identifying census block groups where minority and low-income populations exceeded the respective regional thresholds. Data was gathered regionally at the Census block group level for Minority and Low income individuals and then the total number of persons in each of the groups is divided by the region's total population. This provides the regional average for each of the EJ communities. Any census block group that meets or exceeds the regional average, or threshold, is considered to be an EJ sensitive area. All data is from the Census Bureau's American Community Survey 2020 census data. Census data was mapped using ArcGIS software and then the FFY 2023-2026 Transportation Improvement Program (TIP) projects were overlaid to get a better picture of potential Benefits and Burdens throughout the region.

### Defining Target Environmental Justice Population "Thresholds":

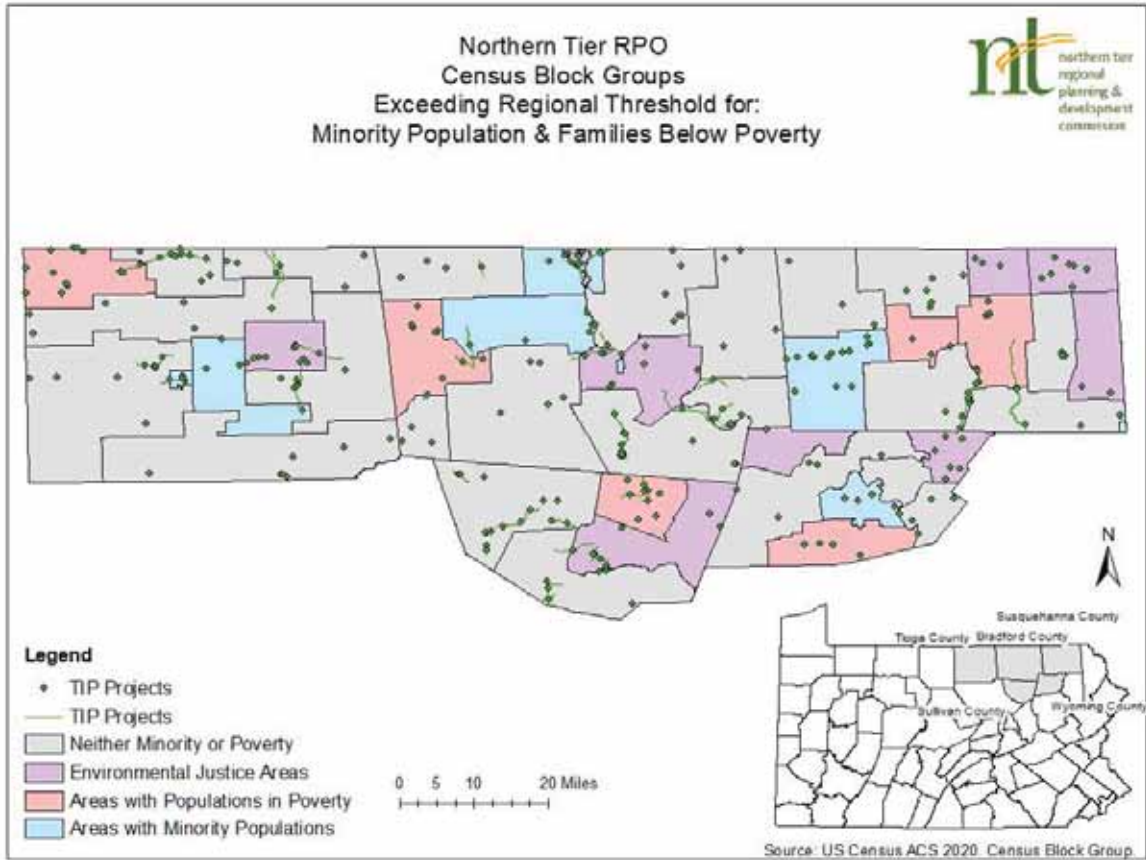
Averages of regional totals for various target populations were calculated as shown below. Northern Tier concluded that using the thresholds whereby areas that fall above or below the average for the service area provides insight to both PennDOT and the RPO for areas of consideration when analyzing the Benefits and Burdens to the transportation system. Census block groups with minority populations and populations with family poverty levels greater than the regional average were considered:

- **EJ Block Group:** a census block group with a population that has either:
  - A higher percentage of families below poverty than the regional average of 11.5% per census block group.
  - A higher percentage of minority residents than the regional average of 7.0% per census block group.
  
- **Non-EJ Block Group:** a census block group with a population that has both:
  - The same or lower percentage of families below poverty than the regional average of 11.5% per census block group.
  - The same or lower percentage of minority residents than the regional average of 7.0% per census block group.

The maps and analysis depict block groups that have a higher number of minority individuals and a higher number of households in poverty than the "regional threshold". These regional thresholds were determined by taking an average for each category per block group in the region.

- Low Income Regional Average: (19,649 persons/171,355 population) = 11.5%
  
- Minority Regional Average: (12,034 persons/171,355 population) = 7.0%





## 2023 - 2026 Transportation Improvement Program

Within the Northern Tier RPO, the Benefits and Burdens analysis is being done to ensure that the transportation investment is being equally distributed across the region within EJ areas and non-EJ areas. The large majority of the 2023-2026 Northern Tier TIP projects are Bridge replacements and rehabilitations along with some highway resurfacing projects. These projects will not require significant right-of-way acquisitions, require the displacement of people, or cause excessive burdens for communities.

Table 1.0 shows that investments are evenly distributed across both EJ areas and non-EJ areas. Within the 5 county region the land area of EJ and Non-EJ areas are about equal, except for Bradford County where there are few EJ areas. Northern Tier will continue to meet the goals of the Environmental Justice process throughout the Transportation Improvement Program.

Table 1.0: Transportation Investment by Category by Proximity to Minority and Poverty Populations meeting or exceeding the Regional Threshold within the Northern Tier RPO Region (FY 2023-2026)

Population Area Category					
Program Category	Minority Population Exceeding Regional Threshold	Families Below Poverty Exceeding Regional Threshold	Both Minority & Families Below Poverty Exceeding Regional Threshold	Neither Minority Nor Families Below Poverty Exceeding Threshold	Northern Tier RPO Region Total
Bridge	\$20,790,874	\$27,418,176	\$39,673,250	\$79,434,966	\$167,317,266
Highway	\$21,163,094	\$11,615,000	\$52,286,872	\$50,108,160	\$135,173,126
Safety	\$0	\$13,563,308	\$15,500,000	\$9,634,410	\$45,497,565
Rail Grade Crossing	\$0	\$0	\$0	\$0	\$0
Transportation Enhancement	\$0	\$0	\$630,000	\$0	\$630,000
<b>Total Projects</b>	<b>\$48,753,815</b>	<b>\$52,596,484</b>	<b>\$108,090,122</b>	<b>\$139,177,536</b>	<b>\$348,617,957</b>

## **AIR QUALITY RESOLUTION**

**AIR QUALITY RESOLUTION FOR  
NORTHERN TIER RPO**

Conformity of the 2023-2026 Transportation Improvement Program (TIP) and the 2045 Long Range Transportation Plan (LRTP) and in Accordance with the Clean Air Act Amendments of 1990

**WHEREAS**, the Congress of the United States enacted the Clean Air Act Amendments of 1990 which was signed into law and became effective on November 15, 1990, hereafter referred to as "the CAAA"; and,

**WHEREAS**, the United States Environmental Protection Agency (EPA), under the authority of the CAAA, has defined the geographic boundaries for areas that have been found to be in non-attainment with the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide and particulate matter; and,

**WHEREAS**, the EPA issued the Final Rule on Transportation Conformity on November 24, 1993 for transportation plans, programs and projects; and, EPA amended the Final Conformity Rule various times between 1996 and present; and,

**WHEREAS**, effective July 15, 2004, the Tioga and Wyoming County portions of the Northern Tier RPO area were designated by EPA as nonattainment areas under the 1997 8-hour ozone NAAQS; and,

**WHEREAS**, on July 25, 2007, the Tioga County portion of the Northern Tier RPO area was re-designated as an attainment area under the 1997 8-hour ozone standard with an approved Maintenance State Implementation Plan; and,

**WHEREAS**, on November 14, 2007, the Wyoming County portion of the Northern Tier RPO area was re-designated as an attainment area under the 1997 8-hour ozone standard with an approved Maintenance State Implementation Plan; and,

**WHEREAS**, on April 6, 2015, EPA revoked the 1997 8-hour ozone NAAQS for all purposes and established anti-backsliding requirements for areas that remain designated nonattainment for the revoked NAAQS; and,

**WHEREAS**, the U.S. Court of Appeals for the D.C. Circuit issued a decision in *South Coast Air Quality Management District v. EPA* on February 16, 2018 addressing air quality requirements for former 1997 ozone maintenance areas that are in attainment of all subsequent ozone NAAQS for which Tioga and Wyoming counties satisfy the criteria; and,

**WHEREAS**, the transportation plans and programs are required to conform to the purposes of the State Implementation Plan and Sections 174 and 176 (c and d) of the CAAA (42 U.S.C. 7504, 7506 (c and d)); and,

2023 - 2026 Transportation Improvement Program

**WHEREAS**, the EPA issued the Final Rule on Transportation Conformity on November 24, 1993 for transportation plans and programs and projects; and,

**WHEREAS**, the EPA amended the Final Conformity Rule various times between 1996 and the present; and,

**WHEREAS**, the Northern Tier RPO for the area is responsible for the development of transportation plans and programs in accordance with Section 134 of Title 23, which requires coordination and public participation with the State DOT; and,

**WHEREAS**, the final conformity (and subsequent amendments) requires that the Northern Tier RPO Rural Transportation Advisory Committee determine that the transportation plans and programs conform within the CAAA requirements by meeting the criteria described in the final guidelines.

**NOW, THEREFORE BE IT RESOLVED** that the Northern Tier RPO has found that the 2023-2026 TIP and the 2045 LRTP contribute to the achievement and maintenance of the NAAQS; and,

**NOW, THEREFORE BE IT FURTHER RESOLVED** that the Northern Tier RPO finds that the 2023-2026 TIP and the 2045 LRTP are consistent with the final conformity rule issued on November 24, 1993 and subsequent amendments.

I hereby certify that this Resolution was adopted by the Northern Tier RPO Executive Board at its meeting on June 17, 2022.

ATTEST:

  
\_\_\_\_\_

By

  
\_\_\_\_\_  
Kevin Abrams  
Executive Director

# **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*

2023-2026 Transportation  
Improvement Program (TIP)  
and 2045 Long Range  
Transportation Plan (LRTP)

---

April 2022

# Table of Contents

**EXECUTIVE SUMMARY.....1**

**1.0 BACKGROUND.....2**

**2.0 NTRPDC TIP and LRTP.....3**

**3.0 TRANSPORTATION CONFORMITY PROCESS.....4**

**4.0 TRANSPORTATION CONFORMITY REQUIREMENTS.....4**

**5.0 CONCLUSION.....6**

**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 2023-2026 Transportation Improvement Program (TIP) and the 2045 Long Range Transportation Plan (LRTP). This report documents that the TIP and LRTP meets the federal transportation conformity requirements in 40 CFR Part 93. Note that conformity for the LRTP is being reaffirmed to address the 4-year frequency requirement for conformity; and there are no changes to the LRTP.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The Tioga and Wyoming County portion of the NTRPDC was maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015, and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA’s *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

---

## 1.0 Background

---

### 1.1 Transportation Conformity Process

The concept of transportation conformity was introduced in the CAA of 1977, which included a provision to ensure that transportation investments conform to a State Implementation Plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with (“conform to”) the State’s air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with (“conform to”) the purpose of a State’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

---

### 1.2 National Ambient Air Quality Standards

The CAA requires the EPA to set NAAQS for pollutants considered harmful to public health and the environment. A nonattainment area is any area that does not meet the primary or secondary NAAQS. Once a nonattainment area meets the standards and additional redesignation requirements in the CAA [Section 107(d)(3)(E)], EPA will designate the area as a maintenance area.

The Tioga and Wyoming County portion of the NTRPDC region is currently designated as part of the Tioga County, PA and Scranton-Wilkes-Barre, PA maintenance areas under the 1997 8-hour ozone NAAQS. The counties are in attainment of the 2008 and 2015 8-hour ozone, 2006 24-hour PM<sub>2.5</sub> and 2012 annual PM<sub>2.5</sub> 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.

## 2023 - 2026 Transportation Improvement Program

### 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

MPOs and Rural Planning Organizations (RPOs) each develop a TIP at the local level, which reflects the first four years of the Pennsylvania Department of Transportation (PennDOT) Twelve Year Program (TYP). The Statewide Transportation Improvement Program (STIP) covers the entire state and includes the

individual TIPs representing each Planning Partner. Federal Law requires TIPs to be updated at least every four years. Pennsylvania's MPOs and RPOs update their TIPs every two years during the TYP update process.

The Long Range Transportation Plan (LRTP) serves as the official transportation plan for a metropolitan area. The LRTP documents the current and future transportation demand and identifies long-term improvements and projects to meet those needs. The [Norther Tier 2045 regional LRTP](#) 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 EPA<sup>1</sup> 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 2023-2026 TIP and 2045 LRTP.

---

<sup>1</sup> 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](http://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**<sup>2</sup> (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.

---

<sup>2</sup> 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).

Meeting and conference calls were conducted on October 28, 2021, and January 27, 2022, 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, 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
<b>FY 2023-2026 Highway-Bridge-Transit TIP</b>	
No Air Quality Significant Projects	
<b>2045 Long Range Transportation Plan (<i>No Changes from Previous LRTP Conformity</i>)</b>	
No Air Quality Significant Projects	

## **2023 - 2026 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 2023 through 2026 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 **Monday, May 2, 2022** and continuing through **Tuesday, May 31, 2022**. Copies of this document are available for review online at [www.northerntier.org](http://www.northerntier.org).

Written comments will be accepted **on or before May 31, 2022** and can be mailed to:

Mr. Brian Baker  
NTRPDC  
312 Main Street  
Towanda, PA 18848

## **PUBLIC MEETING NOTICE**

### **For the Adoption of the Northern Tier Regional Transportation Improvement Program**

A **Public Meeting/Microsoft Teams meeting** will be held **Tuesday, May 24, 2022**, to receive comments and questions related to the 2023 through 2026 Northern Tier Regional Transportation Improvement Program. This Public Meeting/Conference Call will be held from **10:00 AM till 11:00 AM, Tuesday, May 24, 2022 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, Tuesday, May 24, 2022** at:

**123 Main Street  
Towanda, PA 18848**

Contact Brian Baker at [baker@northerntier.org](mailto: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

# PUBLIC PARTICIPATION PLAN



## Table of Contents

<b>INTRODUCTION .....</b>	<b>3</b>
<b>STATE AND FEDERAL REGULATIONS AND REQUIREMENTS.....</b>	<b>3</b>
A. COMMONWEALTH OF PENNSYLVANIA, THE SUNSHINE LAW.....	3
B. PUBLIC LAWS.....	3
C. ENVIRONMENTAL JUSTICE.....	4
D. TITLE VI.....	4
E. SECTION 504 OF THE REHABILITATION ACT OF 1973.....	5
F. AMERICANS WITH DISABILITIES ACT.....	5
G. DISADVANTAGED BUSINESS ENTERPRISE PROGRAM (DBE).....	5
H. LIMITED ENGLISH PROFICIENCY.....	6
<b>PUBLIC PARTICIPATION PRINCIPLES.....</b>	<b>6</b>
A. PROMOTE RESPECT.....	6
B. PROVIDE OPPORTUNITIES FOR INVOLVEMENT.....	6
C. BE RESPONSIVE TO PARTICIPANTS.....	6
D. OFFER SUBSTANTIVE WORK.....	6
E. PROVIDE A PREDICTABLE TRANSPORTATION PLANNING PROCESS.....	7
F. OUTREACH AND COMMUNICATION.....	7
<b>COMMUNITY/REGION PROFILE.....</b>	<b>7</b>
<b>MAJOR NTRPDC ACTIVITIES AND PUBLIC PARTICIPATION.....</b>	<b>12</b>
A. NORTHERN TIER LONG RANGE PLAN (LRTP).....	12
B. TRANSPORTATION IMPROVEMENT PLAN (TIP).....	13
C. PUBLIC PARTICIPATION PLAN.....	13
D. MUNICIPAL OUTREACH ACTIVITY.....	14
E. SPECIAL STUDIES: SCOPING, TECHNICAL ASSISTANCE, CORRIDOR STUDIES.....	14
<b>OUTREACH TECHNIQUES.....</b>	<b>14</b>
<b>PUBLIC MEETINGS AND PRIVACY POLICY.....</b>	<b>16</b>
A. PUBLIC MEETINGS.....	16
B. PRIVACY POLICY.....	17
<b>EVALUATION PROCEDURES FOR PUBLIC PARTICIPATION.....</b>	<b>17</b>
<b>HOW TO GET INVOLVED.....</b>	<b>18</b>
<b>APPENDIX.....</b>	<b>19</b>
A. NORTHERN TIER DEMOGRAPHIC PROFILE.....	19
B. BRADFORD COUNTY DEMOGRAPHIC PROFILE.....	20
C. SULLIVAN COUNTY DEMOGRAPHIC PROFILE.....	21
D. SUSQUEHANNA COUNTY DEMOGRAPHIC PROFILE.....	22
E. TIOGA COUNTY DEMOGRAPHIC PROFILE.....	23
F. WYOMING COUNTY DEMOGRAPHIC PROFILE.....	24

## **PUBLIC PARTICIPATION PLAN**

### **Northern Tier Regional Planning and Development Commission (NTRPDC)**

## **INTRODUCTION**

Northern Tier Regional Planning and Development Commission has developed this Public Participation Plan to outline the Public Outreach Process which is used in its regional planning efforts. This process is an essential tool in the planning process which helps identify key stakeholders, who in turn provide invaluable input to help develop current and future policies and programs. This plan was developed using policies and procedures from Federal, State and Local Government practices.

### **1. State and Federal Regulations and Requirements**

#### **A. Commonwealth of Pennsylvania, the Sunshine Law**

Act 84 of 1986 as amended June 15, 1993, February 26, 1996, and October 15, 1998 is an act requiring public agencies to hold certain meetings and hearings open to the public; and providing penalties. This act shall be known and may be cited as the Sunshine Law.

The General Assembly of Pennsylvania finds that secrecy in public affairs undermines the faith of the public in government. Highlights of the Sunshine Law are:

- Official action and deliberation by a quorum of the members of and agency shall take place at a meeting open to the public.
- Written minutes shall be kept of all open meetings of agencies.
- Public notice is not required in the case of an emergency meeting or a conference.
- The board or council has the option to accept all public comment at the beginning of the meeting.
- A person attending a meeting of an agency shall have the right to use recording devices to record all the proceedings.

#### **B. Public Laws**

Public involvement in the transportation planning and programming process has been a priority for federal, state and local officials since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 its successors, the Transportation Efficiency Act for the 21<sup>st</sup> Century (TEA-21), Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and the present Moving Ahead for Progress in the 21st Century Act (MAP-21). Therefore the Northern Tier Regional Planning and Development Commission (NTRPDC) Public Involvement & Environmental Justice policies must reflect the mandates of ISTEA, TEA-21, SAFETEA

LU and MAP-21. This Public Participation Plan will take into account any future changes in transportation legislation.

**C. Environmental Justice**

Public involvement must also take into consideration of the following:

- The Presidential Executive Order 12898
- Department of Transportation Order 5610.2(a)
- FHWA Order 6640.23A

The Environmental Protection Agency defines Environmental Justice as the “fair treatment of people of all races, cultures and income with respect to development, implementation and enforcement of environmental laws, regulations, programs and policies.” Fair treatment means that no racial, ethnic or socioeconomic group should bear a disproportionate share of the negative environmental consequences resulting from the operation of industrial, municipal and commercial enterprises and from the execution of federal, state, local, and tribal programs and policies.

Environmental justice at FHWA means identifying and addressing disproportionately high and adverse environmental or human health effects of the agency’s programs, policies, and activities on minority populations and low-income populations to achieve a more equitable distribution of benefits and burdens from the agency’s activities.

**D. Title VI**

*“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”*

Title VI of the Civil Rights Act of 1964 is the Federal law that protects individuals from discrimination on the basis of their race, color, or national origin in programs that receive federal financial assistance. The public can go about filing complaints based on all Commonwealth protected classes (race, color, national origin, religious creed, age, sex or disability) by filing the Title VI Complaint Form located in Appendix A. The form can be submitted to Northern Tier Regional Planning and Development for a formal interview to provide basis for the complaint.

There are many forms of illegal discrimination based on race, color, or national origin that can limit the opportunity of individuals to gain equal access to services and programs. Among other things, in operating a federally assisted program, a recipient cannot, on the basis of race, color, or national origin, either directly or through contractual means:

- Deny program services, aids, or benefits;

- Provide a different service, aid, or benefit, or provide them in a manner different than they are provided to others; or
- Segregate or separately treat individuals in any matter related to the receipt of any services, aid, or benefit.

**E. Section 504 of the Rehabilitation Act of 1973**

Section 504 of the Rehabilitation Act of 1973 provides that no otherwise qualified individual with a disability in the United States shall, solely by reason of her or his disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance or under any program or activity conducted by any Executive agency or by the United States Postal Service. The American with Disabilities Act of 1990 is a broader civil rights statute that prohibits discrimination against people with disabilities in all areas of public life.

**F. Americans with Disabilities Act**

The Americans with Disabilities Act of 1990 (ADA) requires involving the community, particularly those with disabilities, in the development and improvement of public services and capital facilities. Meetings and hearings must be held in ADA-compliant buildings. Special accommodations must be made to assist those with disabilities to participate in meetings, planning and programming activities.

**G. Disadvantaged Business Enterprise Program (DBE)**

The Disadvantaged Business Enterprise Program (DBE) is a legislatively mandated USDOT program that applies to Federal-aid highway dollars expended on federally-assisted contracts issued by USDOT recipients such as State Transportation Agencies and other governmental entities. The U.S. Congress established the DBE program in 1982 to:

Ensure nondiscrimination in the award and administration of DOT-assisted contracts; (DBE Program);

Help remove barriers to the participation of DBEs in DOT-assisted contracts; and

Assist the development of firms that can compete successfully in the marketplace outside of the DBE program (DBE Supportive Services).

Firms or teams of firms contracting with Northern Tier Regional Planning and Development Commission must make a good faith effort to achieve the DBE goal in accordance with 49 CFR Part 26, Section 26.53. Northern Tier Regional Planning and Development Commission recognizes DBE certifications by the Pennsylvania Unified Certification Program ([www.paucp.com](http://www.paucp.com)).

Limited English Proficiency (LEP)

“Limited English Proficient” or “LEP” persons are those individuals who do not speak English as their primary language, and who also have a limited ability to read, speak, write or understand English. The key commonality among LEP persons is their inability to communicate effectively in the English language, regardless of their native tongue. People who are multi-lingual, those that speak one or more languages *in addition to being proficient in English*, are not considered to be Limited English Proficient. (See Table VI.)

## 2. Public Participation Principles

Public Participation is a dynamic activity that requires commitment at all levels of the agency. This public participation plan was compiled using suggestions and guidelines from PennDOT’s Every Voice Counts publication. This document can be found here: <ftp://ftp.dot.state.pa.us/public/pubsforms/Publications/PUB%20737.pdf>

### A. Promote Respect

- All citizens and the views they promote are respected by the NTRPDC.

### B. Provide Opportunities for Involvement

- Avenues for involvement will be open, meaningful and organized to allow people to participate comfortably. Needs for accessibility, scheduling, location, information, material format and language will be addressed.
- Meetings will be structured to allow informed, constructive exchange.
- The direction and effectiveness of the public involvement effort will be constantly reviewed to ensure active public participation.

### C. Be Responsive to Participants

- NTRPDC meetings and events will facilitate discussion that corresponds to participants’ level of interest and available time.
- The NTRPDC will fully consider the results of all public involvement activities during decision making and document public responses.

### D. Offer Substantive Work

- Public processes will provide participants purposeful involvement, allowing useful feedback and guidance. Effective public participation is a two-way street – public input must come from informed opinions and ideas.



- A clearly defined purpose and set of objectives are needed for initiating a public dialogue on transportation plans, programs and projects.
- Participants will be encouraged to grapple with the many competing transportation interests, issues and needs in the region.

### **E. Provide a Predictable Transportation Planning Process**

- The transportation planning process will be understandable and known well in advance, in order to make the process coherent and comprehensible.

### **F. Outreach & Communication**

- Effective outreach strategies must be tailored to fit the identified audience and the issue at hand. Notification procedures must effectively target the identified audience.
- Outreach and education will be continuous and repetitive in order to increase public knowledge and involvement.
- Efforts to reach new constituencies will include outreach to low-income, senior, youth, minority, refugee and accessibility-issued communities. These efforts must be tailored to ensure meaningful participation of these constituents.
- The NTRPDC will be mindful of the evolution of communications tools and continue to evaluate new tools to expand outreach methods along with gathering input from all stakeholders.
- Informational materials will be clear, concise and address participants' questions.

## **3. Community/Region Profile**

Data from the 1980, 1990, 2000 and 2010 Censuses shows an increase in population by a little more than +1% from 174,550(1980) to 176,653(1990) to 181,008(2000) to 182,791(2010) people. Keep in mind these numbers may not reflect transient populations associated with the Marcellus Shale exploration occurring within the region. Of this population, 97% are white persons, 0.6% are African Americans, and 1.2% are persons of Hispanic or Latino origin. Additionally, the combined total of American Indian, Alaska Native, Asian, Native Hawaiian and other Pacific Islander residents is approximately 0.6% of the region's population. Persons age 65 years and older make up 17.9% of the

## 2023 - 2026 Transportation Improvement Program

region's population. The following Tables I. through V. portray this data. Poverty status can be found on Table III.

Within the region the older resident population of 60 years and above has increased while the younger resident population, 0-59 years, has decreased. These population trends may indicate that the population is aging as a whole and/or people of the younger generation are leaving the region once they reach adulthood. Other factors may need to be considered.

Population: Northern Tier Region by County						
County	1980	1990	2000	2005 Est.	2010	Change
Bradford	62,919	60,967	62,761	62,544	62,622	0.1%
Sullivan	6,349	6,104	6,556	6,369	6,428	0.9%
Susquehanna	37,876	40,380	42,238	41,700	43,356	4.0%
Tioga	40,973	41,126	41,373	41,888	41,981	0.2%
Wyoming	26,433	28,076	28,080	28,230	28,276	0.2%
<b>TOTAL</b>	<b>174,550</b>	<b>176,653</b>	<b>181,008</b>	<b>180,731</b>	<b>182,663</b>	<b>1.1%</b>

Source: American Fact Finder, Bureau of the Census 2010

Table II.							
Population: By Age and Sex 2010							
	Population by Sex		Population by Age Group				
			0-4	5-19	20-59	60-64	65+
<b>Bradford</b>	Male:	30,828					
	Female:	31,794	6.00%	19.00%	50.50%	6.70%	17.70%
<b>Sullivan</b>	Male:	3,307					
	Female:	3,121	4.00%	15.40%	48.10%	8.40%	24.10%
<b>Susquehanna</b>	Male:	21,795					
	Female:	21,561	5.00%	18.60%	51.00%	7.20%	18.10%
<b>Tioga</b>	Male:	20,573					
	Female:	21,408	5.30%	19.20%	51.10%	6.60%	18.00%
<b>Wyoming</b>	Male:	14,134					
	Female:	14,142	5.40%	19.10%	52.50%	6.90%	16.10%

Source: American Fact Finder, U.S. Department of Commerce, Bureau of Census, 2010 Census of Population and Housing

2023 - 2026 Transportation Improvement Program

<b>Table III.</b>				
<b>Population: Social and Economic Factors</b>				
<b>Median Income and Poverty</b>				
<b>Population</b>				
	<b>Total Persons</b>	<b>Total Non-Family</b>	<b>Total Families</b>	
Pennsylvania	12,702,379	1,757,597	3,261,307	
Bradford	62,622	8,018	17,303	
Sullivan	6,428	1,031	1,746	
Susquehanna	43,356	5,666	12,132	
Tioga	41,981	5,451	11,276	
Wyoming	28,276	3,576	7,661	
<b>Income</b>				
	<b>Non Family</b>	<b>Family</b>	<b>Household</b>	
Pennsylvania	\$29,221	\$65,980	\$52,267	
Bradford	\$23,662	\$54,618	\$44,650	
Sullivan	\$21,758	\$50,679	\$38,981	
Susquehanna	\$26,529	\$55,794	\$46,815	
Tioga	\$21,829	\$51,374	\$42,607	
Wyoming	\$26,078	\$58,108	\$48,626	
<b>Below Poverty Level</b>				
	<b>Individual</b>	<b>Families</b>		
Pennsylvania	13.1%	9.1%		
Bradford	14.1%	9.9%		
Sullivan	13.9%	6.2%		
Susquehanna	12.2%	8.9%		
Tioga	15.7%	11.1%		
Wyoming	12.3%	8.3%		
Source: American Fact Finder, 2010 Census				

\*The poverty threshold for individuals in 2010 is \$11,137. Households below poverty threshold in 2010 is \$14,676.

\*Nonfamily indicates a householder living alone or not with relatives.

## 2023 - 2026 Transportation Improvement Program

Table V.						
Population: By Race						
	Population	White	Black or African American	Hispanic or Latino Ethnicity	Other	
Pennsylvania	12,702,379	81.9%	10.8%	5.7%	1.6%	
Bradford	62,622	97.5%	0.5%	1.1%	0.9%	
Sullivan	6,428	95.9%	2.6%	1.4%	0.1%	
Susquehanna	43,356	98.0%	0.4%	1.3%	0.3%	
Tioga	41,981	97.3%	0.8%	1.0%	0.9%	
Wyoming	28,276	97.4%	0.7%	1.5%	0.4%	

Source: U.S. Department of Commerce, Bureau of Census, 2010 Census of Population and Housing  
Table VI.

Limited English Proficiency						
	Bradford	Sullivan	Susquehanna	Tioga	Wyoming	
<b>Population (5 years and above)</b>	58,910	6,177	41,037	39,839	26,740	
<b>English Only</b>	57,029	6,008	40,082	38,965	25,951	
<b>Spanish</b>	716	103	353	347	309	
Speak English Less Than "Very Well"	301	84	81	80	79	
<b>Other Indo-European</b>	951	44	469	393	371	
Speak English Less Than "Very Well"	342	20	120	94	52	
<b>Asian/Pacific Islander</b>	154	13	109	93	102	
Speak English Less Than "Very Well"	91	6	35	44	58	
<b>Other Languages</b>	60	9	24	41	7	
Speak English Less Than "Very Well"	6	0	0	11	0	

Additional information about each county can be found in the attached **County Profile Pages. (Appendices B-G)**

The overwhelmingly predominant language spoken in the region is English as indicated over the last four censuses. NTRPDC will undertake an analysis of the region to determine whether other languages are spoken in sporadic locations throughout the region. This study will be completed if and when future census data suggests it will be necessary. Upon completion of this analysis the PPP will be amended accordingly to reflect the outcome and needs generated.

#### 4. Major NTRPDC Activities and Public Participation

##### A. Northern Tier Long Range Transportation Plan (LRTP)

Northern Tier Long Range Transportation Plan (LRTP)	
Participation Element	Vehicle
Document Availability	Via website (Executive Summary), mail, County Planning Commission Offices, NTRPDC Offices
Comment Opportunities	All public comments received during the comment period will be considered including letters, emails, phone calls, etc.
Public Meeting	One meeting prior to recommending adoption by the NTRPO RTAC to the NTRPDC Executive Committee. Meeting minutes will document public comments/input and consideration of these comments/input will be reflected in the follow up documentation or through changes to the LRTP.
Initial Notice Period/Type	Thirty (30) calendar days prior to the Public Comment period ending, published in The Daily Review, The Wellsboro Gazette, The Sullivan Review, The Susquehanna County Independent, The New Age Examiner. Any other opportunities to publicize in known gathering places or events along with short articles in township newsletters and NTRPDC's quarterly newsletter.
Public Meeting Notice Period / Type	Ten (10) calendar days prior to meeting and following the Public Comment Period, published in The Daily Review, The Wellsboro Gazette, The Sullivan Review, The Susquehanna County Independent, The New Age Examiner. Any other opportunities to publicize in known gathering places or events along with short articles in township newsletters and NTRPDC's quarterly newsletter.
Amendment Notice Period/Type	Thirty (30) calendar days prior to the Public Comment period ending, published in The Daily Review, The Wellsboro Gazette, The Sullivan Review, The Susquehanna County Independent, The New Age Examiner
Evaluation Technique	Number of participants at meetings, number of comments received, counts on website.

##### B. Transportation Improvement Program (TIP)

Transportation Improvement Program (TIP)	
Participation Element	Vehicle
Document Availability	Forty (40) Public Libraries throughout the region, Mansfield

## 2023 - 2026 Transportation Improvement Program

	University Library, Regional Legislators Offices, County Commissioners Offices, PENNDOT District 3.0 & District 4.0 Offices, NTRPDC Offices
Comment Opportunities	All public comments received during the comment period will be considered including letters, emails, phone calls, etc.
Public Meeting	One meeting prior to recommending adoption by the NTRPO RTAC to the NTRPDC Executive Committee. Meeting minutes will document public comments/input and consideration of these comments/input will be reflected in the follow up documentation or through changes to the LRTP.
Initial Notice Period/Type	Thirty (30) calendar days prior to the Public Comment period ending, published in The Daily Review, The Wellsboro Gazette, The Sullivan Review, The Susquehanna County Independent, The New Age Examiner. Any other opportunities to publicize in known gathering places or events along with short articles in township newsletters and NTRPDC's quarterly newsletter.
Public Meeting Notice Period / Type	Ten (10) calendar days prior to meeting and following the Public Comment Period, published in The Daily Review, The Wellsboro Gazette, The Sullivan Review, The Susquehanna County Independent, The New Age Examiner. Any other opportunities to publicize in known gathering places or events along with short articles in township newsletters and NTRPDC's quarterly newsletter.
Amendment Notice Period/Type	Depending on the project type and cost of amendment, different processes are required. See policy adopted July 2006.
Evaluation Technique	Number of participants at meetings, number of comments received, counts on website.

### C. Public Participation Plan

<b>Public Participation</b>	
<b>Participation Element</b>	<b>Vehicle</b>
Document Availability	Via website, mail, NTRPDC Offices, county offices
Comment Opportunity	Minimum public comment period of 45 calendar days for initial adoption of draft public participation plan. All public comments received during the comment period will be considered including letters, emails, phone calls, etc.
Public Meeting	One at initial adoption. Meeting minutes will document public comments/input and consideration of these comments/input will be reflected in the follow up documentation or through changes to the LRTP.
Initial Notice Period/Type	Minimum public comment period of 45 calendar days. Any other opportunities to publicize in known gathering places or events along with short articles in township newsletters and NTRPDC's quarterly newsletter.
Amendment Notice Period/Type	Minimum public comment period of 45 calendar days
Evaluation Technique	Number of participants at meetings, number of comments received

**D. Municipal Outreach Activity**

The NTRPDC facilitates two public/private partnership driven Equipment Shows for municipal officials and their employees. These shows have been in existence for over 15 years each. Each show has annually attracted over 350 attendees from numerous counties within the NTRPO region and from surrounding counties.

**E. Special Studies: Scoping, Technical Assistance, Corridor Studies**

These studies and plans are specialized and require individualized public involvement strategies. NTRPDC relies on PENNDOT to develop and implement public involvement strategies for projects. NTRPDC through consultant selection and the Request for Proposal process and document stresses public involvement “early and often” in every special planning program and project. The NTRPDC will continue to make this an integral part of the RFP and contract development process.

**5. Outreach Techniques**

Current Outreach Techniques

<b>Technique</b>	<b>Description</b>	<b>Promotion</b>	<b>Evaluation</b>
Website	Provides limited general information about NTRPO	Long Range Transportation Plan Executive Summary	Number of hits and downloads
Legal Notices	Classified advertisements in the Daily Review, Sullivan Review, Susquehanna County Independent, Wellsboro Gazette, New Age Examiner	Public Meetings	Attendance at public meetings
Public Meetings	To solicit public comments on final products/projects and plan amendments	Final Comment	Participation at the public meetings

Although these efforts have been some what successful, there is a feeling that more could be done to increase public participation. The following suggestions are offered:

- Form a Public Participation Committee to oversee, recommend and suggest methods to improve public participation.

## 2023 - 2026 Transportation Improvement Program

- Issues have to be important to people’s lives, “What’s in it for me?”  
People are busy and need to understand the benefits of their participation.
- People may think that their input won’t make a difference; the NTRPDC has to show otherwise.
- How does the NTRPDC directly impact citizens?
- Planning feels nebulous.
- People have to be involved and complete tasks to maintain interest.

Along with these thoughts, the following suggestions are put forth by the NTRPO to enhance the NTRPDC public participation efforts:

<b>Technique</b>	<b>Description</b>	<b>Promotion</b>	<b>Evaluation</b>
Information Center located at the NTRPDC Offices and on the Website.	Central repository for documents, publications and other information for public inspection.	Provides a central place to find NTRPO information	Visits, calls, emails.
Website	Create a NTRPO specific section on the NTRPDC Website.	Provide timely information relevant to the region. LRP, TIP, Public Input via survey, etc.	Number of hits, requests and downloads
Informational Brochures	General Topics for informational purposes	TIP Process, LRP, The planning and programming process, project selection, etc.	Number of brochures distributed and requested.

The NTRPDC has been much less successful in engaging minority and low-income communities. To improve our efforts in the environmental justice arena, we identify the following strategy to engage minority and low-income communities in transportation decision making:

- Work with the Public Participation Committee to target “Avenues of Outreach.” Example: Working with the regional housing authorities to hold meetings and events at their facilities.
- The public input process should be tailored to use adaptive or innovative approaches that overcome linguistic, institutional, cultural, economic, historical or other potential barriers to effective participation in the decision making process.
- Developing a database of contact information of underserved populations by identifying community leaders in these underserved populations and add them to the mailing list and regional email list.
- Work with community groups, if present within the region, to publicize events and activities.



## 6. Public Meetings & Privacy Policy

### A. Public Meetings

In order to maximize participation, public involvement meetings should be held at a variety of times and at a variety of venues. For topic or geographically specific meetings, meetings should be held at locations convenient to the group targeted for involvement.

The NTRPDC encourages municipalities and state agencies to coordinate their outreach plans, when possible, with the NTRPDC workshops and meetings to consolidate public involvement activities.

For monthly RTAC meetings, members and alternates are sent meeting notification, agendas, and appropriate documents at least one week prior to the actual meeting date, except in the case of special meetings. RTAC agendas and meeting minutes are mailed to all county commissioners, legislators and others as requested. Information should be available ahead of the meeting and should include: agendas, meeting background information, previous meeting minutes, public notices, public comment period information and a contact person.

The Americans with Disabilities Act of 1990 (ADA) requires involving the community, particularly those with disabilities, in the development and improvement of public services and capital facilities. Meetings and hearings must be held in ADA compliant buildings. Special accommodations must be made to assist those with disabilities to participate in meetings, planning and programming activities:

- Where possible, meetings will be held in places that are convenient to alternate transportation modes.
- Special assistance, if required, will be made available, upon request at least ten (10) calendar days prior to the event. All public meeting notices and advertisements shall state the following, “If you require special assistance to attend or participate in this meeting or need additional information please contact the NTRPDC Representative noted below ten days prior to the meeting event so that the special assistance can be accommodated.”
- NTRPDC will include language in its public notices and advertisements relating to nondiscrimination and avenues of redress if an individual feels they have been discriminated against. All public meeting notices and advertisements shall state the following, “Under Title VI of the Civil Rights Act of 1964. If you feel you have been denied participation in, or denied benefits of, or been subject to discrimination, in regard to this

project development or otherwise discriminated against because of race, ethnic or socioeconomic status. You may contact Frank Thompson, Deputy Director, NTRPDC.”

- Identify alternative meeting sites, such as churches, schools and senior centers to reach traditionally underserved populations.

**B. Privacy Policy**

With the launch of the newly updated NTRPDC website, a privacy policy should be developed to protect any information gathered by website cookies or downloads.

In terms of public meetings, all public sign-in sheets must print the following disclaimer: “If personal information is requested and volunteered by the user, state law and federal Privacy Act of 1974 may protect it. However, this information is a public record once you provide it, and may be subject to public inspection and copying if not protected by federal or state law.”

## **7. Evaluation Procedures for Public Participation**

NTRPDC will evaluate the procedures for public involvement constantly. In order for meaningful and inclusive involvement, constant evaluation through a “after action review” is necessary. After action reviews (AAR) allow constant evaluation and constant reevaluation of public participation principles and outreach attempts. These AAR findings will be incorporated into subsequent involvement events and if significant used as amendments and updates to the PIP.

NTRPDC will update the PPP on a five (5) years cycle concurrent with the Transportation Improvement Program (TIP) update cycle.

## How to Get Involved

Want to get involved in the NTRPDC's activities? We periodically arrange public forums, public meetings and special presentations to select groups and interested civic groups. We maintain a mailing list and are contemplating development of a newsletter. Our meetings are notified via the Daily Review (Bradford County), Sullivan Review (Sullivan County), New Age Examiner (Wyoming County), Susquehanna Independent (Susquehanna County), Wellsboro Gazette (Tioga County).

The RTAC currently meets the second Monday of the month at 10 am, at the NTRPDC Offices (312 Main Street, Towanda, PA). We recommend confirming all meetings with the NTRPDC staff or via the website ([www.northerntier.org](http://www.northerntier.org)). All meetings are open to the public and a public comment period is available at all meetings.

Northern Tier Regional Planning and Development Commission  
312 Main Street, Towanda, PA 18848  
570.265.9103 (phone) 570.265.7585 (fax)  
888.868.8800 (toll free phone)  
[www.northerntier.org](http://www.northerntier.org) [info@northerntier.org](mailto:info@northerntier.org)

Our offices are handicapped accessible. This document, as well as others by our agency, can be made available in alternative media formats for people with disabilities.



## ***Northern Tier Regional Planning and Development Commission***

### **Title VI Complaint Form**

An individual or his or her representative, who believes that he or she has been subject to discrimination or retaliation prohibited by Title VI and other nondiscrimination provisions, has the right to file a complaint. Complaints need to be filed within 180 calendar days of alleged occurrence, when the alleged discrimination became known to the Complainant, or when there has been a continuing course of conduct, the date on which the conduct was discontinued or latest instance of the conduct

Complaints shall be in writing and signed by the Complainant(s). If complaints are received by telephone or in person, the Community Development/Regional Planning Director or other authorized representative shall formally interview the person to provide the basis for the written complaint.

In order to properly view, save and submit this form, Adobe Acrobat Reader version 8 or above is required. You may download the latest version of Adobe Reader at: <http://get.adobe.com/reader>

**Section 1. COMPLAINANT CONTACT INFORMATION**

First Name:  Last Name:  MI:

Address:  City:

State:  Zip:  Phone:  Fax:  Email:

**Section 2. PERSON ASSISTING INDIVIDUAL WITH INFORMATION**

First Name:  Last Name:  MI:

Address:  City:

State:  Zip:  Phone:  Fax:  Email:

**Section 3. BASIS OF COMPLAINT**

Race  Color  Gender  National Origin  Age  Disability  Retaliation

**Date(s) of Alleged Discrimination**

Date/Time Field  Date/Time Field  Date/Time Field

Date/Time Field  Date/Time Field  Date/Time Field

Narrative: Please provide a detailed description of the circumstances of the incident(s), including any additional supporting information

**Please provide the name(s), title and address of the person who discriminated against the Complainant**

First Name:  Last Name:  Title:

Address:  City:  State:  Zip:

First Name:  Last Name:  Title:

Address:  City:  State:  Zip:

First Name:  Last Name:  Title:

Address:  City:  State:  Zip:

# 2023 - 2026 Transportation Improvement Program

**Please provide, if applicable, names and contact information of people who may have knowledge of the alleged incident(s) or are perceived as parties in the complained-of incident(s)**

First Name:  Last Name:  Title:

Address:  City:  State:  Zip:

First Name:  Last Name:  Title:

Address:  City:  State:  Zip:

First Name:  Last Name:  Title:

Address:  City:  State:  Zip:

**Please list any other agency where complaint has been filed**

Submit E-mail

Print Form

# Appendix B

## 2013 DEMOGRAPHIC PROFILE

## Northern Tier

**Population: 184,100**  
**Median Age: 44.2**  
**Median Household Income: \$43,300**  
**Per Capita Income: \$21,800**

### Population Ages 16+ (150,800)



### Population by Age

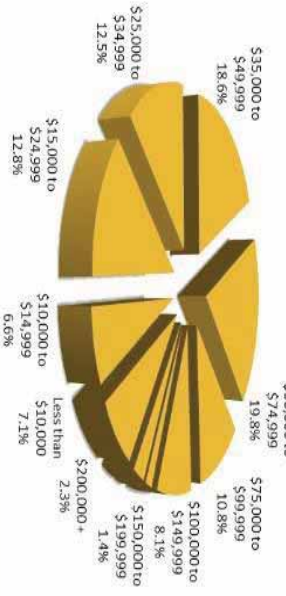


### Commuting Patterns

	In-Commuting	Out-Commuting
Luzerne County, PA	2,200	Lackawanna County, PA 5,300
Lackawanna County, PA	2,000	Luzerne County, PA 3,600
Tioga County, NY	1,700	Broome County, NY 3,300
Lycoming County, PA	1,100	Chemung County, NY 2,200
Chemung County, NY	1,000	Lycoming County, PA 1,800
Other Counties	9,000	Other Counties 18,100
<b>Total</b>	<b>17,000</b>	<b>Total 34,300</b>

Source: U.S. Census Bureau, OutThinking applications. Based on 2011 estimates for primary jobs.

### Household Income



Source: Research360, based on 2013 estimates. Prepared by the Central Pennsylvania Workforce Development Corporation (CPWDC), April 2014.

### Race and Ethnicity

White	97.5%
Black	0.6%
Asian	0.4%
Native American	0.2%
Hawaiian / Pacific Islander	0.0%
Two or More	1.0%
Other Race	0.3%
Hispanic	1.5%
Not Hispanic	98.5%

Based on total population

### Educational Attainment

Population Ages 25+	129,700
Less than 9th Grade	3.3%
9th to 12th No Diploma	9.9%
High School Graduate	47.0%
Some College, No Degree	15.8%
Associate Degree	7.9%
Bachelor's Degree	10.3%
Graduate or Professional Degree	5.7%
High School Graduate or Higher	86.7%
Bachelor's Degree or Higher	16.0%

Based on population ages 25+

**NTL**  
 Northern Tier regional planning & development commission  
 312 Main Street, Towanda, PA 18848  
 regional: 570.285.9103 (P)  
 planning & development: 570.285.7686 (F)  
<http://www.northerntier.org>

# Appendix C

## 2013 DEMOGRAPHIC PROFILE

## Bradford County

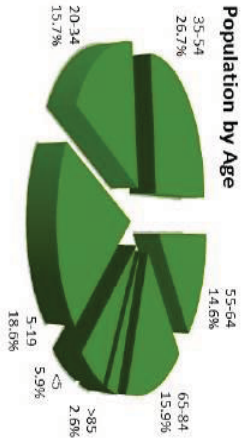
**Population: 63,200**  
**Median Age: 43.7**  
**Median Household Income: \$41,600**  
**Per Capita Income: \$21,400**

### Population Ages 16+ (50,900)



Educational Attainment	
Population Ages 25+	44,400
Less than 9th Grade	3.8%
9th to 12th No Diploma	10.7%
High School Graduate	48.5%
Some College, No Degree	14.1%
Associate Degree	7.3%
Bachelor's Degree	10.5%
Graduate or Professional Degree	5.1%
High School Graduate or Higher	85.5%
Bachelor's Degree or Higher	15.6%

Based on population ages 25+

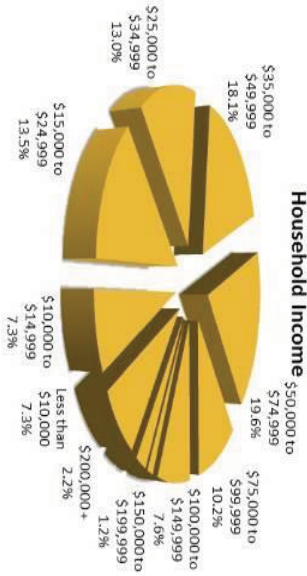


Commuting Patterns	
In-Commuting	Out-Commuting
Tioga County, NY	Chemung County, NY
Tioga County, PA	Tioga County, NY
Chemung County, NY	Tioga County, PA
Susquehanna County, PA	Lycoming County, PA
Luzerne County, PA	Wyoming County, PA
Other Counties	Other Counties
<b>Total</b>	<b>Total</b>
9,400	12,900

Sources: U.S. Census Bureau, Out/Inflow application  
 Based on 2013 estimates for primary jobs

Race and Ethnicity	
White	97.5%
Black	0.5%
Asian	0.5%
Native American	0.2%
Hawaiian / Pacific Islander	0.0%
Two or More	1.0%
Other Race	0.2%
Hispanic	1.4%
Not Hispanic	98.6%

Based on total population

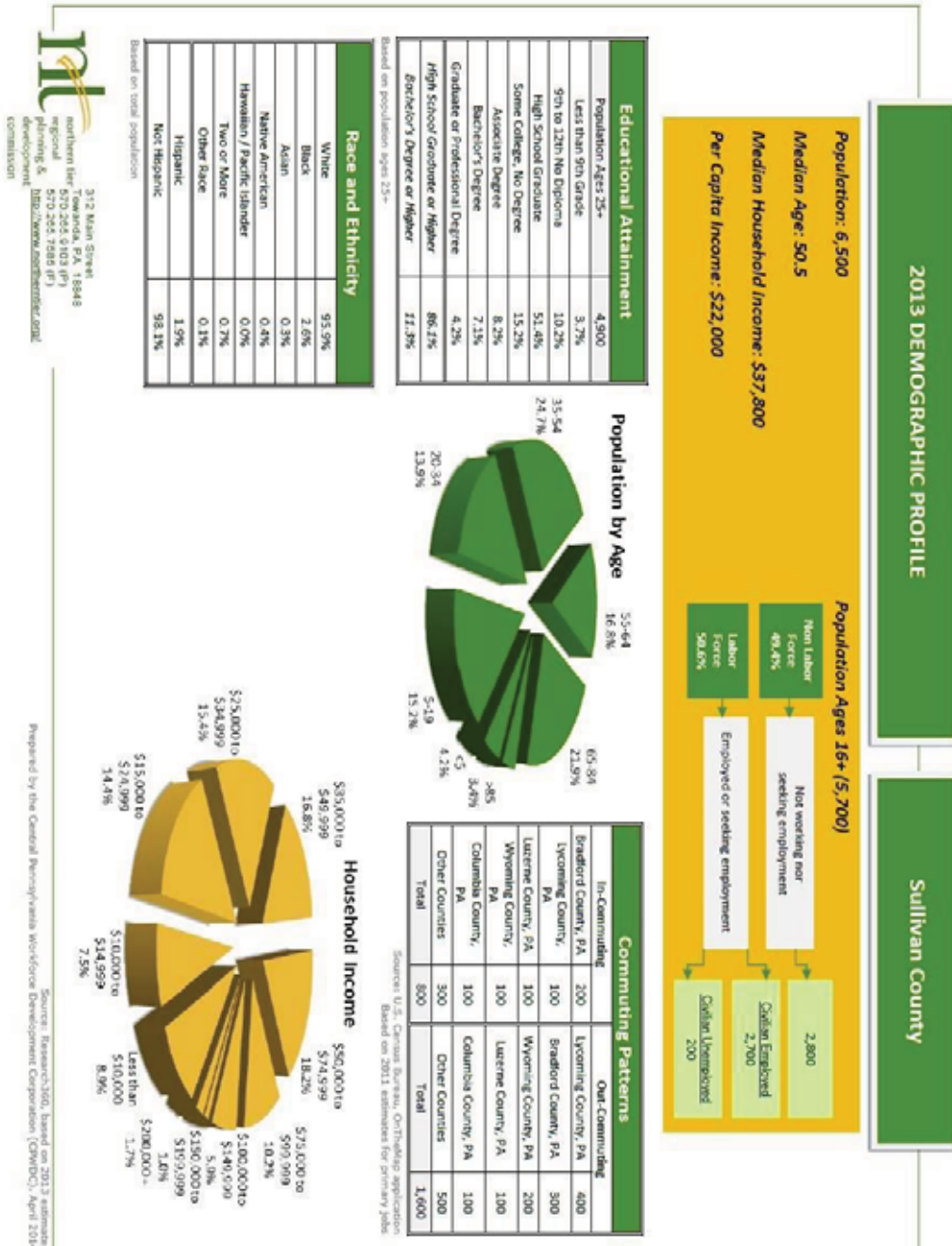


Source: Research360, based on 2013 estimates  
 Prepared by the Central Pennsylvania Workforce Development Corporation (CPWDC), April 2014

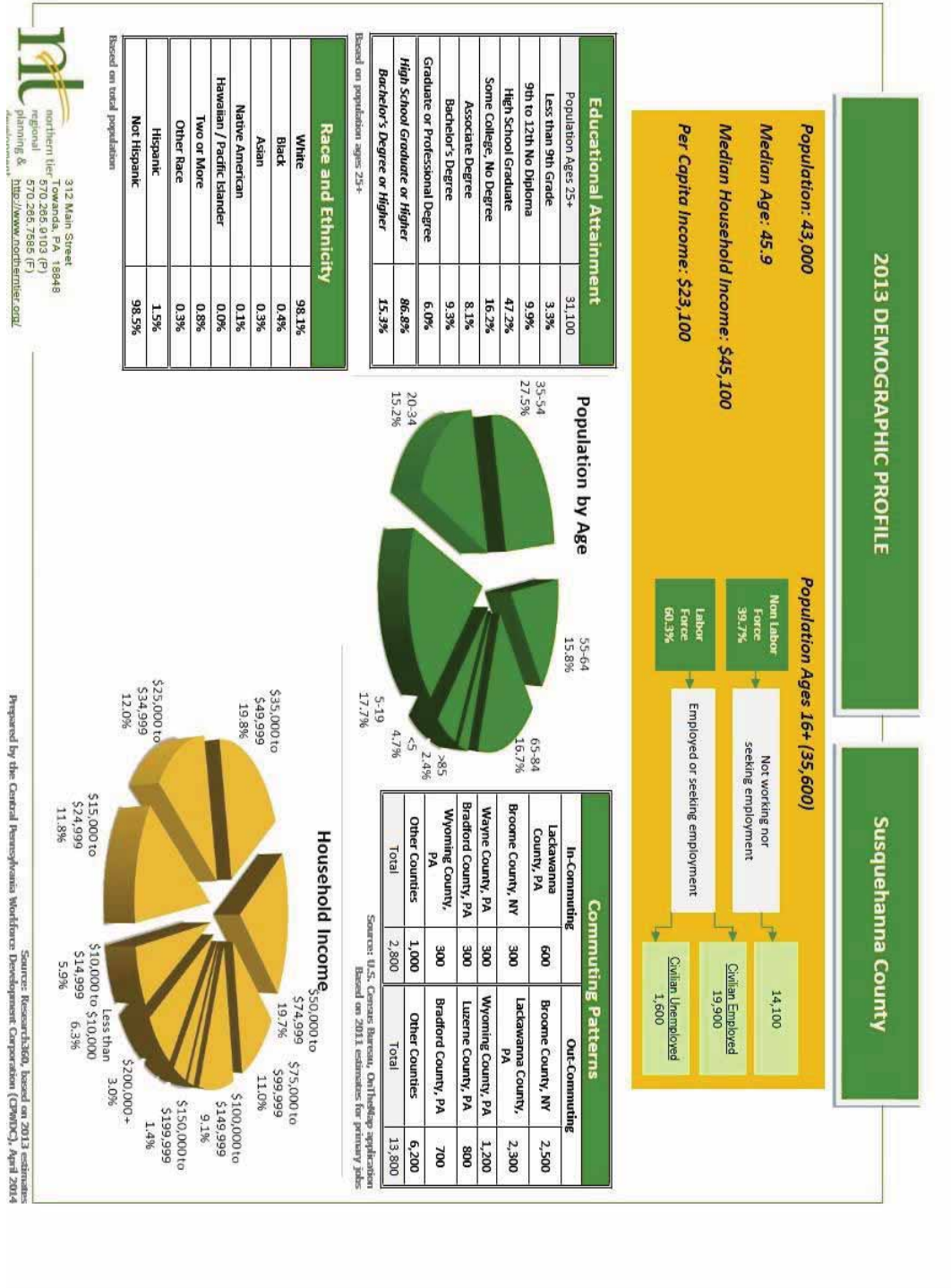




# Appendix D



# Appendix E



Prepared by the Central Pennsylvania Workforce Development Corporation (CPWDC), April 2014

# Appendix F

## 2013 DEMOGRAPHIC PROFILE

## Tioga County

**Population: 42,900**  
**Median Age: 42.8**  
**Median Household Income: \$41,300**  
**Per Capita Income: \$20,100**

### Population Ages 16+ (35,300)



Educational Attainment	
Population Ages 25+	29,400
Less than 9th Grade	3.3%
9th to 12th No Diploma	9.6%
High School Graduate	43.3%
Some College, No Degree	17.7%
Associate Degree	8.4%
Bachelor's Degree	11.0%
Graduate or Professional Degree	6.7%
High School Graduate or Higher	87.1%
Bachelor's Degree or Higher	17.7%

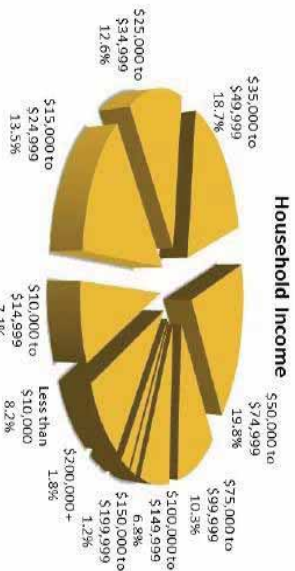


Commuting Patterns	
In-Commuting	Out-Commuting
Bradford County, PA	Bradford County, PA
Lycoming County, PA	Steuuben County, NY
Steuuben County, NY	Chemung County, NY
Porter County, PA	Lycoming County, PA
McKeen County, PA	Porter County, PA
Other Counties	Other Counties
<b>Total</b>	<b>Total</b>
4,600	6,100

Sources: U.S. Census Bureau, QRTThinkap application. Based on 2011 estimates for primary jobs.

Race and Ethnicity	
White	97.3%
Black	0.8%
Asian	0.4%
Native American	0.2%
Hawaiian / Pacific Islander	0.0%
Two or More	1.0%
Other Race	0.2%
Hispanic	1.3%
Not Hispanic	98.7%

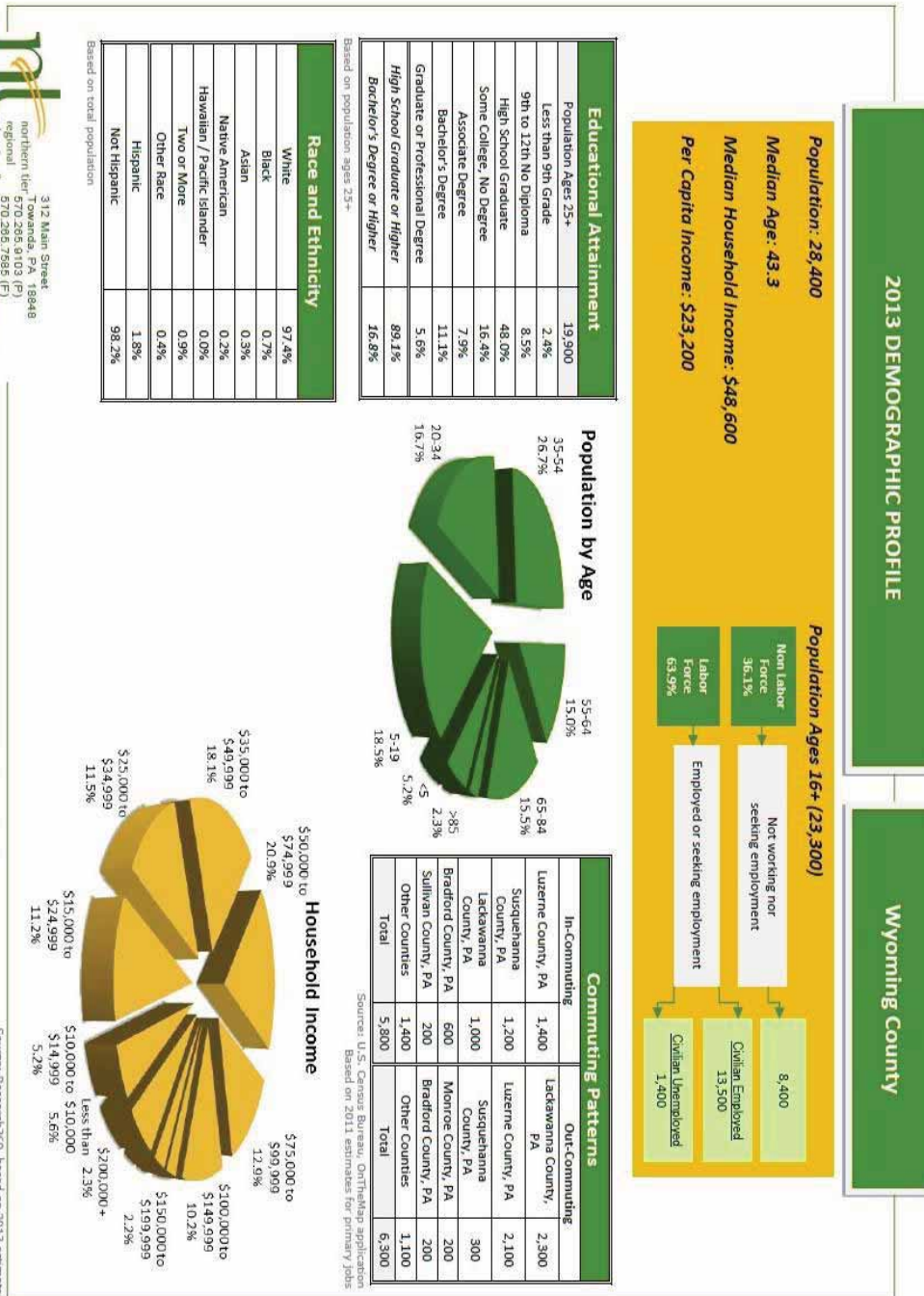
Based on total population



312 Main Street  
 Towanda, PA 18948  
 northern tier regional  
 planning & development  
 commission  
 570.285.9103 (P)  
 570.285.7685 (F)  
<http://www.northern-tier.org>

Source: Research360, based on 2013 estimates. Prepared by the Central Pennsylvania Workforce Development Corporation (CPWDC), April 2014

# Appendix G



## **Title VI Policy Statement**

### 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](mailto: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](mailto: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.

## 2023 - 2026 Transportation Improvement Program

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, 5<sup>th</sup> Floor  
Harrisburg, PA 17120-0094  
Phone: 717-934-4199  
Fax: 717-772-4026  
Email: [jbartash@pa.gov](mailto: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, 7<sup>th</sup> Floor  
Harrisburg, PA 17120-0094  
Phone: 717-787-1338  
Fax: 717-705-2379  
E-mail: [rvankirk@pa.gov](mailto: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](mailto:penndot_eoreports@pa.gov).



## Language Taglines

### English

ATTENTION: If you speak another language, language assistance is available to you FREE OF CHARGE. Call 800.xxx.xxxx (TTY: 711)

---

### Español

Atención: Si habla español, tiene a su disposición servicios gratuitos de asistencia lingüística. Llame al 800.xxx.xxxx (TTY: 711)

---

### 中文

注意：如果您講廣東話或普通話，您可以免費獲得語言援助服務。請致電 800.xxx.xxxx (TTY : 711)

---

### Tiếng Việt

CHÚ Ý: Nếu bạn nói Tiếng Việt, có các dịch vụ hỗ trợ ngôn ngữ miễn phí dành cho bạn. Gọi số 800.xxx.xxxx (TTY: 711)

---

### 한국어

주의: 한국어를 사용하시는 경우, 언어 지원 서비스를 무료로 이용하실 수 있습니다. 800.xxx.xxxx (TTY: 711) 번으로 전화해 주십시오.

---

### Français

ATTENTION: Si vous parlez français, des services d'aide linguistique vous sont proposés gratuitement. Appelez le 800.xxx.xxxx (ATS: 711)

---

### العربية

ملحوظة: إذا كنت تتحدث اللغة العربية، فإن خدمات المساعدة اللغوية تتوافر لك بالمجان. اتصل برقم المبرقة الكاتبة: 800.xxx.xxxx (TTY: 711)

---

### עברית

800.468.201 התקשר זמינים עבורך. ללא תשלום, סיוע בשפה, לדבר עברית, שים לב: אם אתה מדבר עברית, שיוע בשפה, ללא תשלום, זמינים עבורך. (TTY: 711)

## 2023 - 2026 Transportation Improvement Program

### Hmoob

LUS CEEV: Yog tias koj hais lus Hmoob, cov kev pab txog lus, muaj kev pab dawb rau koj. Hu rau 800.xxx.xxxx (TTY: 711)

---

### Русский

ВНИМАНИЕ: Если вы говорите на русском языке, то вам доступны бесплатные услуги перевода. Звоните 800.xxx.xxxx (TTY: 711)

---

### Tagalog

PAUNAWA: Kung nagsasalita ka ng Tagalog, maaari kang gumamit ng mga serbisyo ng tulong se wika nang walang bayad. Tumawag sa 800.xxx.xxxx (TTY: 711)

---

### ไทย

ความสนใจ: หากคุณพูดภาษาไทยคุณสามารถขอความช่วยเหลือด้านภาษาฟรีได้ โทร 800.xxx.xxxx (TTY: 711)

---

### ភាសាខ្មែរ

ចំណាំ: ប្រសិនបើលោកអ្នកនិយាយជាភាសាខ្មែរ សេវាកម្មជំនួយផ្នែកភាសាមានផ្តល់ជូនសម្រាប់លោកអ្នកដោយមិនគិតថ្លៃ។ សូមទំនាក់ទំនងតាមរយៈលេខ៖ 800.xxx.xxxx (TTY: 711). ។

---

### Deutsche

ACHTUNG: Wenn Sie Deutsch sprechen, erhalten Sie kostenlose sprachliche Unterstützungsdienste. Telefonnummer 800.xxx.xxxx (TTY: 711).

---

### हिंदी

ध्यान दें: यदि आप हिन्दी बोलते हैं तो आपके लिए मुफ्त में भाषा सहायता सेवाएं उपलब्ध हैं। 800.xxx.xxxx पर कॉल करें (TTY: 711)

## 2023 - 2026 Transportation Improvement Program

日本人

注：日本語を話す人は、無料で言語サポートを利用することができます。電話番号 800.xxx.xxxx (TTY: 711)

---

Italiano

ATTENZIONE: se parli italiano, l'assistenza linguistica, a titolo gratuito, è a tua disposizione. Chiama il numero 800.xxx.xxxx (TTY: 711)

---

Português

POR FAVOR, OBSERVE: se você fala português, assistência linguística, grátis, está à sua disposição. Ligue para 800.xxx.xxxx (TTY: 711)

---

Nederlands

LET OP: als u Nederlands spreekt, is taalondersteuning gratis. Bel 800.xxx.xxxx (TTY: 711)

---

Ελληνικά

ΠΡΟΣΟΧΗ: αν μιλάτε ελληνικά, η υποστήριξη γλώσσας είναι διαθέσιμη δωρεάν. Καλέστε 800.xxx.xxxx (TTY: 711)

---

Polskie

UWAGA: jeśli mówisz po polsku, obsługa języków jest dostępna bezpłatnie. Zadzwoń 800.xxx.xxxx (TTY: 711)

---

Српски

ПАЖЊА: Ако говорите српски, на располагању вам је бесплатна помоћ. Позив 800.xxx.xxxx (TTY: 711)

## 2023 - 2026 Transportation Improvement Program

Hrvatski

Pažnja: Ako govorite hrvatski, besplatna vam je pomoć dostupna. Nazovite 800.xxx.xxxx (TTY: 711)

---

Українська

Увага: якщо ви розмовляєте по-українськи, ви можете отримати безкоштовну допомогу. Зателефонуйте за номером 800.xxx.xxxx (TTY: 711)

---

فارسی

توجه: اگر حرف فارسی رایگان دریافت کمک. تماس (TTY: 711) 800xxx.xxxx.

---

ગુજરાતી

સુચના: જો તમે ગુજરાતી બોલતા હો, તો નિ:સુલ્ક ભાષા સહાય સેવાઓ તમારા માટે ઉપલબ્ધ છે. ફોન કરો 800.xxx.xxxx (TTY: 711)

---

اردو

نوٹ: اگر آپ اردو بولتے ہیں، تو آپ مفت مدد حاصل کرسکتے ہیں. 800.468.4201 کو کال کریں (ٹی ٹی آئی 711):

---

বাঙালি

নোট: আপনি যদি বাংলা বলতে পারেন তবে আপনি বিনামূল্যে সহায়তা পেতে পারেন। কল করুন 800.xxx.xxx (টিটিআই: 711)

---

ਪੰਜਾਬੀ

ਨੋਟ: ਜੇ ਤੁਸੀਂ ਪੰਜਾਬੀ ਬੋਲਦੇ ਹੋ ਤਾਂ ਤੁਸੀਂ ਮੁਫਤ ਮਦਦ ਲੈ ਸਕਦੇ ਹੋ. ਕਾਲ 800.xxx.xxxx (ਟੀ.ਟੀ.ਆਈ.: 711)

---

नेपाली

नोट: यदि तपाईं नेपाली बोल्नुहुन्छ भने, तपाईं नि:शुल्क मद्दत प्राप्त गर्न सक्नुहुनेछ। फोन 800.xxx.xxxx (टीटीआई: 711)

---

Română

## 2023 - 2026 Transportation Improvement Program

Atenție: Dacă vorbești limba română, poți obține ajutor gratuit. Telefon 800.xxx.xxxx (TTI: 711)

---

Albanian

Kujdes: Nëse ju flisni gjuhën shqipe, mund të merrni ndihmë falas. Telefoni 800.xxx.xxxx (TTI: 711)

---

Laotian

ຂ້ອນວາວ: ຖ້າທ່ານເວົ້າພາສາລາວ, ທ່ານຈະໄດ້ຮັບການຊ່ວຍເຫຼືອເປັນຮີດ. ໂທ 800.xxx.xxxx (TTY: 711)

---

Türk

Dikkat: Türkçe konuşursanız, ücretsiz yardım alırsınız. 800.xxx.xxxx 'i arayın (TTY: 711)

---

తెలుగు

శ్రద్ధ: మీరు తెలుగు మాట్లాడితే, మీకు ఉచిత సహాయం లభిస్తుంది. కాల్ చేయండి 800.xxx.xxxx (TTY: 711)

---

മലയാളം

ശ്രദ്ധിക്കുക: നിങ്ങൾ മലയാളം സംസാരിക്കുകയാണെങ്കിൽ നിങ്ങൾക്ക് സ്വതന്ത്ര സഹായം ലഭിക്കും. കോൾ ചെയ്യുക 800.xxx.xxxx (TTY: 711)

---

தமிழ்

கவனம்: நீங்கள் தமிழ் பேசினால், இலவச உதவி பெறலாம். அழைப்புக்கு 800.xxx.xxxx (TTY: 711)

---

မြန်မာ

အာရုံစိုက်မှု: သင်မြန်မာစကားပြောဆိုလျှင်, သင်အခမဲ့အကူအညီလက်ခံရယူနိုင်ပါသည်။ 800.xxx.xxxx Call (TTY: 711)

---

Bahasa Indonesia

## 2023 - 2026 Transportation Improvement Program

Perhatian: Jika Anda berbicara bahasa Indonesia, Anda dapat menerima bantuan gratis.  
Hubungi 800.xxx.xxxx (TTY: 711)

---

አማርኛ

ማስጠንቀቂያ: በአማርኛ የሚናገሩ ከሆነ, ነጻ እርዳታ ማግኘት ይችላሉ. በ 800.xxx.xxxx ላይ መደወል (TTY: 711)

---

Yorùbá

Ifarabale: Ti o ba sọ ni Yorùbá, o le gba iranlọwọ ọfẹ. Pe 800.xxx.xxxx (TTY: 711)

---

Igbo

Ntị: Ọ bụrụ na ị na-asụ Igbo, ịnwere ike ịnweta enyemaka n'efu. Kpọọ 800.xxx.xxxx (TTY: 711)

---

ລາວ

ໂປດຊາບ: ຖ້າວ່າ ທ່ານເວົ້າພາສາ ລາວ, ການບໍລິການຊ່ວຍເຫຼືອດ້ານພາສາ, ໂດຍບໍ່ເສັຽຄ່າ, ແມ່ນມີພ້ອມໃຫ້ທ່ານ. ໂທສ 800.xxx.xxxx (TTY: 711)

---

日本語

注意事項：日本語を話される場合、無料の言語支援をご利用いただけます。800.xxx.xxxx (TTY: 711).まで、お電話にてご連絡ください。

---

ગુજરાતી

સુચના: જો તમે ગુજરાતી બોલતા હો, તો નિ:શુલ્ક ભાષા સહાય સેવાઓ તમારા માટે ઉપલબ્ધ છે. ફોન કરો 800.xxx.xxxx (TTY: 711)

## **TIP Revision Procedures/MOU**

**MEMORANDUM OF UNDERSTANDING**  
**Pennsylvania's Statewide Procedures for 2023-2026**  
**Statewide Transportation Improvement Program and Transportation**  
**Improvement Program Revisions**

**Background**

This Memorandum of Understanding (MOU) between 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 2023-2026 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) and PennDOT developed Interstate Management (IM) Program and other Statewide Programs. Statewide Programs are coordinated initiatives, projects or funds that are managed by PennDOT's Central Office on a statewide basis. Examples of Statewide Programs include, but are not limited to, the Secretary of Transportation's Discretionary (Spike), the Major Bridge Public Private Partnership (MBP3) Program, the Rapid Bridge Replacement (RBR) Project developed via a Public Private Partnership (P3), Highway Safety Improvement Program (HSIP) set-a-side, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-a-side (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-Modal (MTF), Recreational (Rec) Trails, Transportation Infrastructure Investment Fund (TIIF), Statewide Transit and Keystone Corridor projects. The Interstate Management Program will remain its own individual program and includes prioritized statewide Interstate projects. The Commonwealth's Twelve-Year Program (TYP), required by state law (Act 120 of 1970), includes the STIP/TIPs in the first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/TIP.

For more information on the development of the STIP/TIP, see *Pennsylvania's 2023 Transportation Program General and Procedural Guidance* and *Pennsylvania's 2023 Transportation Program Financial Guidance*. These documents were both released on July 15, 2021 and can be found on the [STIP page](#) on the STC Website under 2023 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.



## 2023 - 2026 Transportation Improvement Program

STIP/TIP revisions must be consistent with Pennsylvania's Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the associated (Northern Tier RPO) LRTP. In addition, STIP/TIP revisions must support Pennsylvania's Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT's Connects policy. Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, and (NTRPDC) at the county and regional levels. This approach will be applied to begin implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the 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 in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the STIP/TIP.

All projects within a non-attainment 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 would then be based on the amended TIP conformity analysis and public involvement procedures consistent with the (NTRPDC RPO) region's PPP.

The federal planning regulations, 23 CFR 450.324(c), define update cycles for (NTRPDC RPO) LRTPs. If the (NTRPDC RPO) LRTP expires because the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for (NTRPDC RPO). During a LRTP expiration, all STIP/TIP revisions that involve projects with federal funds within that MPO/RPO, where the LRTP expiration occurred, will be treated as an amendment, and require federal approval. There will be no administrative modifications to projects with any federal funds until the (NTRPDC RPO) LRTP is once again in compliance with the federal planning regulations.

### **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.



## 2023 - 2026 Transportation Improvement Program

- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds where the total revision of federal funds exceeds the following thresholds within the four years of the TIP:
  - \$2 million for the remaining areas;
  - \$1 million for other federally funded Statewide Programs.
- Involves a change in the scope of work to a project(s) that would:
  - Result in an air quality conformity reevaluation;
  - Result in a revised total project programmed amount that exceeds the thresholds established between PennDOT and the MPO/RPO;
  - Results in a change in the scope of work on any federally funded project that is significant enough to essentially constitute a new project.

Approval by the (NTRPDC RPO) is required for *Amendments*. The (NTRPDC RPO) must then initiate PennDOT Central Office approval using the eSTIP process. An eSTIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before, requested adjustments, after changes, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modifications that occurred along with or were presented with this amendment at the (NTRPDC RPO) meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) items/materials, if available.

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 MPO/RPO TIPs will be considered an administrative modification). In the case of Statewide Programs, including the IM Program and other federally funded statewide programs, approval by PennDOT's PMC and FHWA is required. Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by FTA. These projects will be coordinated between FTA, PennDOT, the transit agency and associated MPO/RPO and should be programmed within the TIP of the urbanized area where the project is located. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

An *Administrative Modification* is a minor revision to a STIP/TIP that:

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above;
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding;
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes;



## 2023 - 2026 Transportation Improvement Program

- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure;
- Draws down or returns funding from an existing STIP/TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and the (NTRPDC RPO). A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project;
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item and does not exceed the above thresholds;
- Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;
- Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution based on documented August Redistribution Strategic Approach.

*Administrative Modifications* do not affect air quality conformity, nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; does not add a new federally-funded project or delete a federally-funded project; does 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 does not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. A change in scope is a substantial alteration to the original intent or function of a programmed project.

*Administrative Modifications do not require federal approval.* PennDOT and 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.

### **Fiscal Constraint**

Demonstration that STIP/TIP fiscal constraint is maintained takes place through an FCC. Real time versions of the STIP/TIP are available to FHWA and FTA through PennDOT's Multimodal Project Management System (MPMS). All revisions must maintain year-to-year fiscal constraint, per 23 CFR 450.218(l) and 23 CFR 450.326(g)(j)&(k), for each of the four years of the STIP/TIP. All revisions shall account for year of expenditure (YOE) and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the STIP/TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

### **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 Federal Fiscal Year (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. The reports can be used by the (NTRPDC RPO) as the basis for compiling information to meet the federal annual listing of obligated projects requirement 23 CFR 450.334. Additional content and any proposed changes to the report will be agreed upon by PennDOT, FHWA and FTA.

**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**

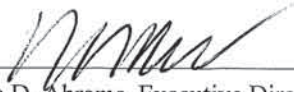
As (NTRPDC RPO) TIP is adopted, their respective MOU with PennDOT will be included with the TIP documentation. The MOU will clarify how the (NTRPDC RPO) will address all TIP revisions. **In all cases, individual MPO/RPO revision procedures will be developed under the guidance umbrella of this document.** If (NTRPDC 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, 2022, and remain in effect until September 30, 2024, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

2023 - 2026 Transportation Improvement Program

We, the undersigned hereby agree to the above procedures and principles:

  
\_\_\_\_\_  
Mr. Kevin D. Abrams, Executive Director  
Northern Tier Regional Planning and Development  
Commission

  
\_\_\_\_\_  
Date

**Alicia E Nolan** Digitally signed by ALICIA E  
NOLAN  
Date: 2022.03.15 08:52:58 -04'00'

\_\_\_\_\_  
Ms. Alicia Nolan  
Division Administrator  
Federal Highway Administration

\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Digitally signed by THERESA  
GARCIA CREWS  
Date: 2022.03.14 22:05:45  
-04'00'

\_\_\_\_\_  
Ms. Terry Garcia-Crews  
Regional Administrator  
Federal Transit Administration

\_\_\_\_\_  
Date

**Larry S. Shifflet** Digitally signed by Larry S.  
Shifflet  
Date: 2022.03.15 12:17:45  
-04'00'

\_\_\_\_\_  
Mr. Larry S. Shifflet  
Deputy Secretary for Planning  
Pennsylvania Department of Transportation

\_\_\_\_\_  
Date

**Regionally Significant Projects  
Implemented From prior TIP (FFY  
2021-2024)**

**Regionally Significant Projects Implemented From prior TIP (FFY 2021-2024):**

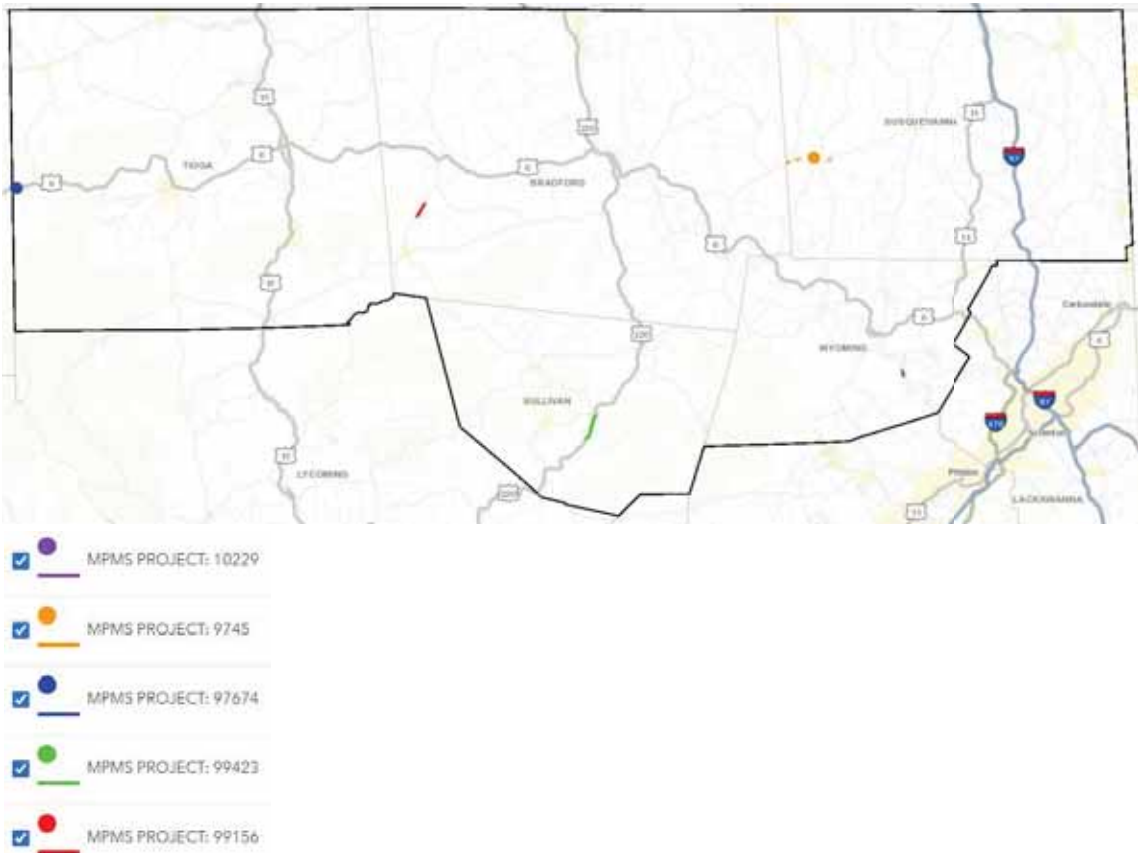
Bradford County: Windfall Rd to Tennessee Gas Rd. MPMS#: 99156

Sullivan County: OldRt220 to SR42. MPMS#: 99423

Susquehanna County: Bradford to Rush. MPMS#: 9745

Tioga County: US6 over Phoenix Run. MPMS#: 97674

Wyoming County: SR92 over Tributary of Susquehanna River. MPMS#: 10229





## **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. The term “asset management” means a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost.

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

2023 - 2026 Transportation Improvement Program

Pennsylvania Transportation Funding Not Included in the STIP						
PLANNING PARTNER	SFY 22-23	SFY 23-24	SFY 24-25	SFY 25-26	SFY 26-27	
Adams	19,114,035	19,255,658	19,375,200	19,496,118	19,619,337	
Altoona	19,364,477	19,501,176	19,612,400	19,726,052	19,838,012	
Centre	25,223,766	25,407,481	25,569,614	25,733,222	25,894,213	
DVRPC	305,173,495	307,784,830	309,783,168	311,800,650	313,826,783	
Erie	40,801,091	41,104,004	41,355,348	41,604,624	41,859,603	
Franklin	24,102,060	24,280,719	24,426,824	24,577,454	24,726,500	
Harrisburg	79,347,584	79,942,312	80,437,719	80,937,937	81,431,577	
Johnstown	27,824,990	28,026,026	28,196,862	28,369,227	28,543,979	
Lancaster	53,323,144	53,740,398	54,064,694	54,391,568	54,719,689	
Lebanon	17,250,654	17,368,767	17,460,420	17,554,518	17,645,967	
Lehigh Valley	63,973,494	64,460,911	64,821,877	65,192,796	65,564,221	
NEPA	86,103,206	86,798,675	87,423,042	88,056,892	88,688,880	
North Central	91,065,020	91,773,979	92,421,172	93,075,639	93,733,088	
<b>Northern Tier</b>	<b>108,078,041</b>	<b>108,982,859</b>	<b>109,863,810</b>	<b>110,738,082</b>	<b>111,626,417</b>	
Northwest	91,686,350	92,382,032	93,025,595	93,667,554	94,317,604	
Reading	44,367,025	44,722,797	44,997,451	45,281,419	45,564,394	
S. Alleghenies	85,817,486	89,800,734	90,464,689	91,133,384	91,802,319	
Scranton-WB	89,051,682	100,063,489	100,714,505	101,367,123	102,011,979	
SEDA-COG	99,344,245	86,477,905	87,099,730	87,721,635	88,344,399	
SPC	416,574,593	420,046,564	423,074,710	426,097,771	429,143,430	
SVTS	28,255,281	28,462,092	28,641,993	28,825,408	29,006,219	
Wayne County	24,789,734	25,019,272	25,246,971	25,476,927	25,702,090	
Williamsport	29,690,052	29,915,679	30,116,217	30,322,258	30,525,681	
York	52,248,480	52,639,627	52,947,973	53,260,726	53,571,604	
Statewide	578,364,000	577,210,000	594,772,000	607,039,000	639,189,000	
<b>TOTAL</b>	<b>2,500,933,985</b>	<b>2,515,167,984</b>	<b>2,545,913,984</b>	<b>2,571,447,985</b>	<b>2,616,896,985</b>	

**APPENDIX A -**  
Transportation Program  
General and Procedural  
Guidance

**PENNSYLVANIA'S 2023  
TRANSPORTATION PROGRAM  
GENERAL AND PROCEDURAL  
GUIDANCE**

# 2023 - 2026 Transportation Improvement Program

INTRODUCTION.....	1
REQUIREMENTS .....	2
Public Participation.....	4
Title VI.....	5
Tribal Consultation .....	6
Self-Certification.....	6
Project Selection.....	7
PennDOT Connects.....	8
Long Range Transportation Plans.....	9
Transportation Performance Management .....	10
Safety.....	13
Pavement and Bridge Asset Management.....	16
System Performance .....	19
Transportation Systems Management and Operations.....	20
The National Highway Freight Program .....	22
Congestion Mitigation and Air Quality Program .....	22
Congestion Management Process.....	25
Environmental Justice .....	26
Transit.....	27
FISCAL CONSTRAINT.....	28
Line Items .....	29
Programming .....	29
AIR QUALITY CONFORMITY.....	30
STATEWIDE PROGRAMS.....	33
Interstate Program .....	33
Railway-Highway Crossings Program .....	34
Transportation Alternatives Set-Aside .....	34
Spike Funding .....	35
PUBLIC COMMENT.....	35
TIP SUBMISSION.....	37
PROGRAM ADMINISTRATION .....	38
APPENDICES	
Appendix 1 – 2023 Transportation Program Development Schedule.....	40
Appendix 2 – PennDOT Design Manual 1A (Process Chart).....	42
Appendix 3 – TIP Submission Checklist .....	43

## 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 2023-2026 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 2021-2024 STIP Federal Planning Finding](#), these regulations guide the development process of the 2023 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. 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)
- Comprehensive Freight Movement Plan (CFMP)
- 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 Maintenance and Operations (BOMO), Bureau of Project Delivery (BPD), 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). With these changes, the regional TIPs will continue to evolve into more narrative-based planning documents, similar to the regional LRTPs.

## 2023 - 2026 Transportation Improvement Program

This document will oversee the development process of the 2023 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.

### 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 2023 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) 2023-2034

FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034
<b>1<sup>st</sup> Four Years (STIP/TIPs)</b>				<b>2<sup>nd</sup> Four Years</b>				<b>3<sup>rd</sup> Four Years</b>			
← TYP →											
← TAMP →											

## 2023 - 2026 Transportation Improvement Program

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, Statewide Items TIP, and Interstate Management (IM) Program TIP. PennDOT takes the lead in developing the independent county 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



## 2023 - 2026 Transportation Improvement Program

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 [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint.

Each MPO/RPO, in coordination with their PennDOT CPDM representatives and their PennDOT District(s), will document the process used for regional TIP development. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPO/RPO, PennDOT District(s) and Central Office, and a timeline. **Examples** can be found in the [2023 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 2023 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 key component of updating the Program. The release of the [2021 Transportation Performance Report](#) (TPR) by the STC on February 18, 2021 was the official start of the 2023 Program update process in Pennsylvania. PennDOT, the STC and the MPOs/RPOs welcomed the public to review the TPR prior to providing input and feedback on transportation priorities to help identify projects for the 2023 Program. The 2023 TYP update open public comment period took place from March 1 to April 14, 2021. During this comment period, the public was encouraged to take an online transportation survey to share their transportation priorities and concerns on STC's [Public Outreach](#) page and attend an [Online Public Meeting](#) hosted by the Secretary of Transportation, who is also STC Chair. During the Public Meeting, the findings of the 2021 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 both social and traditional media.

The public feedback collected through the transportation survey will be used to shape the 2023 TYP as well as the 2045 LRTP and the CFMP. Feedback was also shared with the BPT, Districts and MPOs/RPOs, who will consider these results in their project selection process for the TIP. The same process is utilized for the respective regional portions of the Program. STC's [How It Works](#) describes how PennDOT, the STC and the Transportation Advisory Committee (TAC) use a variety of 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

## 2023 - 2026 Transportation Improvement Program

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 own 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 the public. The MPOs/RPOs must post their own regional PPPs on their respective websites. The 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.

### **Title VI**

As a recipient of federal funding, MPOs and RPOs must be in compliance with Title VI as outlined in the Code of Federal Regulations (CFR) [49 CFR § 21](#) (Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation - Effectuation Of Title VI Of The Civil Rights Act Of 1964) and the [FTA Circular 4702.1B](#) (Title VI Requirements and Guidelines for Federal Transit Administration Recipients). The FTA Circular 4702.1B requires that MPOs/RPOs (sub-recipients of federal funds) document their compliance by creating and submitting an approved Title VI Program document to PennDOT (the primary recipient). MPOs and RPOs should continue to coordinate with PennDOT through the Bureau of Equal Opportunity (BEO), Bureau of Public Transportation (BPT), and CPDM as well as with FTA and FHWA, as needed, for guidance, resources, and assistance in maintaining compliance. Recently, FTA Region III shared resources on the FTA Circular 4702.1B requirements for MPOs/RPOs along with a document of PennDOT's efforts to meet these requirements. To learn more about Title VI and the overarching requirements of this and related statutes and authorities, please refer to PennDOT's [Title VI webpage](#) which addresses the full scope of the Department's civil rights obligations. Resources referenced above are available in the [Title VI folder](#) on SharePoint.

Planning processes must comply with [Title VI of the Civil Rights Act of 1964](#) that prohibits exclusion from participation in, denial of the benefits of, and discrimination under federally assisted programs on grounds of race, color, or national origin. Furthermore, PennDOT must comply with other federal and Commonwealth statutes and authorities that prohibit discrimination based on an individual or group's sex, age, religious creed, and/or disability. [PennDOT's Title VI Compliance and Implementation Plan](#) defines the policies and procedures by which the Department administers its Title VI activities and ensures its programs comply with Title VI requirements both within PennDOT and among its federal-aid sub-recipients.

PennDOT BEO, in coordination with PennDOT CPDM and FHWA, has crafted a template that can be used by the MPOs/RPOs as a general Title VI policy statement and complaint procedural notice. MPOs/RPOs that already maintain a Title VI Policy statement that addresses the principle points articulated in this template may maintain their existing statements or choose to modify this template to meet their organizational needs. Any Title VI statement should include the organization's name and Title VI Coordinator contact information. The Title VI Coordinator should be fully versed in the organization's

## 2023 - 2026 Transportation Improvement Program

complaint and accommodation procedures and designated as the point of contact for public concerns and requests.

It is recommended that this [Title VI template](#) or a comparable statement be applied as an appendix or preface to the TIP document that is made available for public comment. Additionally, it is recommended to apply this template or a comparable statement to other publicly facing documents and communications, including the MPO/RPO PPP and respective websites.

### **Tribal Consultation**

Although there are no areas in Pennsylvania currently under the jurisdiction of Tribal governments, PennDOT recognizes the importance of tribal consultation and considers federally recognized Tribes and Nations to be interested parties. Therefore, PennDOT and MPOs/RPOs shall consult with federally recognized Tribes and Nations that have regions of interests in Pennsylvania to provide opportunities for review and comment on key planning documents, such as the TIP, LRTP, and PPP. For the 2023 TIP update, this includes notifying Tribes and Nations of the opportunity to participate in any TIP public meetings and review the draft TIP during the public comment period. However, this effort to consult with individual Tribes and Nations needs to be a separate public involvement effort that occurs during the public comment period. The consultation letter to inform the Tribes and Nations of the public involvement opportunity should be specific and tailored to the individual Tribe or Nation that maintains an area of interest within the boundaries of each respective planning partner and should not be included in mass email alerts/notices to the general public. Because of the importance of government-to-government consultation with Tribes and Nations, the letter should come directly from PennDOT or the MPO/RPO staff and cannot be sent by a consultant.

Please note that some of the Tribes and Nations accept email correspondence while others may require a paper copy of documents. For the Tribes and Nations that require paper copies, please include a printed version of the TIP with the consultation letter to reduce any barriers to participation, and freedom for review, and comment. A **list** of federally-recognized Tribes and Nations contacts as well as a **sample coordination letter** are available in the [Tribal Coordination folder](#) in SharePoint.

### **Self-Certification**

All Pennsylvania's MPOs are required by [23 CFR 450.336\(a\)](#) to complete self-certification resolutions concurrent with their TIP updates, which state that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. These self-certification resolutions are part of the TIP submission documentation sent to PennDOT CPDM. Non-TMA MPOs, metropolitan areas with populations less than 200,000 as deemed by the US Census, and RPOs must include documentation to indicate compliance as part of their TIP submissions. MPOs that are in Transportation Management Areas (TMAs), metropolitan areas with populations exceeding 200,000 as deemed by the US Census, are required to have Federal certification reviews performed by FHWA/FTA every four years, in accordance with [23 CFR 450.336\(b\)](#). Based on the higher level of oversight by FHWA/FTA, the TMA MPOs aren't asked to provide the additional compliance documents because those materials are reviewed as part of the Federal certification review process. The regulatory requirements and citations to include in the Self-Certification resolution can be found at [23 CFR 450.336](#). **Examples** of self-certification resolutions

and documentation can be found in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint.

### Project Selection

To the maximum extent practicable, project selection, evaluation, and prioritization should be a clear and transparent process. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Districts schedule an early coordination meeting at the beginning of the TIP development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. PennDOT and FHWA/FTA have developed a new coordination worksheet to aid this discussion. The **worksheet** can be found in the [2023 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 2023 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 2023 Program. Initial focus should be placed on carryover projects which must be carried forward onto the 2023 Program from a previous Program. These include:

- Projects that are still advancing through the project delivery process
- Projects with unforeseen cost increases
- Projects with anticipated Advance Construct (AC) conversions

Highway/bridge carryover project scopes, costs, and schedules will be reviewed and updated based on information obtained through project management and from local input/outreach sources such as the STC Public Survey, MPO/RPO public involvement, [PennDOT Connects](#) (PennDOT's municipal outreach policy), and Environmental Justice analysis. PennDOT Districts must ensure that timely and accurate project information is input into [PennDOT's Multimodal Project Management System](#) (MPMS) and share this information with the MPOs/RPOs and PennDOT CPDM. Project public narratives and MPMS data entry should follow [Pub 227](#) and strike-off letters available in the [2023 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, 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 MPO/RPO's in consultation with the Engineering Districts, should consider cross asset optimization of these multiple project focus areas when considering whether or not to adopt the statewide targets that have been established. Tools like OneMap and other GIS based applications may be utilized to assist with analyzing these various performance areas.

Based upon this continued coordination throughout the TIP development process, PennDOT District staff will create project scopes, costs, and schedules in MPMS for the mutually agreed-upon new projects. To allow for open discussion and collaboration, cooperative discussions about candidate projects under consideration should occur between the MPOs/RPOs and the Districts prior to preparation of a fiscally constrained project list.

### **PennDOT Connects**

Overarching guidance for PennDOT's project development and delivery process is provided by [Design Manual Part 1A](#) (DM1A). It provides guidance on the collection, validation, sharing and documentation of the information necessary to advance a project. As detailed in DM1A, new projects must follow the PennDOT Connects collaborative planning process approach in Appendix 2. The local government outreach and collaboration achieved through the [PennDOT Connects policy](#) leads to positive outcomes, including clearer scopes of work and more accurate schedules and budgets when projects are programmed. This information is carried forward into the scoping and environmental review processes. PennDOT Connects collaboration may occur throughout the planning process. However, PennDOT Connects Project Initiation Forms (PIFs) should be completed for new TIP projects prior to programming. Additional guidance is currently being developed to address PennDOT Connects scalability for projects funded outside of Financial Guidance.

PennDOT Connects identifies community needs and contextual concerns early in project planning through a collaborative process. It is also a mechanism where PennDOT and the MPOs/RPOs can hold discussions on emerging topics like Environmental Justice in the state's transportation programs. PennDOT and the MPO/RPOs coordinate with local governments to identify opportunities to incorporate community-related features into potential projects prior to adding those projects to the Program. However, this is only the beginning of the PennDOT Connects collaborative approach. While community-focused project features are identified in planning, it is often not until the Preliminary Engineering (PE) process is conducted that a determination can be made on whether these features can reasonably be incorporated into the project. Issues such as environmental impacts and other design considerations, such as right-of-way and utilities, are all considerations that factor into decision-making entering the final design of a project. Local governments must be kept informed throughout the decision-making processes involved in project development and delivery.

## 2023 - 2026 Transportation Improvement Program

The identification and consideration of cultural resources is one aspect of PennDOT Connects collaboration that can be particularly valuable. “Cultural resources” is a term that is typically used synonymously with the term “historic properties”, which are defined in the [National Historic Preservation Act of 1966](#) (NHPA) ([54 USC § 300308](#)) as buildings, sites, districts, structures and objects included in, or eligible for inclusion in, the National Register of Historic Places. [Section 106](#) of the NHPA requires that federal agencies consider the effects of their actions on historic properties following the Advisory Council on Historic Preservation’s implementing regulations at [36 CFR 800](#). Identifying historic properties present, or likely present, in a project area during project planning provides the best means for protecting and preserving cultural properties important to Pennsylvania’s communities and benefits the efficiency and utility of the Section 106 process. As part of the PennDOT Connects process, the MPOs/RPOs and PennDOT Districts should discuss if cultural resources are present, or likely present, in the project area. Collaboration with the State Historic Preservation Officer (SHPO) and/or the PennDOT District Cultural Resource Professionals (District archaeologist and District architectural historian) may also inform the process. Pennsylvania’s [Statewide Historic Preservation Plan for 2018-2023](#) outlines a five-year plan for collaboration on historic preservation that should be considered as part of project planning.

### Long Range Transportation Plans

PA On Track is Pennsylvania’s current [LRTP](#) and [CFMP](#). They were developed with the cooperation and input from dozens of state, regional and local transportation agencies. PA On Track sets goal areas that include system preservation, safety, personal and freight mobility, and investment. Pennsylvania’s Statewide LRTP and CFMP are currently being updated for 2045 to meet the [federal requirement](#) to update the State Freight Plans every five years.



Pennsylvania MPOs and RPOs are required to have their own regional LRTPs. They are maintained and updated as needed in accordance with the current federal transportation legislation requirements - at least every four years in air quality nonattainment and maintenance areas and at least every five years in attainment areas. PennDOT provides guidance to MPOs/RPOs in the development of regional LRTPs in its [Developing Regional Long Range Plans](#), PennDOT Publication (PUB) 575, which is currently being updated. PennDOT has also created [Freight Planning Guidance](#) (PUB 790).

The regional LRTPs are consistent with the goals laid out in the statewide LRTP, are based on extensive public and stakeholder involvement, and include a list of fiscally constrained projects that support



regional goals and objectives. These projects are prioritized with a strong emphasis on preservation and operating efficiency of the existing infrastructure for all modes to ensure consistency between regional LRTPs, comprehensive plans, and regional TIPs. The MPOs/RPOs shall make their regional LRTPs available on their websites.

### Transportation Performance Management

Transportation Performance Management (TPM) requirements are a key component of the project decision making process. TPM planning requirements were established by the [Moving Ahead for Progress in the 21st Century](#) (MAP-21) Act and reaffirmed in the [Fixing America's Surface Transportation](#) (FAST) Act. Under these rules, PennDOT and its MPOs/RPOs are required to establish targets related to safety, bridge and pavement condition, air quality, freight movement, public transportation asset management and safety, and the performance of the National Highway System, and to use performance measures to track their progress toward meeting these targets.

Information on TPM rules and other resources on performance management are available on [FHWA's Transportation Performance Management](#) webpage and through [FTA's Performance Based Planning](#) webpage. Additional information on PBPP can be found on FHWA's [Performance Based Planning and Programming Guidebook](#) and is illustrated in the flowchart shown below.



## 2023 - 2026 Transportation Improvement Program

The [TPM Resource Toolbox](#) has been created to support PennDOT and the MPOs/RPOs with the integration of the federal performance measures in the transportation planning process. The toolbox includes:

- Ability to ask questions for which PennDOT will work to create formal responses
- Handouts to provide further guidance in TPM implementation
- Examples of noteworthy practices and select case studies
- Key contacts and resources
- Ways to communicate the TPM measures to the public

PennDOT and the MPOs/RPOs are required to comply with [23 USC 150](#), which provides strategies for the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision making through PBPP.

[23 CFR 450.314\(h\)](#) requires PennDOT, MPOs/RPOs, and public transit agencies to create jointly agreed-upon written provisions for how they will cooperatively develop and share information related to five key elements of PBPP:

- Transportation performance data
- Selection of performance targets
- Reporting of performance targets
- Reporting of performance to be used in tracking critical outcomes for each region
- Collection of data for the State asset management plan for the National Highway System (NHS)

PennDOT, in cooperation with its MPOs/RPOs, developed the [Pennsylvania Transportation Performance Management Performance-Based Planning and Programming Procedures](#) document to serve as Pennsylvania's jointly-written provisions for the highway/bridge PBPP roles and responsibilities. It also more fully documents the roles for PennDOT and the MPOs/RPOs regarding target setting coordination, data collection, data analysis and reporting. To ensure compliance with [23 CFR 450.314](#), the MPOs/RPOs have provided written acknowledgement that the Pennsylvania PBPP written provisions were cooperatively developed and agreed-upon with PennDOT.

MAP-21 established three categories of performance measures, which are collectively referred to as the PM1, PM2, and PM3 measures:

- PM1 – measures of safety performance
- PM2 – measures for the condition of NHS pavements, Interstate pavements, and bridges carrying the NHS
- PM3 – measures for the performance of the NHS, freight movement on the Interstate, and the CMAQ Program

The PM1, PM2, and PM3 measures each have multiple targets. Based on the jointly-written provisions, the statewide targets for the above measures were set in coordination between PennDOT and the MPOs/RPOs. Currently, all MPOs/RPOs have adopted PennDOT's statewide targets. Documentation on the currently approved targets is available on [PennDOT's Transportation Performance Management SharePoint](#) page.



## 2023 - 2026 Transportation Improvement Program

Public Transit Agencies are also required by FTA to develop performance targets related to asset management and safety. These targets are discussed in more detail in the Transit section below.

In accordance with [23 CFR 450.218\(q\)](#), PennDOT CPDM, BPT and BOMO will describe in the STIP documentation how the Statewide Program of projects contributes to the achievement of the performance targets identified in the state performance-based plans, linking investment priorities to those targets. The narrative will document the PBPP objectives, investment strategies, performance measures and targets from the performance-based plans that are being implemented through the Program of projects in the STIP.

Similarly, in accordance with [CFR 450.326\(d\)](#), the MPOs/RPOs, in coordination with PennDOT Districts and transit agencies, will describe in their TIP documentation how their regional programs contribute to the achievement of their performance targets in the regional performance-based plans, again linking investment priorities to those targets. The narratives should document the PBPP objectives, investment strategies, performance measures and targets from the performance-based plans that are being implemented through the program of projects in the MPO/RPO TIPs.

The narrative descriptions in the STIP/TIPs should also include a description of how the other performance-based plans are being implemented through the STIP and TIPs. For example, the narrative should describe how the objectives, investment strategies, performance measures and targets from the [PennDOT TAMP](#), [Pennsylvania SHSP](#), the [Highway Safety Improvement Program](#) (HSIP), the [Pennsylvania CFMP](#), TMA CMAQ Performance Plans (see [23 U.S.C. 149\(l\)](#)), regional [CMP](#) plans, transit asset management plans, and other performance-based plans are being implemented through the program of projects in the STIP/TIPs. As part of the regional TIP development process, the MPOs/RPOs and Districts must also document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information will be used by PennDOT BOMO AMD to improve future asset management system recommendations.

The narrative should specifically describe these linkages and answer the following questions:

- How were the projects included in the STIP/TIPs selected/prioritized?
- What is the anticipated effect of the STIP/TIP towards the achievement of the performance targets?
- How are the STIP/TIPs consistent with the other performance-based planning documents?

Documentation of how the TIP supports achievement of the performance targets should be incorporated into the project selection and program development narrative submitted by MPOs/RPOs. This information is critical to the TIP development process and should be submitted to PennDOT CDPM in draft form with the draft list of projects in accordance with the 2023 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment. Additional **template tools** and **examples** will be made available in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint as well as the [TPM Resource Toolbox](#).

## Safety

Safety is a primary focus of strategic investments for Pennsylvania's transportation network at the State and Federal level. Safety is one of seven themes from PennDOT's Strategic Plan, one of the 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 FHWA FY [2019-2022 Strategic Plan](#). Safety Performance Management is also part of FHWA's overall TPM program. The [Safety Performance Management Final Rule](#) establishes safety performance measure requirements for carrying out the HSIP.

To establish the current Safety Performance Measure (PM1) targets, PennDOT BOMO reviewed the State's crash and fatality data and evaluated it for overall trends, comparing these trends to what could be observed at the national and state level. PennDOT evaluated how these trends affected the Pennsylvania SHSP goals and the [National Toward Zero Death initiative](#). PennDOT BOMO and CPDM shared the statewide data with the Engineering Districts and MPOs/RPOs.

The purpose of HSIP funding is to achieve a significant reduction in traffic fatalities and serious injuries on public roads, including non-State-owned public roads. This directly ties to achieving the targets established under PM1. Projects using HSIP funding will be coordinated between the regional MPO/RPO and PennDOT [District, BOMO, and CPDM staff]. These projects must be consistent with the strategies from the SHSP.

All projects utilizing HSIP funds shall be evaluated based on Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high risk rural roads, and deliverability. Specifically, as part of PennDOT's HSIP application process, a data-driven safety analysis in the form of B/C analysis or HSM analysis is required. Performing this analysis early in the planning process will help ensure projects selected for inclusion in the TIP will support the fatality and serious injury reductions goals established under PM1. As a **minimum**, HSIP projects shall have a 1:1 return on the safety funding investment. MPOs/RPOs and PennDOT Districts are encouraged to select projects for inclusion in the TIP that will result in the highest B/C ratio as this supports a greater potential for reduction in fatalities and suspected serious injuries.



The process for selecting safety projects for inclusion in the TIP should begin 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 our partners. This GIS layer contains both urban and rural locations that represent both intersections and roadway segments. At the current time this is not all inclusive for every road in Pennsylvania. Locations not currently

## 2023 - 2026 Transportation Improvement Program

evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. The difference in the expected number of crashes and predicted number of crashes is computed as an 'excess crash frequency'. A positive excess crash frequency shows a potential for safety improvement, while a negative excess crash frequency indicates there are fewer expected crashes than predicted. The greater the difference between the expected number of crashes and the predicted number of crashes (excess crash frequency), the greater the potential for safety improvement. If the expected number of crashes is fewer than the predicted number of crashes, the excess crash frequency will be negative, and it is assumed there is little room for safety improvement. Use of the [Highway Safety Manual](#) and [PUB 638A](#) will assist in performing this evaluation manually.

Locations in OneMap are color coded to easily identify potential safety project locations. The locations identified in yellow, orange, or red have an increasing potential for improving safety with the red locations having the greatest opportunity to improve safety. Locations in green are locations that are already performing safely statistically and are included so that partners understand that there may be limited improvement of safety by selecting one of these locations for inclusion on the TIP.



Once safety candidate location(s) have been prioritized for further analysis using the network screening, an assessment of the type of project that needs to be done to address the safety needs should be performed. This analysis must be performed so that project delivery and funding level considerations can be factored into TIP development. Through crash data, the MPO/RPO's and

Engineering Districts can get an idea of whether the safety needs can be addressed by using [proven countermeasures](#) or whether a more significant infrastructure improvement is necessary. To assist in this, partners can use one of two systems:

- (1) [Crash Data Analysis Retrieval Tool](#) (CDART)
- (2) [Pennsylvania Crash Information Tool](#) (PCIT)



Once this analysis has been performed, data should be used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern. By starting with the [Crash Modification Factors Clearinghouse](#) the Engineering Districts can help narrow down treatments that are applicable to a given location and dataset. MPO/RPO's should use this information to assess

the complexity of the project needed. For example, can a situation involving roadway departure crashes be addressed by the addition of curve warning signs and high friction surface treatments or do a series of curves in the roadway need removed. Obviously the more complex the solution is the greater the funding levels will be, but it also increases other project delivery aspects like environmental clearances and right-of-way impacts. Both areas can affect how much funding is tied to a given year on the TIP as well as the total number of years the project will need carried on the TIP to reach completion. All of these factors are important considerations when selecting safety projects because delivery of safety that have the greatest potential for return on reduction in crashes is key to the Commonwealth achieving its established safety performance targets.

These analysis options are explored in more detail at the following locations:

- [Highway Safety Benefit-Cost Analysis Guide](#)
- [Highway Safety Benefit-Cost Analysis Tool: Reference Guide](#)
- [HSM Analysis \[Crash Modification Factor \(CMF\) Clearinghouse\]](#)

Guidance on performing a data-driven safety analysis can be found in the following locations:

- [PUB 638 – District Highway Safety Guidance Manual](#)
- [PUB 638A – Pennsylvania Safety Predictive Analysis Methods Manual](#)
- [PennDOT Safety Website](#)
- [AASHTO Highway Safety Manual](#)
- [FHWA Crash Costs for Highway Safety Analysis](#)
- [FHWA Countermeasure Service Life Guide](#)

More information on HSIP project eligibility and requirements, including federal share pro rata, can be found at the following links:

- [FHWA – Project Eligibility](#)
- [FHWA – Eligibility Guidance](#)
- [23 USC 120 – Federal Share Payable](#)
- [23 USC 148 – Highway Safety Improvement Program](#)

The [SharePoint HSIP funding site](#) provides a single point of communication for all HSIP eligibility and funding requests.

Applications submitted through this process will document all the processes discussed earlier in this section. Project applications can be initiated either by an MPO/RPO or an Engineering District. The applications are reviewed through an approval workflow

involving the PennDOT Engineering District, BOMO safety and CPDM staff. To ensure that there are no conflicts between the approved TIP and safety performance measures this application should be created as early in the planning process as possible. Failure to do this could result in projects being included in the TIP that do not meet the minimum 1:1 benefit cost ratio for utilization of HSIP funding. The HSIP projects should be continually monitored by the MPOs/RPOs, PennDOT Engineering Districts, CPDM, BOMO, and FHWA to ensure approved applications match any TIP adjustments. If situations arise where either the MPOs/RPOs or Engineering Districts believe additional funding is needed for the safety project an amendment shall be processed through this HSIP SharePoint system to ensure that the 1:1 benefit cost ratio can be maintained at the increased funding level. These HSIP application amendments shall be initiated by either the MPOs/RPOs or the Engineering Districts in conjunction with any TIP adjustments. This approach will not only ensure that Pennsylvania is working towards the SHSP goals but will also allow the PennDOT Districts and MPOs/RPOs to quantify the safety improvements of the selected projects relative to the safety performance targets. It will also assist in ensuring that delivery and funding issues do not arise during the project development process.

Pennsylvania sets aside \$35 million of HSIP funds per FFY to advance projects statewide. The HSIP set-aside is managed as a statewide program by PennDOT CPDM in coordination with BOMO. Projects are evaluated, ranked, and selected based on their potential significant safety return on investment and their deliverability. The remainder of the state's HSIP authorization is allocated regionally. Each MPO/RPO receives a base funding level of \$500,000 for supporting low cost safety improvements and systemic safety. The remaining HSIP funding is allocated at a 39:1 ratio based on actual crash data. It should be noted however that the allocated HSIP funding can still be utilized for systemic safety treatments because it has been determined that these types of projects have a much greater return on the safety investment in Pennsylvania. Further documentation on this process is included in the Financial Guidance Document.



### **Pavement and Bridge Asset Management**

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 condition of the infrastructure assets.

PennDOT's [TAMP](#), required by [23 USC 119](#) and [23 CFR 515.13\(b\)\(2\)](#), formally defines its framework for asset management, which is a data-driven approach coupled with a risk-based methodology. It outlines



## 2023 - 2026 Transportation Improvement Program

the investment strategies for infrastructure condition targets and documents asset management objectives for addressing risk, maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals identified in [23 USC 150\(b\)](#). The TAMP is developed by PennDOT BOMO's Asset Management Division (AMD) in consultation with PennDOT Executive leadership, CPDM, Bureau of Planning and Research (BPR), PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), the MPOs/RPOs and FHWA.

The TAMP projects the levels of future investment necessary to meet the asset condition targets and contrasts them with expected funding levels. This helps PennDOT to make ongoing assessments and to reevaluate data associated with its investment decisions for this Program update as well as future updates. Analyses done during the development of the TAMP were utilized to establish the current Pavement and Bridge Condition Performance Measure (PM2) targets.

With each program update, PennDOT has made substantial advances in its asset management tools and practices. A risk-based, data-driven approach to project selection helps ensure that the right projects are prioritized, and the transportation system is managed optimally to the lowest practical life-cycle cost. PennDOT's Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) are the foundations for this asset management approach. Information from these systems informs the development of the TAMP. Step by step guidelines on utilizing PAMS and BAMS to review treatments and develop projects can be found in the [TPM Resource Toolbox](#). PennDOT's asset management systems forecast condition and investment needs by asset class and work type using deterioration models and cost matrices developed for PennDOT infrastructure and based on historical data. PennDOT has developed both predictive and deterministic models that support multi-objective decision-making based on current average work costs and estimated treatment lifespans. These models allow PennDOT to predict infrastructure investment needs and future conditions under a range of scenarios.

As part of its asset management strategy, PennDOT strives to maintain as many highway and bridge assets as possible in a state of good repair, per [23 CFR 515.9 \(d\)\(1\)](#). PennDOT defines its desired state of good repair as meeting the FHWA minimum condition thresholds for pavements and bridges: no more than 5 percent of NHS Interstate lane-miles shall be rated in poor condition ([23 CFR part 490.315\(a\), Subpart C](#)) and no more than 10 percent of total NHS bridge deck area shall be rated as poor ([23 USC 119\(f\)\(1\)](#)). However, the ability to achieve these condition thresholds is funding dependent.

Within its asset management framework, it was necessary for PennDOT to transition away from a "worst-first" programming methodology to a true overall risk-based prioritization and selection of projects for its system assets based on LLCC. "Worst-first" prioritization focuses work on the poorest condition assets at the expense of rehabilitation and preventative maintenance on other assets in better condition. PennDOT's revised strategy reflects its asset management motto and guiding principle: "The right treatment at the right time." This is reflective of Federal TAMP requirements that are centered on investing limited funding resources in the right place at the right time to produce the most cost-effective life cycle performance for a given investment, per [23 CFR 515.7](#) and [23 CFR 515.9](#).

PennDOT will use its PAMS and BAMS systems to assist with prioritizing preservation activities to extend asset life. This methodology will allow PennDOT to manage assets to both specific targets and to the lowest practical life-cycle cost and help it to make progress toward achieving its targets for asset

## 2023 - 2026 Transportation Improvement Program

condition and performance. Implementation of these improved asset management practices should be implemented on all state and local networks.

The bridge condition classification of poor has replaced the previous structurally deficient (SD) condition ranking. The SD ranking was a major component of PennDOT's old Bridge Risk Score, which was not a prioritization tool for network level risk. Rather, it was a combination of project level risk and structure condition that was only applied to a small subset of the overall bridge population. PennDOT has developed a new Bridge Risk Score to assist in prioritizing preservation, rehabilitation, and replacement. It does not include condition in the calculation so that risk can be addressed independently and provides each bridge structure with a score in the same scale in relation to the network. BAMS utilizes the new risk score to prioritize bridges within a LLCC-based work selection. The software looks at all possible work for a given year, determines the best projects based on LLCC logic, and then prioritizes based on the new Risk Score.

PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts should work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT's PAMS and BAMS. PennDOT BOMO-Asset Management will provide any necessary support. Step by step **guidelines** on utilizing PAMS and BAMS to review treatments and develop projects can be found in the [TPM Resource Toolbox](#). For the 2023 Program Update, as we integrate PAMS and BAMS into TIP and TYP Development, AMD will provide the PAMS and BAMS outputs. The PAMS and BAMS outputs for the 2023 program are available in the [PAMS-BAMS Runs folder](#) in SharePoint. PAMS and BAMS outputs will define recommended treatments, but not necessarily complete project scopes and limits. These outputs will serve as a guide to assist in the prioritization and selection of new projects to be considered for the program.

While the TAMP and PM2 measures currently only focus on the NHS, PennDOT and the MPOs/RPOs must ensure that projects are selected and prioritized for the entire state-owned and locally owned Federal-aid network. In coordination with PennDOT Districts, the MPOs/RPOs should consider and document how the following was utilized as part of their program development process:

- regional highway and bridge system assets
- existing conditions on the NHS
- projected future conditions on the NHS
- development of strategies/priorities to continue to improve the system at the LLCC
- planning and programming of projects as part of fiscal constraint

The TAMP is a living document. It is meant to evolve over time as conditions, funding availability, risks, constraints, and federal laws or requirements change. Future updates of Pennsylvania's TAMP will consider expanding the pavement and bridge inventory to include non-NHS pavements and bridges as well as additional NHS and non-NHS assets, once the data to fully analyze these assets becomes available.

As Pennsylvania transitions to LLCC, projects currently included in the STIP/TIPs, TYP and L RTPs will need to be reviewed, evaluated, and prioritized to reflect current asset condition data and funding levels as well as shifting needs, including unanticipated changes in demand and impacts related to extreme weather events. PennDOT BOMO will work with PennDOT CPDM, PennDOT Districts and the

## 2023 - 2026 Transportation Improvement Program

MPOs/RPOs to recommend the prioritization of specific bridge projects over specific roadway projects and vice versa to prevent bridge or pavement conditions from falling below FHWA minimum condition thresholds. This prioritization will be undertaken using a combination of advanced asset management tools, professional engineering judgment by Central Office and District personnel, and local MPO/RPO input. Flexible Federal and State funding may need to be utilized to help achieve NHS performance targets, if available. This will be based on coordination between PennDOT BOMO AMD, PennDOT CPDM and the MPOs/RPOs, in consideration of other required performance measures and state initiatives.

As part of the regional TIP development process mentioned above, the MPOs/RPOs and PennDOT Districts must document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information will be used by PennDOT BOMO AMD to improve future asset management system recommendations.

### **System Performance**

Pennsylvania's transportation system is critical to the efficient movement of people and goods. State and Federal initiatives are in place to maintain and improve system mobility. 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.

The current PM3 Targets were established using historic trends for each measure in combination with regional mobility goals established in the statewide and regional LRTPs. At this time, limited historical information may hinder the assessment of trends for the traffic congestion and reliability measures. The assessment of trends may also include the evaluation of data used within the CMP, Transportation Systems Management and Operations (TSMO), and CMAQ processes.

Data for the reliability and delay measures are taken from the National Performance Management Research Data Set (NPMRDS). This data set includes average travel times on the National Highway System (NHS) for use in performance measures and management activities. This data set is available to MPOs and PennDOT and more information can be found on the FHWA [Operations Performance Measurement](#) website. The NPMRDS is part of the Regional Integrated Transportation Information System (RITIS) which is the current platform for reporting the PM3 travel time measures. RITIS provides a portfolio of analytical tools and features for summarizing the measures and evaluating trends. The [CENSUS American Community Survey](#) (ACS) and [FHWA CMAQ Public Access System](#) provide the data sources for the Non-Single Occupant Vehicle (SOV) and emission measures, respectively. The VMT are



## 2023 - 2026 Transportation Improvement Program

derived from the Highway Performance Monitoring System (HPMS). Segment-level metrics for the reliability and delay measures are also submitted by PennDOT to HPMS annually.

PennDOT BOMO will review the State's reliability and delay data and evaluate it for overall trends and provide PennDOT CPDM with statewide data to share with the MPOs/RPOs. PennDOT BOMO and CPDM will work together to develop additional regional performance measure summaries to share with the MPOs/RPOs to aid in regional target assessment and progress. This may consist of tables or online maps of travel congestion and reliability measures.

With support from the MPOs/RPOs, PennDOT CPDM and BOMO will monitor the road network for significant changes in the reliability metrics from year to year. Monitoring the network will help identify such projects as capacity enhancements or traffic signal coordination projects on primary roadways. These project impacts will help assess the benefits of historic funding and the potential benefits of future investments on traffic congestion and reliability. Identifying project impacts will require the evaluation of performance measures before construction, during construction and after project completion.

PennDOT and the MPOs/RPOs should program projects that address congestion and reliability issues identified in the (Regional Operations Plans) ROPs, CMPs, and LRTPs in order to support progress towards achievement of the PM3 targets. Methods for PM3 for integration will remain flexible for each agency.

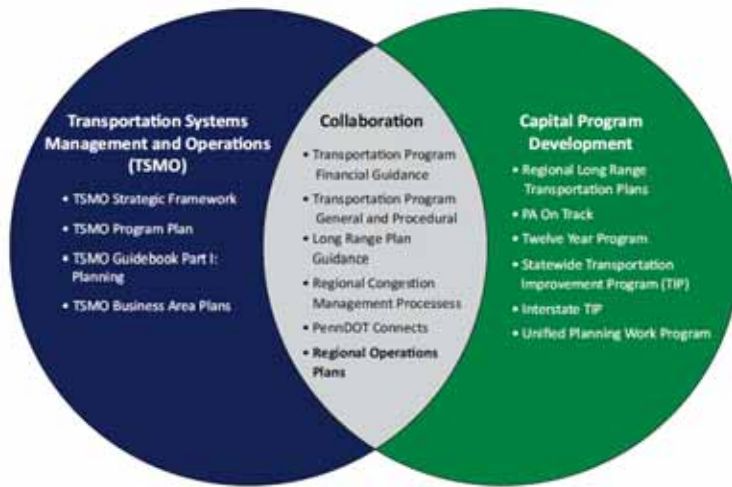
### **Transportation Systems Management and Operations**

The mission of [PennDOT's TSMO Program](#) is to move people and goods from Point A to Point B, as efficiently, safely, and reliably as possible. TSMO is a way to address the reliability, mobility, and congestion of roadways by using operations-focused strategies instead of building extra capacity. Higher reliability means more consistent travel times on NHS roadways. TSMO strategies must first be considered before the implementation of a capacity-adding project. TSMO strategies may be implemented through independent projects or as part of other projects. All projects must consider impacts to the PM3 performance measures to ensure that the targets are being met.

Significant causes of congestion and unreliable travel are non-recurring events, such as crashes, and transportation network disruptions, such as severe weather and other special events. TSMO enables agencies to target the underlying operational causes of congestion and unreliable travel through innovative solutions that typically cost less and are quicker to implement than adding capacity. TSMO expands the range of mobility choices available to system users, including shared mobility and nonmotorized options. The connection between TSMO and planning is increasingly critical as connected and automated vehicles, advances in intelligent transportation systems (ITS), and other developing technologies impact transportation networks.

PennDOT has developed a [TSMO Guidebook](#) (PUB 851) on how to implement its approach to integrating TSMO into planning and programming and how to connect operations-related planning efforts with other Pennsylvania planning efforts. Stakeholders should consider the applicability of TSMO solutions for every project as part of the design process outlined in PennDOT's DM1 manual.

**TSMO Relationship with the Planning Process**



TSMO projects should be consistent with [FHWA operations guidance](#), as well as Regional Operations Plans (ROPs) and ITS Architectures. ROPs play a significant role in regional LRTP and TIP/TYP processes by helping to prioritize projects that incorporate TSMO solutions. Keeping ROPs up to date is critical to ensure that they maintain the proper role in implementing TSMO-related projects in a systematic manner, rather than through ad-hoc additions to other capital projects. Through the ROP development and update process, the existing ITS and Operations infrastructure needs, visions and goals are identified to prioritize future operations-focused projects and performance measures that are in harmony with regional, state and federal policies.

ROPs have been developed for each of Pennsylvania’s four TSMO regions to better align the planning of operations with PennDOT’s four Regional Traffic Management Centers (RTMC).



## 2023 - 2026 Transportation Improvement Program

The RTMC manages the ROPs with support from the various MPOs/RPOs in the region. Each ROP identifies the regional approach to traffic operations and sets the stage for regional implementation of TSMO strategies. ROPs will be updated to align with the TIP 4-year cycle. The ROPs will, at a minimum, identify which projects could be undertaken within the next four years, aligning these projects for potential inclusion on the TIP/TYP/LRTP.

### **The National Highway Freight Program**

The National Highway Freight Program (NFP) was authorized under the FAST Act to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several important goals, as specified by [23 USC 167](#):

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity.
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas.
- Improving the state of good repair of the NHFN.
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability.
- Improving the efficiency and productivity of the NHFN.
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity.
- Reducing the environmental impacts of freight movement on the NHFN.

NFP funds are financially constrained to an annual funding level provided as part of Financial Guidance and have strategically been allocated to the IM Program. Pennsylvania's [CFMP](#) must include a list of fiscally constrained NFP funded projects. PennDOT CPDM will prioritize and select projects to utilize NFP funding that are consistent with the CFMP. All projects should consider impacts to truck reliability to support progress towards achieving the performance measures. Factors from the CFMP such as freight bottlenecks and freight efficiency projects, projects identified by MPOs/RPOs, and project schedules and costs will be used in conjunction with asset management principles to prioritize project selection. Initial programming consideration will be given to currently programmed projects without regular obligation. If any changes to the projects and/or NFP funding within the projects are necessary based on the Program update, the CFMP will be updated concurrently.

### **Congestion Mitigation and Air Quality Program**

The purpose of the 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<sub>2.5/10</sub>) criteria pollutants. Financial Guidance directs CMAQ funding only to those areas designated as in maintenance or nonattainment of the current NAAQS. Previous "insufficient data" and "orphan maintenance" (as currently defined for the 1997 ozone NAAQS maintenance areas) counties no longer receive CMAQ funding. A map of the transportation conformity areas in Pennsylvania can be found in the [Transportation Conformity folder](#) in SharePoint.

## 2023 - 2026 Transportation Improvement Program

FHWA and FTA cooperatively developed the CMAQ Interim Program Guidance in November 2013 to assist States and MPOs with administering the CMAQ program. It outlines several key criteria for CMAQ eligibility. Each CMAQ project must meet three basic criteria:

1. it must be a transportation project,
2. it must generate an emissions reduction, and
3. it must be located in or benefit a nonattainment or maintenance area.

In addition, there are types of projects that are ineligible for CMAQ funds even if they include potentially eligible components. These include:

- Projects that add new capacity for SOVs are ineligible for CMAQ funding unless construction is limited to high-occupancy vehicle (HOV) lanes.
- Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, and repaving or repairing roads) are ineligible for CMAQ funding as they only maintain existing levels of highway and transit service, and therefore do not reduce emissions.
- Models and Monitors—Acquisition, operation, or development of models or monitoring networks are not eligible for CMAQ funds. As modeling or monitoring emissions, traffic operations, travel demand or other related variables do not directly lead to an emissions reduction, these activities or acquisitions are not eligible.
- General studies that fall outside specific project development do not qualify for CMAQ funding.
- Please review the [Interim Program Guidance](#) for more details on eligibility.

PennDOT CPDM works with the MPOs/RPOs and District Offices to identify projects that may be funded through the CMAQ program, based on CMAQ eligibility requirements and project cost effectiveness. PennDOT CPDM coordinates with FHWA on providing resources and training opportunities to further clarify the eligibility requirements and enhance the CMAQ project selection process.

The CMAQ Interim Program Guidance provides direction on how to develop a CMAQ project selection process to ensure that projects deemed most effective in reducing emissions and congestion are programmed in the TIP. Per the Guidance, “the CMAQ project selection process should be transparent, in writing, and publicly available. The process should identify the agencies involved in rating proposed projects, clarify how projects are rated, and name the committee or group responsible for making the final recommendation to the MPO board or other approving body. The selection process should also clearly identify the basis for rating projects, including emissions benefits, cost-effectiveness, and any other ancillary selection factors such as congestion relief, greenhouse gas reductions, safety, system preservation, access to opportunity, sustainable development and freight, reduced SOV reliance, multimodal benefits, and others.”

The Delaware Valley Regional Planning Commission (DVRPC) and the Southwestern Pennsylvania Commission (SPC) have formal processes to solicit and administer their CMAQ programs that include project identification, screening and selection procedures (including adherence to federal requirements regarding emissions impact quantification, consideration of cost effectiveness measures, and prioritization of projects).

## 2023 - 2026 Transportation Improvement Program

For CMAQ-eligible areas covered by MPOs that do not have a formal process, namely all areas except DVRPC and SPC, a simplified evaluation, selection, and eligibility determination process such as the one outlined below is recommended to meet this requirement:

- MPO and PennDOT District staff will conduct coordination meetings or conference calls to identify candidate projects for potential CMAQ funding consideration.
- PennDOT CPDM, in coordination with FHWA, has developed an Excel template for MPOs to evaluate candidate CMAQ projects. The template is available in the [CMAQ Project Selection Process folder](#) in SharePoint.
- MPO and PennDOT District staff will select CMAQ projects using the criteria provided in the template. These criteria will include eligibility classification, qualitative assessments of emission benefits (using FHWA's [Cost-Effectiveness Tables](#)), project cost, deliverability/project readiness, and other factors. MPO and PennDOT District staff should use the template to assist in the documentation of their project selection process.
- PennDOT CPDM will review the selected projects to verify their CMAQ eligibility. If requested by PennDOT, FHWA will assist PennDOT in determining CMAQ eligibility or identifying any ineligibility issues or concerns.

Although the eligibility determination process outlined above gives priority to cost-effective projects, all projects ultimately selected for CMAQ funding require a quantitative emission analysis. These emission analyses are used to support project eligibility and provide key inputs to the CMAQ annual report submission to FHWA. PennDOT CPDM will assist PennDOT District and MPO staff in completing the analyses. Available tools for emission analyses include the Pennsylvania Air Quality Off-Network Estimator (PAQONE) tool and the [FHWA CMAQ Emissions Calculator Toolkit](#).

Projects with proposed CMAQ funding are coded as such in MPMS and identified accordingly throughout the project evaluation, selection and program development processes. PennDOT District staff with support from CPDM will enter the CMAQ MPMS fields for emission benefits, analysis date, and project category. As part of the draft TIP review, PennDOT and FHWA/FTA review project eligibility. Once FHWA and FTA approve the STIP, PennDOT CPDM can move forward with obligating projects funded with CMAQ.

PennDOT CPDM prepares an annual report to FHWA using project information from the MPMS system. This information is compiled annually on a nationwide level and is submitted by FHWA to Congress. It provides a list of obligated projects and emissions analyses for those projects, which ensures that only CMAQ-eligible projects are being funded.

The emission analysis results within the annual report are also used for the CMAQ national emission performance measures. As such, all agencies should understand the importance of accurately reflecting CMAQ-funded projects in MPMS and estimating project emission impacts based on the best available tools. PennDOT CPDM will performance quality control checks on the reported CMAQ-funded projects and supporting emission estimates. These activities may include additional coordination with FHWA, PennDOT Districts, and MPOs.

## 2023 - 2026 Transportation Improvement Program

MAP-21 and the FAST Act require performance measures for State DOTs and MPOs to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the CMAQ program. There are three performance measures under the CMAQ program:

- Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita;
- Percent of Non-Single Occupancy Vehicle travel, also known as Non-SOV Travel; and
- Total Emissions Reduction

MPOs currently serving an urbanized area population over 1,000,000 that includes an air quality nonattainment or maintenance area must develop a CMAQ Performance Plan. In the CMAQ Performance Plan and its biennial updates, MPOs must report 2 and 4 year targets for the CMAQ measures, describe how they plan to meet their targets, and detail their progress toward achieving the targets over the course of the performance period. The Performance Plan is submitted to PennDOT for inclusion in PennDOT's biennial reports to FHWA. Currently, only the Pittsburgh, Philadelphia and Lancaster MPOs are required to submit CMAQ Performance Plans. For the next performance period covering 2022-2025, all MPOs serving an urbanized population more than 200,000 that include an air quality nonattainment or maintenance area will be required to develop a plan.

Additional FHWA CMAQ resources:

- [Interim Program Guidance Under MAP-21](#)
- [Fast Act – CMAQ Factsheet](#)
- [Project Eligibility](#)
- [CMAQ Performance Measures](#)

### **Congestion Management Process**

Projects that help to reduce congestion will also help to improve air quality. This approach is coordinated with a region's CMP, which helps to identify corridor-based strategies to mitigate traffic congestion reflected in the PHED and percentage of non-single occupant vehicle (SOV) performance measures.

The CMP is a regional planning tool designed to provide a systematic way for helping manage congestion and provide information on transportation system performance. It identifies congested corridors and recommends strategies for congestion mitigation. The CMP includes methods to monitor and evaluate the performance of the multimodal transportation system along with a process for periodic assessment of the effectiveness of implemented strategies.

A CMP is required for the TMAs. It is prepared by the MPO for that area and is a systematic process for managing congestion that brings congestion management strategies to the funding and implementation stages of the project delivery process. The goal of the CMP is to improve the performance and reliability of the multimodal transportation system in the MPO's region.

In TMAs designated as ozone or carbon monoxide non-attainment areas, the CMP becomes even more important. The limited number of capacity-adding projects to be considered for advancement in non-attainment TMAs must be consistent with the region's CMP. Federal law prohibits projects that result in a significant increase in carrying capacity for SOVs from being programmed in such areas unless these projects are addressed in the regional CMP.



## Environmental Justice

Another key consideration in the project selection and prioritization process is Environmental Justice (EJ). [Executive Order 12898](#) requires Federal agencies and Federal aid recipients to adhere to the following core principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

To develop a single consistent EJ analysis that can be applied statewide, the South Central MPOs in PennDOT District 8 generated a proposed methodology to evaluate the potential impacts of transportation plans and programs on EJ populations. The South Central PA MPO EJ Study, referred to as the [Unified EJ Guide](#), includes several noteworthy practices adopted from MPOs around the country. As part of the 2021 TIP Environmental Justice Committee After Action Review (AAR), some aspects of the Unified EJ Guide will be modified and will be updated by November 2021.

FHWA PA Division and FTA Region III reviewed the MPO Unified Guide, and identified [Core Elements](#) of an effective approach to meet the intent of [Executive Order 12898](#), [Environmental Order 5610.2\(a\)](#), [FHWA Order 6640.23A](#), and FTA's [Environmental Justice Circular 4703.1](#). As part of the 2021 STIP/TIP update, PennDOT and many MPOs/RPOs incorporated this approach into their EJ analysis. For the TIP EJ Analysis, MPOs/RPOs should conduct the following steps:

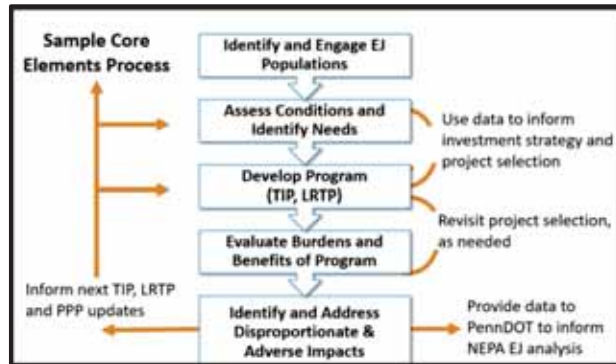
- Identify low-income and minority populations
- Assess conditions and identify needs
- Develop the draft Program
- Evaluate benefits and burdens of the Program
- Identify and avoid, minimize, or mitigate any disproportionate and adverse impacts

As a continuation of the statewide analysis approach started with the 2021 TIP, Lycoming County Planning Commission will be completing the first two steps (Identification of Low-Income and Minority Populations and assessment of conditions and identification of needs for bridges, pavements and crashes) for all areas of the State for the 2023 TIP update. The results will be made available to each MPO/RPO in the [Environmental Justice folder](#) in SharePoint. MPOs/RPOs should work with the PennDOT Districts and CPDM to review, discuss and interpret the data and document the benefits and burdens analysis. The burdens and benefits analysis and the identification and addressing of disproportionate and adverse impacts will be unique to each area and examples may be found in the Unified EJ Guide.

The EJ analysis should be completed during program development and shared as part of the public comment period documentation. If disproportionately high and adverse impacts are identified, the MPO/RPO should work with PennDOT, FHWA and FTA to develop and document strategies to avoid, minimize or mitigate these impacts. It is important to note that determinations of disproportionately

high and adverse effects take into consideration the mitigation and enhancement measures that are planned for the proposed action.

The EJ analysis process should be comprehensive and continuous, with each task informing and cycling back to influence the next stage. The outcomes of the analysis and feedback received in each outreach cycle should be considered by the MPOs/RPOs and PennDOT in future project selection processes and provided to PennDOT District staff to inform the project-level EJ analysis:



## Transit

In July 2016, FTA issued a [final rule](#) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories based on size and mode:

- Tier I
  - Operates Rail Fixed Guideway (Section 5337) **OR**
  - Operates over 100 vehicles across all fixed route modes **OR**
  - Operates over 100 vehicles in one non-fixed route mode
- Tier II
  - Urban and Rural Public Transportation (Section 5307, 5310, and 5311 eligible) **OR**
  - Operates up to and including 100 vehicles across all fixed route modes **OR**
  - Operates up to and including 100 vehicles in one non-fixed route mode

A [list](#) of Pennsylvania’s Tier I and II transit agencies is found in the [2023 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



## 2023 - 2026 Transportation Improvement Program

and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

Transit agencies update CPT data annually to provide a current picture of asset inventory and performance. From this data, PennDOT BPT updates performance targets for both the statewide inventory of Tier II agencies and for each individual agency in the plan based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT BPT then reports this information to FTA and shares it with the MPOs/RPOs, along with investment information on priority capital projects anticipated for the following year. Agencies that are Tier I or non-participating Tier II use similar CPT data to set independent TAM performance targets and report these directly to the MPOs/RPOs.

Consistent with available resources, transit agencies will be responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

### FISCAL CONSTRAINT

An early part of the program development process is for PennDOT, FHWA/FTA and the MPOs/RPOs to jointly develop the [2023 Program Financial Guidance](#) document, first through a Work Group, and later through agreement by all parties. This Guidance provides sufficient information to begin identifying projects, performing project technical evaluations, and negotiating and reaching consensus on the fiscally constrained regional programs.

Financial Guidance provides funding levels available for the development of the STIP/TYP for all anticipated federal and state funding sources. Due to the expiration of the FAST Act and uncertainty with the viability of the Highway Trust Fund, anticipated available federal highway, bridge and transit funds reflect zero percent revenue growth from the FAST Act authorized 2020 apportionment levels for the entire twelve years of the Program. State revenues are based on the latest budget estimates for highway and bridge capital appropriations. Allocations are provided to each MPO/RPO for highway and bridge funds based on jointly developed formulas. Allocations are also provided for the IMP, NFP, and Railway-Highway Crossings Program (Section 130/RRX). These continue to be centrally managed statewide programs. In addition, a portion of highway funding is reserved for distribution at the Secretary of Transportation's discretion.

Transit Financial Guidance includes both federal and state resources. Federal funding is based on FAST Act levels. State funding is based on projected funding source revenues and applied by formulas established in [Act 44 of 2007](#), as amended by [Act 89 of 2013](#). In addition, as part of an agreement between the Commonwealth and the transit agencies, a total of \$25 million per year in federal highway funding is reserved to be flexed to the transit agencies.

To program these funds, each transit agency works closely with PennDOT BPT to develop annual consolidated capital applications (CCA) and annual consolidated operating applications (COA). The CCA process includes federal, state, and local funds and prioritizes investments based on asset condition and replacement cycles in the CPT. This process promotes a true asset management approach where the

## 2023 - 2026 Transportation Improvement Program

assets in most need of replacement and/or rehabilitation are prioritized to receive funding, which allows transit agencies to move these assets toward a state-of-good-repair.

Operating allocations are formula-based, as discussed above, and PennDOT BPT works with agencies annually through the COA process to identify anticipated expenses and revenues and program federal, state, and local funds to meet anticipated operating deficits.

An important part of the project prioritization and selection process is to ensure that the Program of projects meets fiscal constraint, which means that the included projects can reasonably be expected to receive funding within the time allotted for Program implementation. The identified revenues are those that are reasonably anticipated to be available to operate and maintain Federal-aid highways and public transportation in accordance with [23 CFR 450.218\(l\)](#) and [23 CFR 450.326\(j\)](#).

The regional TIP narratives should include reference to the Financial Guidance process and the distribution of funds along with a form of visual documentation to demonstrate regional fiscal constraint. An example of such a visual aid is the fiscal constraint tab from the TIP Checklist.

The regional TIPs shall contain system-level estimates of state and local revenue sources beyond Financial Guidance that are reasonably expected to be available (but typically not programmed) to operate and maintain the Federal-aid highways (as defined by [23 USC 101\(a\)\(6\)](#)) and public transportation (as defined by title [49 USC Chapter 53](#)). PennDOT CPDM will provide **regional estimated totals** for state programs not included in Financial Guidance. When available, they will be placed in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint. MPOs/RPOs can work with local stakeholders to identify supplemental information that is readily available. Transit providers will supply estimates of county/city/local revenue sources/contributions. This information should be integrated into the regional TIPs. Statewide information will be included with the STIP.

### Line Items

As part of the program development process, PennDOT CPDM, PennDOT Districts and the MPOs/RPOs should consider the inclusion of reserve line items. Every effort should be made as part of the program development process to identify projects for all available funding in the first 2 years of the TIP, to ensure project delivery and maximum utilization of funding. Line items should be used primarily for contingency purposes such as unforeseen project costs, including Accrued Unbilled Costs (AUC), unforeseen AC obligations, and other actions which might occur between program drafting and project initiation. Dedicated line items for specific regional issues such as slides, and sinkholes should be included based on historical needs. Selected project categories that are air quality exempt (e.g. betterment and Section 5310) may also be grouped into regional line items for inclusion in the Program, with project specific listings to be developed later by project sponsors. The excessive use of line items for other purposes is strongly discouraged by PennDOT CPDM and FHWA.

### Programming

Projects and phases of projects in the Program must be financially constrained by FFY (October 1 – September 30), with respect to the anticipated available funding and within the bounds of Financial Guidance.

## 2023 - 2026 Transportation Improvement Program

The STIP/TIPs shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available within the time period contemplated for completion of the project, based on the project phase start and end dates. This shall also include the estimated total cost of project construction, which may extend beyond the TIP and into the TYP and LRTP, in accordance with [23 CFR 450.326 \(g\) \(2\), \(i\) and \(j\)](#). Cost estimates prepared during programming are critical in terms of setting funding, schedule, and scope for managing project development. Project cost estimates shall follow guidance provided in PennDOT Estimating Manual [PUB 352](#). All phases of projects that are not fully funded on the TIP will be carried over and shown in the last eight years of the fiscally constrained TYP. For projects to advance beyond the PE phase, the project must be fully funded within the TIP/TYP/LRTP.

Projects/phases of projects should be programmed in the FFY in which the project is anticipated to be obligated/encumbered. Programmed funding should be spread out (cash-flowed) over several fiscal years where applicable, based on the anticipated project schedule and timing of expenditures to maximize available resources.

PennDOT Districts, MPOs/RPOs and transit agencies will work to ensure that all cash flow procedures such as highway AC obligation, public transportation letters of no prejudice, and full funding grant approvals are accounted for in the program development process. AC projects must appear on a TIP in order to be converted into a regular obligation. These AC costs need to be accounted for as part of the program development and management process. PennDOT CPDM, PennDOT Districts and the MPOs/RPOs should plan to carry sufficient federal funding for eligible projects/phases beyond the first two FFYs of the current Program, anticipating that AC conversion will be necessary.

The flexing of federal funds between highway and public transportation projects will be a collaborative decision involving local officials, the MPOs/RPOs, the public transportation agency or agencies, PennDOT, and FHWA/FTA.

The Program must account for inflation using the Year of Expenditure (YOE). The YOE factor should be 3% annually. PennDOT Districts will enter cost estimates in MPMS based on present day costs. MPMS provides calculations to apply the 3% annual YOE factor to this base cost for each year of the program. The amount programmed will be based on the year where funds will be programmed for initial expenditure. The YOE tool can be found under the HWY & BR tab in MPMS.

### **AIR QUALITY CONFORMITY**

Transportation conformity is a process required by [CAA Section 176\(c\)](#), which establishes the framework for improving air quality to protect public health and the environment. The transportation conformity rule ([40 CFR Part 93](#)) provides the policy, criteria, and procedures for demonstrating conformity. The goal of transportation conformity is to ensure that FHWA/FTA funding and approvals are given to highway and transit activities that are consistent with air quality goals.

The Clean Air Act (CAA) requires that regional LRTPs, TIPs and Federal projects conform to the purpose of the State Implementation Plan (SIP). Pennsylvania's SIP is a collection of regulations and documents used to reduce air pollution in areas that do not meet the National Ambient Air Quality Standards (NAAQS). Conformity to a SIP means that such activities will not cause or contribute to any new

## 2023 - 2026 Transportation Improvement Program

violations of the NAAQS, increase the frequency or severity of NAAQS violations, or delay timely attainment of the NAAQS or any required interim milestone.

Changes to the TIP or LRTP that involve non-exempt and regionally significant projects may or may not require the need for a conformity determination. As such, the interagency consultation process should be used to evaluate events that may trigger a new determination. Other administrative modifications affecting exempt projects, as defined in [23 CFR 450.104](#), do not require public review and comment, a demonstration of fiscal constraint, or a conformity determination.

Areas in maintenance or nonattainment of the current NAAQS for the criteria pollutants are required to demonstrate regional transportation air quality conformity. Per the February 16, 2018 D.C. Circuit decision in *South Coast Air Quality Management District v. EPA (Case No. 15-1115)*, areas that were in maintenance for the revoked 1997 8-hour ozone but were designated in attainment for the 2008 ozone NAAQS must demonstrate transportation conformity without a regional emissions analysis, per [40 CFR 93.109\(c\)](#). A **status table** of the Pennsylvania areas requiring transportation conformity can be found in the [Transportation Conformity folder](#) in SharePoint.

Note, the conformity analyses in the 1997 orphaned ozone areas must be updated every 4 years even though the LRTP is only required to be updated every 5 years. To address this and other timing issues, transportation conformity analyses should typically address both the TIP and LRTP, even if only one program is being updated.

Conformity analyses include all regionally significant transportation projects being advanced, whether the projects are to be funded under [23 USC Chapter 1](#), [23 USC Chapter 2](#), or [49 USC Chapter 53](#), as required in [23 CFR 450.326 \(f\)](#). In addition, conformity analyses should also include regionally significant projects that do not use any federal funding. Regionally significant projects (as defined in [23 CFR 450.104](#)) are transportation projects on a facility which serves regional transportation needs that result in an expansion of roadway capacity or a major increase in public transit service.

Exempt projects, as defined by the federal conformity regulations ([40 CFR 93.126](#) and [40 CFR 93.127](#)), are project types that typically do not have a significant impact on air quality and are exempt from the requirement to determine conformity. The decision on project exemption and/or regional significance status must include an interagency consultation process with federal, state, and local transportation and air quality partners. The consultation process is outlined in each region's Conformity SIP. In specific, consultation should include PennDOT CPDM, FHWA PA Division, EPA Region III, DEP, local air agencies (if applicable) and the regional MPO/RPO.

A transportation conformity determination shows 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.

The regional conformity requirement is separate and apart from any conformity requirements that apply to specific projects, typically as part of the [National Environmental Policy Act \(NEPA\) process](#). PennDOT CPDM is responsible for partnering in this process by ensuring that the TIPs (and by extension the STIP) are in conformance. Project-level conformity analyses and screening will be conducted by PennDOT using [PennDOT's Project-Level Air Quality Handbook](#) (PUB 321).

## 2023 - 2026 Transportation Improvement Program

The completion of a regional TIP or LRTP conformity analysis 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 MPO/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. 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). This should be a joint, coordinated effort with the regional MPO and/or RPO. PennDOT CPDM, PennDOT Districts, or MPO/RPO staff will coordinate with PTC to obtain a list of Turnpike projects that may require analysis. The PTC and Interstate (IM) projects should be distributed to the applicable MPOs/RPOs for inclusion in their regional programs.
3. Decisions on project-level air quality significance must also include an interagency consultation process with federal, state, and local transportation and air quality partners. PennDOT's Interagency Consultation Group (ICG) reviews the proposed highway and transit project lists from each MPO/RPO before air quality conformity determination work begins by the MPOs/RPOs and/or PennDOT. The consultation process relies on the project descriptions provided in MPMS. The project descriptions must accurately and completely reflect the project scope and schedule, so that a determination can be made whether the project is regionally significant. This includes facility names, project limits, location, if and how capacity (highway and transit) will be expanded as part of the funded improvements. The consultation process is conducted using PennDOT's [Air Quality](#) SharePoint site, which is maintained by PennDOT CPDM. Typically, a 2-week timeframe should be provided to the ICG for the review of air quality significant projects.
4. PennDOT and the MPOs/RPOs conduct the conformity emission analyses using EPA's approved emission model and available transportation data. If one is available, the MPO/RPO's travel demand model is often the most effective tool to complete the conformity analysis. PennDOT CPDM provides support to the MPOs/RPOs in preparing the latest planning assumptions and completing the conformity analyses.
5. PennDOT and the MPOs/RPOs complete a transportation conformity report that includes the results of the emissions modeling (if applicable) and a list of air quality significant projects. Note: emission modeling is not required for areas only in maintenance for the 1997 orphaned ozone NAAQS. The transportation conformity report should be uploaded to PennDOT's Air Quality SharePoint website and shared with the ICG for review and comment before the public comment period.

## 2023 - 2026 Transportation Improvement Program

6. The MPOs/RPOs must provide their regional air quality conformity determination for public review, as specified in their public participation plans and detailed in the Conformity Rule and FHWA's [Conformity Guide](#). MPOs /RPOs that do not perform their own air quality conformity analysis should allow adequate time for completion of air quality conformity analysis by PennDOT's consultants, keeping in mind that the 30-day TIP public comment period, Board approval of the TIP, and final TIP submission to PennDOT CPDM needs to occur in accordance with the 2023 Transportation Program development schedule available in Appendix 1. PennDOT CPDM, FHWA, FTA and EPA verify the completion of air quality testing and analysis as part of the STIP/TIP review process.
7. The MPOs/RPOs must complete all steps of the transportation conformity and program approval process. These steps include (in order):
  - a. Review and brief applicable committees on the conformity report
  - b. Review and brief applicable committees on the TIP and/or LRTP
  - c. Review and brief applicable committees and Board on response to public comments
  - d. Board adoption and approval of the air quality conformity report which includes a summary of the public comment period and any responses to public comments, questions, or concerns.
  - e. Board adoption and approval of a formal air quality resolution. If requested, CPDM can provide assistance in reviewing the air quality resolution.
  - f. Board adoption and approval of the TIP and/or LRTP
  - g. Board adoption and approval of the self-certification resolution

### STATEWIDE PROGRAMS

#### Interstate Program

The Interstate Management (IM) Program is a separate program developed and managed based on statewide needs. From a programming standpoint, the IM Program is fiscally constrained to an annual funding level that is provided as part of Financial Guidance. The IM Program planning and programming responsibilities are handled by PennDOT CPDM, in coordination with other PennDOT Central Office Bureaus, the PennDOT Districts and the MPOs/RPOs.

PennDOT formed an Interstate Steering Committee (ISC) in 2015 to more efficiently manage the significant needs of the statewide Interstate System. The ISC contains representation from PennDOT's CPDM, BOMO, BPD, and Districts and works with FHWA and the MPOs/RPOs on the development and management of the Interstate Program. The ISC assists with project prioritization and re-evaluates projects during Program updates. The ISC meets monthly to assist with the management of the IM Program.

As part of the IM Program update process, the ISC holds District Interstate rides and presentations to get a statewide perspective of the current state of the Interstate System in Pennsylvania. Representatives from the ISC, FHWA, and PennDOT BOMO, CPDM, and Districts ride the entire Interstate System to assess current conditions and review both currently planned and potential projects. PennDOT Districts then provide presentations to the ISC with updates on conditions, challenges, best practices and needs



## 2023 - 2026 Transportation Improvement Program

in their respective areas. The presentations are provided via web conference so PennDOT Central Office and Districts, the MPOs/RPOs, and FHWA staff can participate.

Initial programming consideration will be given to currently programmed Interstate projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current Program. Once the financial magnitude of the carry-over projects has been determined, an estimate can be made on the amount of program funds available for new IM projects, with consideration of current project schedules.

The carry-over projects and any new projects will be evaluated based on current field conditions from the Interstate rides and asset management criteria provided by BOMO Asset Management. 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 FAST Act further sub-allocates TA Set-Aside funding based upon population. Funds available for any area of the state, urban areas with populations of 5,001 to 200,000 and areas with population of 5,000

## 2023 - 2026 Transportation Improvement Program

or less are centrally managed by PennDOT. PennDOT Central Office, with coordination and input from PennDOT Districts and the MPOs/RPOs, selects projects through a statewide competitive application process. Projects are evaluated using PennDOT's Core Principles, which are found in [Design Manual 1](#). These Principles encourage transportation investments that are tailored to important local factors, including land use, financial concerns, and overall community context. Project deliverability, safety, and the ability to support EJ principles and enhance local or regional mobility are also considered during project evaluation. The planning and programming responsibilities for these TA Set-Aside funds are handled by PennDOT CPDM, and funding is fiscally constrained to an annual funding level by Financial Guidance.

Selected projects are added to regional MPO/RPO programs utilizing a Statewide Line Item to maintain fiscal constraint. Projects selected under previous application rounds without regular obligation or with AC obligation will be carried over from the current Program. The balance of funds from any carryover projects will remain in a Statewide Line Item on the Statewide Program until there is a new or continuing Federal Authorization that includes updated provisions for the TA Set-Aside program. Additional information about the TA Set-Aside can be found on PennDOT's [TA Set-Aside Funding Site](#).

A separate regional allocation of funding is available for urbanized areas with populations over 200,000. These funds are available for MPOs to administer competitive application rounds to select eligible projects for inclusion on their regional TIPs. Funding is fiscally constrained based on annual funding amounts provided in Financial Guidance. The MPOs/RPOs will coordinate with the PennDOT CPDM TA Set-Aside state coordinator prior to initiating a project selection round.

### **Spike Funding**

Financial Guidance includes a set-aside of several flavors of highway funding reserved for the Secretary of Transportation's discretion. The Secretary's "Spike" funding is fiscally constrained to an annual funding level provided by Financial Guidance. The Spike funding planning and programming responsibilities are handled by PennDOT CPDM, based on direction provided from the Secretary.

Historically, the Secretary of Transportation has selected projects to receive Spike funding in order to offset the impact of high-cost projects, implement special initiatives, or advance statewide priority projects. The Spike funding decisions typically continue previous Spike commitments, with any new project selections aligning with the Department's strategic direction and investment goals. Selected Spike projects are added to the regional MPO/RPO, IMP, or Statewide items TIP, utilizing Statewide Line Items from the Statewide Program to maintain fiscal constraint.

## **PUBLIC COMMENT**

As part of their regional TIP development, the MPOs/RPOs will ensure that their regional highway/bridge and transit TIPs provide the following information:

- Sufficient detailed descriptive material to clarify the design concept and scope as well as the location of the improvement. The MPO/RPO and PennDOT District(s) must collaborate on the information for the public narrative.
- Projects or phases of projects assigned by year (e.g. FFY 2023, 2024, 2025, 2026) should be based upon the latest project schedules and consistent with [23 CFR 450.326\(g\)](#).



## 2023 - 2026 Transportation Improvement Program

- Detailed project and project phase costs should be delineated between federal, state, and local shares. Each project and its associated phase costs should depict the amount to be obligated/encumbered for each funding category on a per year basis.
- Phase estimates and total costs should reflect YOY in the TIP period, per Financial Guidance.
- The estimated total project cost should be included, which may extend beyond the 4 years of the TIP into the TYP/LRTP.
- There should be identification of the agency or agencies responsible for implementing the project or phase (i.e. the specific Transit agency, PennDOT District(s), MPO/RPO, local government, or private partner). Each MPO/RPO will work with all project administrators to provide any additional information that needs to be included with each project to be listed in their regional Program.

PennDOT CPDM will provide the information above for Statewide-managed programs for the STIP.

The MPO/RPO TIPs, including the MPO/RPO portions of the IM TIP, must be made available for public comment for a minimum of 30 days and in accordance with the procedures outlined in the MPO/RPO PPPs. A formal public comment period for the regional TIPs must be established to gather all comments and concerns on the TIPs and related documents. A separate STIP 15-day public comment period will be established. PennDOT CPDM, PennDOT Districts and the MPOs/RPOs shall make STIP/TIP information (such as technical information and meeting notices) available in electronically accessible formats and means, such as websites and mobile devices.

Joint outreach efforts can result in a more effective program overall and more efficient use of labor across all MPOs/RPOs. Straightforward and comprehensive access to all public documentation (including the draft and final STIP, TIP and TYP project listings) should be made available to all members of the public, including those individuals with LEP. As part of their public outreach, MPOs/RPOs should take advantage of available resources, including translation services, social media tools, other online resources, and local community organizations.

All 2023 Transportation Program guidance documents will be available at [Talkpatransportation.com](https://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 well 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 PennDOT's 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 2023 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
<b>1</b>	Cover Letter	
<b>2</b>	TIP Development/Project Selection Process Documentation	✓
<b>3</b>	TIP Development Timeline	✓
<b>4</b>	TPM (PM1, PM2, and PM3) Narrative Documentation	✓
<b>5</b>	Transit Performance Measures Narrative Documentation	✓
<b>6</b>	Highway and Bridge TIP Listing with public narrative	✓
<b>7</b>	Public Transportation TIP Listing with public narrative	✓
<b>8</b>	Interstate TIP Listing with public narrative (regional portion)	✓
<b>9</b>	TIP Financial Constraint Chart	✓
<b>10</b>	Public Transportation Financial Capacity Analysis (MPO Only)	
<b>11</b>	EJ Analysis and Documentation	✓
<b>12</b>	Air Quality Conformity Determination Report (if applicable)	✓
<b>13</b>	Air Quality Resolution (if applicable)	
<b>14</b>	Public Comment Period Advertisement	✓
<b>15</b>	Documented Public Comments received (if applicable)	
<b>16</b>	Title VI Policy Statement	✓
<b>17</b>	TIP Revision Procedures	✓
<b>18</b>	Self-Certification Resolution	
<b>19</b>	List of major projects from the previous TIP that were implemented	
<b>20</b>	List of major regional projects from the previous TIP that were delayed	
<b>21</b>	TIP Checklist	

An electronic version of the regional TIP Submission must be provided to PennDOT CPDM, according to the 2023 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

## 2023 - 2026 Transportation Improvement Program

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 2022 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 2023 FFY on October 1.

### PROGRAM ADMINISTRATION

After adoption, the 2023 Transportation Program must continue to be modifiable based on necessary program changes. Adjustments to the 2023 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 2023 STIP modifications, is jointly developed by PennDOT, FHWA and FTA. The Statewide MOU sets the overarching principles agreed to between PennDOT and FHWA/FTA. Individual MOUs are then developed and adopted by the MPOs/RPOs, utilizing the Statewide MOU as a reference. The regional MOUs cannot be less restrictive than the Statewide MOU. The new procedures for TIP revision/modification must be part of the public comment period on the draft 2023 Program.

The modification procedures that were approved for the 2021 Program will be used as a starting point for the development of procedures for the 2023 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. PennDOT CPDM will work with FHWA/FTA to develop and implement a streamlined revision process.

Changes to the TIPs and the delivery of completed projects are monitored by PennDOT CPDM, PennDOT Districts and the MPOs/RPOs and are the subject of various program status reports. PennDOT CPDM will track the progress of the highway Program and project implementation and share the findings with the MPOs/RPOs. PennDOT CPDM will send the MPOs/RPOs quarterly progress reports that detail current project obligations that have occurred in the current FFY.

In accordance with [23 CFR 450.334](#), all Pennsylvania MPOs/RPOs, transit agencies, and PennDOT will cooperatively develop an Annual Listing of Obligated Projects for which Federal funds have been obligated in the previous FFY. The listing must include all Federally funded projects authorized or revised to increase obligations in the preceding program year and, at a minimum, include the following for each project:

- the amount of funds requested on the TIP
- Federal funding that was obligated during the preceding year
- Federal funding remaining and available for subsequent years
- sufficient description to identify the project or phase
- identification of the agencies responsible for carrying out the project or phase

## 2023 - 2026 Transportation Improvement Program

PennDOT CPDM will continue to work with the MPOs/RPOs and transit agencies to assist them 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. The MPOs/RPOs should share the Annual Listing of Obligated Projects/Executed Grants with their respective Boards/Committees and post the reports on their websites.

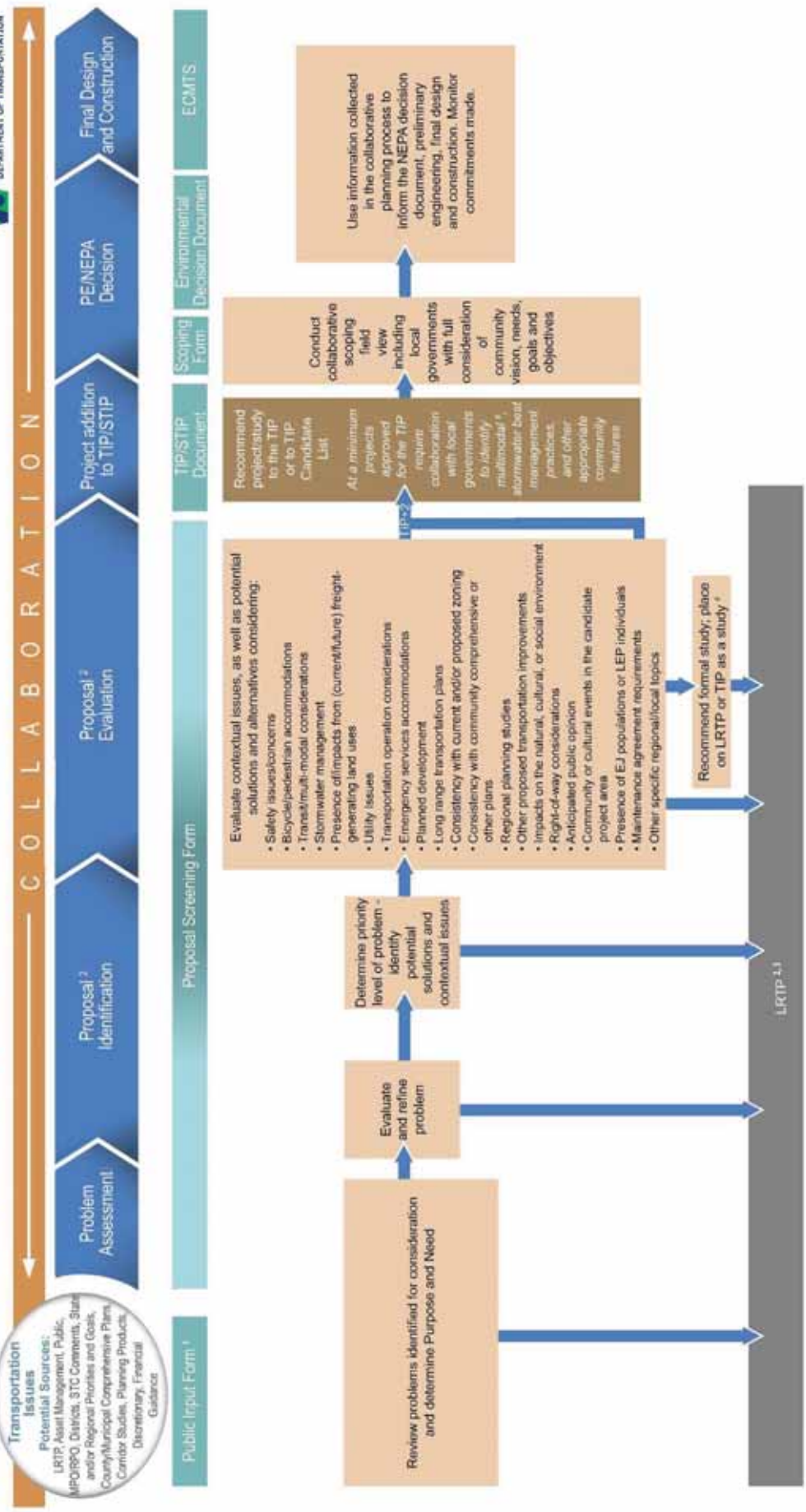
## 2023 Program Development Schedule

Activity	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	
STC releases Transportation Performance Report		2/17																					
STC-TYP public comment period			3/1	4/14																			
STC online public forum			3/23																				
General/Procedural Guidance Work Group Meetings																							
Financial Guidance Work Group Meetings																							
2023 TYP Public Outreach Feedback Provided to STC, MPOs/RPOs and PennDOT to consider for TIP/TYP																							
Spring/Summer Planning Partners Call						6/29																	
Draft Interstate carryover projects released																							
BOWO Asset Management provides PAMS/BAMS outputs for the 2023 Program Update																							
Districts, MPOs/RPOs and Central Office hold initial program update coordination meetings																							
Districts, MPOs/RPOs and Central Office meet to coordinate on carryover & candidate projects																							
Project updates are made in MPMS																							
Final Program Update Guidance documents released																							
Interstate Steering Committee Presentations																							
Statewide STIP MOU development/finalization																							
Validation of PennDOT Connects PIF forms conducted for new 2023 TIP projects																							
EI conditions data (pavement, bridge, safety and transit, if available) made available to MPOs/RPOs																							
Spike decisions released																							
Draft Interstate and Statewide Projects announced																							
Fall Planning Partners Meeting																							
EI analysis burdens and benefits analysis is conducted by MPOs/RPOs																							
PennDOT completes attaching draft TIP/TYP in MPMS																							
MPO/RPOs submit available Draft TIP documentation to CPDM and FHWA/FTA for review																							

## 2023 Program Development Schedule

Activity	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	
Final IIM and Statewide Program Distributed																							
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 sends Draft TIPs to FHWA 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																							
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																							
2023 Program Begins																							

# Transportation Program Development and Project Delivery Process



**Footnotes:**

1. Not required for all proposals.
2. PennDOT and the MPO/RPO may jointly decide to dismiss a proposal at any time if the proposal is determined to be a routine maintenance project or not feasible due to constructability issues.
3. Projects may also be deferred to the LRTP Candidate List or illustrative list.
4. Studies can also be funded through the Unified Planning Work Program (UPWP).
5. Multimodal includes highway, public transit, aviation, rail, freight, and bicycle and pedestrian facilities.

## 2023-2026 Transportation Program Submission Checklist

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 <small>Green highlighted items require documentation be submitted.</small>		Response	CPDM	FHWA	FTA
<b>1. Cover Letter:</b>	Cover Letter which documents organization and date of TIP adoption	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Date TIP adopted by Planning Partner:	Meeting Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>2. TIP Development:</b>	TIP Development/Project Selection Process Documentation	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	MPO/RPO Specific TIP Development Timeline	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the documentation explain the project selection process, roles, responsibilities and/or project evaluation criteria procedures?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>3. Performance Based Planning and Programming:</b>	PM1 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM2 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM3 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Transit Performance Measures Documentation	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	TAMP narrative documentation demonstrates consistency with the TYP/TIP	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>4. Highway-Bridge Program Projects:</b>	Highway and Bridge Listing with public narrative	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>5. Public Transportation Program:</b>	Public Transportation Listing with public narrative	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>6. Interstate &amp; Statewide Program Projects:</b>	Regional Portion of Interstate TIP Listing with public narrative	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Regional Portion of Statewide TIP Listing (Spike, TAP, RRX, HSIP, other)	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>7. Financial Constraint:</b>	<a href="#">Complete the tables in the Financial Constraint tab.</a>	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the TIP financially constrained, by year and by allocations?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were the TIP projects screened against the federal/state funding program eligibility requirements?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are estimated total costs to complete projects that extend beyond the TIP years shown in the TYP and LRTP?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



## 2023-2026 Transportation Program Submission Checklist

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 <small>Green highlighted items require documentation be submitted.</small>		Response	CPDM	FHWA	FTA
<b>8. Public Transportation:</b>	<b>Public Transportation Financial Capacity Analysis (MPO Only)</b>	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Documentation of Transit Asset Management (TAM) Plan	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>9. Environmental Justice Evaluation of Benefits and Burdens:</b>	<b>EJ Documentation (demographic profile, conditions data, TIP project map, TIP benefits/burdens analysis)</b>	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Was EJ analysis incorporated into your TIP development process?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>10. Air Quality:</b>	<b>Air Quality Conformity Determination Report</b>	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>Air Quality Resolution</b>	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the area in an AQ non-attainment or maintenance area?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Have all projects been screened through an interagency consultation process?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Most recent air quality conformity determination date:	Date/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Do projects contain sufficient detail for air quality analysis?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>11. Public Participation Documentation:</b>	<b>Public Comment Period Advertisement</b>	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public comment period:	Date Range	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting(s)-Date/Time/Location:	Date/Time/Location	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting notices contain info about special needs/ADA Compliance?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	STIP/TIP public involvement outreach activities consistent with Public Participation Plan?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were any public comments (written or verbal) received?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>Documentation of Public Comments received</b>	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were public comments addressed?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>12. Title VI:</b>	Has the MPO included information regarding Title VI and its applicability to the TIP, including the protections against discrimination and the availability of the TIP document in alternative formats upon request?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>13. TIP Revision Procedures:</b>	<b>MPO/RPO TIP Modification Procedures (MOU)</b>	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## 2023-2026 Transportation Program Submission Checklist

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 <small>Green highlighted items require documentation be submitted.</small>		Response	CPDM	FHWA	FTA
<b>14. MPO/RPO Self-Certification Resolution:</b>	Self-Certification Resolution	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	For the Non-TMAs, does the self certification contain documentation to indicate compliance?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>15. Other Requirements:</b>	List of regionally important projects from the previous TIP that were implemented, and projects impacted by significant delays.	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the TIP contain regional system level estimates of state & local revenue sources beyond financial guidance?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	List of annual obligated projects on website for FFY 2022	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>16. PennDOT Connects:</b>	Municipal outreach/PIF forms initiated/completed for all TIP projects?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>17. Long Range Transportation Plan:</b>	Is the TIP consistent with the LRTP?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP air quality conformity determination date:	Date/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP end year:	Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Anticipated MPO/RPO LRTP adoption date:	Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>18. Completed/Reviewed by:</b>	MPO/RPO:	Date:			
	PennDOT CPDM:	Date:			
	FHWA:	Date:			
	FTA:	Date:			
<b>19. Comments:</b>	<i>Note any noteworthy practices, issues or improvements that should be addressed by the next TIP update, or any other comments/questions here:</i>				

## 2023 - 2026 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 2023		FFY 2024		FFY 2025		FFY 2026		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP									
STP									
State Highway (581)									
State Bridge (185/183)									
BOF									
HSIP									
CMAQ									
TAU									
STU									
<b>Total</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

Additional Funding Type	FFY 2023		FFY 2024		FFY 2025		FFY 2026		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
<b>Total</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

2023 - 2026 Northern  
Tier TIP Public  
Comments

## 2023 - 2026 Transportation Improvement Program

### Northern Tier RPO 2023-2026 Transportation Improvement Program Public Comments

1	Transit Projects	Carey Mullins, PennDOT Program Center (via e-mail comment)	Identified that Transit TIP project public narrative descriptions should include reference to the Transit Asset Management Plan targets as per Bureau of Public Transit.	Northern Tier RPO staff acknowledged the comments and worked with PennDOT Program Center staff to have the Transit TIP project public narrative descriptions reflect that the projects are programmed in accordance with the Transit Asset Management Plan (TAMP) targets.
2	Programmed Funding Correction	Carey Mullins, PennDOT Program Center (via e-mail comment)	Confirmed that the amount of BOF and BRIP funding programmed on the Draft 2023 Northern Tier RPO TIP did not match the Financial Guidance allocation numbers in what was advertised for public comment. PennDOT District 4-0 prepared a Fiscal Constraint Chart to balance the BRIP and BOF programmed amounts with the Financial Guidance allocations. The minor adjustments did not delete or add projects – they just balanced out the funding amounts.	Northern Tier RPO staff acknowledged the comment and coordinated with PennDOT Program Center and PennDOT District 4-0 staff to reconcile the funding amounts. A Fiscal Constraint Chart was submitted by PennDOT District 4-0 to balance out the funding.
3	State Revenue Sources Beyond Financial Guidance	Brian Hare, PennDOT Program Center (via e-mail comment)	Noted that the 2023 TIP General and Procedural Guidance requires regional TIPs to 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. On 5/4/22, PennDOT provided MPOs/RPOs with regional estimated totals for state programs not included in Financial Guidance, after the	Northern Tier RPO staff acknowledged the comment and included the regional estimated totals table for the Northern Tier RPO in the TIP submission to PennDOT.

2023 - 2026 Transportation Improvement Program

			public comment period opened for the Draft 2023 TIP.	
4	Bradford County Major Projects	James Loewenstein, Wyalusing Rocket Journalist (via In person comment)	Asked to identify significant projects within Bradford County, PA listed on the Northern Tier RPO TIP.	Northern Tier RPO staff acknowledged the comments and coordinated with PennDOT District 3-0 to provide insight into regionally significant projects listed on the TIP for Bradford County.
5	Sullivan County Major Projects	James Loewenstein, Wyalusing Rocket Journalist (via In person comment)	Asked to identify significant projects within Sullivan County, PA listed on the Northern Tier RPO TIP.	Northern Tier RPO staff acknowledged the comments and coordinated with PennDOT District 4-0 to provide insight into regionally significant projects listed on the TIP for Sullivan County.
6	Susquehanna County Major Projects	James Loewenstein, Wyalusing Rocket Journalist (via In person comment)	Asked to identify significant projects within Susquehanna County, PA listed on the Northern Tier RPO TIP.	Northern Tier RPO staff acknowledged the comments and provided insight into regionally significant projects listed on the TIP for Susquehanna County.
7	Wyoming County Major Projects	James Loewenstein, Wyalusing Rocket Journalist (via In person comment)	Asked to identify significant projects within Wyoming County, PA listed on the Northern Tier RPO TIP.	Northern Tier RPO staff acknowledged the comments and coordinated with PennDOT District 4-0 to provide insight into regionally significant projects listed on the TIP for Bradford County.
8	Construction Timeframe of Projects Mentioned	James Loewenstein, Wyalusing Rocket Journalist (via In person comment)	Asked Northern Tier RPO staff to provide insight on whether the projects mentioned would progress to construction during the timeframe of the Northern Tier RPO TIP.	Northern Tier RPO staff acknowledged the comments and explained that, while most of the projects mentioned are ready for a construction phase, executive approval and contract bids must take place before a project can proceed with construction. There is no guarantee that these projects will proceed

2023 - 2026 Transportation Improvement Program

				to a construction phase during the timeframe covered by the Northern Tier RPO TIP.
9	Approval Process	James Loewenstein, Wyalusing Rocket Journalist (via In person comment)	Asked for clarification on the approval process for the Northern Tier RPO TIP.	Northern Tier RPO staff acknowledged the comments and explained that after this public meeting concludes, the Northern Tier RPO TIP will be submitted to the Northern Tier Transportation Advisory Board for approval. If the Board approves, the Northern Tier RPO TIP will be forwarded to the Northern Tier Executive Committee Board Meeting. If approved, the Northern Tier RPO TIP will be incorporated into the comprehensive statewide TIP.
10	Railroad involvement	James Loewenstein, Wyalusing Rocket Journalist (via In person comment)	Asked for clarification if the Northern Tier RPO TIP includes railroad projects. He follows with a question regarding a proposal to expand a facility in Wyalusing, PA where sand is transferred from railcars to trucks.	Northern Tier RPO staff acknowledged the comments and explained that the Office of Transportation and Planning covers projects involving railroad transportation. In addition, the Office does not have any involvement in the proposal mentioned due to the facility being owned by a private business.