

Williamsport Area Transportation Study Metropolitan Planning Organization

WILLIAMSPORT AREA
TRANSPORTATION STUDY MPO

FFY 2027-FFY 2030
TRANSPORTATION IMPROVEMENT
PROGRAM

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ပြုရန်- မဟာတ

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သသအတက အကအညဉ် ဝနသ ပုရန်ဝိ ဝိညာ။ သိုသဝေါ်ဝါ။

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Urdu:

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WATS MPO Discrimination Policies Public Notice

Williamsport Area Transportation Study (WATS) Metropolitan Planning Organization (MPO) hereby gives notice that it is the policy of the MPO to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, E.O. 12898, and related statutes and regulations in all programs and activities. Title VI 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 administered by the MPO.

Any person who believes they have been aggrieved by a discriminatory practice under Title VI of the Civil Rights Act of 1964 has a right to file a formal complaint with the MPO. Any such complaint must be in writing and filed with WATS MPO's Title VI Compliance Coordinator and/or the appropriate state or federal agency within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information on WATS' discrimination policies or to obtain a copy of the WATS Complaint Procedures please contact Michael Hagen, Director of Human Resources, 48 West Third Street, Williamsport, PA 17701, telephone (570) 320-2102; fax number (570) 320-2135; email address: MHagen@lyco.org or visit the WATS MPO Public Involvement at: https://lycomingcountypa.gov/government/departments/planning_community_development/transportation/wats_mpo_public_involvement.php

The MPO will provide auxiliary services to anyone who requires an auxiliary aid or service for effective communication or a modification of policies or procedures in order to participate in a program, service, or activity of the MPO. The MPO will attempt to satisfy other requests as it is able. Please make your request for auxiliary services to Michael Hagen Director of Human Resources, 48 West Third Street, Williamsport, PA 17701, telephone (570) 320-2102; fax number (570) 320-2135; email address: MHagen@lyco.org.

Williamsport Area Transportation Study (WATS) Metropolitan Planning Organization (MPO) hereby gives notice that it is the policy of the MPO to assure full compliance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA). WATS MPO will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. WATS' public meetings are always held in ADA-accessible facilities and in transit accessible locations when possible. In the event that a WATS MPO meeting will be held only in a virtual format (public health emergency, etc.) the dial-in numbers, conference codes, and meeting links will be advertised and posted on the WATS MPO social media sites, and the WATS MPO Committee website. Auxiliary services can be provided to individuals who submit a request at least four (4) business-days prior to a meeting. Requests made within three (3) business-days will be accommodated to the greatest extent possible.

Any person who believes they have been aggrieved by an unlawful discriminatory practice by WATS MPO based on the Americans with Disabilities Act (ADA), and/or Section 504 of the Rehabilitation Act, has a right to file a formal complaint with the MPO. Any such complaint may be in writing and filed with WATS MPO and/or the appropriate state or federal agency. For more information on WATS' discrimination policies or to obtain a copy of the WATS Complaint Procedures, or Complaint Form please contact Michael Hagen, Director of Human Resources, 48 West Third Street, Williamsport, PA 17701, telephone (570) 320-2102; fax number (570) 320-2135; email address: MHagen@lyco.org. or visit the WATS MPO Public Involvement website at https://lycomingcountypa.gov/government/departments/planning_community_development/transportation/wats_mpo_public_involvement.php

Table of Contents

WATS MPO Discrimination Policies Public Notice	4
Table of Contents	5
Williamsport Area Transportation Study	8
WATS Committee Structure	8
WATS staff and contacts.....	10
Lycoming County Department of Planning and Community Development Contacts.....	11
Development of this 2027-2030 Transportation Improvement Program	12
Acronyms and Abbreviations	12
TIP Development Timeline	12
2027-2030 TIP Development Meetings.....	13
Regionally Significant Implemented Projects of 2027-2030 WATS TIP	15
Delayed Projects.....	15
Project selection	16
Financial Guidance.....	16
Base funding allocations by funding program, 2027-2030.....	18
WATS Long Range Transportation Plan.....	18
Transportation Performance Management, PennDOT Policy.....	21
Performance Based Planning and Programming (PBPP)	22
Evaluating 2027-2030 STIP Performance	23
Safety Performance Measures (PM1):.....	24
Progress Towards Target Achievement and Reporting (PM1)	25
Evaluation of STIP for Target-Achievement (PM1).....	27
Pavement/Bridge Performance Measures (PM2)	28
Progress Towards Target Achievement and Reporting (PM2)	29
Evaluation of STIP for Target-Achievement (PM2).....	30
System Performance Measures (PM3).....	32
Progress Towards Target Achievement and Reporting (PM3)	33
PennDOT LRTP Mobility Goal and Objectives	34
Evaluation of STIP for Target-Achievement (PM3).....	34
Transit Asset Management Performance Measures.....	35
Progress Towards Target Achievement and Reporting	36

Evaluation of STIP for Target-Achievement	37
Public Transit Safety Performance Measures	38
WATS Approach to Performance Based Planning and Programming	39
Measures of Safety Performance (PM1)	41
Progress Towards Target Achievement and Reporting (PM1):	42
Evaluation of STIP for Target Achievement (PM1):	43
WATS Highway Safety Trends, 2015-2024	44
Reportable Crash Locations, 2015-2024	45
Crash Fatality Trends, 2017-2024.....	48
Crash Serious Injury Trends, 2014-2021.....	49
Non-motorized Fatality and Serious Injuries Trends, 2017-2024	50
Measures of Asset Condition (PM2).....	51
Definitions of good and poor condition	51
Pavements and Bridges Baselines and Targets	52
Evaluation of STIP for Target Achievement (PM2):	54
Measures of System Performance (PM3).....	55
Reliability Performance (PM3)	55
Progress Towards Target Achievement and Reporting (PM3)	56
Evaluation of STIP for Target Achievement (PM3)	56
Air Quality.....	57
Twelve Year Program	57
Transit Performance Measures:	58
River Valley Transit Authority.....	58
STEP Inc	58
River Valley Transit Authority financial capacity analysis	59
River Valley Transit Authority 2027-2030 TIP Capital Projects	59
Project listing and narratives.....	61
2027-2030 WATS TIP Project Locations	61
Project Narratives.....	61
Interstate Program Project Locations within WATS Boundary	62
Interstate and Statewide Program Project Narratives	62
Transit Projects.....	63
Project Narratives.....	63
TIP Analysis.....	64

LRTP consistency analysis.....	66
Performance based planning and programming analysis.....	66
PM1 – Measures of Safety Performance.....	66
PM2 – Measure of Pavement and Bridge Condition.....	68
PM3 – Measures of System Performance	69
Transit Performance Measures	69
Appendices	70
Appendix A – Acronyms and Abbreviations	71
Appendix B – WATS Public Participation Plan	79
Appendix C – Public Transportation Financial Capacity Analysis	80
Appendix D – WATS Highway and Bridge Projects.....	81
Appendix E: WATS Transit 2027-2030 Projects.....	119
Appendix F – 2027-2030 Interstate Projects	122
Appendix G – Statewide Projects	123
Appendix H – WATS 2027-2030 TIP Project Selection Matrix.....	124
Appendix I – WATS 2025 TYP Survey Results	128
Appendix J – Public Comment Period Advertisement.....	131
Appendix K – Summary of Public Comment.....	132
Appendix L – Self Certification Resolution	133
Appendix M – WATS TIP Modification Procedures Memorandum of Understanding.....	135
Appendix N – Pennsylvania’s 2027 Transportation Program General Guidance	141

Williamsport Area Transportation Study

A Metropolitan Planning Organization (MPO) is a planning body composed of elected and appointed officials representing local, state and federal governments or other agencies having an interest or responsibility in the local transportation system. The MPO is responsible for creating a Long-Range Transportation Plan (LRTP), a Transportation Improvement Program (TIP), and a Unified Planning Work Program (UPWP). An MPO can be a regional, multicounty organization or a single county. The Williamsport Area Transportation Study (WATS) is the single county MPO covering Lycoming County. The role of the WATS MPO is to develop transportation policies, programs and projects, which move people and goods in a safe, efficient manner, promote economic development, protect the environment, and preserve Lycoming County's outstanding quality of life amenities. The Lycoming County Department of Planning and Community Development (PCD) staff assumes lead responsibility for undertaking Federal Highway Administration (FHWA) funded planning tasks while River Valley Transit Authority (RVTA) is responsible for undertaking the Federal Transit Administration (FTA) transit planning tasks contained in this work program. WATS public meetings are now held at least quarterly throughout the year. All WATS Technical and Coordinating Committee meetings are publicly advertised in compliance with the PA Open Meetings Law and WATS Public Participation Plan.

WATS information is accessible on the Lycoming County website:

https://lycomingcountypa.gov/government/departments/planning_community_development/transportation/williamsport_area_transportation_study_wats.php

The mailing address for the Lycoming County Department of Planning & Community Development:

48 W 3rd St Williamsport, PA 17701.

WATS Committee Structure

The WATS Coordinating Committee is the policy-making body of the MPO. The Coordinating Committee consists of eleven (11) voting representatives as follows:

- PennDOT District 3-0 Executive, Chair
- PennDOT Deputy Secretary for Planning
- Lycoming County Commissioner
- Lycoming County Commissioner
- Mayor of Williamsport
- Council Member, City of Williamsport
- River Valley Transit Authority General Manager
- SEDA-COG Joint Rail Authority Executive Director
- Williamsport Regional Airport Executive Director
- Lycoming County Association of Township Officials Representative
- Lycoming County Borough Representative

In addition to the 11 voting members, the Coordinating Committee includes four (4) non-voting members, as follows:

- Federal Highway Administration
- Federal Transit Administration
- US Department of Housing and Urban Development
- PA Department of Community and Economic Development

The WATS Technical Committee reviews all relevant transportation issues, programs and projects in Lycoming County and formulates recommendations to the Coordinating Committee.

The Technical Committee consists of ten (10) voting members as follows:

- PennDOT Center for Program Development and Management Representative, Chair
- PennDOT Engineering District 3-0 Representative
- Lycoming County Planning and Community Development Director
- Lycoming County Planning Commission Member
- River Valley Transit Authority General Manager
- City of Williamsport Engineer
- City of Williamsport Community Development Director
- Williamsport Regional Airport Executive Director
- SEDA-COG Joint Rail Authority Executive Director
- STEP, Inc. Transportation Manager

In addition to the 10 voting members, the Technical Committee includes four (4) non-voting members, as follows:

- Federal Highway Administration
- Federal Transit Administration
- PA Department of Community and Economic Development
- Fullington Trailways

The WATS Bicycle and Pedestrian Advisory Committee comprised of public officials and private organizations and consumers to provide input and recommendations to the WATS MPO Coordinating Committee and Technical Committee on bicycle and pedestrian safety and mobility needs in Lycoming County. The Bicycle and Pedestrian Advisory Committee consists of eleven (11) voting members as follows:

- Lycoming County Planning and Community Development Department Representative
- PennDOT District 3-0 Representative
- PennDOT Center for Program Development and Management Representative
- Lycoming County Health Improvement Coalition Representative
- Susquehanna Valley Velo Club
- Williamsport Bicycle Club
- PTA/PTO president from a County school district school
- River Valley Transit Authority

- STEP, Inc. Office of Aging
- Lycoming College
- Pennsylvania College of Technology

In addition to the 11 voting members, the Bicycle and Pedestrian Advisory Committee shall include six (6) non-voting members, as follows:

- SEDACOG MPO
- Federal Highways Administration
- PennDOT Bicycle Pedestrian Coordinator
- Pennsylvania Department of Conservation and Natural Resources, Recreation and Parks Regional Advisor
- Lycoming County Association of Township Officials Coordinating Committee Representative
- Lycoming County Borough Representative

Additionally, WATS has a Transit Advisory Committee to assist with transit planning.

WATS staff and contacts

The administrative duties of the WATS MPO shall be conducted by the Lycoming County Planning and Community Development Department. The primary staff contact for the Department on WATS MPO administrative matters shall be the Lycoming County Transportation Planner, selected by the Lycoming County Planning and Community Development Director, who will act as WATS Secretary.

The Lycoming County Planning and Community Development Department shall be responsible for the following primary WATS MPO administrative duties:

- Develop and conduct all transportation planning work tasks contained in the WATS MPO approved Unified Planning Work Program contract that is executed between the County of Lycoming and PennDOT. The County of Lycoming may subcontract with River Valley Transit Authority to perform the Federal Transit Administration funded UPWP transit planning work tasks.
- Schedule, publicly advertise and convene all WATS MPO public meetings, as needed, in accordance with the PA Open Records Law and WATS MPO approved Public Participation Plan. All official business of the WATS MPO will take place at publicly advertised meetings to ensure opportunity for public comment. Prepare and distribute meeting agendas and related materials for review by WATS MPO members no later than 5 calendar days prior to the public meeting. Prepare meeting minutes for distribution to WATS MPO members for review no later than 15 calendar days following the public meeting. WATS MPO will generally convene public meetings on a quarterly basis (once every three months) at the Third Street Plaza 3rd Floor Conference Room located at 33 W. Third Street, Williamsport,

PA 17701. Exceptions as to meeting dates, times and locations may be considered in order to provide timely response to actions related to WATS MPO duties and responsibilities.

- In the event that an in-person meeting is not feasible (public health emergency, etc.) the WATS MPO will provide detailed information on a virtual meeting option to include: date, time, dial-in number, conference code, and link to the virtual meeting software (Microsoft Teams, Skype, etc.) for the public meeting.
- Ensure that all WATS MPO adopted plans, programs and policies are implemented.

Lycoming County Department of Planning and Community Development Contacts

Jenny Picciano, AICP, Director

Telephone: (570) 320-2136

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Development of this 2027-2030 Transportation Improvement Program

The WATS Transportation Improvement Program, (TIP) is a document identifying all highway, bridge, and public transit projects containing Federal, State and local funds being programmed within Lycoming County during the next four Federal Fiscal Years. These types of projects cannot proceed until they are included on the TIP. The TIP is developed cooperatively between PennDOT, the Lycoming County PCD and RVTA for review and approval by the WATS MPO every two years. Again, an extensive MPO public involvement process is employed during development of the TIP. Projects are identified from the WATS Long Range Transportation Plan consistent with financial guidance provided by PennDOT, as the TIP must also be fiscally constrained. Upon approval by the WATS MPO, the TIP is forwarded to PennDOT, FHWA, and FTA for final approval. Modifications or formal amendments to the TIP can be considered by the MPO at any time. The MPO has adopted TIP Administrative Procedures to process TIP modifications and formal amendments. Since Lycoming County is designated as an air quality attainment area currently meeting the Clean Air Act standards, the WATS Long Range Transportation Plan and WATS TIP are not subject to an air quality conformity analysis.

Acronyms and Abbreviations

In order to condense the informationally rich content related to transportation project development, many codes, abbreviations, and acronyms are freely deployed. Please see [Appendix A](#) for keys to acronyms and abbreviations contained in this document

TIP Development Timeline

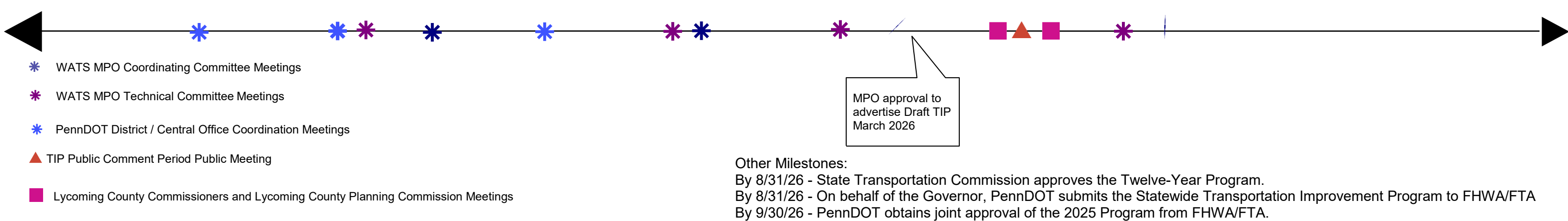
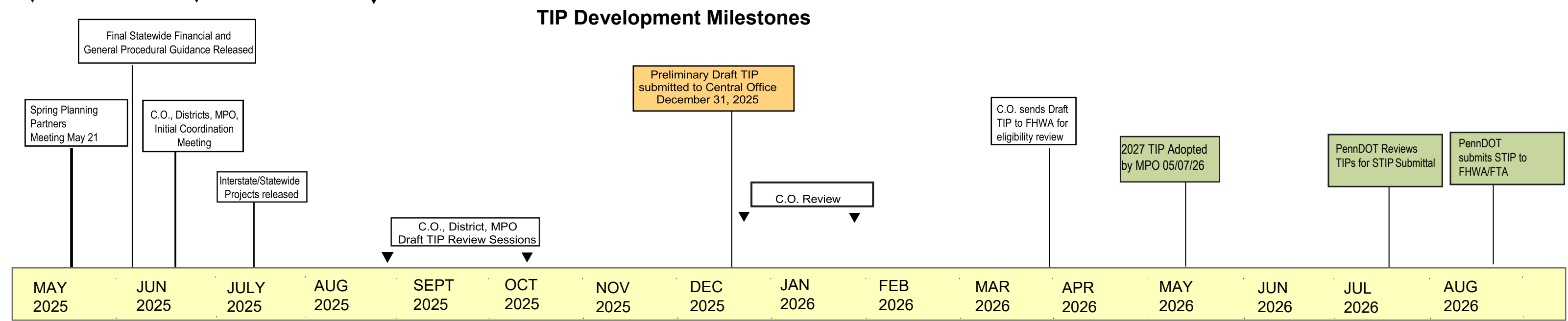
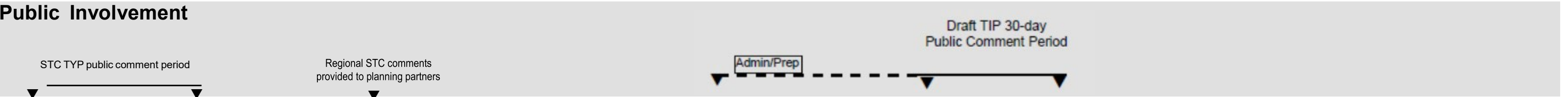
All TIP development conducted with the WATS Public Participation Plan (see [Appendix B](#)) was amended by the WATS Coordinating Committee on February 13, 2023. During the March 1 – March 30 2026 Draft 2027-2030 Transportation Improvement Program (TIP) Public Comment Period the WATS MPO implemented an extensive social media public outreach program in compliance with the WATS MPO Public Participation Plan. The MPO posted __ separate posts on Facebook, __ posts on Instagram, and __ tweets on X. The posts included information on the different aspects of the Draft 2027-2030 TIP as well as reminders of when the public comment period closes, where interested residents can find more information regarding the Draft 2027-2030 TIP, and where to direct questions/comments.

2027-2030 TIP Development Meetings

June 12, 2025	Coordination Meeting with WATS staff, PennDOT Central Office, and PennDOT District 3-0
August 12, 2025	Coordination Meeting with WATS staff, PennDOT Central Office, and PennDOT District 3-0
October 9, 2025	Coordination Meeting with WATS staff, PennDOT Central Office, FHWA, and PennDOT District 3-0
December 4, 2025	Coordination Meeting with WATS staff, PennDOT Central Office, FHWA, and PennDOT District 3-0
January 20, 2026	Review of full draft of 2027-2030 TIP projects with WATS Technical Committee
January 28, 2026	Draft 2025 WATS TIP Coordination Meeting with WATS staff, PennDOT Central Office, and PennDOT District 3-0
February 10, 2026	Review of full draft 2025-2028 TIP with WATS Coordinating Committee with authorization to advertise for public comment period
March 1- March 31 2026	Public Comment Period
March 5, 2026	Presentation of TIP at Lycoming County Commissioner's
March 10, 2025	Virtual Draft WATS MPO 2025-2028 TIP Public Hearing
March 19, 2026	Presentation of TIP at Lycoming County Planning Commission Public Meeting
April 20, 2026	Final Review by WATS Technical Committee
May 12, 2026	Adoption by WATS Coordinating Committee

The WATS 2027-2030 TIP development timeline is on the next page.

2027 TIP Update Timeline



Regionally Significant Implemented Projects of 2027-2030 WATS TIP

1. PennDOT Project ID 115026: Skyline Dr to Old Pike Rd – 7 miles. Mill and resurface on SR 15 from Skyline Dr to Old Pike Rd in Armstrong Township. An anticipated let date of 1/28/2027 is expected.
2. PennDOT Project ID 123286: SR 220 over Lycoming Creek. Replacement of the deck on the bridge carrying US 220 over Lycoming Creek in Williamsport. An anticipated let date of 1/1/2030 is expected.
3. PennDOT Project ID 118704: SR 2016 over Lycoming Creek & Ramps. Replacement of the decks on the bridges carrying SR 1017 (Lycoming Creek Road) and SR 2016 (High Street) over Lycoming Creek in Old Lycoming Township. An anticipated let date of 9/1/2027 is expected.
4. PennDOT Project ID 119519: Market St (SR 2023) to Third St (SR 2014). Mill and Resurface Washington Blvd (SR 2016) from Market St (SR 2023) to Third St (SR 2014) in City of Williamsport and Loyalsock Township. An anticipated let date of 9/1/2027 is expected.
5. US 15 North – Resurfacing and micro-surfacing projects on US 15 between Williamsport and Tioga County totaling 57 lane miles
6. Local bridges – Improvements including 5 bridge replacements and deck overlays on an additional 4 bridges.

Delayed Projects

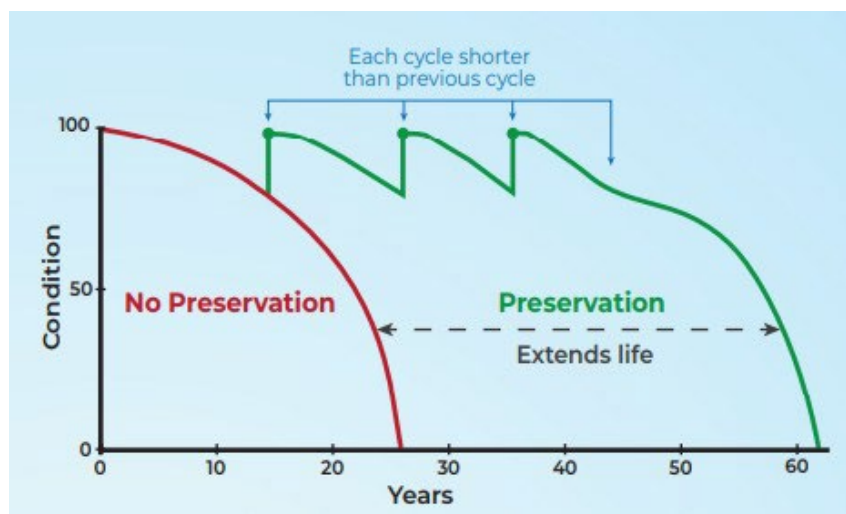
2027-2030 TIP Delayed project	Delayed project MPMS	Description
North of Fox Hollow Rd	107588	Construction moved from 1/1/2028 to 1/1/2030 due to the need to complete expanded geotechnical studies.

Project selection

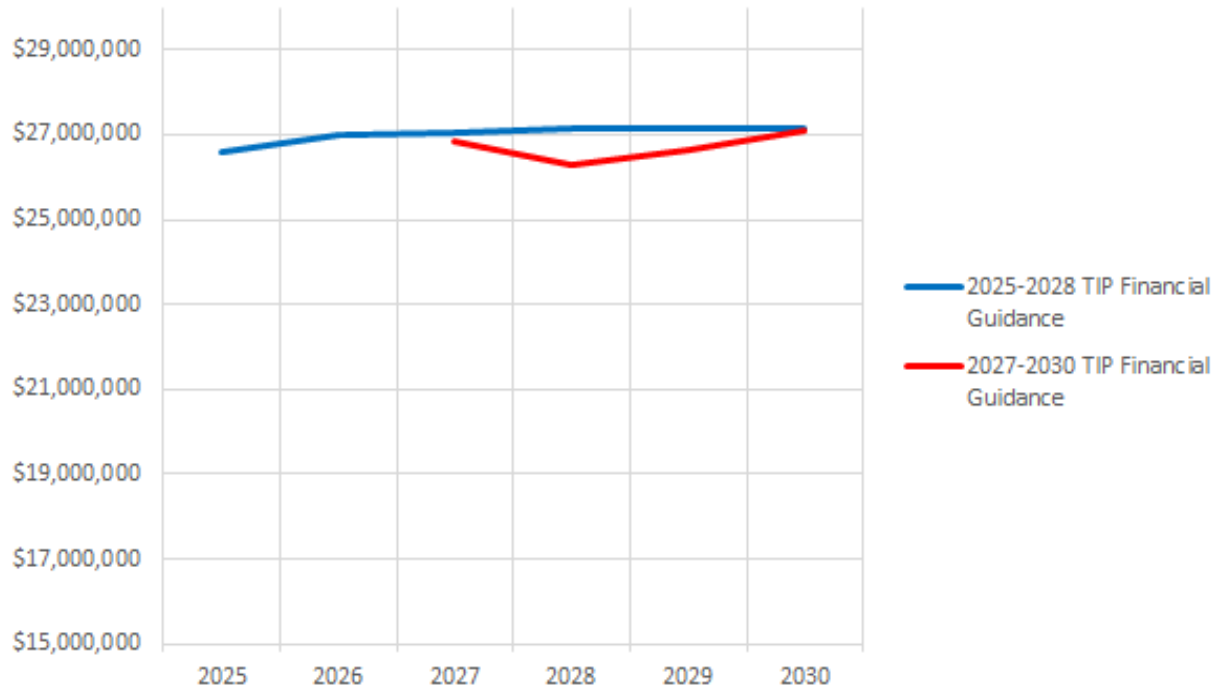
The Williamsport Area Transportation Study MPO has a well-elaborated project selection process that helps to provide consistency between the goals and policies implemented through plans and programs and the mix of projects and investments of the Transportation Improvement Program. It also allows for a collaborative effort including input from both the public and stakeholders. However, project evaluation and prioritization should not be overly prescriptive or inflexible in adapting to ever-changing circumstance. Factors included for consideration include the financial guidance received from PennDOT that provides fiscal constraint to the projects to be programmed, the set of specific project selection criteria developed through the WATS 2023-2045 Long Range Transportation Plan, system condition, and (potentially) air quality.

Financial Guidance

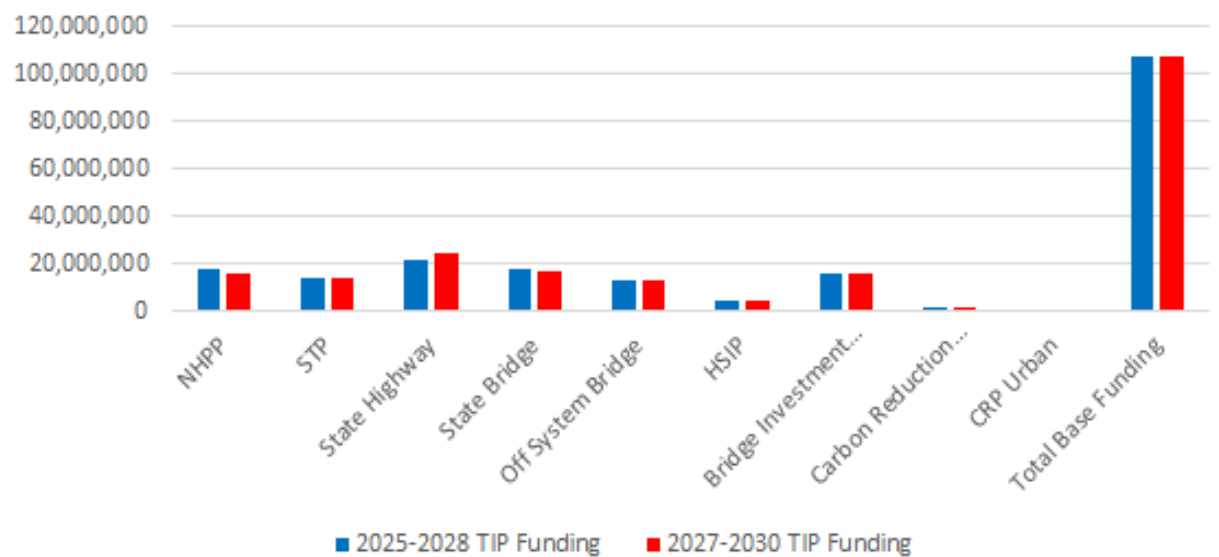
Original financial guidance for this 2027-2030 Transportation Improvement Program was released on May 29, 2025. As previously mentioned the Infrastructure Investment and Jobs Act (IIJA or Bipartisan Infrastructure Law) was signed into law on November 15, 2021. The IIJA/BIL committed \$500 billion for transportation funding over fiscal years 2022-2026. This increased the federal funding available to WATS MPO and introduced a new program, the Bridge Investment Program, for bridge funding. Projects will still be reviewed using the “lowest lifecycle cost (LLCC)” approach to transportation system maintenance. LLCC maximizes the life of transportation infrastructure by prioritizing early intervention and preservation activities rather than prioritizing large projects to replace severely deteriorated assets.



Total Funding, 2027 - 2030 WATS TIP
compared to 2025 - 2028 WATS TIP



Funding category, 2027-2030 WATS TIP compared to 2025-2028 WATS TIP



Base funding allocations by funding program, 2027-2030

Fund Type	FY2027	FY2028	FY29	FY30	Total
NHPP (Federal)	\$4,261,000	\$3,850,000	\$3,850,000	\$3,850,000	\$15,810,000
STP (Federal)	\$3,594,000	\$3,586,000	\$3,586,000	\$3,586,000	\$14,353,000
BOF (Federal)	\$3,223,000	\$3,223,000	\$3,223,000	\$3,223,000	\$12,893,000
HSIP (Federal)	\$1,041,000	\$1,041,000	\$1,041,000	\$1,041,000	\$4,164,000
581 (State Highway)	\$5,734,000	\$5,665,000	\$6,165,000	\$6,591,000	\$24,156,000
185/183 (State Bridge)	\$4,314,000	\$4,208,000	\$4,103,000	\$4,117,000	\$16,743,000
Carbon Reduction Program	\$471,000	\$471,000	\$471,000	\$471,000	\$1,885,000
Carbon Reduction - Urban	\$152,000	\$152,000	\$152,000	\$152,000	\$610,000
Bridge Investment Program	\$4,077,000	\$4,077,000	\$4,077,000	\$4,077,000	\$16,308,000
Total Base Funding	\$26,867,000	\$26,273,000	\$26,668,000	\$27,108,000	\$106,922,000

WATS Long Range Transportation Plan

The Williamsport MPO adopted a major update to the [WATS Long Range Transportation Plan](#) on December 4, 2023 in fulfillment of federal requirements. The MPO recognizes the strong relationship of transportation planning to land use planning, environmental planning, economic planning and overall comprehensive planning and has begun to address new federal transportation performance measures. In general terms, the Long-Range Plan delineates how the available and projected transportation funds will be spent in Lycoming County over a 20-year period. A staged transportation project listing is included along with estimated costs, funding sources and timeframes to undertake each project phase. The plan is fiscally constrained in that project costs do not exceed present and future funding levels reasonably expected to be received during the plan's timeframe. The plan addresses federal requirements to adjust project cost estimates to reflect the Year of Expenditure inflation factors in accordance with PennDOT issued guidance. The Long-Range Plan also outlines the MPOs "vision" of the future transportation system; describes all existing modes of transportation such as highways, bridges, public transit, air service, rail service and bicycle and pedestrian facilities; addresses federal planning factors, and provides public policy statements by transportation mode. A well-established local public involvement process is in place to ensure sufficient opportunities for public input early and often during plan development. The plan also includes a full treatment of how WATS will study and address environmental justice concerns within the transportation planning and programming process.

The WATS Long Range Transportation Plan resulted in the following four areas of focus for future transportation projects in Lycoming County:

1. Economic development in Lycoming County is dependent on both freight movement and the mobility of visitors to our arts, culture, and recreation resources. Therefore, **projects that maintain the ability to move freight or travel to Lycoming County should be a priority.**
2. Our multimodal transportation system is in excellent condition. There are no glaring deficiencies in highways, bridges, transit, rail, or air service. There are no needs for additional capacity. Therefore, **maintenance and safety projects take precedence.**
3. We need more multiuse trail connections between communities as well as improved access to existing facilities. We need more and improved bicycle and pedestrian facilities in Williamsport and the boroughs to better serve our population that will age in place, to appeal to young people, to assist low-income populations, to support economically vibrant downtowns, and to promote the retention and attraction of population. Therefore, **streetscape, walkability, and safety projects located in urbanized areas should be a priority.**
4. As rural populations decrease, we need to consider options that decrease the infrastructure maintenance cost burden on rural municipalities while focusing investment on the infrastructure of the parts of the county where delivery of services is most efficient and cost effective. Therefore, **projects that identify and remove costly functionally redundant infrastructure or improve infrastructure in already densely developed areas should be a priority.**

A set of project criteria are identified in the WATS 2023-2024 Long Range Transportation Plan. In order to be programmed, a project must meet at least some of these criteria representing the priorities of Lycoming County in regards to the multimodal system.

Future transportation projects in Lycoming County will be described by one or more of the following statements:

- ✓ is a priority project from the Lycoming County Comprehensive Plan and/or Multi-Municipal Comprehensive Plan or addresses a transportation issue identified within those plans
- ✓ is an identified project within another local or regional planning document
- ✓ addresses one or more of the 10 Federal Planning Factors
- ✓ contributes substantially towards meeting a Federal performance-based planning target
- ✓ addresses one or more of the Pennsylvania 2045, Pennsylvania Comprehensive Freight Movement Plan, or Pennsylvania Strategic Highway Safety Plan objectives
- ✓ maintains or enhances the ability to move freight or travel to Lycoming County
- ✓ maintains or enhances the ability for agriculture to thrive
- ✓ maintains or enhances access to outdoor recreation
- ✓ includes intermodal freight connections
- ✓ has been screened using the WATS Complete Streets criteria
- ✓ identifies and removes functionally redundant infrastructure
- ✓ incorporates a maintenance, preservation, lowest-lifecycle-cost approach to asset management
- ✓ helps preserve Lycoming County's air quality attainment status
- ✓ benefits environmental justice population areas
- ✓ supports designation of US-15 north from Williamsport to the New York state line in Tioga County as Interstate 99.
- ✓ improves mobility to employment, health care, education and supports overall economic development and productivity
- ✓ addresses transportation security issues or provides the ability to better respond to flooding, landslide, or subsidence impacts on transportation system
- ✓ improves nonmotorized travel safety
- ✓ addresses ADA accessibility issues and needs
- ✓ incorporates TSMO strategies to decrease congestion
- ✓ supports good state of repair of transit facilities and modernized fully accessible transit vehicle fleets
- ✓ supports increased usage of transit by Lycoming County's senior population
- ✓ supports expansion of public transportation availability in designated growth areas and serves major land developments
- ✓ fosters public-private partnerships
- ✓ reduces or mitigates stormwater impacts of surface transportation
- ✓ considers context sensitive solutions to ensure compatibility with community character and right sizing of project to address the project defined purpose and need

Transportation Performance Management, PennDOT Policy

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

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

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

Performance Based Planning and Programming (PBPP)

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 N Pennsylvania's 2027 Transportation Program General Guidance](#). 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 N Pennsylvania's 2027 Transportation Program General Guidance](#).

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

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

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



PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop and share information related to the key elements of the PBPP process including the selection and reporting of performance. 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 N Pennsylvania's 2027 Transportation Program General Guidance](#).

Evaluating 2027-2030 STIP Performance

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

The following sections provide an overview of the federal performance measures and how the current project selection process for the FY2027-2030 STIP supports meeting future targets. Over the 4- year STIP, nearly 85% of the total funding is associated with highway and bridge reconstruction, preservation, and restoration projects. However, these projects are also anticipated to provide significant improvements to highway safety and traffic reliability for both passenger and freight travel. Through the federal performance measures, PennDOT will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools including transportation data and project-level prioritization methods will be continually developed and enhanced to meet PennDOT and MPO/RPO needs. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.



Safety Performance Measures (PM1):

Background

The FHWA rules for the *National Performance Management Measures: Highway Safety Improvement Program* (Safety PM) and *Highway Safety Improvement Program* (HSIP) ([81 FR 13881](#) and [81 FR 13722](#)) became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). The current regulations are found at [23 CFR 490 Subpart B](#) and [23 CFR 924](#). Targets for the safety measures are established on an annual basis.

Data Source

Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS).

2026 Safety Measures and Targets (Statewide)

Measure	Baseline (2020-2024)	Target (2022-2026)
Number of fatalities	1,174.8	1,140.4
Rate of fatalities per 100 million VMT	1.216	1.176
Number of serious injuries	4,746.2	4,722.0
Rate of serious injuries per 100 million VMT	4.914	4.870
Number of non-motorized fatalities & serious injuries	864.6	944.0

Methods for Developing Targets

An analysis of Pennsylvania's historic safety trends was utilized as the basis for PennDOT and MPO/RPO coordination on the State's safety targets. The targets listed above are based on the five-year average value for each measure from 2020-2024. The 2025 and 2026 values are projected from the actual 2024 values. A determination of having met or made significant progress toward meeting the 2024 safety targets will be issued by the FHWA in April 2026.

Progress Towards Target Achievement and Reporting (PM1)

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

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

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

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

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

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

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

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

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

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

Evaluation of STIP for Target-Achievement (PM1)

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

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

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

Pavement/Bridge Performance Measures (PM2)

Background

The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program ([82 FR 5886](#)) became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The measures are commonly known as PM2. The current regulations are found at [23 CFR 490 Subpart C and Subpart D](#). Targets are established for these measures as part of a four-year performance period. This STIP includes projects that will impact future performance periods based on when projects are constructed or completed.

Data Source

Data for the pavement and bridge measures are based on information maintained in PennDOT's Roadway Management System (RMS) and Bridge Management System (BMS). The VMT are derived from the Highway Performance Monitoring System (HPMS).

2022-2025 Pavement Performance Measure Targets (Statewide)

Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of Interstate pavements in Good condition	68.8%	69.0%	65.0%
% of Interstate pavements in Poor condition	0.4%	2.0%	2.0%
% of non-Interstate NHS pavements in Good condition	37.2%	31.0%	29.0%
% of non-Interstate NHS pavements in Poor condition	1.5%	6.0%	6.5%

Bridge Performance Measure Targets (Statewide)

Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of NHS bridges by deck area in Good condition	27.5%	28.0%	28.0%
% of NHS bridges by deck area in Poor condition	4.4%	7.5%	7.5%

Methods for Developing Targets

Pennsylvania's pavement and bridge targets were established by PennDOT in February 2023. The targets were developed through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA's Pennsylvania Division. The targets are consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals.² Targets were calculated based on general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the STIP along with planned state funded maintenance projects.

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

Progress Towards Target Achievement and Reporting (PM2)

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

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

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

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

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

based on historical data. PennDOT has developed both predictive and deterministic models that support multi-objective decision-making based on current average work costs and estimated treatment lifespans. These models allow PennDOT to predict infrastructure investment needs and future conditions under a range of scenarios.

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

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

Evaluation of STIP for Target-Achievement (PM2)

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

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge preservation, restoration, and reconstruction projects. Many of these projects are focused on our state's interstate and NHS roadways.
- Pennsylvania's investment strategy, reflected in the statewide 2027 Twelve Year Program (TYP) and 2027-2030 STIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- In support of the STIP development, PennDOT, MPOs/RPOs, FHWA, and FTA jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents.³ The guidance, which is consistent with the TAMP, formalizes the process for Districts, MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program.
- The General and Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT's asset management tools and methods evolve and

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

enhance its ability to program to lowest life cycle cost.

- PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT's PAMS and BAMS. PennDOT AMD provides any necessary support. For the 2027 Program Update, as PennDOT integrates PAMS and BAMS into the STIP and TYP development, AMD provides the PAMS and BAMS outputs for any District or MPO/RPO that requests them. Those areas that have the capability may produce their own outputs. PAMS and BAMS outputs define recommended treatments and forecasted conditions, but not necessarily complete project scopes
- and limits. These outputs serve as a guide to assist in the prioritization and selection of new projects to be considered for the program. Performance can be compared if projects are considered that do not align with PAMS and BAMS outputs.
- As part of the regional TIP development process mentioned above, the MPOs/RPOs and PennDOT Districts must document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information is used by PennDOT AMD to improve future asset management policy and procedures, sharing of information and tools, and system functionality.

System Performance Measures (PM3)

Background

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

Data Source

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

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

Non-SOV Travel Measure Targets

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

CMAQ Emission Targets

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

Methods for Developing Targets

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

Progress Towards Target Achievement and Reporting (PM3)

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

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

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

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

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

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 (PM3)

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

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of ROPs that integrate with the MPO CMP to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2027-2030 STIP includes over \$483 million of funding dedicated to congestion relief projects.
- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- The statewide CMAQ program and Carbon Reduction Program (CRP) provides over \$700 million of funding on the STIP for projects that benefit regional air quality or greenhouse gases. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ/CRP project selection procedures to maximize the air quality and carbon reduction benefits from these projects.
- Over \$426 million is provided in the STIP for multi-modal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.

- At this time, the potential impact of past and planned STIP investments on PM3 performance measures are still being evaluated. The timeline for project implementation often prevents an assessment of measurable results until a number of years after project completion. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts in relation to other factors including incidents and weather on system reliability and delay.

Transit Asset Management Performance Measures

Background

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

Data Source

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

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

Performance Measure	Asset Class	FY2024-25 Target	Current Performance	FY 2026-27 Target
Rolling Stock (Revenue Vehicles)				
Age % of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)	AO-Automobile	21%	6%	6%
	BR-Over-the-road Bus	37%	48%	48%
	BU – Bus	28%	30%	30%
	CU-Cutaway	59%	59%	59%
	VN-Van	59%	54%	54%
	SV-Sports Utility Vehicle	71%	83%	83%
Equipment (Non-Revenue Vehicles)				
Age % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	46%	43%	43%
	Trucks / Rubber Tire Vehicles	17%	16%	16%
Facilities				
Condition % of facilities with a condition rating below	Administrative / Maintenance Facilities	3%	4%	4%

Methods for Developing Targets

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

Progress Towards Target Achievement and Reporting

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

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

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

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

In addition to the decision support tools identified above, PennDOT is in the process of implementing a statewide Fixed Route Intelligent Transportation Systems (FRITS) program.

FRITS focuses on modernizing transit technology and creating a standard platform throughout the Commonwealth. One key piece of FRITS is real-time vehicle health monitoring, which will allow agencies to identify problems before they occur on vehicles and prolong vehicle life, while also allowing agencies to better prioritize capital needs.

Evaluation of STIP for Target-Achievement

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

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

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

Public Transit Safety Performance Measures

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

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

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

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

WATS Approach to Performance Based Planning and Programming

WATS MPO 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 Program (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)
- 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 set performance measures targets that guide state and regional investment decisions. Aligning goals and performance objectives across national (FHWA), state (PennDOT) and regions (MPOs/RPOs) provide a common framework for decision-making.

This system-level, data-driven method for strategically identifying potential projects to best meet the quantifiable needs present in the multimodal transportation system, provides trends and analysis of various metrics, informs long range planning and identifies goals and objectives. Connecting performance measures to goals and objectives through the setting of targets based on measurable indices provides a basis for better understanding and sharing information with stakeholders and the public.

In 2021, a new transportation reauthorization bill was signed into law entitled the Infrastructure Investment and Jobs Act (IIJA or Bipartisan Infrastructure Law). Along with renewed investment in road and bridge infrastructure, promoting accelerated project delivery, environmental sustainability, more efficient freight movement, increased safety, congestion reduction and system reliability this legislation continues metropolitan and statewide transportation planning processes and incorporates performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection.

Continuing the policies of MAP-21, the IIJA requires, the statewide and metropolitan long-range transportation plans must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets. It is important to note

that the US Department of Transportation Secretary is required to establish criteria for the evaluation of the new performance-based planning processes. This process is to consider whether States developed appropriate performance targets and made progress toward achieving the targets. The legislation requires the Secretary to provide reports to Congress evaluating the overall effectiveness of performance-based planning and the effectiveness of the process in each State and for each MPO.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. [23 CFR 490](#) outlines the national performance goal areas for the Federal-aid program. The regulations require the Federal Highway Administration (FHWA) to establish specific performance measures for the system that addresses these national goal areas.

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

MAP-21 established seven national performance goals:

1. To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
2. To maintain the highway infrastructure asset system in a state of good repair
3. To achieve a significant reduction in congestion on the National Highway System
4. To improve the efficiency of the surface transportation system
5. To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
6. To enhance the performance of the transportation system while protecting and enhancing the natural environment
7. 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

The Infrastructure and Jobs Act / Bipartisan Infrastructure Law (IIJA-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. The IIJA-BIL continued the outcome-based performance measures of MAP-21 and clarified the nature of how the goals would be assessed. As a Metropolitan Planning Organization, the Williamsport Area Transportation Study has the option either to accept and support the statewide targets established by PennDOT or to set our own performance targets. The Williamsport Area Transportation Study Metropolitan Planning Organization will opt to accept and support the statewide performance targets developed by PennDOT.

There are 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 National Highway System
- PM3 – measures for the performance of the NHS, freight movement on the Interstate, and the Congestion Mitigation and Air Quality Program

Measures of Safety Performance (PM1)

There are five performance measures established to track highway safety:

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 combined non-motorized fatalities and non-motorized serious injuries

The most recently available baseline values and proposed targets for these performance measures statewide and for WATS are given below:

PM-1 Performance Measures

Statewide Target 2022-2026	WATS Target 2022-2026	Statewide Baseline 2020-2024	WATS Baseline 2020-2024
1,140.4	13.6	1,174.8	14.4
1.176	1.390	1.216	1.494
4,722.0	43.6	4,746.2	38.2
4.870	4.457	49.14	3.964
944.0	5.6	864.6	5.8

Progress Towards Target Achievement and Reporting (PM1):

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 priority 18 Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. Within the SHSP, PennDOT identifies 3 key emphasis areas to improve safety – impaired driving, lane departure crashes, and pedestrian safety.

2022 SHSP Safety Focus Areas in Priority Order			
1. Lane Departure Crashes	2. Speeding-Aggressive Driving	3. Seat Belt Usage	4. Impaired Driving
5. Intersection Safety	6. Mature Driver Safety	7. Local Road Safety	8. Vulnerable User (Motorcycle Safety)
9. Vulnerable User (Pedestrian Safety)	10. Vulnerable User (Bicyclist Safety)	11. Commercial Vehicle Safety	12. Young & Inexperienced Drivers
13. Distracted Drivers	14. Traffic Records Data	15. Work Zone Safety	16. Transportation Systems Management & Operations (TSMO)
17. Emergency Medical Services (EMS)	18. Vehicle-Train Safety		

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 (PM1):

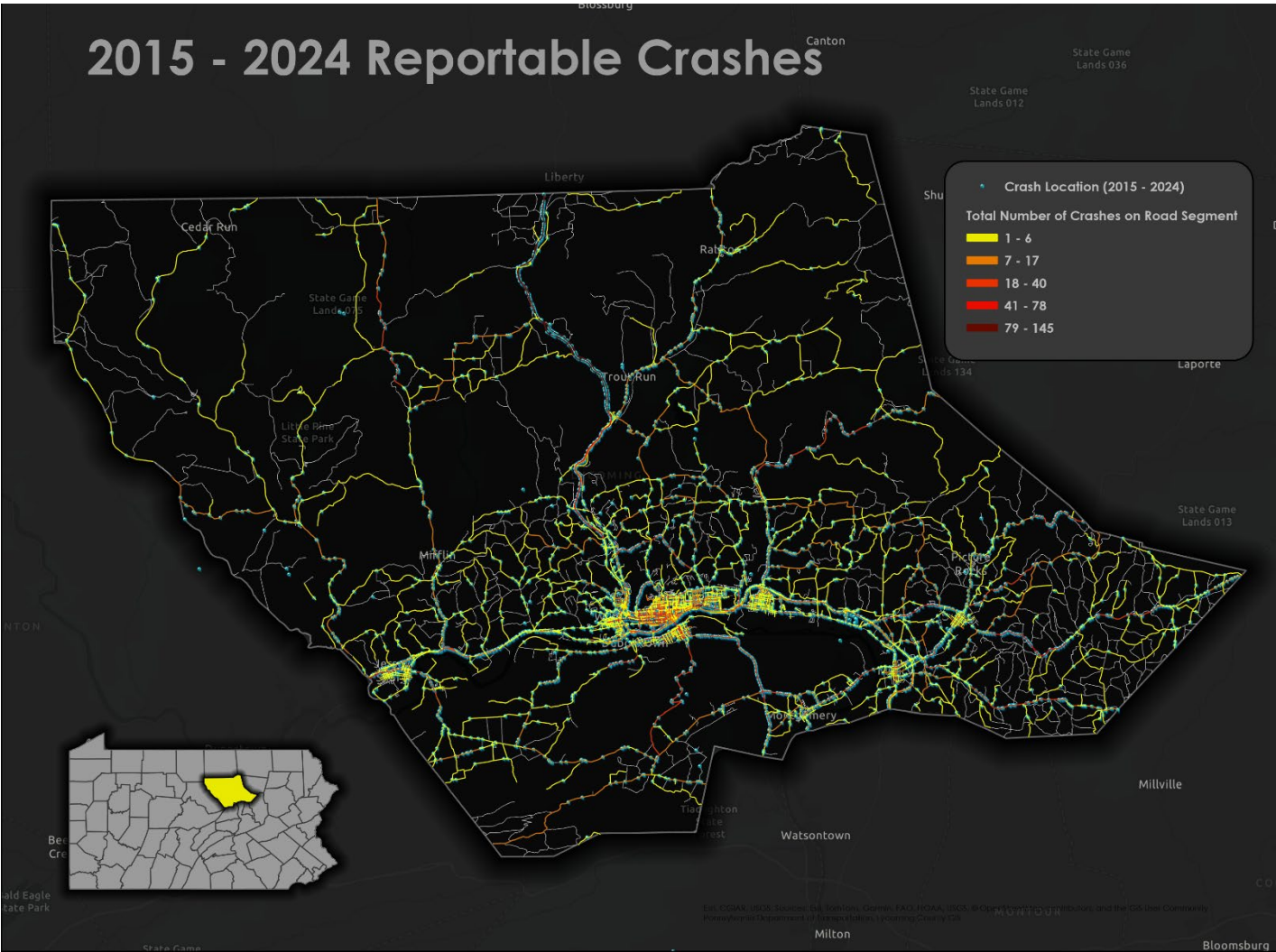
The following has helped to ensure that planned projects in the STIP will help to achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

- Each year, PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). This STIP includes \$534 million of HSIP funding. The Department distributes nearly 60% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a portion of the HSIP funding is reserved for various safety initiatives statewide. A complete listing of the HSIP projects is included in [Appendix G](#).
- PennDOT continues to improve 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.
- 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 will lead new strategies that will be incorporated into future updates of 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 best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. Some HSIP projects on the STIP are in an early planning stage and do not have HSM predictive analyses completed. 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.

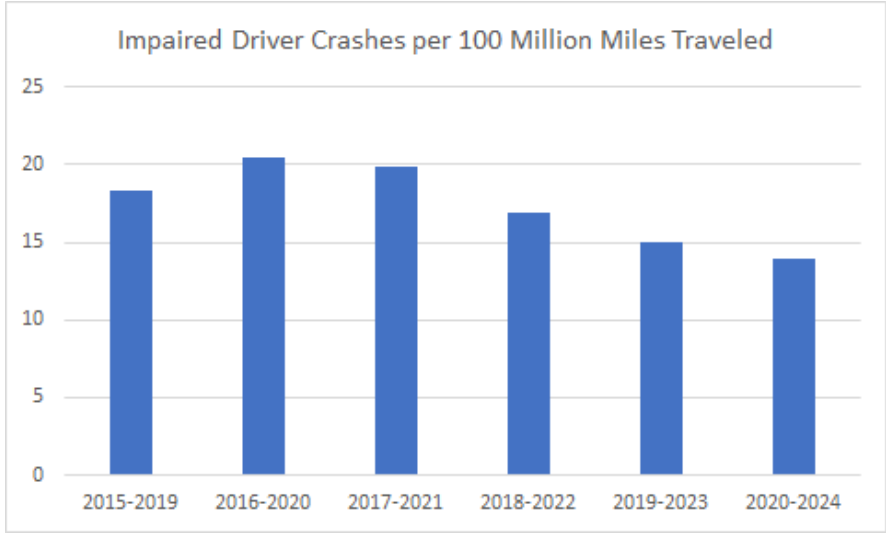
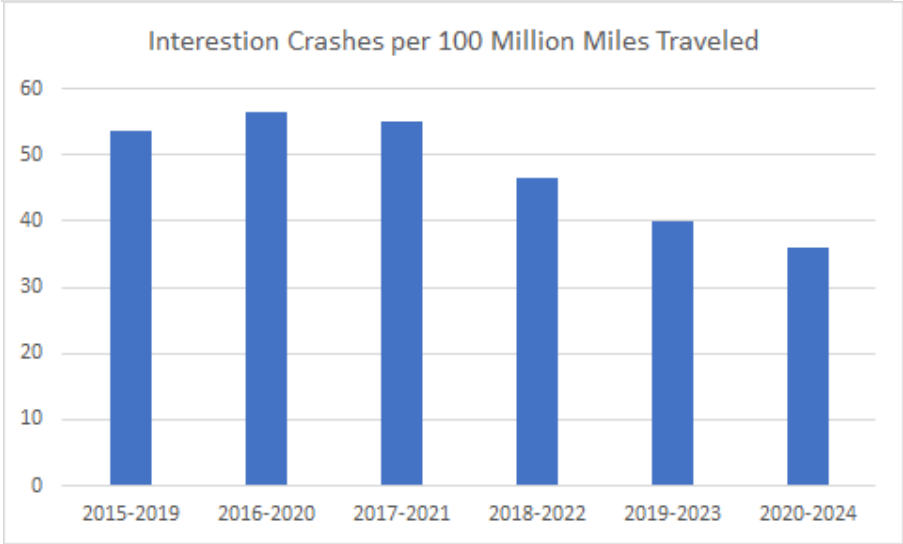
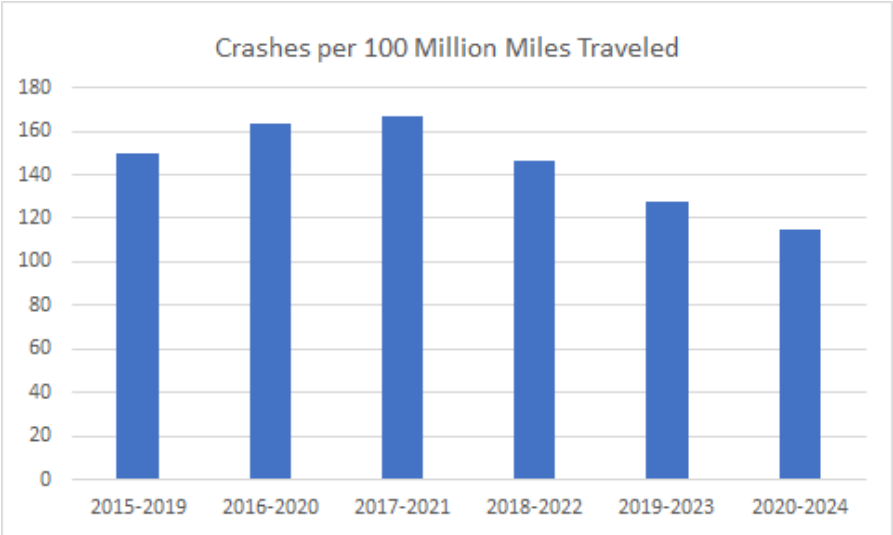
WATS Highway Safety Trends, 2015-2024

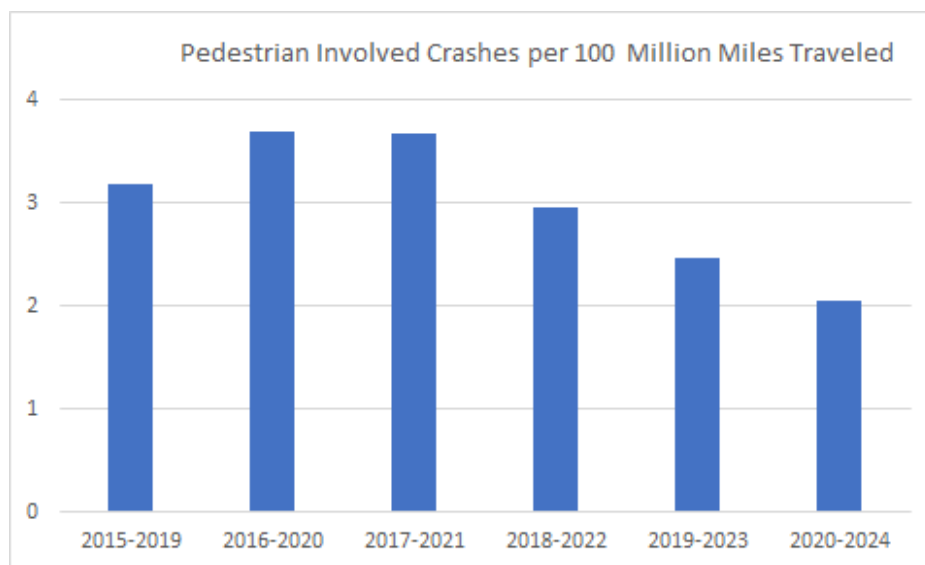
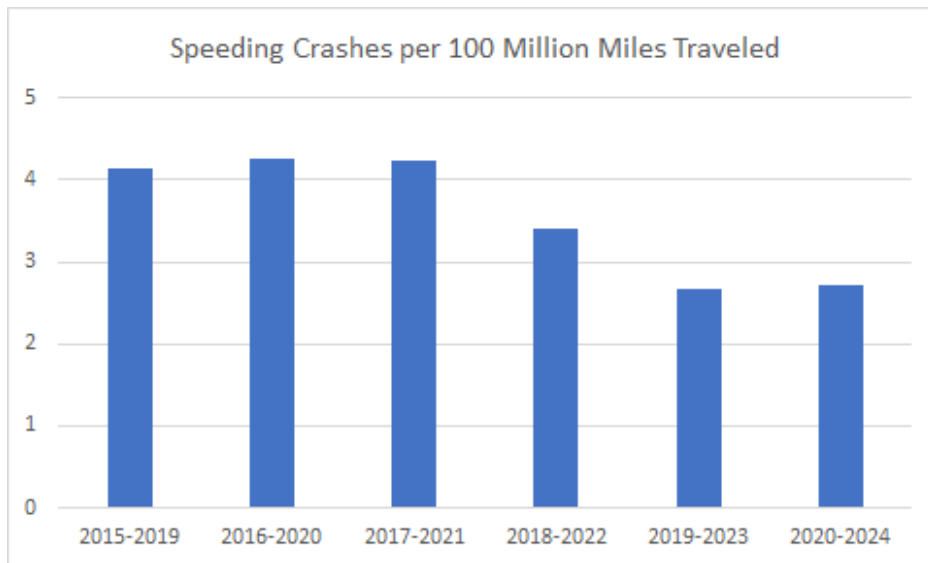
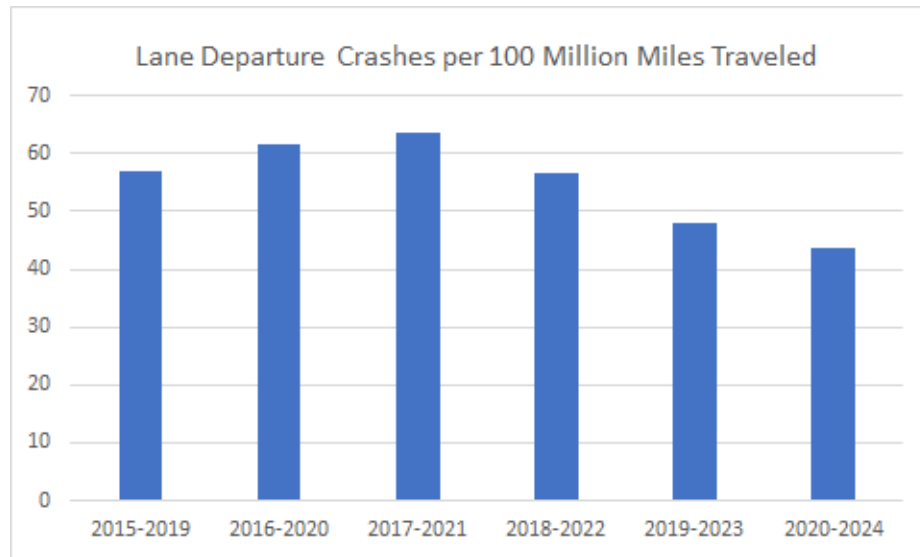
A key component of effective performance-based planning is tracking the measures through time and analyzing available data to identify patterns or trends. This tells us how the decisions we make are affecting the transportation system of Lycoming County and provides a more informed approach when making decisions and prioritizing projects.

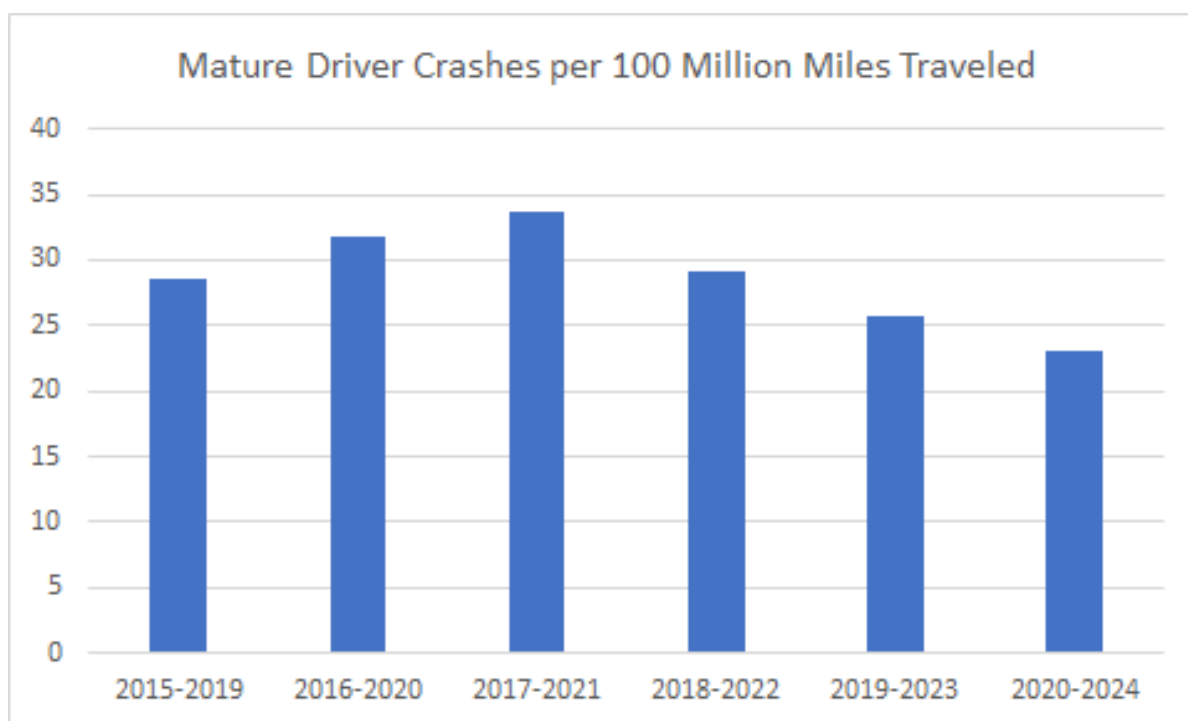
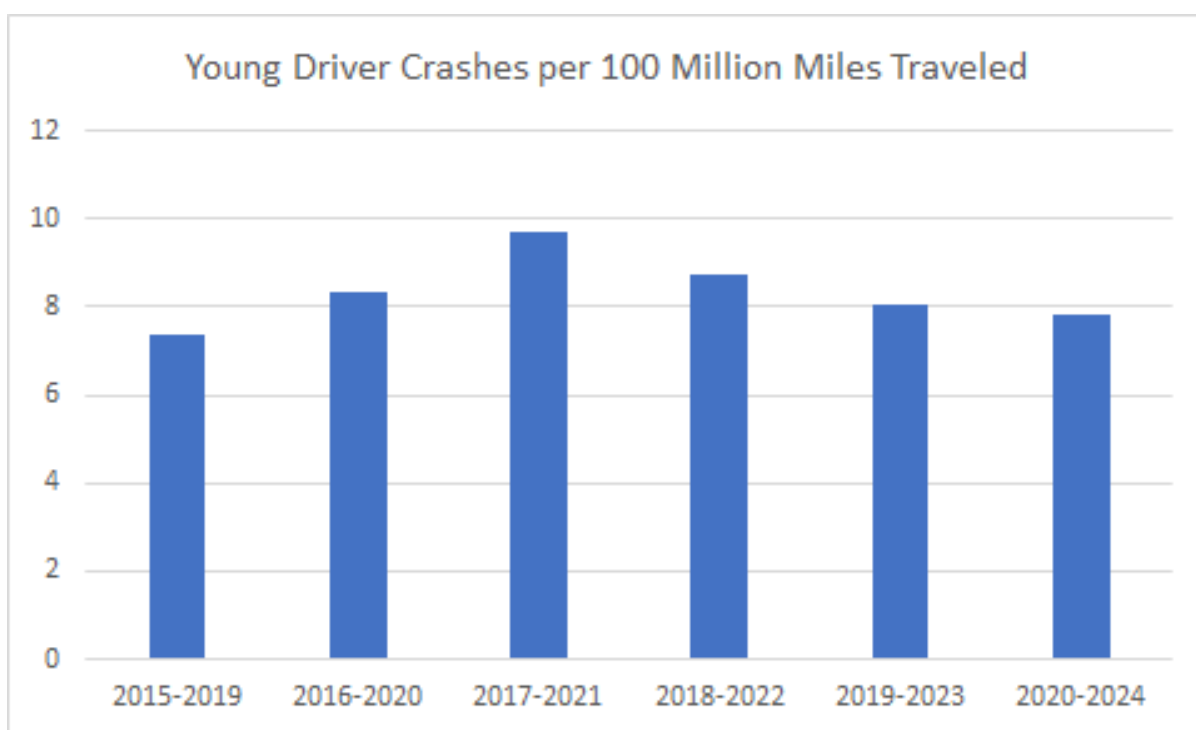
It is also important to note that all information below is derived from data on “reportable” crashes only. Reportable crashes are defined as those that result in “injury to or death of any person and/or result in damage to any vehicle to the extent that it cannot be driven under its own power in its customary manner without further damage or hazard to the vehicle, other traffic elements, or the roadway, and therefore requires towing.”



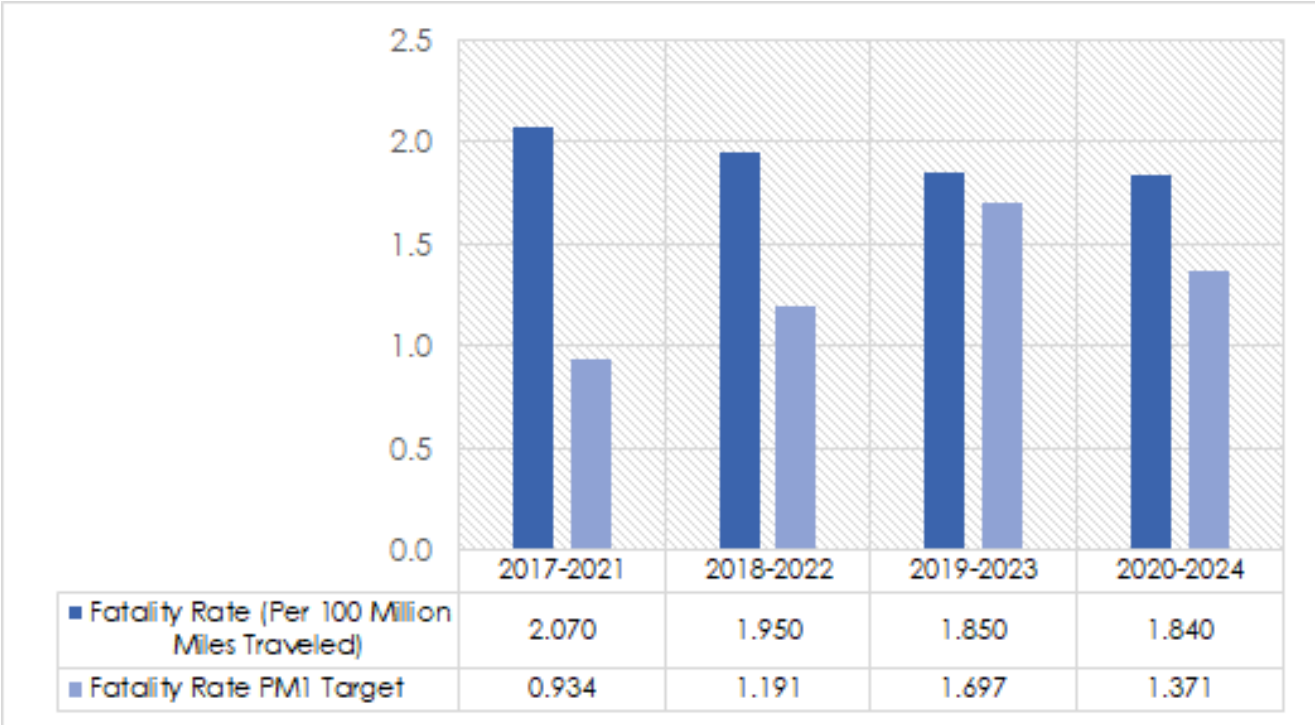
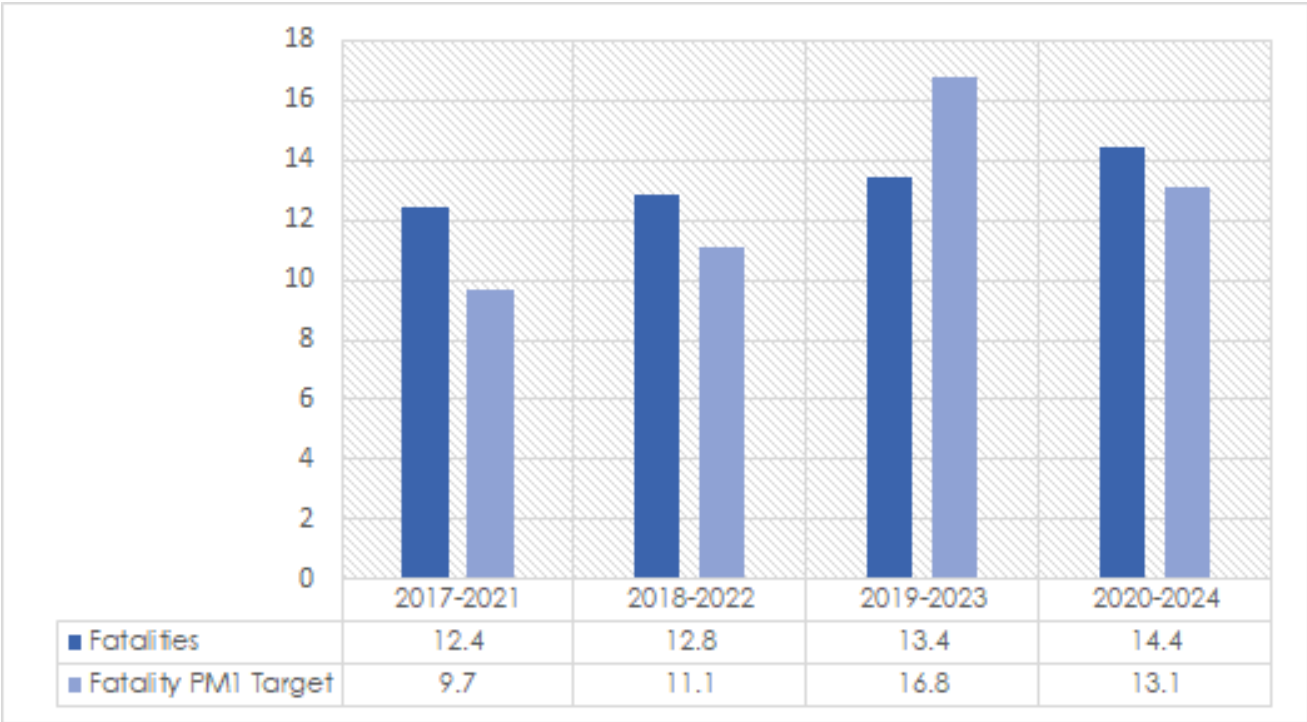
Reportable Crash Locations, 2015-2024



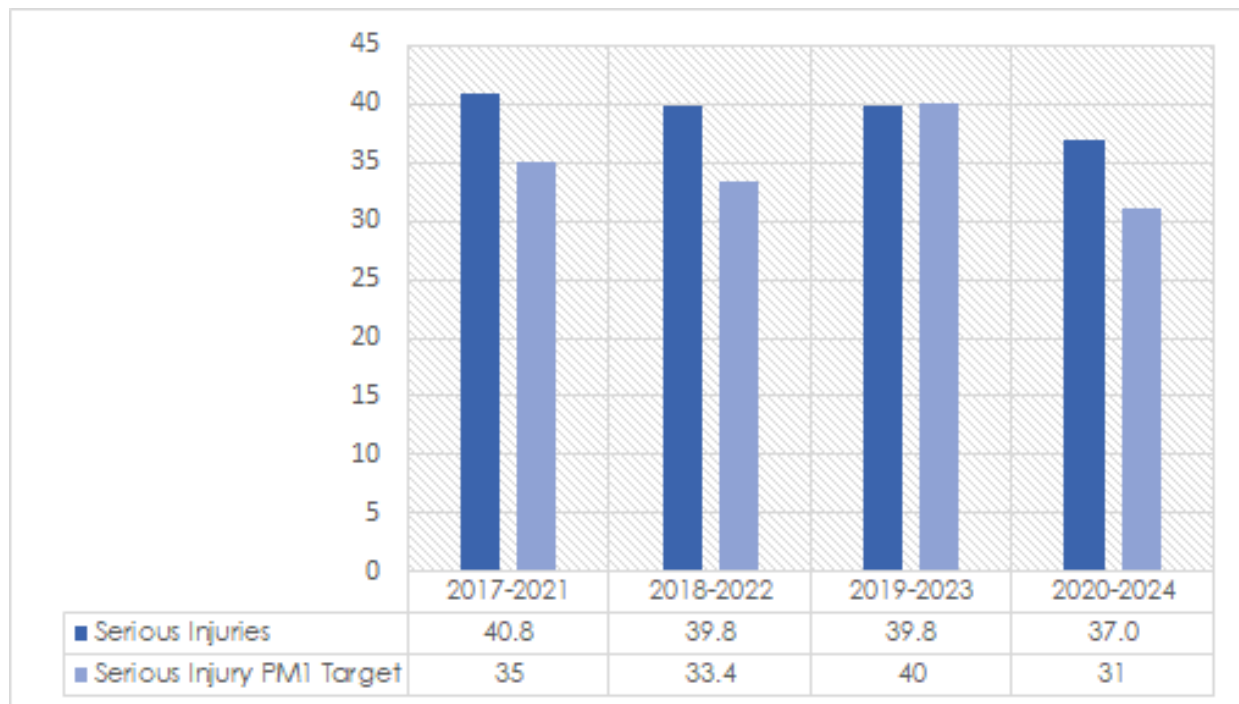
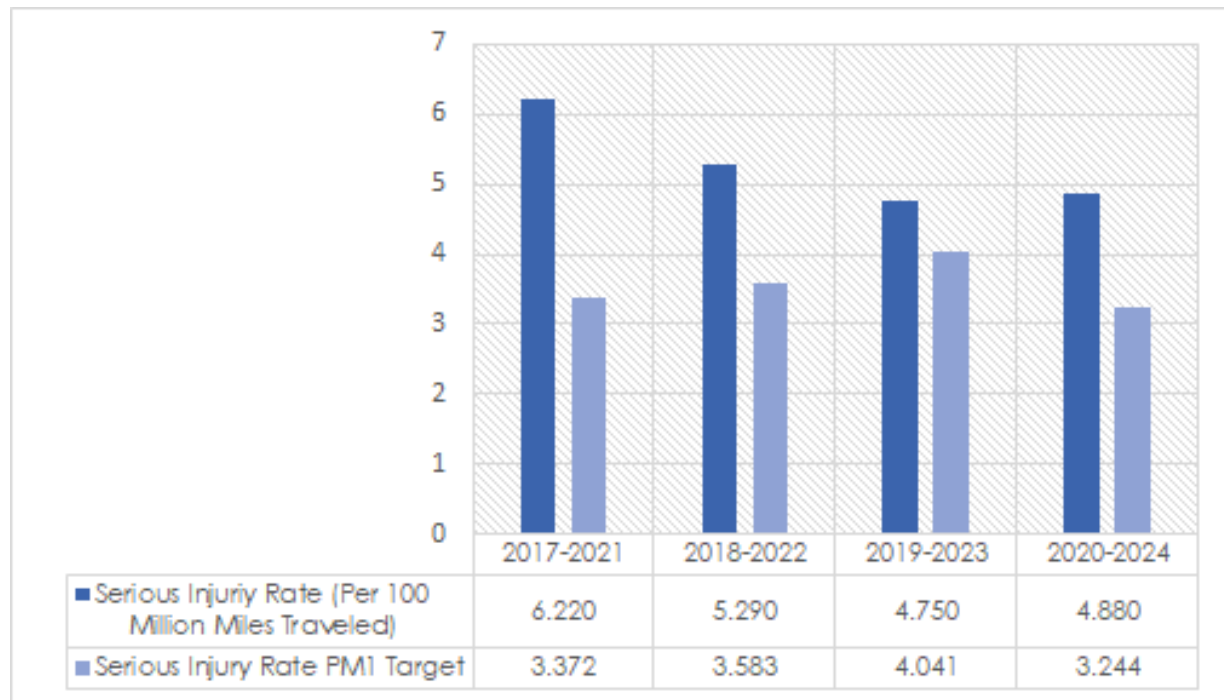




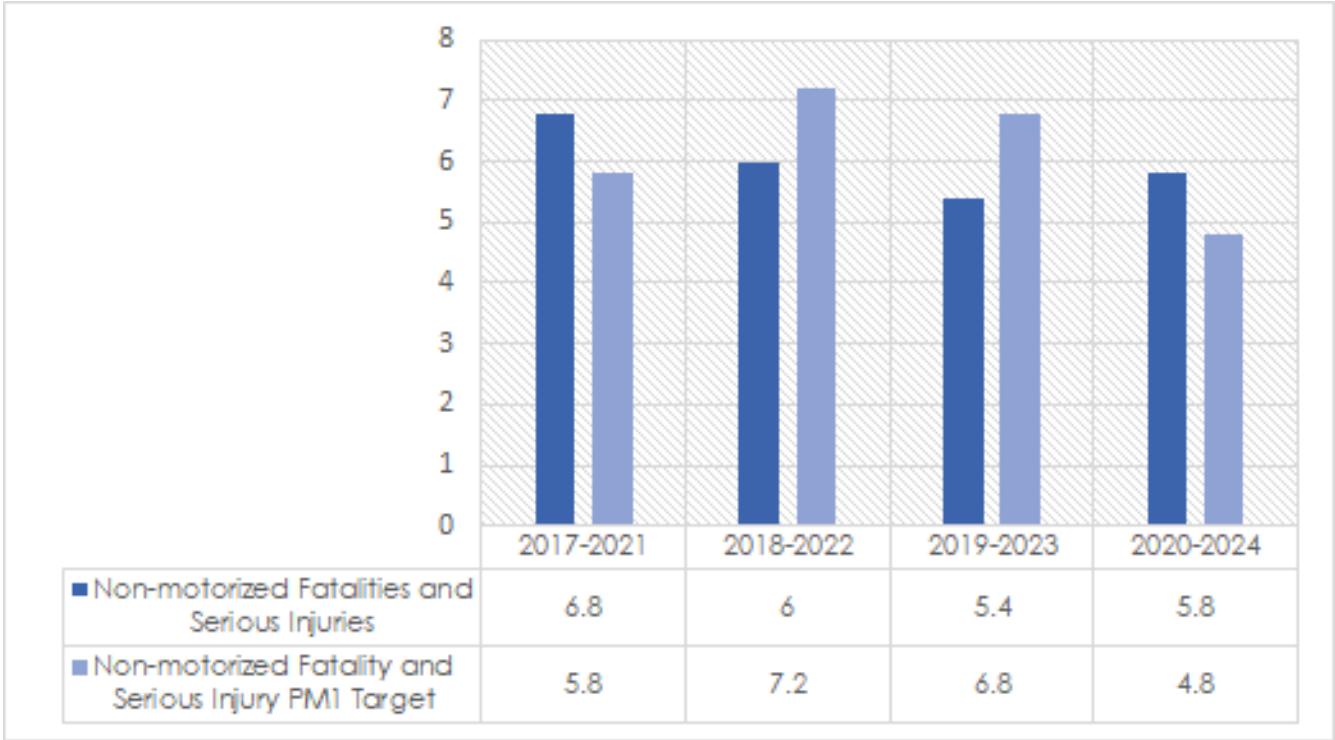
Crash Fatality Trends, 2017-2024



Crash Serious Injury Trends, 2014-2021



Non-motorized Fatality and Serious Injuries Trends, 2017-2024



Measures of Asset Condition (PM2)

There are six PM-2 performance measures to track asset conditions.

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

Definitions of good and poor condition

Pavement condition is determined from four distress components:

1. International Roughness index (IRI), a measure of how rough pavement surface is reported as inches of rough pavement per mile. An IRI less than 95 is considered Good condition and an IRI greater than 170 is considered Poor condition
2. Cracking, reported as a percentage of pavement surface that is cracked. Less than 5% cracking is considered Good condition. Poor condition cracking depends on pavement material and ranges from greater than 10% to greater than 20%.
3. Rutting, reported as a measurement of the depth of ruts in bituminous pavements in inches. Rutting less than 0.2 inches is considered Good condition while rutting greater than 0.4 inches is considered Poor condition.
4. Faulting, a measurement of difference in elevation between concrete pavement joints in inches. Faults of less than 0.1 inches are considered Good condition and faults greater than 0.15 inches are considered Poor condition.

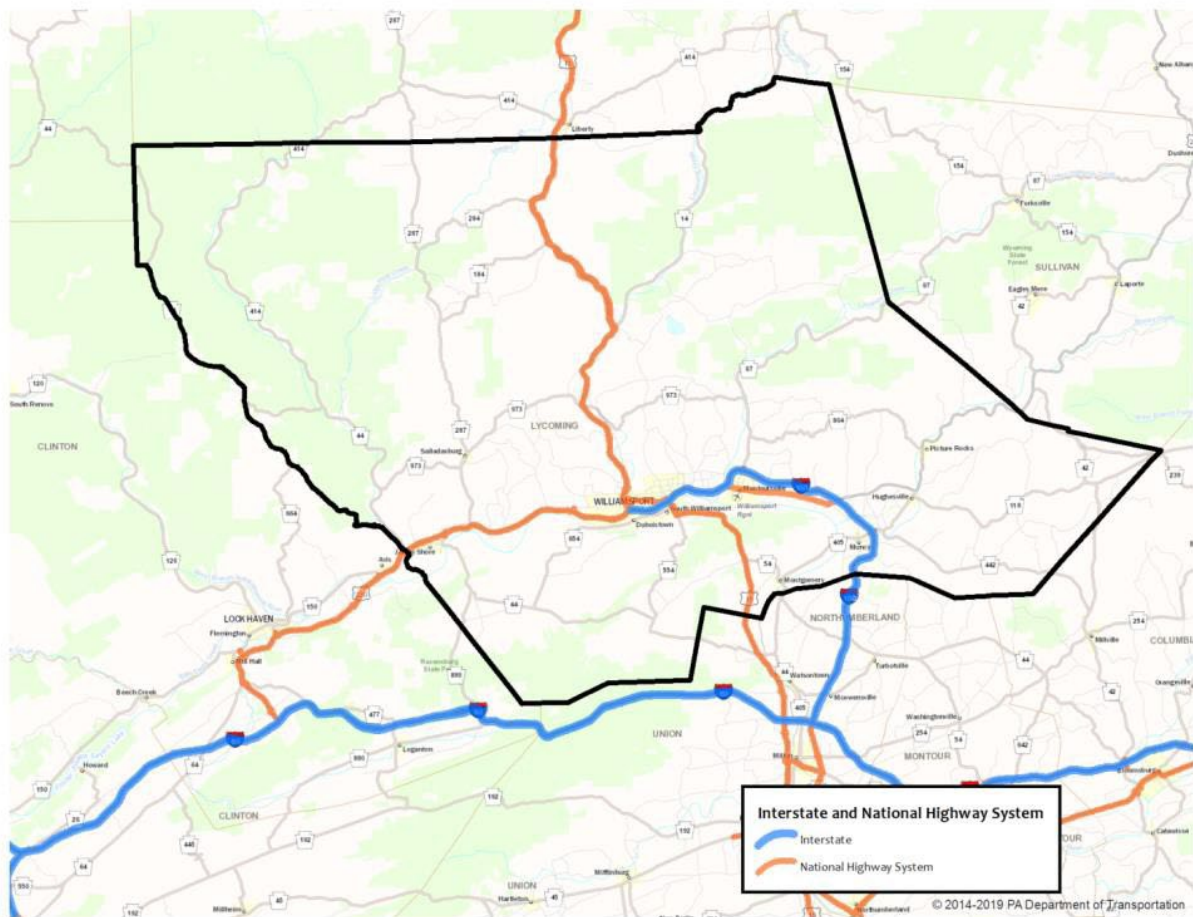
A pavement section is considered to be overall Good condition if all applicable distress components are rated Good. Overall poor condition for a pavement section results from at least two distress components rated as Poor.

Bridge condition is derived from the component condition scores (0-10) from National Bridge Inventory Standards (NBIS). Culvert structures receive one unitary rating score while all other bridge structures receive a composite rating score based on inspections of the deck, superstructure, and substructure. A bridge or culvert is considered in Good condition if *all* component scores are at least 7. A bridge or culvert is considered in Poor condition if *any* component score is 4 or lower. In other words, the overall bridge condition rating is determined by the lowest scoring component.

Pavements and Bridges Baselines and Targets

The most recently available baseline values and proposed targets for these performance measures statewide are given below:

	2024 baseline	2026 two-year target	2028 four-year target
Percentage Interstate pavement in Good condition	75.5%	83.0%	88.0%
Percentage Interstate pavement in Poor condition	0.0%	2.0%	1.0%
Percentage NHS non-Interstate pavement in Good condition	58.9%	58.0%	62.0%
Percentage NHS non-Interstate pavement in Poor condition	0.17%	2.0%	2.0%
Percentage NHS bridge deck area in Good condition	60.3%	64.0%	63.9%
Percentage NHS bridge deck area in Poor condition	0.0%	4.0%	4.0%



Asset conditions within WATS are as follows:

Performance Measure	2023	2024
Percentage Interstate pavement Good condition IRI	95.1%	95.1%
Percentage Interstate pavement Good condition OPI	93.8%	95.5%
Percentage Interstate pavement Poor condition IRI	0.0%	0.0%
Percentage Interstate pavement Poor condition OPI	0.0%	0.0%
Percentage NHS non-Interstate pavement Good condition IRI	95.3%	95.5%
Percentage NHS non-Interstate pavement Good condition OPI	82.7%	76.4%
Percentage NHS non-Interstate pavement Poor condition IRI	0.32%	5.33%
Percentage NHS non-Interstate pavement Poor condition OPI	0.00%	5.33%
Percentage NHS bridge deck area in Good condition	42.4%	47.0%
Percentage NHS bridge deck area in Poor condition	0.0%	0.0%

OPI is a measurement developed by PennDOT to quantify overall pavement condition. It consists of a system of deductions for the presence of various distress and extent conditions such as cracking, rutting, and faulting. Based on a 0-100-point scale where 100 represents an undamaged pavement with no distress and 0 represents the complete failure of the pavement.

PennDOT continues to implement enterprise asset management for programming and decision-making as outlined in the [TAMP](#).⁵ 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 objective and targets 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 objective and targets. At this time, MPO/RPOs have not established separate regional pavement or bridge targets. States are permitted to adjust their 4-year targets at the midterm of the performance period, representing data through 2020 in a report due to FHWA by October 1, 2021. In addition, PennDOT continues to 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 (PM2):

The following has helped to ensure that planned projects in the STIP will help to achieve an improvement in bridge and pavement conditions for the state interstate NHS roads:

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge restoration and reconstruction projects. Many of these projects are focuses on our state's interstate and NHS roads.
- Pennsylvania's investment strategy, reflected in the statewide 2027 Twelve Year Program (TYP) and 2027-2030 STIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- The TAMP is a 12-year outlook that includes the financial strategy for various work types and is a driver for the TIP, STIP and LRTP development.
- In support of the STIP development, PennDOT and MPOs/RPOs jointly developed and approved General Procedural Guidance and Transportation Program Financial Guidance documents. The guidance, which is consistent with the TAMP, formalizes the process for MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach a consensus on their portion of the program – while meeting asset management targets within the available budget.
- The Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues – such as lowest life-cycle cost programming – and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made 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, fair, and poor can also be projected and compared to PM-2 targets based on the proposed improvements and built-in deterioration models. When PAMS and BAMS are further implemented and in the hands of planners, then the system outputs can be used to select projects. Draft programs can be analyzed in relation to the PM-2 measures.

Measures of System Performance (PM3)

There are six PM-3 performance measures, although only three currently apply to WATS:

- Percent of person-miles traveled on the Interstate System that are reliable
- Percent of Person-miles Traveled on the Non-Interstate National Highway System that are reliable
- Interstate system truck travel time reliability index (the ratio of travel times at peak traffic volumes to travel times at the overall average traffic volume)

Reliability Performance (PM3)

Measure	2023 two-year target	2025 four-year target	2021 WATS baseline
Interstate reliability	100%	100%	100%
NHS Reliability	98.4%	98.2%	97.5%
Truck reliability index	1.15	1.16	1.16

Progress Towards Target Achievement and Reporting (PM3)

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward the achievement of the statewide system performance targets. At this time, MPO/RPOs have noted established separate regional reliability targets. Regional targets are required for the Congestion Mitigation and Air Quality (CMAQ) delay and emissions measures per the applicability requirements of the federal performance measure rule.

PennDOT is planning to revise the system performance targets based on new data processing methodologies and will coordinate any updates to the performance measures with the MPOs/RPOs. Despite a significant portion of funding being allocated towards infrastructure repair and maintenance, PennDOT remains steadfast in its commitment to improve system mobility and enhance modal connections. PennDOT's LRTP lays out objectives aimed at fostering mobility across the transportation system, thereby steering investment decisions. Federal systems performance measures will be harnessed to evaluate future advancements in meeting these objectives and the associated targets.

Evaluation of STIP for Target Achievement (PM3)

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 2027-2030 STIP includes over \$483 million of funding dedicated to congestion relief projects.
- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- The statewide CMAQ program and Carbon Reduction Program (CRP) provides over \$700 million of funding on the STIP for projects that benefit regional air quality or greenhouse gases. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ/CRP project selection procedures to maximize the air quality and carbon reduction benefits from these projects.
- Over \$426 million is provided in the STIP for multimodal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and

other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.

- At this time, the potential impact of past and planned STIP investments on PM3 performance measures are still being evaluated. The timeline for project implementation often prevents an assessment of measurable results until a number of years after project completion. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts in relation to other factors including incidents and weather on system reliability and delay.

Long Range Plan Objectives:

- Provide multimodal infrastructure and technology advancements to eliminate bottlenecks and improve system
- Increase access to jobs, labor, and transportation choices in urban, suburban and rural communities
- Support communities through appropriate and equitable transportation modal options and investments
- Improve first and last mile inter modal access and connections

Air Quality

Lycoming County is an air quality attainment area and therefore no further documentation is required (See [Appendix L](#)).

Twelve Year Program

From the Pennsylvania State Transportation commission website: *"The Twelve-Year Transportation Program (TYP) is Pennsylvania's official mid-range planning tool use to identify and prioritize transportation projects. It is the outcome of a collaborative effort between the Pennsylvania Department of Transportation (PennDOT), State Transportation Commission, its Planning Partners and the public. The TYP represents all modes and means of transportation including highways, bridges, public transit, aviation, and rail, as well as non-motorized transportation such as bicycling and walking. Pennsylvania's TYP is required by Act 120 of 1970 and must be submitted to the State Transportation Commission every two years. The TYP is a dynamic schedule of agreed-upon projects that PennDOT, with its various partners, will work to accomplish over a 12-year period. The Twelve-Year Transportation Program is separated into three four-year periods. The first four years corresponds with the federally required Statewide Transportation Improvement Program (STIP) and regional Transportation Improvement Programs (TIPs)."*

As part of the TYP development process, a major survey of Pennsylvanians is undertaken every two years prior to the development of new TIPs. The results of this surveying are then made available to MPOs like WATS to help guide and inform the programming of projects. WATS 2025 TYP survey results are attached as [Appendix I](#).

Transit Performance Measures:

River Valley Transit Authority

Below are the current transit performance measures and targets for fixed route transit provider River Valley Transit Authority (RVTA).

	2025 Target	2025 Performance	2025 Difference	2026 Target
Percent of revenue vehicles that have met or exceeded their useful life benchmark				
BU - Bus	28.0%	29.41%	1.41%	30.0%
CU – Cutaway	59.0%	100.0%	41.0%	59.0%
MV - Minivan	75.0%	100.0%	25.0%	68.0%
TB - Trolleybus	100.0%	100.0%	0.0%	100.0%
Percent of service vehicles that have met or exceeded their useful life benchmark				
Automobiles	46.0%	71.42%	25.4%	43%
Trucks and other Rubber Tire Vehicles	17.0%	0.0%	-17.0%	16%
Percent of facilities rated 3 or below on the condition scale				
Maintenance	3.0%	0.0%	-3.0%	4.0%
Passenger	6.0%	0.0%	-6.0%	6.0%

STEP Inc

Below are the current transit performance measures and targets for shared ride provider STEP, Inc.

	2025 Target	2025 Performance	2025 Difference	2026 Target
Percent of revenue vehicles that have met or exceeded their useful life benchmark				
CU - Cutaway	59%	36.36%	-22.6%	59%
MV - Minivan	75%	100%	25%	68%
VN - Van	59%	62.5%	3.5%	54%

River Valley Transit Authority financial capacity analysis

River Valley Transit Authority Financial Capacity Analysis is included in [Appendix C](#).

River Valley Transit Authority 2027-2030 TIP Capital Projects

The draft 2027 – 2030 TIP includes public transportation projects and line items being carried forward from the previous 2025 – 2028 TIP. New transit projects are also included on the 2027 – 2030 TIP.

The transit projects reflect the priorities established by:

- The project prioritization process for the WATS MPO 2023 – 2045 Long Range Transportation Plan (LRTP)
- PennDOT's Capitol Planning Tool
- Operations and maintenance planning by RVTA and STEP, Inc.

In addition, other planning efforts help guide the establishment of priorities for transit projects.

In July 2023, the RVTA Board of Directors approved its Strategic Plan

[Reset, Recovery, Reach Forward 2023 - 2027](#). The strategic plan details goals, objectives, and implementation timeframes within five core areas:

1. Safety
2. Customer Service
3. Accountability
4. Teamwork
5. Integrity

Performance targets derived from federally required Transit Asset Management (TAM) plans and Public Transportation Agency Safety Plans (PTASP) also shape investments in public transit. These plans emphasize proactive maintenance and timely replacement of assets that have reached the end of useful life to allow RVTA to better manage capital costs and ensure the safety and reliability of service. The capital program of River Valley Transit Authority (RVTA) has concentrated on the systematic replacement of revenue vehicles, consistent with the federal policy, and spare components to ensure a high level of quality service. RVTA's established fleet replacement program calls for the replacement of a transit vehicle when it exceeds its useful life of twelve (12) years and 500,000 miles which is based on the Federal Transit Administration (FTA) regulations, PennDOT regulations, RVTA's fleet size, maintenance program, and service plan. This fleet replacement program is a vital component of RVTA's commitment to improve the quality and delivery of public transportation. RVTA is continuing to convert our fleet from diesel powered transit vehicles to transit vehicles powered by compressed natural gas (CNG). RVTA has programmed a total of \$9,590,000.00 for the purchase of ten (10) replacement CNG vehicles over the course of the next four years. By the end of 2028 RVTA's transit fleet will be 100% CNG fueled, continuing RVTA's commitment to "greener" transportation.

In Fiscal years 2027 - 20230, RVTA has programmed \$390,000.00 for the replacement of support vehicles and \$4,630,000.00 RVTA garage, office, and facility improvements or repairs. This funding is related to

building modifications of RVTA's existing administrative and maintenance facility including security and I.T. upgrades.

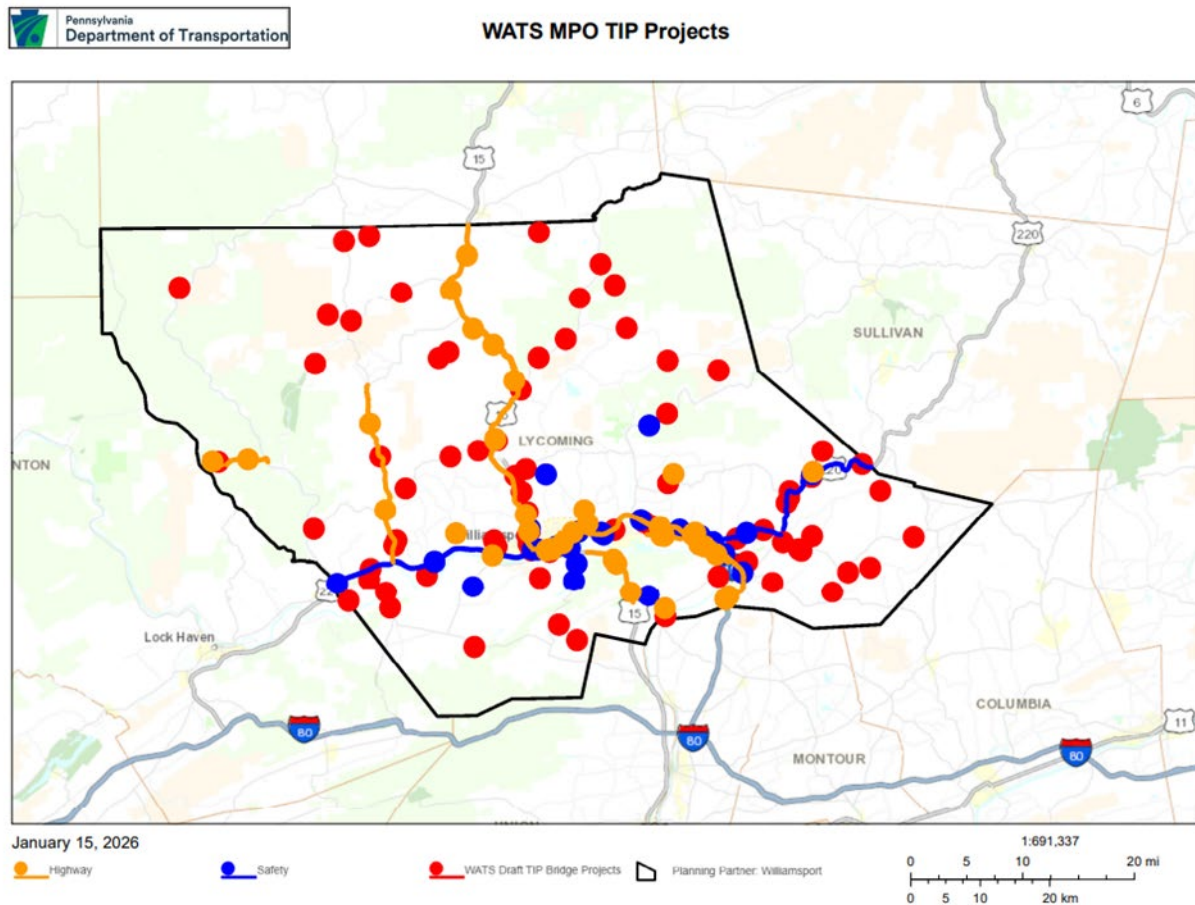
Support vehicles will be used by supervisors, maintenance personnel, and bus operators for shuttle transportation, distributing schedules, pickup of maintenance supplies, road supervision, road service, and other departmental needs. The replacement of these vehicles will be consistent with PennDOT's estimated useful life. The acquisition of other transit fleet vehicles will allow RVTA to operate service on low-density routes at reduced costs, as these vehicles are smaller and less costly to operate than the traditional fixed route fleet vehicle.

In 2025 RVTA and Endless Mountains Transportation Authority (EMTA) separated the long-term management agreement that was in place. RVTA worked with EMTA and PennDOT BPT to ensure that RVTA property and vehicles were properly reverted to RVTA. At this time RVTA fulfills an as needed support role for EMTA operations.

It is critical for RVTA to continue purchasing spare components through its capital budget to ensure reliability of service and to minimize the burden on operating funds. RVTA has programmed \$550,000 over the next four fiscal years for the purchase of associated capital maintenance items (i.e., spare components).

Project listing and narratives

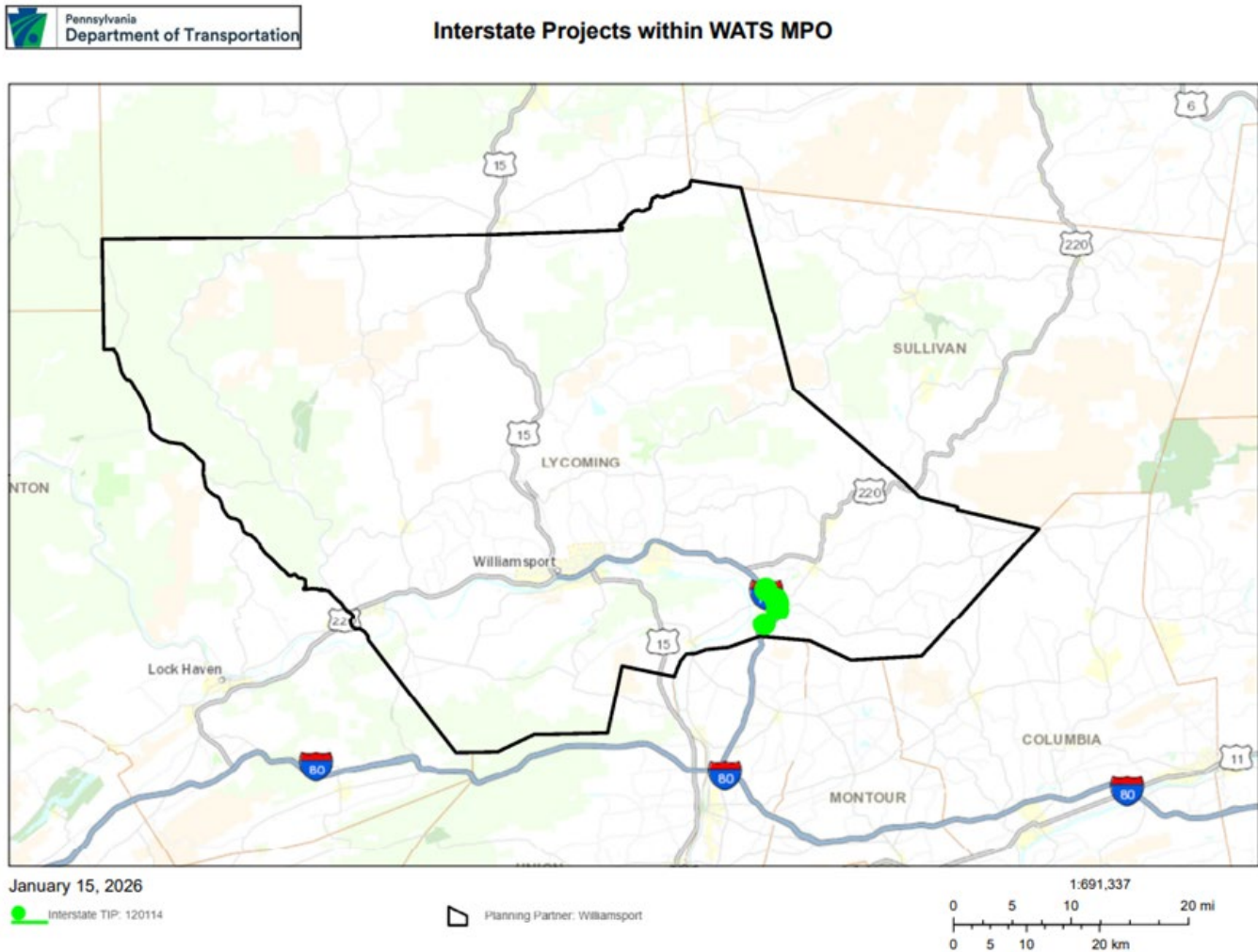
2027-2030 WATS TIP Project Locations



Project Narratives

WATS highway and bridge project narratives are included as [Appendix D](#).

Interstate Program Project Locations within WATS Boundary



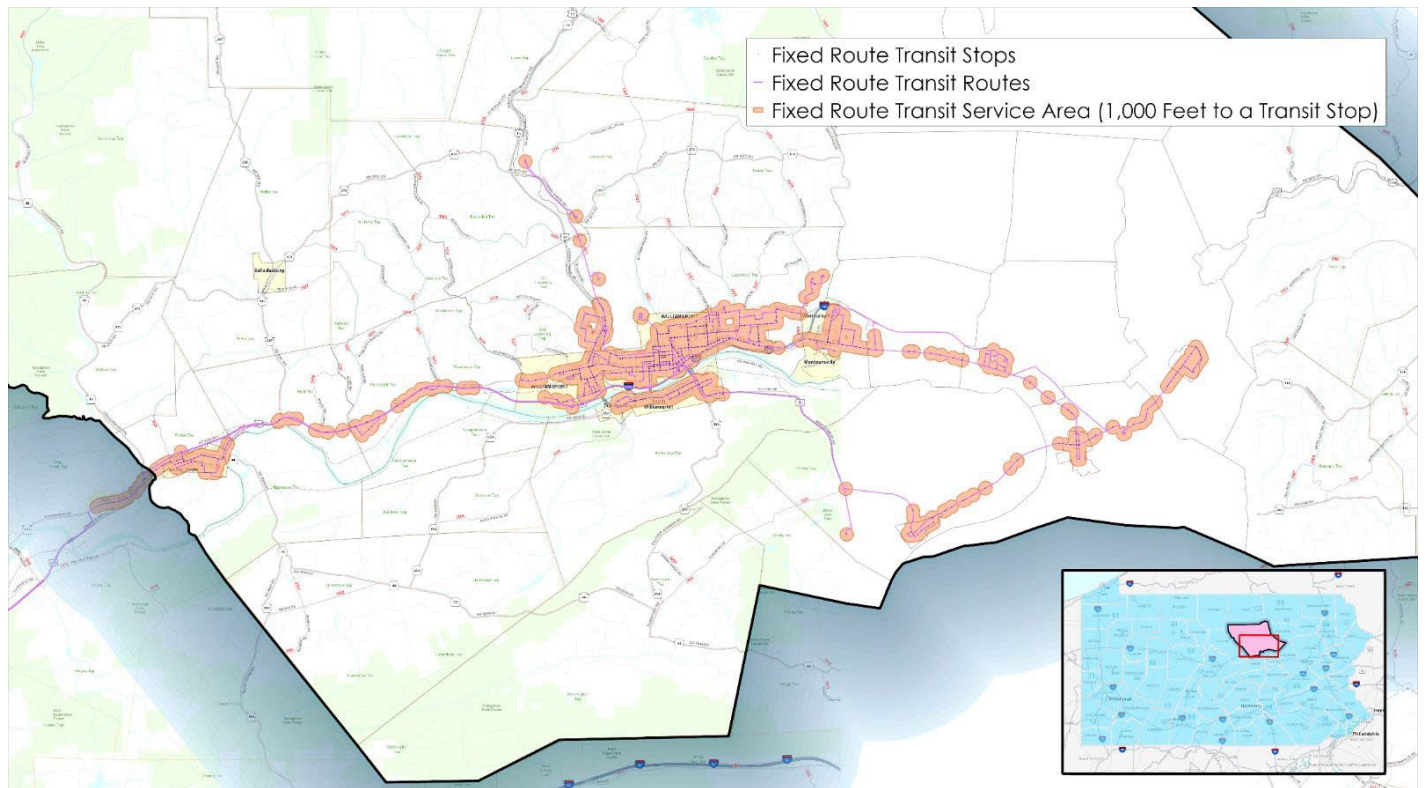
Interstate and Statewide Program Project Narratives

Interstate project listing and narratives are included as [Appendix F](#).
Statewide project listing and narratives are included as [Appendix G](#)

Transit Projects

Project Narratives

WATS transit project listing and narratives are included as [Appendix E](#).



TIP Analysis

Fiscal constraint analysis

Fund Type	FY2027	FY2028	FY29	FY30	Total
NHPP (Federal)	\$4,261,000	\$3,850,000	\$3,850,000	\$3,850,000	\$15,810,000
STP (Federal)	\$3,594,000	\$3,586,000	\$3,586,000	\$3,586,000	\$14,353,000
BOF (Federal)	\$3,223,000	\$3,223,000	\$3,223,000	\$3,223,000	\$12,893,000
HSIP (Federal)	\$1,041,000	\$1,041,000	\$1,041,000	\$1,041,000	\$4,164,000
581 (State Highway)	\$5,734,000	\$5,665,000	\$6,165,000	\$6,591,000	\$24,156,000
185/183 (State Bridge)	\$4,314,000	\$4,208,000	\$4,103,000	\$4,117,000	\$16,743,000
Carbon Reduction Program	\$471,000	\$471,000	\$471,000	\$471,000	\$1,885,000
Carbon Reduction - Urban	\$152,000	\$152,000	\$152,000	\$152,000	\$610,000
Bridge Investment Program	\$4,077,000	\$4,077,000	\$4,077,000	\$4,077,000	\$16,308,000
Total Base Funding	\$26,867,000	\$26,273,000	\$26,668,000	\$27,108,000	\$106,922,000

The 2027-2030 WATS TIP is fiscally constrained by year and by allocations. All projects have been screened against funding program eligibility requirements. Projects with phases beyond the 2027-2030 TIP have estimated costs shown in the TYP and WATS LRTP. 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.

Pennsylvania Transportation Funding Not Included in the STIP					
PLANNING PARTNER	SFY 24-25	SFY 25-26	SFY 26-27	SFY 27-28	SFY 28-29
Adams	19,200,943	19,214,427	19,257,518	21,108,667	20,957,515
Altoona	19,401,164	19,399,362	19,425,241	21,261,208	21,105,178
Centre	25,321,097	25,348,328	25,407,599	27,958,442	27,764,755
DVRPC	305,274,541	304,470,710	304,392,675	335,639,867	332,147,427
Erie	40,923,599	40,914,488	40,976,783	45,190,949	44,846,658
Franklin	24,184,870	24,186,022	24,223,584	26,782,138	26,579,317
Harrisburg	79,650,352	79,636,500	79,746,710	87,631,008	86,936,959
Johnstown	27,932,041	27,960,281	28,027,570	30,339,491	30,132,140
Lancaster	53,357,479	53,234,356	53,226,816	57,353,087	56,795,459
Lebanon	17,274,912	17,242,175	17,239,012	18,374,578	18,222,025
Lehigh Valley	63,938,620	63,760,616	72,226,648	70,710,561	70,043,862
NEPA	86,662,502	86,881,768	98,416,588	97,985,456	97,337,607
North Central	91,743,708	92,040,838	92,431,801	102,050,712	101,446,479
Northern Tier	109,160,012	109,656,102	110,262,401	123,809,125	123,068,184
Northwest	92,304,222	92,552,802	92,909,503	101,199,797	100,567,907
Reading	44,375,685	44,292,049	50,209,877	49,125,420	48,662,496
S. Alleghenies	86,525,072	89,882,085	90,201,572	103,079,595	102,345,738
Scranton-WB	89,682,059	100,123,439	100,433,284	109,448,996	108,770,713
SEDA-COG	99,920,065	86,839,128	87,232,295	95,193,372	94,655,170
SPC	418,849,185	419,420,554	420,637,901	468,069,934	464,473,484
SVTS	28,377,371	28,417,542	28,491,554	31,617,295	31,406,646
Wayne County	25,107,746	25,263,951	25,434,109	29,731,380	29,558,805
Williamsport	29,874,614	29,940,950	30,040,195	32,377,607	32,167,026
York	52,363,580	52,271,970	52,281,207	56,605,757	56,100,891
Statewide	590,599,000	601,368,000	623,944,000	632,651,000	632,632,000
TOTAL	2,522,004,441	2,534,318,441	2,587,076,442	2,775,295,442	2,758,724,442

L RTP consistency analysis

All projects have been screened against WATS 2023-2045 LRTP project selection criteria. A matrix of how projects and criteria intersect is included as [Appendix H](#).

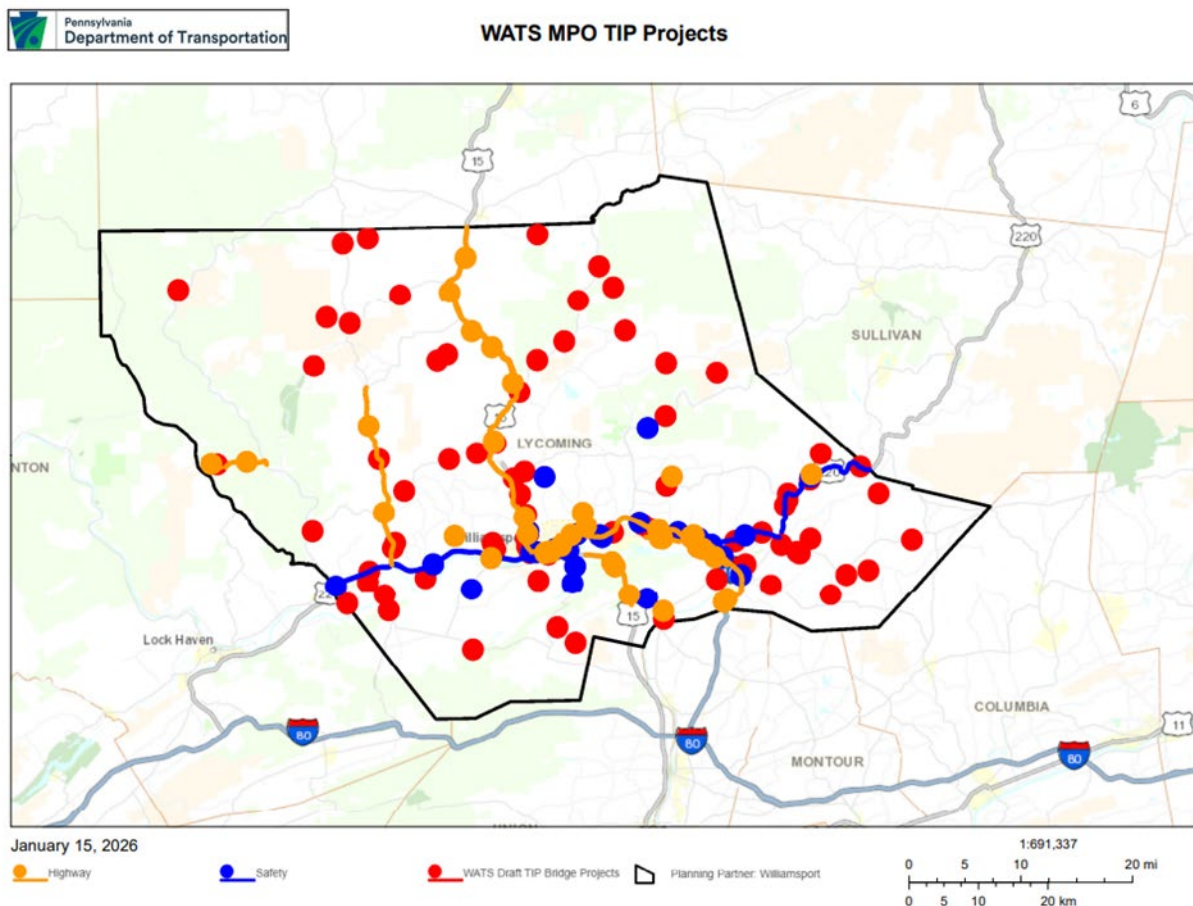
The 100-project programmed on the WATS TIP met an average of 13 of 35 (37%) project selection criteria. For a project to be programmed, the WATS planning process specifies that it must meet at least one of the criteria. No project on this TIP meets fewer than 9 of the 35 project selection criteria. This indicates that the projects programmed on this TIP will substantially contribute towards meeting the identified transportation needs of Lycoming County.

Performance based planning and programming analysis

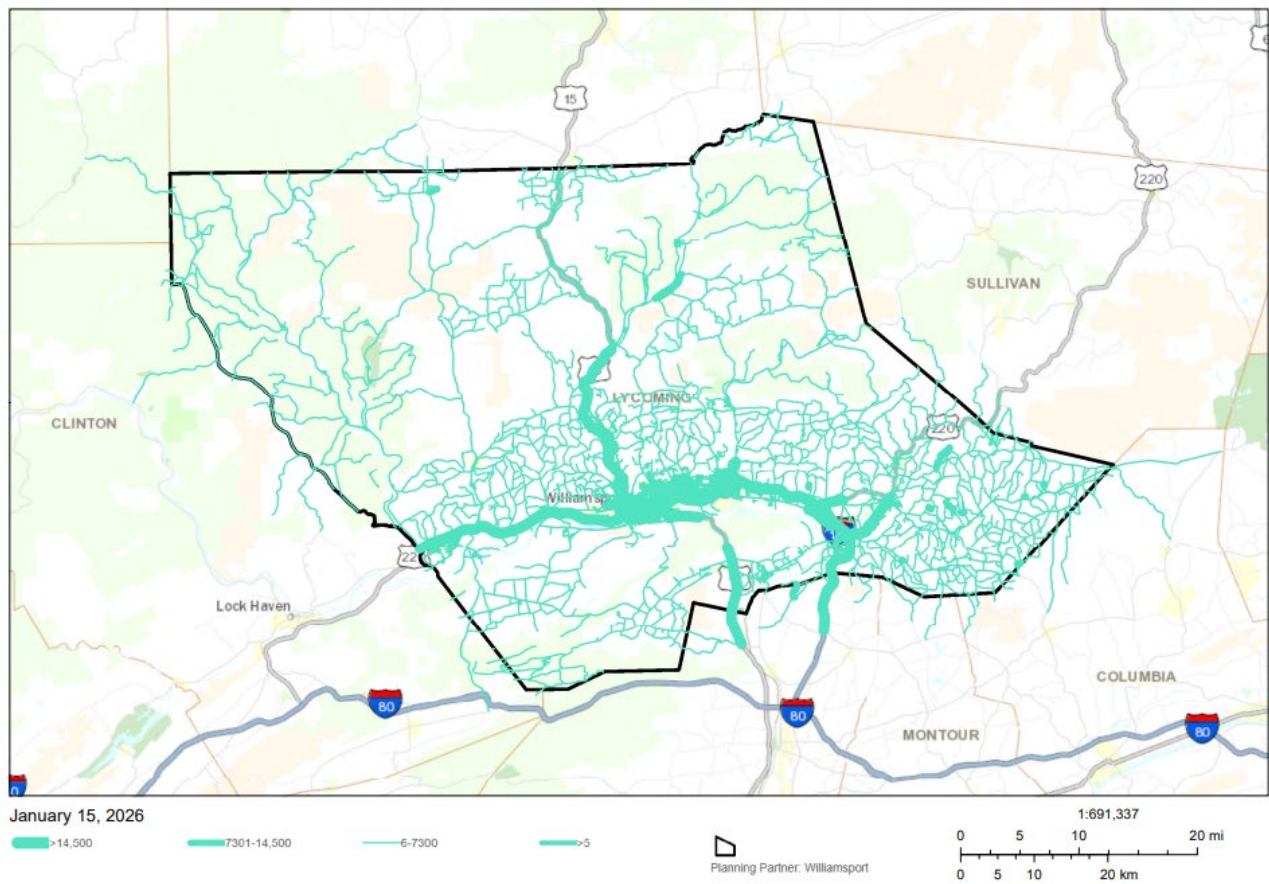
The 100 projects programmed on the WATS TIP are anticipated to substantially contribute towards meeting performance measure targets established for WATS.

PM1 – Measures of Safety Performance

As previously described, WATS established target and baseline values for safety performance measures. This TIP dedicates \$3,878,000 towards five safety projects. The major safety project programmed on the WATS TIP is Project 120852, a Safety and Mobility Initiative (SAMI) in various townships.



WATS MPO AADT Map

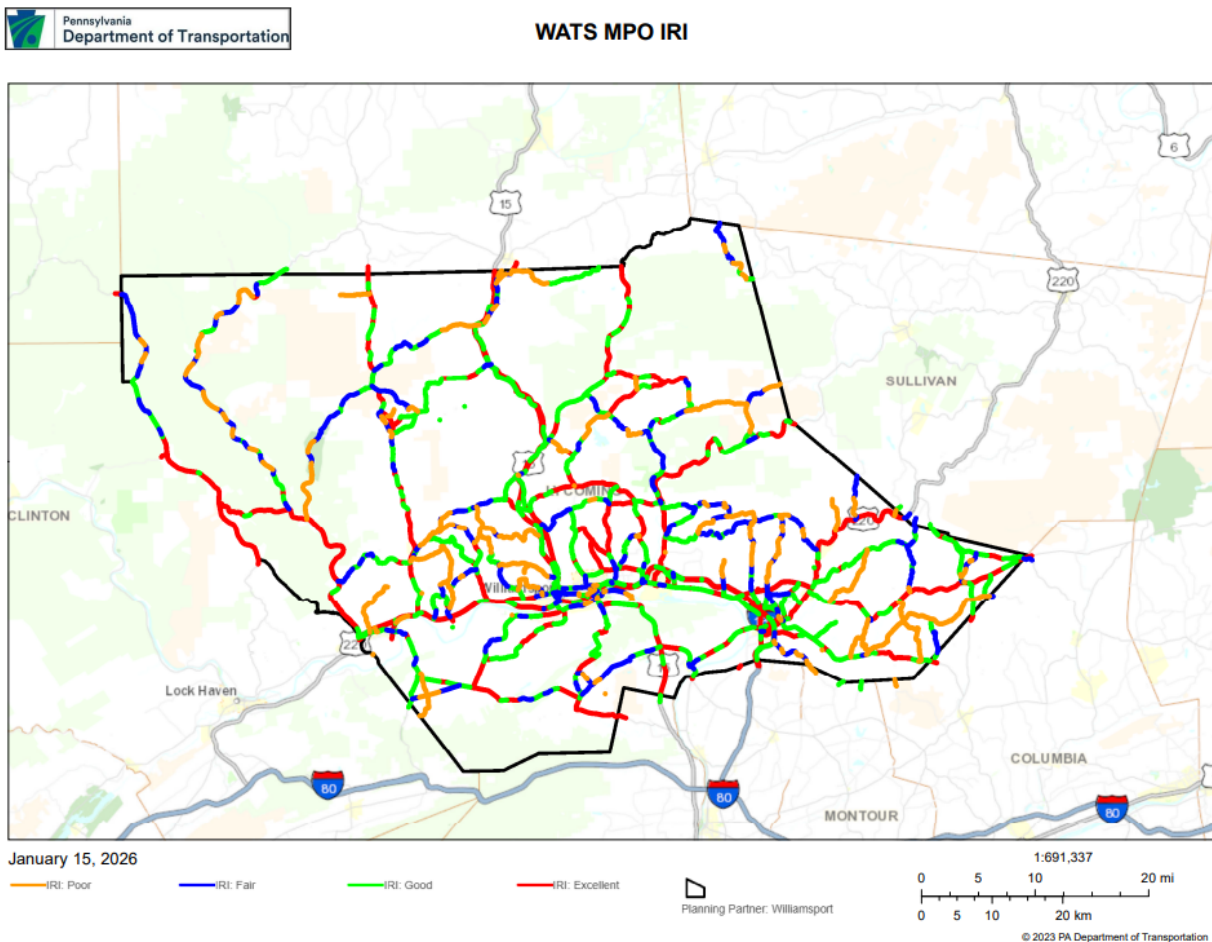


PM2 – Measure of Pavement and Bridge Condition

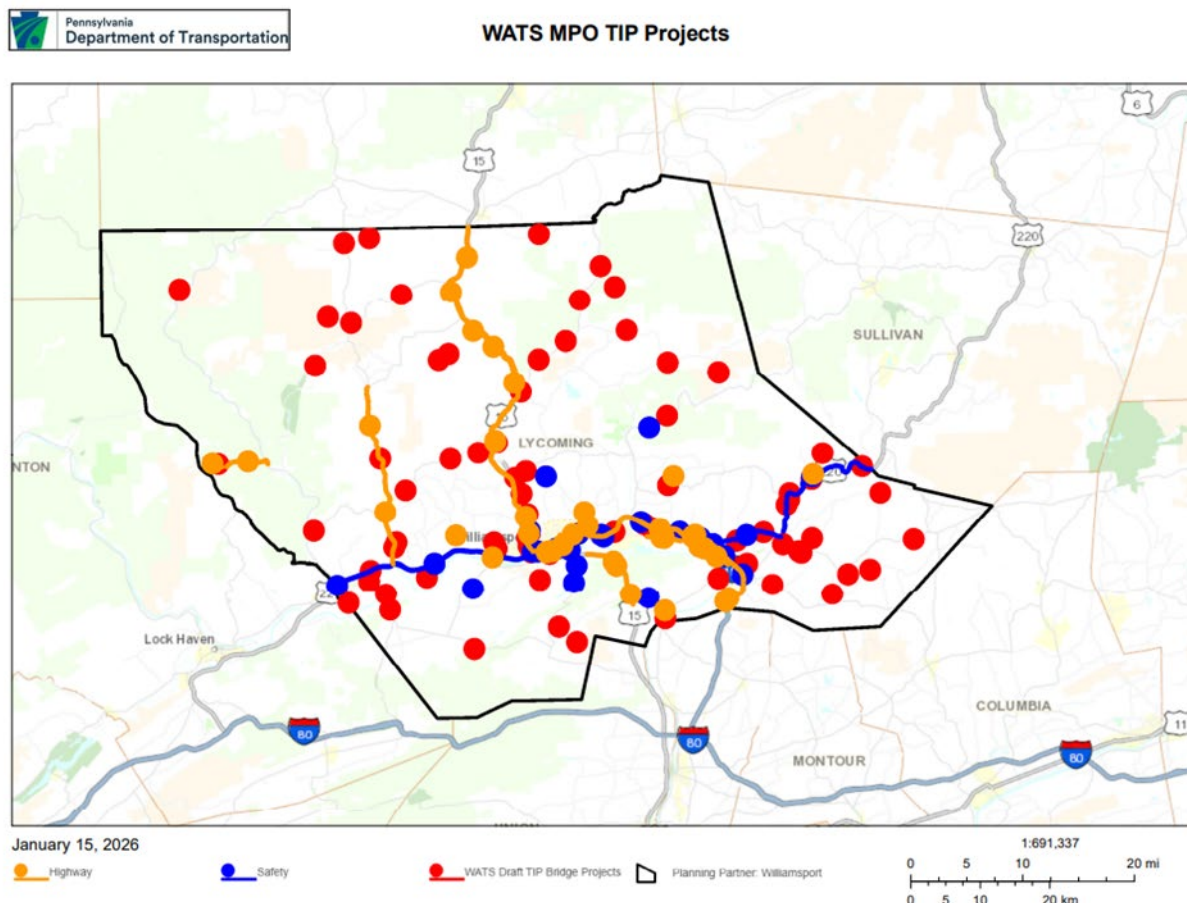
The WATS TIP programs \$55,199,500 towards 52 bridge improvements and \$44,655,691 towards 44 highway projects.

WATS currently have no bridges on the NHS in poor condition. Therefore, bridge projects are targeted towards local bridges in poor condition or other bridges in Fair condition that are most likely to progress to poor condition.

The highest traffic volume state roadways in Lycoming County all possess good condition pavements. Many roadway projects are targeted towards areas experiencing active landslides that threaten the roadway, or roadway maintenance/restoration.



PM3 – Measures of System Performance



Typically, projects intended to improve system performance are capacity-adding projects. However, WATS is seeing falling population and traffic volumes and currently sees 100% interstate system reliability, and NHS and truck reliability measures far higher than the statewide values. Therefore, no programmed projects on this TIP are specifically included to improve system performance through adding capacity. However, the major safety project programmed on US-220 is anticipated to decrease crash influence time and thereby increase NHS reliability.

Transit Performance Measures

To meet transit performance measures, River Valley Transit Authority has programmed \$7,750,000 to modernize the bus fleet and \$285,000 for the replacement of support vehicles.

Appendices

Appendix A – Acronyms and Abbreviations

Appendix B – WATS Public Participation Plan

Appendix C – Public Transportation Financial Capacity Analysis

Appendix D – WATS Highway and Bridge Projects

Appendix E – WATS Transit Projects

Appendix F – Interstate Projects

Appendix G – Statewide Projects

Appendix H – WATS 2027-2030 TIP Project Selection Matrix

Appendix I – WATS 2025 TYP Survey Results

Appendix J – Public Comment Period Advertisement

Appendix K – Summary of Public Comments

Appendix L – Self Certification Resolution

Appendix M – WATS TIP Modification Procedures

Appendix N – Pennsylvania's 2027 Transportation
Program General and Procedural Guidance

Appendix A – Acronyms and Abbreviations

<u>Funding Code</u>	<u>Funding Category Description</u>
144	302-87-3 Transportation Assistance
160	Community Transport - Equip Grant
163	Community Transport - Equip Grant
164	PTAF
179	Local Bridge Construction (Act 26 Counties)
183	Local Bridge Construction
184	Restoration - Highway Transfer
185	State Bridge Construction
244	Automated Red-Light Enforcement (ARLE) Transportation Enhancements Grant Program
278	Safety Administration
338	PT - 1513 Mass Transit Operating
339	PT - 1514 Asset Improvement / Capital Budget
340	PT - 1517 Capital Improvement
341	PT - 1516 Programs of Statewide Significance
342	Transit Administration and Oversight
409	Expanded Maintenance
5208	ITS
5303	FTA Metropolitan Planning Program
5307	FTA Urban Area Formula Grants
5308	FTA Clean Fuels Formula Grants
5309	FTA New Starts Capital Program
5310	FTA Elderly & Handicapped Program
5311	FTA Rural Area Formula Grants
5313	FTA State Planning and Research
5316	Job Access & Reverse Commute
5317	New Freedom Program
5320	Alternative Transportation in Parks & Park Land
5337	State of Good Repair Grant Program
5339	FTA Alternatives Analysis
5340	Growing States
571	Airport Development
575	Reinvestment - Facilities
577	Security Wall
580	Safety Administration and Licensing funding
581	Highway Construction, State Infrastructure, etc.
582	Highway Maintenance
584	Information Technology Policy Office
916	Expanded Maintenance of Highway & Bridge
ACT13	Local at-risk bridges - Marcellus Legacy Fund
ACT3	Act 3 Public Transportation Grant
ACT4A	Act 4A Supplemental Operating Grant
ACT83	Transit Bond

<u>Funding Code</u>	<u>Funding Category Description</u>
AIP	FAA Airport Improvement Program
APD	Appalachia Development
APL	Appalachia Local Access
BDP	Bridge Discretionary Program
BGENT	FAA Block Grant Entitlement
BND	Bridge Bonding
BOF	Bridge Off System
BOO	Bridge On/Off
BRIP	Bridge Investment Program
BUILD	Better Utilizing Investments to Leverage Development Transportation Discretionary Grant
CAQ	Congestion Mitigation/Air Quality
CB	Capital Budget Non-highway
D4R	Discretionary Interstate Maintenance
CRP	Carbon Reduction Program
DBE	Disadvantaged Business Enterprise
ECONR	Economic Recovery
FAABG	FAA Block Grant
FAAD	FAA Discretionary
FAI	Interstate Construction
FB	Ferry Boat/Ferry Terminal Facilities
FFL	Federal Flood
FHA	Public Lands Highways
FLH	Forest Highways
FRA	Federal Railroad Administration
FRB	Ferry Boat
FTAD	FTA Discretionary Funds
GEN	PA General Fund
H4L	Highway for Life - 10% Limiting Amount
HCB	Historic Covered Bridge
HPR	Highway Planning/Research
HRRR	High Risk Rural Roads
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance
ITS	Intelligent Transportation System
IVB	Innovative Bridge
LOC	Local Government Funds
LRFA	Local Rail Freight Assistance
MSFF	Marcellus Shale Fee Fund
NHPP	National Highway Performance Program
NHS	National Highway System
OTH	Other Pa Government Agencies
OTH-F	Other Federal Govt. Agencies
PIB	State Infrastructure Bank - 100% state
PL	Planning
PRIV	Private Party
PTAF	Act 26 PA Transportation Assist Fund

Funding Code	Funding Category Description
REC	Recreational Trails
RES	Funds Restoration
RFAP	Rail Freight Assistance Program
RRX	Federal Rail Safety
SBY	Scenic Byways
SECT9	FTA Federal Formula - Section 9
SIB	State Infrastructure Bank
SPOPR	Supplemental Operating Assistance
SPR	State Planning/Research
ST2S	State Safe Route to School
SRTSF	Federal Safe Routes to Schools
SSE	Supportive Services Enterprise
STN	STP – Non-urbanized
STP	Surface Transportation Program - Flexible
STR	Surface Transportation Rural
STU	Surface Transportation Urban
SXF	Special Federal Funds (Demo)
TAP	Transportation Alternatives (TAP) Flexible
TCS	Transportation & Community System Preservation
TIGER	Transportation Investment Generating Economic Recovery
TIGGER	Transit Investment for Greenhouse Gas and Energy Reduction
TPK	Turnpike
TTE	Transit Transportation Enhancements

Project Phases

Project Phase	Project Phase Description
+	Toll credited phase
P, PE	Preliminary Engineering
U, UTL	Utilities
R, ROW	Right of Way
F, FD	Final Design
C, CON	Construction

Other Acronyms and Abbreviations

Acronym or Abbreviation	Meaning
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ACM	Agency Coordination Meeting
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic

Acronym or Abbreviation	Meaning
ACS	American Community Survey
APA	American Planning Association
AQ	Air Quality
ARLE	Automated Red-Light Enforcement
BAMS	Bridge Asset Management System
BIL	Bipartisan Infrastructure Law
BMP	Best Management Practice
BMS	Bridge Management System
BRDG	Bridge
CBD	Central Business District
CCAP	County Commissioners Association of Pennsylvania
CFMP	Comprehensive Freight Management Plan
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CSVT	Central Susquehanna Valley Transportation Project
DCED	Department of Community and Economic Development
DCNR	Department of Conservation and Natural Resources
DEP	Department of Environmental Protection
DOI	Decade of Investment
DVMT	Daily Vehicle Miles Traveled
ECMS	Engineering and Construction Management System
EJ	Environmental Justice
ENS	Emergency Notification System
EOP	Emergency Operations Plan
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation Act
FD	Final Design
FEMA	Federal Emergency Management Agency
FFY	Federal Fiscal Year
FHWA	Federal Highways Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GIS	Geographic Information Systems
GLG	Green Light Go Municipal Signal Partnership Program

Acronym or Abbreviation	Meaning
GWA	Greater Williamsport Alliance Planning Area
HCON	Highway Construction
HOP	Highway Occupancy Permit
HPMS	Highway Performance Monitoring System
HRST	Highway Restoration
HSIP	Highway Safety Improvement Program
IJA	Infrastructure Investment and Jobs Act
ISTEA	Intermodal Surface Transportation Efficiency Act
IRI	International Roughness Index
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation System
JRA	Joint Rail Authority (SEDA-COG)
LCPC	Lycoming County Planning Commission
LEP	Limited English Proficiency
LOLD	Letter of Local Determination
LOS	Level of Service
LPN	Linking Planning & NEPA
L RTP	Long Range Transportation Plan
LTAP	Local Technical Assistance Program
LUTED	Land Use, Transportation, and Economic Development
LVRR	Lycoming Valley Railroad
MAP-21	Moving Ahead for Progress in the 21st Century Act
MATP	Medical Assistance Transportation Program
MLF	Municipal Liquid Fuels Program
MOU	Memorandum of Understanding
MPC	Municipalities Planning Code
MPMS	Multimodal Project Management System
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MTF	Multimodal Transportation Fund
NACTO	National Association of City Transportation Officials
NAICS	North American Industry Classification System
NBIS	National Bridge Inspection Program
NEPA	National Environmental Policy Act
NEVI	National Electric Vehicle Infrastructure
NHPP	National Highway Performance Program
NHS	National Highway System
NIMS	National Incident Management System

Acronym or Abbreviation	Meaning
NPS	Nonpoint Source
NWI	National Wetlands Inventory
OPI	Overall Pavement Index
P3	Public Private Partnership
PA	Pennsylvania
PAMS	Pavement Asset Management System
PAT	Planning Advisory Team
PBPP	Performance Based Planning and Programming
PCD	Lycoming County Department of Planning and Community Development
PCT	Pennsylvania College of Technology
PE	Preliminary Engineering
PEMA	Pennsylvania Emergency Management Agency
PennDOT	Pennsylvania Department of Transportation
PHMC	Pennsylvania Historical & Museum Commission
PIF	Project Initiation Form
PNDI	Pennsylvania Natural Diversity Inventory
PPP	Public Participation Plan
PSAB	Pennsylvania State Association of Boroughs
PSATS	Pennsylvania State Association of Township Supervisors
PSP	Pennsylvania State Police
PUC	Pennsylvania Public Utility Commission
RLR	Rail Line Relocation and Improvement
RMS	Roadway Management System
ROP	Regional Operations Plan
ROW	Right of Way
RPO	Rural Planning Organization
RRIF	Railroad Rehabilitation & Improvement Financing
RTAP	Rail Transportation Assistance Program
RVTA	River Valley Transit Authority
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act - A Legacy For Users
SAMI	Safety and Mobility Initiative
SD	Structurally Deficient
SEDA-COG	Susquehanna Economic Development Association Council of Governments
SHSP	Strategic Highway Safety Plan
SOV	Single Occupancy Vehicle
STAMPP	Systematic Techniques to Analyze and Manage PA Pavements
STC	State Transportation Commission

Acronym or Abbreviation	Meaning
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TAP	Transportation Alternatives Program
TEA-21	Transportation Equity Act for the 21st Century
TENH	Transportation Enhancements
TIA	Transportation Impact Assessment
TIGER	Transportation Investment Generating Economic Recovery Discretionary Grants Program
TIS	Transportation Impact Study
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TMDL	Total Maximum Daily Load
TRB	Transportation Research Board
TSMO	Transportation System Management & Operations
TYP	Twelve-Year Program
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled
WATS	Williamsport Area Transportation Study

Appendix B – WATS Public Participation Plan

The WATS MPO Public Participation and Title VI Program are accessible on the WATS MPO Public Involvement website (https://lycomingcountypa.gov/government/departments/planning_community_development/transportation/wats_mpo_public_involvement.php)

Appendix C – Public Transportation Financial Capacity Analysis



FEDERAL - STATE - LOCAL FUNDING SUMMARY
FFY 2027 - 2030 Transit TIP

<u>CAPITAL PROJECTS</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>Totals</u>
Garage & Office/ CNG Improvements	\$636,938	\$125,000	\$853,865	\$1,850,453	\$3,466,256
Replacement Transit Vehicles: - Purchase Transit Vehicles {CNG}	\$1,332,500	\$1,025,000	\$3,122,000	\$1,850,453	\$7,329,953
Spare Components	<u>\$78,041</u>	<u>\$156,251</u>	<u>\$125,000</u>	<u>\$187,500</u>	<u>\$546,792</u>
TOTAL CAPITAL	\$2,047,479	\$1,306,251	\$4,100,865	\$3,888,406	\$11,343,001
OPERATING PROJECTS					
Support Vehicles	\$81,200	\$46,000	\$260,000	0	\$387,200
IT / Technology	\$147,500	\$210,000	\$150,000	\$653,743	\$1,161,243
Operating Assistance	\$9,251,134	\$9,834,704	\$9,834,704	\$9,892,904	\$38,813,446
TOTAL OPERATING	\$9,479,834	\$10,090,704	\$10,244,704	\$10,546,647	\$40,361,889
TOTAL PLANNING	<u>\$78,750</u>	<u>\$78,750</u>	<u>\$78,750</u>	<u>\$78,750</u>	<u>\$315,000</u>
TOTAL FUNDING	\$11,606,063	\$11,475,705	\$14,424,319	\$14,513,803	\$52,019,890
<u>Proposed Funding Sources:</u>					
5307 Federal Funding	\$4,173,000	\$4,173,000	\$4,173,000	\$4,173,000	\$16,692,000
Other Federal Funding	\$40,256	\$285,538	\$2,315,092	\$2,264,246	\$4,905,132
Other State Capital	\$1,020,366	\$364,288	\$1,020,366	\$888,246	\$3,293,266
State Operating Funding	\$6,237,634	\$6,237,634	\$6,237,634	\$6,237,634	\$24,950,536
RVT / Other Local Funding	<u>\$134,807</u>	<u>\$415,245</u>	<u>\$678,227</u>	<u>\$950,647</u>	<u>\$2,178,926</u>
Total Proposed Funding	\$11,606,063	\$11,475,705	\$14,424,319	\$14,513,803	\$52,019,890

RVTA's Revenue and Expense Projections (FY 2024 - FY 2030)

	Audited FY24	Audited FY25	Projected FY26	Projected FY27	Projected FY28	Projected FY29	Projected FY30
Fare Revenue							
Directly Operated Services	584,264	695,719	718,352	739,903	762,100	800,205	840,215
Purchased Services	28,708	20,460	21,074	21,706	22,357	23,475	24,649
Sub-Total Fare Revenue	612,972	716,179	739,426	761,609	784,457	823,680	864,864
Other Operating Revenues	2,103,790	1,705,889	1,762,183	1,815,049	1,815,049	1,869,500	1,925,585
Other Non-Operating Revenue	210,431	133,254	1,200,000	850,000	875,500	901,765	928,818
Sub-Total Non-Operating Revenue	2,314,221	1,839,143	2,962,183	2,665,049	2,690,549	2,771,265	2,854,403
Total Revenues	2,927,193	2,555,322	3,701,609	3,426,658	3,475,006	3,594,945	3,719,267
Operating Expenses							
Salaries and Wages	4,685,424	4,740,091	4,882,294	4,896,941	5,043,849	5,195,164	5,351,019
Employee Benefits	3,692,456	4,023,841	4,144,556	4,268,893	4,396,960	4,528,868	4,664,735
Materials & Supplies, Tires & Tubes	905,059	740,951	763,180	786,075	809,657	833,947	858,965
Purchased Services (including ADA)	711,652	666,107	686,090	706,673	706,673	727,873	749,709
Injuries, Damages and Insurance	264,933	263,061	270,953	279,081	287,454	296,077	304,960
Propulsion Power and Fuels	1,132,853	956,228	984,915	1,014,462	1,044,896	1,076,243	1,108,530
Utilities	372,166	367,005	378,015	389,356	401,036	413,067	425,459
Other	269,138	717,434	738,957	761,126	783,960	807,478	831,703
Total Expenses	12,033,681	12,474,718	12,848,960	13,102,606	13,474,484	13,878,719	14,295,080
Surplus (Deficit)	(9,106,488)	(9,919,396)	(9,147,350)	(9,675,949)	(9,999,479)	(10,283,774)	(10,575,813)
Government Subsidies Used for Operations							
Operating Funds from Local Governments	532,679	518,054	543,957	571,155	599,713	629,698	661,183
Operating Funds from State Government	8,811,655	6,267,634	6,237,634	6,237,634	6,237,634	6,237,634	6,269,280
Operating Funds from Federal Government	0	57,991	4,173,000	4,173,000	4,173,000	4,173,000	4,173,000
Sub-Total Government Subsidies for Operations	9,344,334	6,843,679	10,954,591	10,981,789	11,010,347	11,040,332	11,103,463
Net Surplus (Deficit)	237,846	(3,075,717)	1,807,241	1,305,840	1,010,868	756,558	527,650

	FISCAL YEAR	TOTAL EXPENSE	TOTAL REVENUE	NET COST	% COST RECOVERY
ACTUAL	2021	9,424,722	2,302,691	7,122,031	24.43%
	2022	9,451,214	2,471,246	6,979,968	26.15%
	2023	10,636,843	1,446,442	9,190,401	13.60%
	2024	12,033,681	2,927,193	9,106,488	24.33%
	2025	12,474,718	2,555,322	9,919,396	20.48%
PROJECTED	2026	12,848,960	3,701,609	9,147,350	28.81%
	2027	13,102,606	3,426,658	9,675,949	26.15%
	2028	13,474,484	3,475,006	9,999,479	25.79%

Appendix D – WATS Highway and Bridge Projects

The WATS MPO Highway and Bridge Projects and Narratives is accessible from the WATS MPO TIP website at (https://lycomingcountypa.gov/government/departments/planning_community_development/transportation/transportation_improvement_program_tip.php)

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Lycoming			113591	SCM Monitoring	S	HRST			581	30,000		30,000			581	30,000		30,000			581	30,000		30,000			581	30,000		30,000	
Lycoming			114163	FFY 27 WATS RPM Contract	C	HRST			581	85,000		85,000																			6/24/2027 E
Lycoming			114165	FFY 28 WATS RPM Contract	C	HRST									581	90,000		90,000													6/1/2028 E
Lycoming			117342	FFY 29 WATS RPM Contract	C	HRST															581	95,000		95,000							6/1/2029 E
Lycoming			117344	FFY 30 WATS RPM Contract	C	HRST																					581	100,000		100,000	6/1/2030 E
Lycoming			123204	Northern RAR 2027	P	HRST			581	10,000		10,000																			
Lycoming			123207	Northern RAR 2028	P	HRST									581	10,000		10,000													
Lycoming			123208	Northern RAR 2029	P	HRST															581	10,000		10,000							
Lycoming			123511	Northern RAR 2030	P	HRST																					581	10,000		10,000	
Lycoming		000	68713	WATS TIP Reserve	C	SAMI													HSIP	995,000				995,000	HSIP	1,041,000				1,041,000	
Lycoming		000	68713	WATS TIP Reserve	C	HRST													CRPU	152,000				152,000	CRPU	152,000	581	426,000		578,000	
Lycoming		000	68713	WATS TIP Reserve	C	HRST	CRP	21,000				21,000	CRP	373,000				373,000	CRP	471,000				471,000	CRP	471,000	185	14,000		485,000	
Lycoming		AIR	110772	Montour Street Airport Connector	C	TENH							TAP	800,000				800,000													1/1/2028 E
Lycoming		AIR	110772	Montour Street Airport Connector	C	TENH							SXF	2,983,000				2,983,000													1/1/2028 E
Lycoming		LBR	6082	T-668 over Sugar Run	F	BRDG	BOF	60,000	183	11,250	3,750.00	75,000	BOF	60,000	183	11,250	3,750	75,000													
Lycoming		LBR	6082	T-668 over Sugar Run	U	BRDG							BOF	16,000	183	3,000	1,000	20,000													
Lycoming		LBR	6082	T-668 over Sugar Run	R	BRDG	BOF	16,000	183	3,000	1,000.00	20,000																			
Lycoming		LBR	6082	T-668 over Sugar Run	C	BRDG							BOF	400,000	183	75,000	25,000	500,000	BOF	400,000	183	75,000	25,000	500,000							9/1/2027 E
Lycoming		LBR	6085	T-836 over Trout Run	F	BRDG	BOF	80,000	183	15,000	5,000.00	100,000	BOF	80,000	183	15,000	5,000	100,000													
Lycoming		LBR	6085	T-836 over Trout Run	U	BRDG							BOF	16,000	183	3,000	1,000	20,000													
Lycoming		LBR	6085	T-836 over Trout Run	R	BRDG	BOF	24,000	183	4,500	1,500.00	30,000																			
Lycoming		LBR	6085	T-836 over Trout Run	C	BRDG							BOF	840,000	183	157,500	52,500	1,050,000	BOF	200,000	183	37,500	12,500	250,000							9/28/2028 E
Lycoming		LBR	112414	T-776 over English Run	F	BRDG	BOF	80,000	183	15,000	5,000.00	100,000	BOF	40,000	183	7,500	2,500	50,000													
Lycoming		LBR	112414	T-776 over English Run	U	BRDG							BOF	16,000	183	3,000	1,000	20,000													
Lycoming		LBR	112414	T-776 over English Run	R	BRDG	BOF	12,000	183	2,250	750.00	15,000																			
Lycoming		LBR	112414	T-776 over English Run	C	BRDG							BOF	480,000	183	90,000	30,000	600,000	BOF	320,000	183	60,000	20,000	400,000							9/16/2027 E
Lycoming		LBR	123333	T-665 (Pleasant Str Rd) ov Pleasant Str	P	BRDG	BOF	240,000	183	45,000	15,000.00	300,000																			
Lycoming		LBR	123333	T-665 (Pleasant Str Rd) ov Pleasant Str	F	BRDG																			BOF	160,000	183	30,000	10,000	200,000	
Lycoming		LBR	123333	T-665 (Pleasant Str Rd) ov Pleasant Str	R	BRDG																			BOF	20,000	183	3,750	1,250	25,000	
Lycoming		MTF	122111	Hazel Alley Improvements	F	HCON			411	71,000		71,000																			
Lycoming		MTF	122111	Hazel Alley Improvements	C	HCON			411	639,691		639,691																			1/1/2026 E
Lycoming		W05	74373	Environmental Mitigation Monitoring WATS	C	HRST			581	5,000		5,000			581	5,000		5,000			581	5,000		5,000			581	5,000		5,000	
Lycoming	14	098	99233	PA 14 over Red Run	F	BRDG			185	75,000		75,000			185	100,000		100,000													
Lycoming	14	098	99233	PA 14 over Red Run	U	BRDG															185	32,000		32,000							
Lycoming	14	098	99233	PA 14 over Red Run	R	BRDG			185	30,000		30,000																			
Lycoming	14	098	99233	PA 14 over Red Run	C	BRDG															185	755,750		755,750			185	750,000		750,000	9/1/2028 E
Lycoming	14	130	117882	SR 14 over Trib Lycoming Crk	P	BRDG																					185	50,000		50,000	
Lycoming	15	154	99034	Bridge Deck Overlays	+F	BRDG	BRIP	300,000				300,000																			
Lycoming	15																														

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 Costs							
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones	
Lycoming	15	282	122292	North of Steam Valley to PA 284	+C	HRST													NHPP	350,000				350,000	NHPP	1,000,000				1,000,000	1/4/2029 E	
Lycoming	15	285	122535	SR 2001 (Elimsport Rd) TO RAMP B RD	+P	HRST	STP	100,000				100,000																				
Lycoming	15	285	122535	SR 2001 (Elimsport Rd) TO RAMP B RD	+P	HRST	NHPP	125,000				125,000	NHPP	75,000				75,000														
Lycoming	15	285	122535	SR 2001 (Elimsport Rd) TO RAMP B RD	+F	HRST							NHPP	150,000				150,000	NHPP	125,000				125,000								
Lycoming	15	285	122535	SR 2001 (Elimsport Rd) TO RAMP B RD	+C	HRST							STP	182,000				182,000	STP	98,000				98,000							1/1/2028 E	
Lycoming	15	285	122535	SR 2001 (Elimsport Rd) TO RAMP B RD	+C	HRST							NHPP	641,000				641,000	NHPP	579,000				579,000							1/1/2028 E	
Lycoming	15	292	122830	SR 14 to Steam Valley Run SB	C	HRST																					581	200,000		200,000	1/1/2030 E	
Lycoming	15	298	123209	Sign Structures	+C	HRST													STP	700,000				700,000							1/1/2029 E	
Lycoming	15	298	123209	Sign Structures	+C	HRST													NHPP	300,000				300,000	NHPP	200,000				200,000	1/1/2029 E	
Lycoming	44	079	6205	SR 44 over Susquehanna River	+C	BRDG	BRIP	404,000				404,000																			1/29/2026 A	
Lycoming	44	098	117885	SR 44 over Norfolk Southern RR	F	BRDG			185	50,000		50,000			185	100,000		100,000														
Lycoming	44	098	117885	SR 44 over Norfolk Southern RR	+C	BRDG							STP	826,000				826,000	STP	850,000				850,000							9/1/2027 E	
Lycoming	44	102	120916	Little Pine Bottom to Camp Blue Jay Dr	+F	HRST	STP	250,000				250,000	STP	50,000				50,000														
Lycoming	44	102	120916	Little Pine Bottom to Camp Blue Jay Dr	+C	HRST							STP	400,000				400,000	STP	100,000				100,000							1/1/2028 E	
Lycoming	44	111	123174	SR 44 over Rattling Camp Run	+P	BRDG	STP	200,000				200,000	STP	100,000				100,000														
Lycoming	44	111	123174	SR 44 over Rattling Camp Run	F	BRDG															185	100,000		100,000			185	100,000		100,000		
Lycoming	44	111	123174	SR 44 over Rattling Camp Run	R	BRDG															185	25,000		25,000								
Lycoming	44	112	123185	SR 44 over Morgan Run	+P	BRDG	BRIP	150,000				150,000	BRIP	150,000				150,000														
Lycoming	44	112	123185	SR 44 over Morgan Run	F	BRDG															185	100,000		100,000			185	100,000		100,000		
Lycoming	44	112	123185	SR 44 over Morgan Run	R	BRDG															185	25,000		25,000								
Lycoming	44	113	123186	SR 44 over Tombs Run	+P	BRDG	BRIP	150,000				150,000	BRIP	150,000				150,000														
Lycoming	44	113	123186	SR 44 over Tombs Run	F	BRDG															185	100,000		100,000			185	100,000		100,000		
Lycoming	44	113	123186	SR 44 over Tombs Run	R	BRDG															185	25,000		25,000								
Lycoming	44	114	123187	SR 44 over Upper Pine Bottom Run	+P	BRDG	STP	200,000				200,000	STP	100,000				100,000														
Lycoming	44	114	123187	SR 44 over Upper Pine Bottom Run	F	BRDG															185	100,000		100,000			185	100,000		100,000		
Lycoming	44	114	123187	SR 44 over Upper Pine Bottom Run	R	BRDG															185	25,000		25,000								
Lycoming	54	124	120852	Lane Departures	C	SAMI	HSIP	1,041,000				1,041,000	HSIP	1,041,000				1,041,000	HSIP	46,000				46,000							1/1/2027 E	
Lycoming	87	106	97615	PA 87 over Little Bear Creek	F	BRDG									185	20,000		20,000														
Lycoming	87	106	97615	PA 87 over Little Bear Creek	R	BRDG									185	40,000		40,000														
Lycoming	87	106	97615	PA 87 over Little Bear Creek	+C	BRDG							BRIP	777,000				777,000	BRIP	1,050,000				1,050,000	BRIP	150,000				150,000	11/4/2027 E	
Lycoming	118	027	123190	SR 118 over Muncy Creek	+P	BRDG	BRIP	200,000				200,000	BRIP	100,000				100,000														
Lycoming	118	027	123190	SR 118 over Muncy Creek	F	BRDG															185	100,000		100,000			185	100,000		100,000		
Lycoming	118	027	123190	SR 118 over Muncy Creek	R	BRDG															185	25,000		25,000								
Lycoming	118	028	123196	SR 118 over Sugar Run	+P	BRDG	BRIP	198,000				198,000	BRIP	100,000				100,000														
Lycoming	118	028	123196	SR 118 over Sugar Run	F	BRDG															185	163,500		163,500								
Lycoming	118	028	123196	SR 118 over Sugar Run	U	BRDG																					185	25,000		25,000		
Lycoming	118	028	123196	SR 118 over Sugar Run	R	BRDG																					185	25,000		25,000		
Lycoming	118	029	123197	SR 118 over Little Muncy Creek	P	BRDG																					185	150,000		150,000		
Lycoming	180	127	99226	Lyc Co Bridge Prsv Grp																												

d Discretionary

e Economic Development

f Flex

fd Flexed

s Spike

+ Indicates phase qualifies for TOLL funds

* Includes Conversion Amount



Obligations have occurred

^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Ctr, ROW-Cond ROW, CON-Let

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 Costs							
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones	
Lycoming	180	172	123355	Metal Drainage Pipe Upgrade	C	HRST																			NHPP	200,000	581	100,000		300,000	1/1/2030 E	
Lycoming	180	RMP	121786	Maynard Street Ramps	+C	HRST							STP	288,000				288,000	STP	641,000				641,000							1/1/2027 E	
Lycoming	220	213	79249	US 220 over Wolf Run	P	BRDG																					185	150,000		150,000		
Lycoming	220	255	119921	Near Woodward/Williamsport Line	F	HRST			581	25,000		25,000																				
Lycoming	220	255	119921	Near Woodward/Williamsport Line	+C	HRST	STP	500,000				500,000	STP	180,000				180,000													1/1/2027 E	
Lycoming	220	256	120574	Embkmnt Repair Betw Highland Lake & Deer Lake Rds	C	HRST			581	600,000		600,000			581	500,000		500,000			581	200,000		200,000							8/26/2027 E	
Lycoming	220	263	121319	Major Guide Signs 2	C	HRST			581	110,000		110,000			581	140,000		140,000														4/8/2027 E
Lycoming	220	274	123286	SR 220 over Lycoming Creek	+P	BRDG	NHPP	150,000				150,000	NHPP	150,000				150,000														
Lycoming	220	274	123286	SR 220 over Lycoming Creek	F	BRDG															185	75,000		75,000			185	75,000		75,000		
Lycoming	220	274	123286	SR 220 over Lycoming Creek	+C	BRDG																			STP	567,000				567,000	1/3/2030 E	
Lycoming	220	274	123286	SR 220 over Lycoming Creek	+C	BRDG																			BRIP	3,177,000				3,177,000	1/3/2030 E	
Lycoming	220	276	123288	SR 220 over Roaring Run	P	BRDG																					185	150,000		150,000		
Lycoming	284	007	97617	PA 284 over Bonnell Run	P	BRDG																					185	150,000		150,000		
Lycoming	284	012	5939	SR 284 over Flooks Run	P	BRDG																					185	100,000		100,000		
Lycoming	287	187	123212	SR 220 TO Second Fork Larrys Creek	C	HRST															581	200,000		200,000			581	800,000		800,000	7/1/2029 E	
Lycoming	287	188	123213	Second Fork Larry Creek to SR 4003	C	HRST																					581	50,000		50,000	7/1/2030 E	
Lycoming	287	190	123294	SR 287 over Ltl Harbor Rn	P	BRDG																					185	100,000		100,000		
Lycoming	287	191	123295	SR 287 over Hughes Rn	P	BRDG																					185	219,250		219,250		
Lycoming	405	087	99008	PA 54 to School House Rd	P	HCON													STP	200,000	581	100,000		300,000	STP	510,000	581	150,000		660,000		
Lycoming	414	018	6206	SR 414 over Pine Creek	P	BRDG																					185	150,000		150,000		
Lycoming	864	015	97620	PA 864 over Mill Creek	P	BRDG			185	100,000		100,000																				
Lycoming	864	015	97620	PA 864 over Mill Creek	F	BRDG									185	100,000		100,000			185	100,000		100,000								
Lycoming	864	015	97620	PA 864 over Mill Creek	U	BRDG															185	25,000		25,000								
Lycoming	864	015	97620	PA 864 over Mill Creek	R	BRDG									185	25,000		25,000														
Lycoming	864	015	97620	PA 864 over Mill Creek	+C	BRDG													BRIP	1,250,000				1,250,000	BRIP	250,000				250,000	9/1/2028 E	
Lycoming	973	030	99237	PA 973 over Mill Creek	+F	BRDG	BRIP	200,000				200,000																				
Lycoming	973	030	99237	PA 973 over Mill Creek	U	BRDG															185	25,000		25,000								
Lycoming	973	030	99237	PA 973 over Mill Creek	R	BRDG			185	25,000		25,000																				
Lycoming	973	030	99237	PA 973 over Mill Creek	+C	BRDG													STP	781,000				781,000							9/1/2028 E	
Lycoming	973	030	99237	PA 973 over Mill Creek	+C	BRDG													BRIP	250,000				250,000	BRIP	500,000				500,000	9/1/2028 E	
Lycoming	1005	001	5983	SR 1005 over Plunketts Creek	F	BRDG	BOF	200,000				200,000																				
Lycoming	1005	001	5983	SR 1005 over Plunketts Creek	U	BRDG															185	25,000		25,000								
Lycoming	1005	001	5983	SR 1005 over Plunketts Creek	+C	BRDG													BOF	1,720,000				1,720,000	BOF	350,000				350,000	9/1/2028 E	
Lycoming	1006	034	110182	SR 1006 over Trib to Slacks Run	F	BRDG			185	100,000		100,000			185	50,000		50,000														
Lycoming	1006	034	110182	SR 1006 over Trib to Slacks Run	U	BRDG									185	25,000		25,000														
Lycoming	1006	034	110182	SR 1006 over Trib to Slacks Run	R	BRDG			185	25,000		25,000																				
Lycoming	1006	034	110182	SR 1006 over Trib to Slacks Run	+C	BRDG									185	300,000		300,000			185	300,000		300,000							9/30/2027 E	
Lycoming	1006	035	5920	SR 1006 over Trib to Wallis Run	P	BRDG			185	50,000		50,000																				9/16/2027 E
Lycoming	1006	035	5920	SR 1006 over Trib to Wallis Run	F	BRDG																										

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 Costs							
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones	
Lycoming	2015	004	110181	SR 2015 over German Run	+P	BRDG	BOF	200,000				200,000																				
Lycoming	2015	004	110181	SR 2015 over German Run	+F	BRDG													BOF	50,000				50,000	BOF	50,000				50,000		
Lycoming	2015	004	110181	SR 2015 over German Run	U	BRDG																					185	25,000		25,000		
Lycoming	2015	004	110181	SR 2015 over German Run	R	BRDG													BOF	25,000				25,000								
Lycoming	2015	004	110181	SR 2015 over German Run	C	BRDG																			BOF	250,000	185	50,000		300,000	9/1/2029 E	
Lycoming	2016	028	118704	SR 2016 over Lycoming Creek & Ramps	+F	BRDG	STP	250,000				250,000	STP	50,000				50,000														
Lycoming	2016	028	118704	SR 2016 over Lycoming Creek & Ramps	+C	BRDG							BRIP	1,657,000				1,657,000	BRIP	777,000				777,000							9/1/2027 E	
Lycoming	2016	029	119519	Market St to SR 2014	F	HRST			581	175,000		175,000			581	175,000		175,000														
Lycoming	2016	029	119519	Market St to SR 2014	C	HRST									581	650,000		650,000			581	900,000		900,000			581	250,000		250,000	1/1/2028 E	
Lycoming	2029	005	98948	SR 2014 to SR 2024	F	HRST			581	100,000		100,000			581	50,000		50,000														
Lycoming	2032	12S	107588	North of Fox Hollow Rd	F	HCON			581	100,000		100,000			581	125,000		125,000														
Lycoming	2032	12S	107588	North of Fox Hollow Rd	U	HCON									581	25,000		25,000														
Lycoming	2032	12S	107588	North of Fox Hollow Rd	C	HCON																					581	750,000		750,000	1/1/2028 E	
Lycoming	2032	12S	107588	North of Fox Hollow Rd	C	HRST									581	350,000		350,000			581	400,000		400,000							1/1/2028 E	
Lycoming	2049	002	114265	SR 2014 to Pond Rd	C	HRST			581	300,000		300,000			581	450,000		450,000														1/7/2027 E
Lycoming	2053	002	97662	SR 2053 over Wolf Run	+P	BRDG																			BOF	150,000				150,000		
Lycoming	2055	003	110204	SR 2055 over Trib to Muncy Cr	P	BRDG																					185	100,000		100,000		
Lycoming	2061	011	110205	SR 2061 over Little Sugar Run	P	BRDG															185	100,000		100,000			185	100,000		100,000		
Lycoming	2061	012	6030	SR 2061 over Beaver Run	+F	BRDG	BOF	150,000				150,000																				
Lycoming	2061	012	6030	SR 2061 over Beaver Run	+U	BRDG	BOF	25,000				25,000																				
Lycoming	2061	012	6030	SR 2061 over Beaver Run	+R	BRDG	BOF	25,000				25,000																				
Lycoming	2061	012	6030	SR 2061 over Beaver Run	+C	BRDG							BOF	575,000				575,000	BOF	308,000				308,000							9/16/2027 E	
Lycoming	2061	017	123328	Lycoming County Bridge Overlays	+P	BRDG	BRIP	75,000				75,000																				
Lycoming	2061	017	123328	Lycoming County Bridge Overlays	+P	BRDG	BOF	225,000				225,000																				
Lycoming	2061	017	123328	Lycoming County Bridge Overlays	+F	BRDG	BRIP	25,000				25,000																				
Lycoming	2061	017	123328	Lycoming County Bridge Overlays	+F	BRDG	BOF	75,000				75,000																				
Lycoming	2061	017	123328	Lycoming County Bridge Overlays	+C	BRDG	BRIP	500,000				500,000																				1/1/2027 E
Lycoming	2061	017	123328	Lycoming County Bridge Overlays	+C	BRDG	BOF	1,411,000				1,411,000	BOF	55,000				55,000														1/1/2027 E
Lycoming	2069	005	117235	Group Bridge Painting 2	P	BRDG															185	150,000		150,000			185	150,000		150,000		
Lycoming	2069	005	117235	Group Bridge Painting 2	F	BRDG																					185	100,000		100,000		
Lycoming	2069	005	117235	Group Bridge Painting 2	+C	BRDG																			BOF	600,000				600,000	9/1/2031 E	
Lycoming	2083	001	99408	SR 2083 over Lake Run	F	BRDG			185	75,000		75,000																				
Lycoming	2083	001	99408	SR 2083 over Lake Run	U	BRDG									185	25,000		25,000														
Lycoming	2083	001	99408	SR 2083 over Lake Run	R	BRDG			185	25,000		25,000																				
Lycoming	2083	001	99408	SR 2083 over Lake Run	C	BRDG							BOF	645,000	185	150,000		795,000	BRIP	300,000	185	150,000		450,000							9/1/2027 E	
Lycoming	3007	015	99036	SR 3007 over Pine Run	C	BRDG			185	50,000		50,000			185	50,000		50,000														5/21/2026 E
Lycoming	3010	016	99052	SR 3010 ov Larrys Creek	P	BRDG															185	150,000		150,000			185	150,000		150,000		
Lycoming	3013	07S	99373	SR 3013 Slide Repair	P	HCON			581	100,000		100,000			581	100,000		100,000			581	100,000		100,000								
Lycoming	3013	07S	99373	SR 3013 Slide Repair	F	HCON																					581	100,000		100,000		
Lycoming	3036	003	115091	Foy Ave to High St	F	HRST			581	50,000		50,000			581	50,000		50,000														
Lycoming	3036	003	115091	Foy Ave to High St	C	HRST									581	350,000		350,000			581	350,000		350,000							1/1/2028 E	
Lycoming	4001	003	88743	SR 4001 over Lt Pine Crk	U	BRDG																										

d Discretionary

e Economic Development

f Flex

fd Flexed

s Spike

+ Indicates phase qualifies for TOLL funds

* Includes Conversion Amount



Obligations have occurred

^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let

Lycoming

PennDOT Project Id: 5755

Project Administrator: PENNDOT

Improvement Type: Bridge Rehabilitation

Municipality: Jackson (TWP)

Title: SR 1010 over Roaring Branch

State Route: 1010

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2031

Location: SR 1010 (Roaring Branch Rd) over Roaring Branch,
Jackson Township

Project Description: Bridge Rehabilitation on SR 1010 (Roaring Branch Road) over Roaring Branch in Jackson Township, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$200	\$100	\$2000	\$0
State:	\$0	\$0	\$0	\$0	\$250	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$200	\$100	\$2,250	\$0
Total FFY 2027-2038 Cost	\$2,550					

PennDOT Project Id: 5920

Project Administrator: PENNDOT

Improvement Type: Bridge Replacement

Municipality: Cascade (TWP)

Title: SR 1006 over Trib to Wallis Run

State Route: 1006

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/14/2028

Location: SR 1006 (Wallis Run Rd) over Tributary to Wallis Run
Cascade Township

Project Description: Bridge Replacement on SR 1006 (Wallis Run Road) over Tributary to Wallis Run in Cascade Township, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$75	\$425	\$300	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$50	\$75	\$425	\$300	\$0	\$0
Total FFY 2027-2038 Cost	\$850					

PennDOT Project Id: 5928

Project Administrator: PENNDOT

Improvement Type: Bridge Replacement

Municipality:

Title: T-434 over Mosquito Crk

State Route: 7202

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/7/2027

Location: T-434 of Mosquito Creek,
Armstrong (Twp)

BMS 41 7202 0434 0300

Project Description: Bridge Replacement on T-434 (Armstrong Road) over Mosquito Creek in Armstrong Township, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$825	\$593	\$82	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$825	\$593	\$82	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,500					

PennDOT Project Id: 5939

Project Administrator: PENNDOT

Title: SR 284 over Flooks Run

Improvement Type: Bridge Replacement

State Route: 284

Municipality: Pine (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2032

Location: SR 284 over Flooks Run
Pine Township

Project Description: Bridge improvement on SR 284 over Flooks Run in Pine Township, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$1000	\$1000
State:	\$0	\$0	\$0	\$100	\$300	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$100	\$1,300	\$1,000
Total FFY 2027-2038 Cost	\$2,400					

PennDOT Project Id: 5983

Project Administrator: PENNDOT

Title: SR 1005 over Plunketts Creek

Improvement Type: Bridge Replacement

State Route: 1005

Municipality: Plunketts Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

Location: SR 1005 (Proctor Rd) over Plunketts Creek
Plunketts Creek Township

Project Description: Bridge Replacement on SR 1005 (Proctor Road) over Plunketts Creek in Plunketts Creek Township, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$200	\$0	\$1720	\$350	\$0	\$0
State:	\$0	\$0	\$25	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$200	\$0	\$1,745	\$350	\$0	\$0
Total FFY 2027-2038 Cost	\$2,295					

PennDOT Project Id: 6030

Project Administrator: PENNDOT

Title: SR 2061 over Beaver Run

Improvement Type: Bridge Replacement

State Route: 2061

Municipality: Penn (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/16/2027

Location: SR 2061 (Beaver Lake Road) over Beaver Run,
Penn Township
41 2061 0340 0000

Project Description: Bridge Replacement on SR 2061 (Beaver Lake Road) over Beaver Run in Penn Township, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$200	\$575	\$308	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$200	\$575	\$308	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,083					

PennDOT Project Id: 6031

Project Administrator: PENNDOT

Title: SR 4010 over Larrys Creek

Improvement Type: Bridge Replacement

State Route: 4010

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: 1/8/2026

Estimated Construction Bid Date: 1/8/2026

Location: SR 4010 (Cogan House Road) over Larry's Creek
Cogan House Township

Project Description: Bridge Replacement on SR 4010 (Cogan House Road) over Larry's Creek in Cogan House Township, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$270	\$0	\$0	\$0	\$0	\$0
State:	\$30	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$300	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$300					

PennDOT Project Id: 6082

Project Administrator: PENNDOT

Title: T-668 over Sugar Run

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Moreland (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2027

Location: T-668 (Cranmer Hill Rd) over Sugar Run
Moreland Township

Project Description: Bridge Replacement on T-668 (Cranmer Hill Rd) over Sugar Run in Moreland Township, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$76	\$476	\$400	\$0	\$0	\$0
State:	\$14	\$89	\$75	\$0	\$0	\$0
Local/Other:	\$5	\$30	\$25	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$95	\$595	\$500	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,190					

PennDOT Project Id: 6085

Project Administrator: PENNDOT

Title: T-836 over Trout Run

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Lewis (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/28/2028

Location: T-836 (Truman St) over Trout Run
Lewis Township

Project Description: Bridge Replacement on T-836 (Truman St) over Trout Run in Lewis Township, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$104	\$936	\$200	\$0	\$0	\$0
State:	\$20	\$176	\$38	\$0	\$0	\$0
Local/Other:	\$7	\$59	\$13	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$131	\$1,171	\$251	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,553					

PennDOT Project Id: 6205

Project Administrator: PENNDOT

Title: SR 44 over Susquehanna River

Improvement Type: Bridge Painting

State Route: 44

Municipality: Jersey Shore (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: 1/29/2026

Estimated Construction Bid Date: 1/29/2026

Location: SR 44 over West Branch of Susquehanna River in Nippenose Township and Jersey Shore Borough, Lycoming County.

Project Description: Bridge Painting on SR 44 over West Branch of Susquehanna River in Nippenose Township and Jersey Shore Borough, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$404	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$404	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$404					

PennDOT Project Id: 6206

Project Administrator: PENNDOT

Title: SR 414 over Pine Creek

Improvement Type: Bridge Rehabilitation

State Route: 414

Municipality: Brown (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2030

Location: SR 414 over Pine Creek,, Brown (Twp),, BMS# 41 0414 0330 0000

Project Description: Bridge Truss Rehabilitation on SR 414 over Pine Creek,
Brown (Twp), Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$2000	\$0
State:	\$0	\$0	\$0	\$150	\$350	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$150	\$2,350	\$0
Total FFY 2027-2038 Cost	\$2,500					

PennDOT Project Id: 68713

Project Administrator: PennDOT

Title: WATS TIP Reserve

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: WATS Reserve funding line item

Project Description: WATS reserve funding line item

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$21	\$373	\$1618	\$1664	\$11604	\$30696
State:	\$0	\$0	\$0	\$440	\$3231	\$15351
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$21	\$373	\$1,618	\$2,104	\$14,835	\$46,047
Total FFY 2027-2038 Cost	\$64,998					

PennDOT Project Id: 74373

Project Administrator: PennDOT

Title: Environmental Mitigation Monitoring WATS

Improvement Type: Environmental Mitigation

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Lycoming County B42. Onsite wetland services by consultant. Sites 1 & 2.

Project Description: Lycoming County B42. Onsite wetland services by consultant. Sites 1 & 2.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$5	\$5	\$5	\$5	\$20	\$20
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$5	\$5	\$5	\$5	\$20	\$20
Total FFY 2027-2038 Cost	\$60					

PennDOT Project Id: 79249

Project Administrator: PennDOT

Title: US 220 over Wolf Run

Improvement Type: Bridge Replacement

State Route: 220

Municipality: Wolf (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2032

Location: US 220 over Wolf Run
Wolf Twp, Lycoming Co

BMS 41 0220 0400 1035

Project Description: Bridge Replacement on US 220 over Wolf Run
Wolf Twp, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$3310	\$0
State:	\$0	\$0	\$0	\$150	\$400	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$150	\$3,710	\$0
Total FFY 2027-2038 Cost	\$3,860					

PennDOT Project Id: 88743

Project Administrator: PennDOT

Title: SR 4001 over Lt Pine Crk

Improvement Type: Bridge Rehabilitation

State Route: 4001

Municipality: Pine (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/27/2026

Location: SR 4001 (Little Pine Creek Rd) over Little Pine Creek
Pine (Twp)

BMS# 41 4001 0210 0312

Project Description: Rehabilitate superstructure of bridge carrying S.R. 4001 (Little Pine Creek Road) over Little Pine Creek in Pine (Township), Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$2583	\$1990	\$422	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$2,583	\$1,990	\$422	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$4,995					

PennDOT Project Id: 97615

Project Administrator: PennDOT

Title: PA 87 over Little Bear Creek

Improvement Type: Bridge Replacement

State Route: 87

Municipality: Plunketts Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/4/2027

Location: SR 87 over Little Bear Creek
Plunketts Creek Township

Project Description: Bridge Replacement on SR 87 over Little Bear Creek in Plunketts Creek Township, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$777	\$1050	\$150	\$0	\$0
State:	\$0	\$60	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$837	\$1,050	\$150	\$0	\$0
Total FFY 2027-2038 Cost	\$2,037					

PennDOT Project Id: 97617

Project Administrator: PennDOT

Title: PA 284 over Bonnell Run

Improvement Type: Bridge Rehabilitation

State Route: 284

Municipality: Pine (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2032

Location: PA 284 over Bonnell Run in Pine Township

Project Description: Bridge rehabilitation on PA 284 over Bonnell Run in Pine Township

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$500	\$1500
State:	\$0	\$0	\$0	\$150	\$400	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$150	\$900	\$1,500
Total FFY 2027-2038 Cost	\$2,550					

PennDOT Project Id: 97620

Project Administrator: PennDOT

Title: PA 864 over Mill Creek

Improvement Type: Bridge Rehabilitation

State Route: 864

Municipality: Upper Fairfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

Location: PA 864 over Mill Creek
Upper Fairfield Township

Project Description: Bridge Rehabilitation on SR 864 over Mill Creek in Upper Fairfield Township, Lycoming County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$1250	\$250	\$0	\$0
State:	\$100	\$125	\$125	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$100	\$125	\$1,375	\$250	\$0	\$0
Total FFY 2027-2038 Cost	\$1,850					

PennDOT Project Id: 97632

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Washington (TWP)

Title: SR 2003 over Spring Creek

State Route: 2003

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2032

Location: SR 2003 (Pikes Peak Rd) over Spring Creek,
Washington Township

Project Description: Bridge replacement on SR 2003 (Pikes Peak Road) over Spring Creek in Washington Township, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$1700	\$0
State:	\$0	\$0	\$0	\$150	\$200	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$150	\$1,900	\$0
Total FFY 2027-2038 Cost	\$2,050					

PennDOT Project Id: 97662

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Muncy (TWP)

Title: SR 2053 over Wolf Run

State Route: 2053

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2032

Location: State Route 2053 (Beacon Light Road) over Wolf Run in Muncy Township, Lycoming County

41205300401609

Project Description: Bridge Rehabilitation on State Route 2053 (Beacon Light Road) over Wolf Run in Muncy Township, Lycoming County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$150	\$1400	\$0
State:	\$0	\$0	\$0	\$0	\$50	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$150	\$1,450	\$0
Total FFY 2027-2038 Cost	\$1,600					

PennDOT Project Id: 98948

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Loyalsock (TWP)

Title: SR 2014 to SR 2024

State Route: 2029

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: SR 2029 (Northway Road) from SR 2014 (Third Street) to SR 2024 (Northway Road East) in Loyalsock Township, Lycoming County

0010/0000 TO 0040/2682

Project Description: Resurface roadway on SR 2029 (Northway Road) from SR 2014 (Third Street) to SR 2024 (Northway Road East), Loyalsock Township, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$50	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$100	\$50	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$150					

PennDOT Project Id: 99008

Project Administrator: PennDOT

Title: PA 54 to School House Rd

Improvement Type: Reconstruct

State Route: 405

Municipality: Montgomery (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2035

Location: Reconstruct PA 405 (Montgomery Street) from PA 54 (North Main Street & Second Street Intersection) to School House Road in Montgomery Borough, Lycoming County

Project Description: Reconstruct PA 405 (Montgomery Street) from PA 54 (North Main Street & Second Street Intersection) to School House Road in Montgomery Borough, Lycoming County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$200	\$510	\$210	\$2500
State:	\$0	\$0	\$100	\$150	\$1400	\$6300
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$300	\$660	\$1,610	\$8,800
Total FFY 2027-2038 Cost	\$11,370					

PennDOT Project Id: 99034

Project Administrator: PennDOT

Title: Bridge Deck Overlays

Improvement Type: Bridge Preservation Activities

State Route: 15

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/7/2027

Location: Epoxy overlay on 10 bridge decks on various state routes in various townships

Project Description: Epoxy overlay on 10 bridge decks on various state routes in various townships, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$4272	\$1407	\$1050	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$4,272	\$1,407	\$1,050	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$6,729					

PennDOT Project Id: 99036

Project Administrator: PennDOT

Title: SR 3007 over Pine Run

Improvement Type: Bridge Replacement

State Route: 3007

Municipality: Piatt (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 5/21/2026

Location: SR 3007 (Level Corners Road) over Pine Run
Piatt and Woodward Townships

Project Description: Bridge Replacement on SR 3007 (Level Corners Road) over Pine Run in Piatt and Woodward Townships, Lycoming County.

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

PennDOT Project Id: 99052

Project Administrator: PennDOT

Title: SR 3010 ov Larrys Creek

Improvement Type: Bridge Rehabilitation

State Route: 3010

Municipality: Piatt (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2031

Location: SR 3010 (Larryville Road) over Larry's Creek,
Piatt Township,
41 3010 0072 0000

Project Description: Bridge improvement on SR 3010 (Larryville Road) over Larry's Creek in Piatt Township, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$1946	\$0
State:	\$0	\$0	\$150	\$150	\$250	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$150	\$150	\$2,196	\$0
Total FFY 2027-2038 Cost	\$2,496					

PennDOT Project Id: 99061

Project Administrator: PennDOT

Title: SR 4010 ov Larry's Creek

Improvement Type: Bridge Replacement

State Route: 4010

Municipality: Cogan House (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: 1/8/2026

Estimated Construction Bid Date: 1/8/2026

Location: SR 4010 (Cogan House Rd) over Larry's Creek
Cogan House Township

Project Description: Bridge replacement on SR 4010 (Cogan House Rd) over Larry's Creek in Cogan House Township, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$130	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$130	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$130					

PennDOT Project Id: 99226

Project Administrator: PennDOT

Title: Lyc Co Bridge Prsv Grp

Improvement Type: Bridge Rehabilitation

State Route: 180

Municipality: Fairfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2030

Location: Multiple bridges on I-180,
Various municipalities

Project Description: Bridge painting of multiple bridges on I-180 in various municipalities in Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$2231	\$0
State:	\$0	\$75	\$75	\$100	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$75	\$75	\$100	\$2,231	\$0
Total FFY 2027-2038 Cost	\$2,481					

PennDOT Project Id: 99233

Project Administrator: PennDOT

Title: PA 14 over Red Run

Improvement Type: Bridge Rehabilitation

State Route: 14

Municipality: McIntyre (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

Location: Bridge rehabilitation on PA 14 over Red Run in McIntyre Township

Project Description: Bridge rehabilitation on State Route 14 over Red Run, in McIntyre Township, Lycoming County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$105	\$100	\$788	\$750	\$263	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$105	\$100	\$788	\$750	\$263	\$0
Total FFY 2027-2038 Cost	\$2,006					

PennDOT Project Id: 99237

Project Administrator: PennDOT

Title: PA 973 over Mill Creek

Improvement Type: Bridge Rehabilitation

State Route: 973

Municipality: Hepburn (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

Location: PA 973 over Mill Creek
Hepburn Township

Project Description: Bridge rehabilitation on State Route 973 over Mill Creek, in Hepburn Township, Lycoming County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$200	\$0	\$1031	\$500	\$0	\$0
State:	\$25	\$0	\$25	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$225	\$0	\$1,056	\$500	\$0	\$0
Total FFY 2027-2038 Cost	\$1,781					

PennDOT Project Id: 99373

Project Administrator: PennDOT

Title: SR 3013 Slide Repair

Improvement Type: Slides Correction

State Route: 3013

Municipality: Woodward (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2034

Location: Soild slide repair on State Route 3013 from Spring Valley Road to Mahaffey Hollow in Woodward Township

Project Description: Soild slide repair on Quenshukeny Road (SR 3013) from Spring Valley Road to Mahaffey Hollow in Woodward Township, Lycoming County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$100	\$100	\$100	\$3400	\$3000
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$100	\$100	\$100	\$100	\$3,400	\$3,000
Total FFY 2027-2038 Cost	\$6,800					

PennDOT Project Id: 99408

Project Administrator: PennDOT

Title: SR 2083 over Lake Run

Improvement Type: Bridge Rehabilitation

State Route: 2083

Municipality: Shrewsbury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2027

Location: SR 2083 (Deer Lake Road) over Lick Run
Shrewsbury Township

Project Description: Bridge improvement on SR 2083 (Deer Lake Road) over Lick Run in Shrewsbury Township, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$645	\$300	\$0	\$0	\$0
State:	\$100	\$175	\$150	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$100	\$820	\$450	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,370					

PennDOT Project Id: 107588

Project Administrator: PennDOT

Title: North of Fox Hollow Rd

Improvement Type: Slides Correction

State Route: 2032

Municipality: Upper Fairfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: Kehrre Hill Rd

Project Description: Soil Slide Repair on Kehrre Hill Rd (SR 2032) near Fox Hollow Road Intersection in Upper Fairfield Township , Lycoming County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$500	\$400	\$750	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$100	\$500	\$400	\$750	\$0	\$0
Total FFY 2027-2038 Cost	\$1,750					

PennDOT Project Id: 109361

Project Administrator: PennDOT

Title: Susquehanna Tr Rd (SR 1014) to Northumberland Co

Improvement Type: Surface Treatment Micro-surfacing

State Route: 180

Municipality: Muncy Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: I-180 WB Susquehanna Tr Rd (SR 1014) to Northumberland Co Line
Muncy Creek Twp

Project Description: Microsurface Interstate 180 West from Susquehanna Trail Rd (SR 1014) to the Northumberland County line in Muncy Creek Township, Lycoming County

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

PennDOT Project Id: 109362

Project Administrator: PennDOT

Improvement Type: Surface Treatment Micro-surfacing

Municipality: Muncy Creek (TWP)

Title: Susquehanna Tr Rd (SR 2014) to Northumberland Co

State Route: L
180

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: I-180 EB Susquehanna Tr Rd (SR 2014) to Northumberland Co Line
Muncy Creek Twp

Project Description: Microsurface Interstate 180 East from Susquehanna Trail Rd (SR 2014) to the Northumberland County line, in Muncy Creek Township, Lycoming County

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

PennDOT Project Id: 110181

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Franklin (TWP)

Title: SR 2015 over German Run

State Route: 2015

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2029

Location: SR 2015 over German Run
Franklin Township

Project Description: Bridge Replacement on Funston Road (SR 2015) over German Run in Franklin Township, Lycoming County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$200	\$0	\$75	\$300	\$250	\$0
State:	\$0	\$0	\$0	\$75	\$50	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$200	\$0	\$75	\$375	\$300	\$0
Total FFY 2027-2038 Cost	\$950					

PennDOT Project Id: 110182

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Cascade (TWP)

Title: SR 1006 over Trib to Slacks Run

State Route: 1006

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/30/2027

Location: SR 1006 (Slacks Run Rd) over Tributary to Slacks Run
Cascade Township

Project Description: Bridge Replacement on SR 1006 (Slacks Run Road) over Tributary to Slacks Run in Cascade Township, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$125	\$375	\$300	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$125	\$375	\$300	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$800					

PennDOT Project Id: 110190

Project Administrator: PennDOT

Title: SR 2004 over Trib to Spring Cr 2

Improvement Type: Bridge Replacement

State Route: 2004

Municipality: Washington (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2030

Location: SR 2004 (Spring Creek Rd) over a Tributary to Spring Creek
Washington Township

Project Description: Bridge improvement on SR 2004 (Spring Creek Road) over a Tributary to Spring Creek in Washington Township, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$175	\$25	\$0	\$75	\$675	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$175	\$25	\$0	\$75	\$675	\$0
Total FFY 2027-2038 Cost	\$950					

PennDOT Project Id: 110204

Project Administrator: PennDOT

Title: SR 2055 over Trib to Muncy Cr

Improvement Type: Bridge Replacement

State Route: 2055

Municipality: Muncy Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2032

Location: SR 2055 overTributary to Muncy Creek
Muncy Creek Township

Project Description: Bridge Replacement on SR 2055 (Chippewa Road) over Tributary to Muncy Creek, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$100	\$800	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$100	\$800	\$0
Total FFY 2027-2038 Cost	\$900					

PennDOT Project Id: 110205

Project Administrator: PennDOT

Title: SR 2061 over Little Sugar Run

Improvement Type: Bridge Replacement

State Route: 2061

Municipality: Wolf (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2032

Location: SR 2061 over Little Sugar Run
Wolf Township

Project Description: Bridge replacement on SR 2061 (Green Valley Road) over Little Sugar Run in Wolf Township, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$100	\$100	\$650	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$100	\$100	\$650	\$0
Total FFY 2027-2038 Cost	\$850					

PennDOT Project Id: 110772

Project Administrator: PennDOT

Title: Montour Street Airport Connector

Improvement Type: New Roadway

State Route: 0

Municipality: Montoursville (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: Montour Street to Airport Road
Montoursville Borough

Project Description: Extend Montour Street south, across SEDACOG RR, to connect to Airport Road in Montoursville Borough.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$3783	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$3,783	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$3,783					

PennDOT Project Id: 112414

Project Administrator: Lycoming County

Title: T-776 over English Run

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Pine (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/16/2027

Location: T-776 (English Run Road) over English Run
Pine Township

Project Description: Bridge improvement on T-776 (English Run Road) over English Run in Pine Township, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$92	\$536	\$320	\$0	\$0	\$0
State:	\$17	\$101	\$60	\$0	\$0	\$0
Local/Other:	\$6	\$34	\$20	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$115	\$671	\$400	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,186					

PennDOT Project Id: 113591

Project Administrator: PennDOT

Title: SCM Monitoring

Improvement Type: Environmental Mitigation

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Lycoming County

Project Description: Monitoring of constructed stormwater control measures within Lycoming County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$30	\$30	\$30	\$30	\$120	\$120
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$30	\$30	\$30	\$30	\$120	\$120
Total FFY 2027-2038 Cost	\$360					

PennDOT Project Id: 114163

Project Administrator: PennDOT

Title: FFY 27 WATS RPM Contract

Improvement Type: Reflective Pavement Markers

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/24/2027

Location: Replace reflective pavement markers on various state routes in Lycoming County.

Project Description: Replace reflective pavement markers on various state routes in Lycoming County.

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

PennDOT Project Id: 114165

Project Administrator: PennDOT

Title: FFY 28 WATS RPM Contract

Improvement Type: Reflective Pavement Markers

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/1/2028

Location: Replace reflective pavement markers on various state routes in Lycoming County.

Project Description: Replace reflective pavement markers on various state routes in Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$90	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$90	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$90					

PennDOT Project Id: 114265

Project Administrator: PennDOT

Title: SR 2014 to Pond Rd

Improvement Type: Resurface

State Route: 2049

Municipality: Muncy (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/7/2027

Location: SR 2014 to Pond Rd
Muncy Twp

Project Description: Mill and resurface on Lycoming Mall Rd (SR 2049) from Lycoming Mall Drive (SR 2014) to Pond Rd in Muncy Township, Lycoming County

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

PennDOT Project Id: 115026

Project Administrator: PennDOT

Title: Skyline Dr to Old Pike Rd

Improvement Type: Resurface

State Route: 15

Municipality: Armstrong (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/28/2027

Location: Skyline Dr to Old Pike Rd
Armstrong Twp

Project Description: Mill and resurface on SR 15 from Skyline Dr to Old Pike Rd in Armstrong Twp, Lycoming Co

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$100	\$0	\$0	\$0	\$0	\$0
State:	\$3494	\$2020	\$1550	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$3,594	\$2,020	\$1,550	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$7,164					

PennDOT Project Id: 115091

Project Administrator: PennDOT

Title: Foy Ave to High St

Improvement Type: Resurface

State Route: 3036

Municipality: Old Lycoming (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: Foy Ave (T-377) to High St (SR 2016)
Old Lycoming Twp

Project Description: Mill and resurface Foy Ave (SR 3036) from Dewey Ave to High St (SR 2016) in Old Lycoming Township, Lycoming County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$400	\$350	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$50	\$400	\$350	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$800					

PennDOT Project Id: 115340

Project Administrator: PennDOT

Title: Beautys Run Rd (SR 3026) to SR 14

Improvement Type: Resurface

State Route: 15

Municipality: Lycoming (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/4/2029

Location: Beautys Run Rd (SR 3026) to SR 14
Lycoming & Lewis Twps

Project Description: Mill and resurface State Route 15 North and South from Beautys Run Rd (SR 3026) to State Route 14 in Lycoming and Lewis Townships, Lycoming County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$500	\$600	\$600	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$500	\$600	\$600	\$0
Total FFY 2027-2038 Cost	\$1,700					

PennDOT Project Id: 115343

Project Administrator: PennDOT

Title: Beautys Run Rd (SR 3026) to SR 14

Improvement Type: Surface Treatment Micro-surfacing

State Route: 15

Municipality: Lycoming (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: Beautys Run Rd (SR 3026) to SR 14
Lycoming & Lewis Twps

Project Description: Microsurface State Route 15 South from Beautys Run Rd (SR 3026) to State Route 14 in Lycoming and Lewis Townships, Lycoming County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$840	\$500	\$400	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$840	\$500	\$400	\$0
Total FFY 2027-2038 Cost	\$1,740					

PennDOT Project Id: 115344

Project Administrator: PennDOT

Title: SR 14 to SR 284 NB

Improvement Type: Resurface

State Route: 15

Municipality: Lewis (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: SR 14 to SR 287 NB
Lewis, Cogan House & Jackson Twps

Project Description: Mill and resurface State Route 15 North from State Route 14 to State Route 287, in Lewis, Cogan House and Jackson Townships, Lycoming County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$338	\$410	\$0	\$2000	\$300	\$0
State:	\$0	\$0	\$1550	\$2620	\$4055	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$338	\$410	\$1,550	\$4,620	\$4,355	\$0
Total FFY 2027-2038 Cost	\$11,273					

PennDOT Project Id: 115351

Project Administrator: PennDOT

Title: Lycoming Cr to Beauty's Run Rd NB

Improvement Type: Resurface

State Route: 15

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2031

Location: Lycoming Cr to Beauty's Run Rd NB
City of Williamsport & Old Lycoming Twp

Project Description: Mill and resurface State Route North 15 from Lycoming Creek to Beauty's Run Rd, in the City of Williamsport and Old Lycoming Township, Lycoming County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$195	\$4490	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$195	\$4,490	\$0
Total FFY 2027-2038 Cost	\$4,685					

PennDOT Project Id: 115356

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Lewis (TWP)

Title: 1/2mile S. of 4 Mile Rd to SR 284 SB

State Route: 15

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/5/2026

Location: 1/2 mile south of 4 Mile Rd to SR 284 SB
Lewis, Cogan House & Jackson Twps

Project Description: Mill and resurface on SR 15 from 1/2 mile south of 4 Mile Rd to SR 284 SB in Lewis, Cogan House & Jackson Twps, Lycoming Co

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$3370	\$205	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$3,370	\$205	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$3,575					

PennDOT Project Id: 115357

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Williamsport (CITY)

Title: Lycoming Cr to Beauty's Run Rd SB

State Route: 15

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2031

Location: Lycoming Creek to Beauty's Run Rd SB
City of Williamsport & Old Lycoming Twp

Project Description: Mill and resurface on SR 15 from Lycoming Creek to Beauty's Run Rd SB in the City of Williamsport & Old Lycoming Twp, Lycoming Co

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$1010	\$0
State:	\$0	\$0	\$0	\$500	\$3224	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$500	\$4,234	\$0
Total FFY 2027-2038 Cost	\$4,734					

PennDOT Project Id: 117235

Project Administrator: PennDOT

Improvement Type: Bridge Preservation Activities

Municipality: Moreland (TWP)

Title: Group Bridge Painting 2

State Route: 2069

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2031

Location: SR 2069 over Little Muncy Creek
Moreland Township
SR 2085 over Muncy Creek
Penn & Shrewsbury Twps.
SR 3003 over Pine Creek
Pine Creek & Porter Twps
SR 3024 over Larrys Creek
Mifflin Twp

Project Description: Group bridge painting contract on SR 2069 over Little Muncy Creek in Moreland Township, SR 2085 over Muncy Creek in Penn & Shrewsbury Twps., SR 3003 over Pine Creek in Pine Creek & Porter Twps and SR 3024 over Larrys Creek in Mifflin Twp, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$600	\$1500	\$0
State:	\$0	\$0	\$150	\$250	\$100	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$150	\$850	\$1,600	\$0
Total FFY 2027-2038 Cost	\$2,600					

PennDOT Project Id: 117342

Project Administrator: PennDOT

Title: FFY 29 WATS RPM Contract

Improvement Type: Reflective Pavement Markers

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/1/2029

Location: County wide RPM project

Project Description: County wide RPM project

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

PennDOT Project Id: 117344

Project Administrator: PennDOT

Title: FFY 30 WATS RPM Contract

Improvement Type: Reflective Pavement Markers

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/1/2030

Location: County wide RPM project

Project Description: County wide RPM project

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

PennDOT Project Id: 117864

Project Administrator: PennDOT

Title: John Brady Dr to Industrial Park Rd

Improvement Type: Resurface

State Route: 2014

Municipality: Muncy (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: SR 2014 from John Brady Drive to Industrial Park Road
Muncy & Muncy Creek Townships

Project Description: Resurface SR 2014 from John Brady Drive to Industrial Park Road in Muncy & Muncy Creek Township, Lycoming County.

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

PennDOT Project Id: 117882

Project Administrator: PennDOT

Title: SR 14 over Trib Lycoming Crk

Improvement Type: Bridge Replacement

State Route: 14

Municipality: Lewis (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2030

Location: SR 14 over a tributary to Lycoming Creek
Lewis Township

Project Description: Bridge replacement on SR 14 over a Tributary to Lycoming Creek in Lewis Township, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$2352	\$0
State:	\$0	\$0	\$0	\$50	\$230	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$50	\$2,582	\$0
Total FFY 2027-2038 Cost	\$2,632					

PennDOT Project Id: 117885

Project Administrator: PennDOT

Title: SR 44 over Norfolk Southern RR

Improvement Type: Bridge Rehabilitation

State Route: 44

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2027

Location: SR 44 over Norfolk Southern RR
Nippenose Township

Project Description: Bridge rehabilitation on SR 44 over Norfolk Southern RR in Cummings Township, Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$826	\$850	\$0	\$0	\$0
State:	\$50	\$100	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$50	\$926	\$850	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,826					

PennDOT Project Id: 118704

Project Administrator: PennDOT

Title: SR 2016 over Lycoming Creek & Ramps

Improvement Type: Bridge Deck Rehabilitation

State Route: 2016

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2027

Location: SR 1017 and SR 2016
Old Lycoming Township

Project Description: Group bridge deck rehab on SR 1017 and SR 2016 in Old Lycoming Township

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$250	\$1707	\$777	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$250	\$1,707	\$777	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,734					

PennDOT Project Id: 119519

Project Administrator: PennDOT

Title: Market St to SR 2014

Improvement Type: Resurface

State Route: 2016

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: Market St to SR 2014

City of Williamsport & Loyalsock Twp

Project Description: Mill and Resurface Washington Bl (SR 2016) from Market St (SR 2023) to Third St (SR 2014) in City of Williamsport and Loyalsock Township, Lycoming County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$175	\$825	\$900	\$250	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$175	\$825	\$900	\$250	\$0	\$0
Total FFY 2027-2038 Cost	\$2,150					

PennDOT Project Id: 119921

Project Administrator: PennDOT

Title: Near Woodward/Williamsport Line

Improvement Type: Drainage Improvement

State Route: 220

Municipality: Woodward (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: Line cross pipe under SR 220 in Woodward Twp.

Project Description: Line cross pipe under SR 220 in Woodward Twp.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$500	\$180	\$0	\$0	\$0	\$0
State:	\$25	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$525	\$180	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$705					

PennDOT Project Id: 120574

Project Administrator: PennDOT

Title: Embkmt Repair Betw Highland Lake & Deer Lake

Improvement Type: Slides Correction

State Route: ^{Rds}220

Municipality: Shrewsbury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/26/2027

Location: Lycoming County

Project Description: Embankment stabilization in Lycoming County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$600	\$500	\$200	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$600	\$500	\$200	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,300					

PennDOT Project Id: 120721

Project Administrator: PennDOT

Title: SR 284 to Tioga Co NB & SB

Improvement Type: Surface Treatment Micro-surfacing

State Route: 15

Municipality: Jackson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: SR 284 to Tioga Co NB & SB
Jackson Twp

Project Description: Microsurface US 15 from SR 284 to Tioga Co NB & SB in Jackson Twp, Lycoming Co

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$2065	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$2,065	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,065					

PennDOT Project Id: 120852

Project Administrator: PennDOT

Title: Lane Departures

Improvement Type: Safety Improvement

State Route: 54

Municipality: Clinton (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: County wide

Project Description: Implement lane departure improvements at various locations throughout Lycoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1041	\$1041	\$46	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,041	\$1,041	\$46	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,128					

PennDOT Project Id: 120916

Project Administrator: PennDOT

Title: Little Pine Bottom to Camp Blue Jay Dr

Improvement Type: Guiderail Improvement

State Route: 44

Municipality: Cummings (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: Little Pine Bottom to Camp Blue Jay Dr
Cummings & McHenry Twps

Project Description: GR end treatment upgrade on SR 44 from Little Pine Bottom to Camp Blue Jay Dr in Cummings & McHenry Twps, Lycoming Co

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$250	\$450	\$100	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$250	\$450	\$100	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$800					

PennDOT Project Id: 121165

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality:

Actual Construction Bid Date:

Location: Lycoming Mall Dr Intersection
Muncy Twp

Title: Spur to Lyco Mall Dr

State Route: 2014

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/2028

Project Description: Mill and Resurface on SR 2014 (John Brady Dr) from Lycoming Mall Dr Intersection in Muncy Twp, Lycoming Co

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$75	\$400	\$50	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$75	\$400	\$50	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$525					

PennDOT Project Id: 121166

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Muncy (TWP)

Actual Construction Bid Date:

Location: Lycoming Mall Rd to John Brady Dr
Muncy Twp

Title: Lycoming Mall Rd to John Brady Dr

State Route: 2014

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/2028

Project Description: Mill and Resurface on SR 2014 (Lycoming Mall Dr) from Lycoming Mall Rd to John Brady Dr in Muncy Twp, Lycoming Co

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$600	\$722	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$600	\$722	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,322					

PennDOT Project Id: 121318

Project Administrator: PennDOT

Improvement Type: Signing

Municipality: Williamsport (CITY)

Actual Construction Bid Date:

Location: Lycoming County
Various Twp.

Title: Major Guide Signs 1

State Route: 180

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 4/8/2027

Project Description: Type A Sign Replacements on SR 180, Various Twp., Lycoming Co.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$250	\$50	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$250	\$50	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$300					

PennDOT Project Id: 121319

Project Administrator: PennDOT

Title: Major Guide Signs 2

Improvement Type: Signing

State Route: 220

Municipality: Porter (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/8/2027

Location: Lycoming County
Various

Project Description: Type A Sign Replacements on SR 220, Various Twp., Lycoming Co.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$110	\$140	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$110	\$140	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$250					

PennDOT Project Id: 121503

Project Administrator: PennDOT

Title: Market St & Maynard St

Improvement Type: Existing Signal Improvement

State Route: 180

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: Market St. and Maynard St. WB off-ramps

Project Description: Queue preemption & timing improvements on I-180 at the Market St. and Maynard St. WB off-ramps

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$252	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$252	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$252					

PennDOT Project Id: 121786

Project Administrator: PennDOT

Title: Maynard Street Ramps

Improvement Type: Surface Treatment

State Route: 180

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: Lycoming County, Maynard Street Ramps, in City of Williamsport

Project Description: Mill and Resurface Maynard Street Ramps, in City of Williamsport, Lycoming County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$288	\$641	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$288	\$641	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$929					

PennDOT Project Id: 122111

Project Administrator: PennDOT

Title: Hazel Alley Improvements

Improvement Type: Bridge Improvement

State Route: 0

Municipality: Jersey Shore (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: Jersey Shore Borough

Project Description: Culvert and roadway improvements to Hazel Alley Bridge across Pfouts run and roadway improvements from the Pine Creek Rail Trail to the boat launch at the Susquehanna River in Jersey Shore Borough

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$711	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$711	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$711					

PennDOT Project Id: 122292

Project Administrator: PennDOT

Title: North of Steam Valley to PA 284

Improvement Type: Resurface

State Route: 15

Municipality: Cogan House (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/4/2029

Location: Cogan House Twp

Project Description: Resurface

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$200	\$350	\$1000	\$500	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$200	\$350	\$1,000	\$500	\$0
Total FFY 2027-2038 Cost	\$2,050					

PennDOT Project Id: 122484

Project Administrator: PennDOT

Title: Lycoming Mall Interchange

Improvement Type: Lighting

State Route: 180

Municipality: Muncy (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2027

Location: SR 2049 (Lycoming Mall Rd), I-180 over SR 2049 & Ramps in Muncy Twp, Lycoming County

Project Description: Upgrade Lighting from non-LED (HPS) to LED on (SR 2049) Lycoming Mall Road, I-180 over (SR 2049) Lycoming Mall Road & Ramps in Muncy Twp, Lycoming County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$350	\$250	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$350	\$250	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$600					

PennDOT Project Id: 122535

Project Administrator: PennDOT

Title: SR 2001 (Elimsport Rd) TO RAMP B RD

Improvement Type: Resurface

State Route: 15

Municipality: Clinton (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: SR 2001 to RAMP B RD
Clinton Twp

Project Description: Mill and Resurface on SR 15 from SR 2001 to RAMP B RD in Clinton Twp, Lycoming Co

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$225	\$1048	\$802	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$225	\$1,048	\$802	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,075					

PennDOT Project Id: 122830

Project Administrator: PennDOT

Title: SR 14 to Steam Valley Run SB

Improvement Type: Surface Treatment Micro-surfacing

State Route: 15

Municipality: Lewis (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

Location: SR 14 to Steam Valley Run
Lewis Twp

Project Description: Microsurface SR 15 from SR 14 to Steam Valley Run in Lewis Twp, Lycoming Co

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$200	\$310	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$200	\$310	\$0
Total FFY 2027-2038 Cost	\$510					

PennDOT Project Id: 123174

Project Administrator: PennDOT

Title: SR 44 over Rattling Camp Run

Improvement Type: Bridge Rehabilitation

State Route: 44

Municipality: Limestone (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2037

Location: SR 44 over Rattling Camp Run, in Limestone Twp, in Lycoming County

Project Description: SR 44 over Rattling Camp Run, in Limestone Twp, in Lycoming County
Bridge Rehabilitation

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$200	\$100	\$0	\$0	\$0	\$1500
State:	\$0	\$0	\$125	\$100	\$25	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$200	\$100	\$125	\$100	\$25	\$1,500
Total FFY 2027-2038 Cost	\$2,050					

PennDOT Project Id: 123185

Project Administrator: PennDOT

Title: SR 44 over Morgan Run

Improvement Type: Bridge Rehabilitation

State Route: 44

Municipality: Nippenose (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2038

Location: SR 44 over Morgan Run, in Nippenose Twp, in Lycoming County

Project Description: SR 44 over Morgan Run, in Nippenose Twp, in Lycoming County
Bridge Rehabilitation

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$150	\$150	\$0	\$0	\$500	\$1228
State:	\$0	\$0	\$125	\$100	\$25	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$150	\$150	\$125	\$100	\$525	\$1,228
Total FFY 2027-2038 Cost	\$2,278					

PennDOT Project Id: 123186

Project Administrator: PennDOT

Title: SR 44 over Tombs Run

Improvement Type: Bridge Rehabilitation

State Route: 44

Municipality: Watson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2037

Location: SR 44 over Tombs Run, in Watson Twp, in Lycoming County

Project Description: SR 44 over Tombs Run, in Watson Twp, in Lycoming County
Bridge Rehabilitation

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$150	\$150	\$0	\$0	\$1703	\$0
State:	\$0	\$0	\$125	\$100	\$25	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$150	\$150	\$125	\$100	\$1,728	\$0
Total FFY 2027-2038 Cost	\$2,253					

PennDOT Project Id: 123187

Project Administrator: PennDOT

Title: SR 44 over Upper Pine Bottom Run

Improvement Type: Bridge Rehabilitation

State Route: 44

Municipality: Cummings (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2038

Location: SR 44 over Upper Pine Bottom Run, in Cummings Twp, in Lycoming County

Project Description: SR 44 over Upper Pine Bottom Run, in Cummings Twp, in Lycoming County
Bridge Rehabilitation

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$200	\$100	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$125	\$100	\$25	\$1500
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$200	\$100	\$125	\$100	\$25	\$1,500
Total FFY 2027-2038 Cost	\$2,050					

PennDOT Project Id: 123190

Project Administrator: PennDOT

Title: SR 118 over Muncy Creek

Improvement Type: Bridge Rehabilitation

State Route: 118

Municipality: Wolf (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2038

Location: SR 118 over Muncy Creek, in Wolf Twp, in Lycoming County

Project Description: SR 118 over Muncy Creek, in Wolf Twp, in Lycoming County
Bridge Rehabilitation

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$200	\$100	\$0	\$0	\$0	\$2540
State:	\$0	\$0	\$125	\$100	\$25	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$200	\$100	\$125	\$100	\$25	\$2,540
Total FFY 2027-2038 Cost	\$3,090					

PennDOT Project Id: 123196

Project Administrator: PennDOT

Title: SR 118 over Sugar Run

Improvement Type: Bridge Replacement

State Route: 118

Municipality: Wolf (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2039

Location: SR 118 over Sugar Run, in Wolf Twp, in Lycoming County

Project Description: SR 118 over Sugar Run, in Wolf Twp, in Lycoming County
Bridge Replacement

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$198	\$100	\$0	\$0	\$0	\$750
State:	\$0	\$0	\$164	\$50	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$198	\$100	\$164	\$50	\$0	\$750
Total FFY 2027-2038 Cost	\$1,262					

PennDOT Project Id: 123197

Project Administrator: PennDOT

Title: SR 118 over Little Muncy Creek

Improvement Type: Bridge Rehabilitation

State Route: 118

Municipality: Jordan (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2039

Location: SR 118 over Little Muncy Creek, in Jordan Twp, in Lycoming County

Project Description: SR 118 over Little Muncy Creek, in Jordan Twp, in Lycoming County
Bridge Rehabilitation

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$500
State:	\$0	\$0	\$0	\$150	\$400	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$150	\$400	\$500
Total FFY 2027-2038 Cost	\$1,050					

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

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

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

PennDOT Project Id: 123209

Project Administrator: PennDOT

Title: Sign Structures

Improvement Type: Signing

State Route: 15

Municipality: South Williamsport (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: Lycoming County, Various Routes
Various Twps/BoroProject Description: Lycoming County, Various Routes
Various Twps/Boro

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$1000	\$200	\$190	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$1,000	\$200	\$190	\$0
Total FFY 2027-2038 Cost	\$1,390					

PennDOT Project Id: 123212

Project Administrator: PennDOT

Title: SR 220 TO Second Fork Larrys Creek

Improvement Type: Resurface

State Route: 287

Municipality: Piatt (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/2029

Location: SR 220 to Second Fork Larrys Creek
Piatt & Mifflin Twp, Salladasburg BoroProject Description: Resurface
SR 220 to Second Fork Larrys Creek
Piatt & Mifflin Twp, Salladasburg Boro

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

PennDOT Project Id: 123213

Project Administrator: PennDOT

Title: Second Fork Larry Creek to SR 4003

Improvement Type: Resurface

State Route: 287

Municipality: Mifflin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/2030

Location: Second Fork Larry Creek to SR 4003
Mifflin, Cummings, & Cogan House TwpProject Description: Mill and Resurface
Second Fork Larry Creek to SR 4003
Mifflin, Cummings, & Cogan House Twp

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$50	\$1250	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$50	\$1,250	\$0
Total FFY 2027-2038 Cost	\$1,300					

PennDOT Project Id: 123284

Project Administrator: PennDOT

Title: I-180 East over Brushy Ridge Rd

Improvement Type: Bridge Rehabilitation

State Route: 180

Municipality: Fairfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/3/2030

Location: I-180 East over Brushy Ridge Rd, in Fairfield Twp, in Lycoming County

Project Description: I-180 East over Brushy Ridge Rd, in Fairfield Twp, in Lycoming County
Bridge Rehabilitation

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$100	\$100	\$0	\$1664	\$746	\$0
State:	\$0	\$0	\$50	\$50	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$100	\$100	\$50	\$1,714	\$746	\$0
Total FFY 2027-2038 Cost	\$2,710					

PennDOT Project Id: 123286

Project Administrator: PennDOT

Title: SR 220 over Lycoming Creek

Improvement Type: Bridge Deck Rehabilitation

State Route: 220

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/3/2030

Location: SR 220 over Lycoming Creek, in Williamsport City, in Lycoming County

Project Description: SR 220 over Lycoming Creek, in Williamsport City, in Lycoming County
Bridge Deck Rehabilitation

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$150	\$150	\$0	\$3744	\$609	\$0
State:	\$0	\$0	\$75	\$75	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$150	\$150	\$75	\$3,819	\$609	\$0
Total FFY 2027-2038 Cost	\$4,803					

PennDOT Project Id: 123288

Project Administrator: PennDOT

Title: SR 220 over Roaring Run

Improvement Type: Bridge Rehabilitation

State Route: 220

Municipality: Shrewsbury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2039

Location: SR 220 over Roaring Run, in Shrewsbury Twp, in Lycoming County

Project Description: SR 220 over Roaring Run, in Shrewsbury Twp, in Lycoming County
Bridge Rehabilitation

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$500
State:	\$0	\$0	\$0	\$150	\$400	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$150	\$400	\$500
Total FFY 2027-2038 Cost	\$1,050					

PennDOT Project Id: 123294

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Mifflin (TWP)

Title: SR 287 over Ltl Harbor Rn

State Route: 287

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2039

Location: SR 287 over Little Harbor Run, in Mifflin Twp, in Lycoming County

Project Description: SR 287 over Little Harbor Run, in Mifflin Twp, in Lycoming County
Bridge Replacement

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$100	\$300	\$500
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$100	\$300	\$500
Total FFY 2027-2038 Cost	\$900					

PennDOT Project Id: 123295

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Pine (TWP)

Title: SR 287 over Hughes Rn

State Route: 287

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2039

Location: SR 287 over Hughes Run, in Pine Twp, in Lycoming County

Project Description: SR 287 over Hughes Run, in Pine Twp, in Lycoming County
Bridge Rehabilitation

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$127
State:	\$0	\$0	\$0	\$219	\$300	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$219	\$300	\$127
Total FFY 2027-2038 Cost	\$646					

PennDOT Project Id: 123302

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Old Lycoming (TWP)

Title: SR 1017 over Lycoming Crk

State Route: 1017

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2033

Location: SR 1017 over Lycoming Creek, in Loyalsock Twp & Old Lycoming Twp, in Lycoming County

Project Description: SR 1017 over Lycoming Creek, in Loyalsock Twp & Old Lycoming Twp, in Lycoming County
Bridge Rehabilitation

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$5154	\$0
State:	\$0	\$100	\$200	\$125	\$125	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$100	\$200	\$125	\$5,279	\$0
Total FFY 2027-2038 Cost	\$5,704					

PennDOT Project Id: 123313

Project Administrator: PennDOT

Title: Lycoming County Bridge Overlays

Improvement Type: Bridge Preservation Activities

State Route: 7231

Municipality: Penn (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/3/2030

Location: SR 7232 over Larrys Creek, in Piatt Twp, Lycoming County
 SR 7233 over Zimmerman Creek, in Pine Twp, Lycoming County
 SR 7407 over Muncy Creek, in Picture Rocks Boro, Lycoming County
 SR 7231 over Muncy Creek, in Penn Twp, Lycoming County

Project Description: SR 7232 over Larrys Creek, in Piatt Twp
 SR 7233 over Zimmerman Creek, in Pine Twp
 SR 7407 over Muncy Creek, in Picture Rocks Boro
 SR 7231 over Muncy Creek, in Penn Twp
 Bridge Overlays

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$1543	\$503	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$1,543	\$503	\$0
Total FFY 2027-2038 Cost	\$2,046					

PennDOT Project Id: 123328

Project Administrator: PennDOT

Title: Lycoming County Bridge Overlays

Improvement Type: Bridge Preservation Activities

State Route: 2061

Municipality: Muncy Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: Various Locations in Lycoming County

Project Description: Various Locations in Lycoming County
 Bridge Overlays

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$2311	\$55	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$2,311	\$55	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,366					

PennDOT Project Id: 123333

Project Administrator: PennDOT

Title: T-665 (Pleasant Str Rd) ov Pleasant Str

Improvement Type: Bridge Replacement

State Route: 0

Municipality: McIntyre (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: T-665 (Pleasant Stream Road) over Pleasant Stream, in McIntyre Twp, in Lycoming County

Project Description: T-665 (Pleasant Stream Road) over Pleasant Stream, in McIntyre Twp, in Lycoming County
 Bridge Replacement

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$240	\$0	\$0	\$180	\$1220	\$0
State:	\$45	\$0	\$0	\$34	\$229	\$0
Local/Other:	\$15	\$0	\$0	\$11	\$76	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$300	\$0	\$0	\$225	\$1,525	\$0
Total FFY 2027-2038 Cost	\$2,050					

PennDOT Project Id: 123355

Project Administrator: PennDOT

Title: Metal Drainage Pipe Upgrade

Improvement Type: Drainage Improvement

State Route: 180

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

Location: SR 220 to Northumberland County Line
Williamsport City, Loyalsock, Fairfield, Muncy & Muncy Creek Twp, and Montoursville Boro

Project Description: Metal Drainage Pipe Upgrade
SR 220 to Northumberland County Line
Williamsport City, Loyalsock, Fairfield, Muncy & Muncy Creek Twp, and Montoursville Boro

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$200	\$810	\$0
State:	\$0	\$195	\$375	\$300	\$625	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$195	\$375	\$500	\$1,435	\$0
Total FFY 2027-2038 Cost	\$2,505					

PennDOT Project Id: 123511

Project Administrator: PennDOT

Title: Northern RAR 2030

Improvement Type: Guiderail Improvement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Guiderail RAR in Lycoming, Bradford, Tioga, and Sullivan Counties
Various Twp/Boros

Project Description: Northern RAR 2030
Guiderail RAR in Lycoming, Bradford, Tioga, and Sullivan Counties
Various Twp/Boros

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

Appendix E: WATS Transit 2027-2030 Projects

Date: 1/15/2026 4:12:37PM
RPT# TIP206D

FFY 2027 Williamsport TIP

Project Information			FFY 2027 Costs								FFY 2028 Costs								FFY 2029 Costs								FFY 2030 Costs							
Project	Project Title	Sponsor	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	
76510	Garage/Office/CNG Improvmt	RVT	5307	509,550	339	95,541	31,847	636,938	5307	100,000	339	18,750	6,250	125,000	5307	683,092	339	128,080	42,693	853,865	5307	1,480,362	339	277,568	92,523	1,850,453	3,466,256							
84058	Operating Assistance	RVT	5307	3,000,000	338	6,237,634	13,500	9,251,134	5307	3,000,000	338	6,237,634	597,070	9,834,704	5307	3,000,000	338	6,237,634	597,070	9,834,704	5307	3,000,000	338	6,234,634	658,270	9,892,904	38,813,446							
89391	Spare Components	RVT	5307	62,433	339	11,706	3,902	78,041	5307	125,000	339	23,438	7,813	156,251	5307	100,000	339	18,750	6,250	125,000	5307	150,000	339	28,125	9,375	187,500	546,792							
89579	Support Vehicles	RVT	5307	40,600	338	28,420	12,180	81,200	5307	23,000	338	16,100	6,900	46,000	5307	130,000	338	91,000	39,000	260,000	5307						387,200							
114340	Purchase CNG Tr. Vehicles	RVT	5307	820,000	339	461,250	51,250	1,332,500	5307	820,000	339	153,750	51,250	1,025,000	5307	2,500,000	339	468,750	153,250	3,122,000	5307	1,480,362	339	277,568	92,523	1,850,453	7,329,953							
123763	IT/Technology	RVT	5307	73,750	338	51,625	22,125	147,500	5307	105,000	338	73,500	31,500	210,000	5307	75,000	338	52,500	22,500	150,000	5307	326,522	338	229,565	97,956	653,743	1,161,243							
Totals for: River Valley Transit				4,986,333		6,886,176	134,884	11,527,313		4,173,888		6,523,172	788,783	11,396,955		6,488,092		6,996,714	868,763	14,345,549		6,437,246		7,847,168	958,647	14,435,893	51,784,890							
Overall Totals:				4,986,333		6,886,176	134,884	11,527,313		4,173,888		6,523,172	788,783	11,396,955		6,488,092		6,996,714	868,763	14,345,549		6,437,246		7,847,168	958,647	14,435,893	51,784,890							

River Valley Transit

PennDOT Project Id: 76510

Title: Garage/Office/CNG Improvment

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lycoming

RVT has programmed \$2,500,000 in 2012 for garage and office improvements. These include improvements/renovations to the garage and office facility and fleet storage space.

Narrative:

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$510	\$100	\$683	\$1480	\$0	\$0
State:	\$96	\$19	\$128	\$278	\$0	\$0
Local/Other:	\$32	\$6	\$43	\$93	\$0	\$0
Period Totals	\$638	\$125	\$854	\$1,851	\$0	\$0
Total FY 2027-2038 Cost	\$3,468					

PennDOT Project Id: 84058

Title: Operating Assistance

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lycoming

Operating Assistance 9/1/2025 - 09/1/2026

Narrative:

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$3000	\$3000	\$3000	\$3000	\$0	\$0
State:	\$6238	\$6238	\$6238	\$6235	\$0	\$0
Local/Other:	\$14	\$597	\$597	\$658	\$0	\$0
Period Totals	\$9,252	\$9,835	\$9,835	\$9,893	\$0	\$0
Total FY 2027-2038 Cost	\$38,815					

PennDOT Project Id: 89391

Title: Spare Components

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lycoming

Purchase of Spare Components

Narrative:

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$62	\$125	\$100	\$150	\$0	\$0
State:	\$12	\$23	\$19	\$28	\$0	\$0
Local/Other:	\$4	\$8	\$6	\$9	\$0	\$0
Period Totals	\$78	\$156	\$125	\$187	\$0	\$0
Total FY 2027-2038 Cost	\$546					

PennDOT Project Id: 89579

Title: Support Vehicles

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lycoming

Support Vehicles

Narrative:

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$41	\$23	\$130	\$0	\$0	\$0
State:	\$28	\$16	\$91	\$0	\$0	\$0
Local/Other:	\$12	\$7	\$39	\$0	\$0	\$0
Period Totals	\$81	\$46	\$260	\$0	\$0	\$0
Total FY 2027-2038 Cost	\$387					

PennDOT Project Id: 114340

Title: Purchase CNG Tr. Vehicles

Air Quality Status: AQ Conformity Does Not Apply

County: Lycoming

Purchase CNG Transit Vehicles

Narrative:

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$820	\$820	\$2500	\$1480	\$0	\$0
State:	\$461	\$154	\$469	\$278	\$0	\$0
Local/Other:	\$51	\$51	\$153	\$93	\$0	\$0
Period Totals	\$1,332	\$1,025	\$3,122	\$1,851	\$0	\$0
Total FY 2027-2038 Cost	\$7,330					

PennDOT Project Id: 123763

Title: IT/Technology

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lycoming

Narrative:

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$74	\$105	\$75	\$327	\$0	\$0
State:	\$52	\$74	\$53	\$229	\$0	\$0
Local/Other:	\$22	\$32	\$23	\$98	\$0	\$0
Period Totals	\$148	\$211	\$151	\$654	\$0	\$0
Total FY 2027-2038 Cost	\$1,164					

PTTIP

Appendix F – 2027-2030 Interstate Projects

Date: 1/16/2026 12:36:19PM
RPT# TIP200

FFY 2027 Interstate TIP

Page 1 of 1

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Lycoming	180	152	120114	SR 180 on Muncy Creek, SR 405, 2014, 2044 & 2061	F	IMAN	NHPP	200,000				200,000																			
Lycoming	180	152	120114	SR 180 on Muncy Creek, SR 405, 2014, 2044 & 2061	C	IMAN							NHPP	6,250,000				6,250,000	NHPP	6,250,000				6,250,000							9/1/2027 E
Totals for: Lycoming								200,000				200,000		6,250,000				6,250,000		6,250,000				6,250,000							12,700,000
Overall Totals:								200,000				200,000		6,250,000				6,250,000		6,250,000				6,250,000							12,700,000

Date: 1/16/2026 12:37:17PM

Interstate TIP - Highway & Bridge Projects

Page 1 of 1

Lycoming	
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PennDOT Project Id: 120114

Project Administrator: PennDOT

Title: SR 180 ov Muncy Creek, SR 405, 2014, 2044 & 2061

Improvement Type: Bridge Preservation Activities

State Route: 180

Municipality: Muncy Creek (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2027

Location: I-180

Project Description: Group bridge deck preservations on I-180 in Lycoming County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$200	\$6250	\$6250	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$200	\$6,250	\$6,250	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$12,700					

HBTIP

Appendix G – Statewide Projects

*Will be updated when new project list is available

Appendix H – WATS 2027-2030 TIP Project Selection Matrix

PennDOT Project ID

Project Category

[illegible]

Project Category

BRIDGE	97620
BRIDGE	97623
HIGHWAY	98940
BRIDGE	99036
BRIDGE	99061
BRIDGE	99226
BRIDGE	99233
BRIDGE	99237
HIGHWAY	99373
BRIDGE	99408
HIGHWAY	107588
BRIDGE	110181

[illegible]

PennDOT Project ID

Project Category

117864	117885	118704	119519	119921	120574	120721	76510	89390	89579	114340
BRIDGE	BRIDGE	BRIDGE	HIGHWAY	HIGHWAY	HIGHWAY	HIGHWAY	TRANSIT	TRANSIT	TRANSIT	TRANSIT

Is a priority project from the Lycoming County Comprehensive Plan and/or Multi-Municipal Comprehensive Plan or addresses a transportation issue identified within those plans	X									
Addresses one or more of the SAFETEA-LU/MAP-21/FAST Act Planning Objectives (10 Planning factors and 3 emphasis areas)	X	X	X	X	X	X	X	X	X	X
Contributes substantially towards meeting an FHWA performance-based planning target	X	X	X	X	X	X	X	X	X	X
Addresses one or more of the Pennsylvania 2045 and Pennsylvania Comprehensive Freight Movement Plan planning objectives	X	X	X	X	X	X	X	X	X	X
Addresses one or more objectives of the Pennsylvania Strategic Highway Safety Plan						X	X			
Maintains or enhances the ability to move freight or travel to Lycoming County	X	X	X	X	X	X	X	X	X	X
Is a streetscape, walkability, or safety project located in urbanized areas and has been screened using the WATS Complete Streets criteria										
Identifies and removes costly functionally redundant infrastructure or improves infrastructure in already densely developed areas										
Pursues one or more of the implementation strategies of the WATS Long Range Transportation Plan	X	X	X	X	X	X	X	X	X	X
Has been vetted through WATS transportation planning process, including sufficient opportunities for public and stakeholder involvement.	X	X	X	X	X	X	X	X	X	X
Has a project sponsor with committed required matching funds (TIP only)										
Involves multi-modal integration components (such as transit, rail freight, air service) to improve transportation flow of people and goods movement.		X	X	X		X	X	X	X	X
Supports improved access for redevelopment of brownfield or infill development										
Improves mobility to employment, health care, education and supports overall economic development and productivity	X		X	X	X	X	X	X	X	X
Addresses transportation security issues and needs or responds to major disasters consistent with the Pennsylvania and Lycoming County Hazard Mitigation Plans and Emergency Operations Plans.						X				
Improves bicycle, non-motorized, and pedestrian safety and access to recreation facilities, job centers, schools and promotes regional connectivity consistent with Lycoming County Recreation and Open Space Plan										
Addresses ADA accessibility issues and needs										
Improves and preserves highway pavement condition by reducing poor or fair IRI / OPI mileage maintaining roadways in a good state of repair, with priority focus on higher volume roadways. Life cycle pavement data will also be used in highway pavement asset manage	X		X	X		X	X			
Incorporates new emerging technologies, such as ITS deployment or signal modernization to improve traffic incident management, emergency response, operational safety and system efficiency consistent with PennDOT District 3-0 Regional Operations Plan.										
Incorporates TSMO strategies to decrease congestion										
Attempts to avoid impact on sensitive environmental resources and, where avoidance is not possible, mitigation opportunities have been thoroughly explored	X	X	X	X	X	X	X			
Helps to preserve Lycoming County's air quality attainment status										
Promotes energy conservation.							X	X	X	X
Benefits environmental justice population areas.				X			X	X	X	X
Supports potential Scenic Byways designations.										
Provides repair or preventative maintenance of existing infrastructure	X	X	X	X	X	X	X		X	
Supports good state of repair of transit facilities and modernized fully accessible transit vehicle fleets.							X	X	X	X
Supports expansion of public transportation availability in designated growth areas and serves major land developments.				X			X	X	X	X
Encourages or incorporates alternative fuels such as Compressed Natural Gas and encourage use of locally available energy resources consistent with Lycoming County Energy Plan							X	X	X	X
Promotes increased transit ridership in general and specifically Lycoming County's senior population				X			X	X	X	X
Increases livability and improves quality of life							X	X	X	X
Fosters public-private partnerships										
Improves rail/highway grade crossing safety										
Reduces or mitigates stormwater impacts of surface transportation										
Considers context sensitive solutions to ensure compatibility with community character and right sizing of project to address the project defined purpose and need.	X	X	X	X	X	X				

Appendix I – WATS 2025 TYP Survey Results

Williamsport Area Transportation Study results can be found at the link below.

(<https://talkpatransportation.com/stay-informed/2025-survey-results>)



State Transportation
Commission

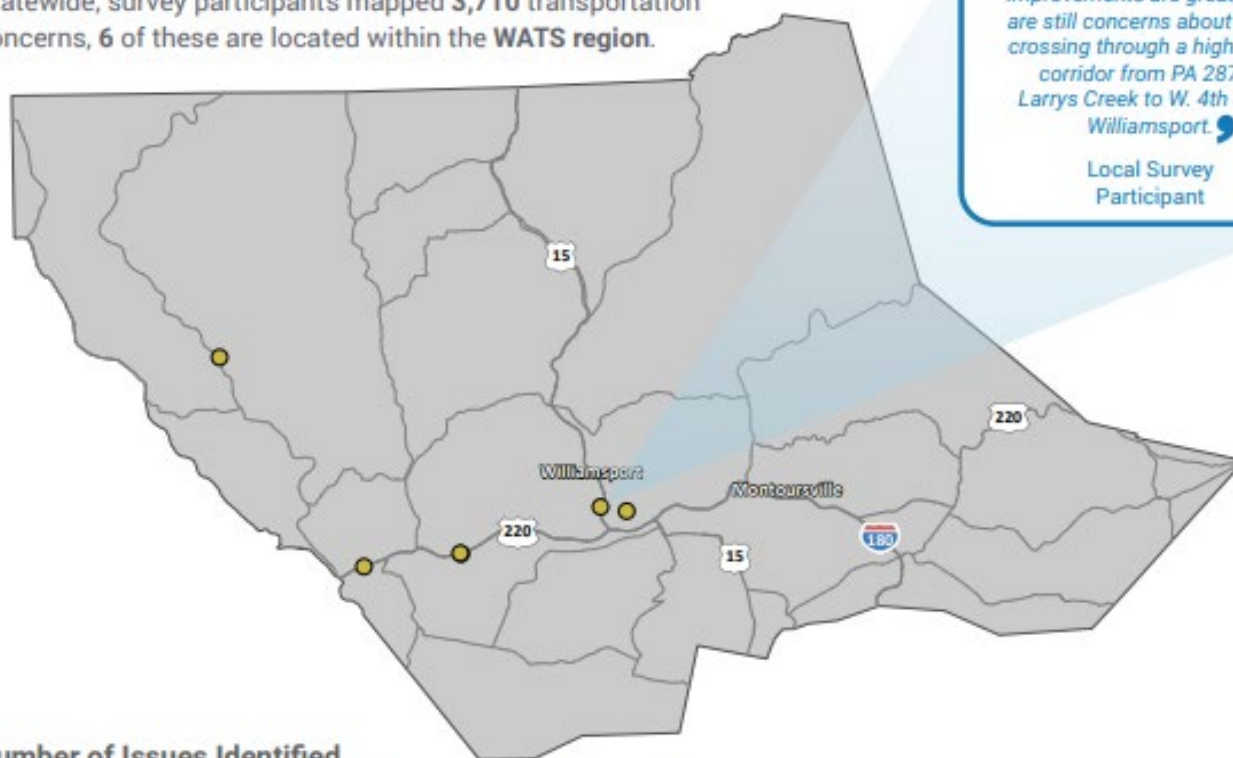
2027 12-Year Program Update: Regional Transportation Survey Summary WILLIAMSPORT AREA TRANSPORTATION STUDY (WATS)

A CLOSER LOOK AT YOUR REGION

The State Transportation Commission held a 60-day Public Comment Period for the update of the 2027 12-Year Program (TYP) from March 3 through April 30, 2025. The public was invited to provide input through taking the Transportation Survey and participating in an Online Public Forum, which was broadcast live on PAcast and Facebook Live on Thursday, April 10. The public also had the option to request assistance to participate in the Survey or Online Public Forum by contacting PennDOT's Program Center. All public feedback received was reviewed and compiled to better understand current transportation priorities and trends regionally and statewide.

Transportation Issues Identified

Statewide, survey participants mapped 3,710 transportation concerns, 6 of these are located within the WATS region.



“While the intersection improvements are great, there are still concerns about traffic crossing through a highspeed corridor from PA 287 in Larrys Creek to W. 4th St. in Williamsport.”

Local Survey
Participant

Number of Issues Identified

The icons below correspond with the same color dots on the map.





2027 12-Year Program Update: Regional Transportation Survey Summary WILLIAMSPORT AREA TRANSPORTATION STUDY (WATS)

State Transportation
Commission

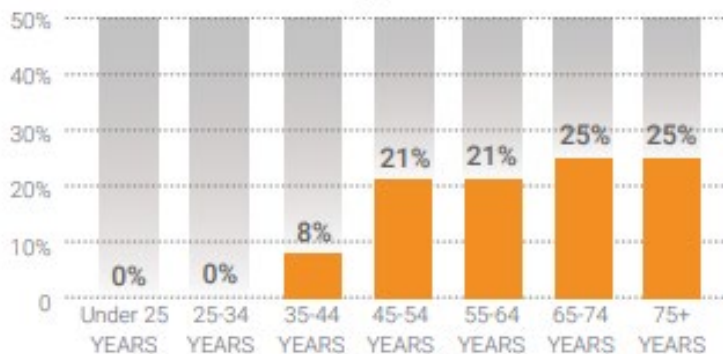
ABOUT THE SURVEY PARTICIPANTS IN YOUR REGION

Over 9,150 individuals participated in the survey statewide, and 26 of the survey participants identified with the WATS region through feedback provided. Learn more about the participants from this region.

Male	14	56%
Female	10	40%
Third gender/Nonconforming	0	0%
I prefer to self-describe	0	0%
I prefer not to answer	1	4%

Responses to demographics questions were optional.

Age



Top Transportation Modes



Transportation Priorities Ranking

- 1 BRIDGES**
Repairing, replacing, and maintaining Pennsylvania's 31,000 state and local bridges
- 2 ROAD PAVEMENT**
Repairing, restoring, reconstructing, and maintaining Pennsylvania's 120,000 miles of state and local roadways to improve your travel
- 3 INTERSTATE HIGHWAY**
Specific, prioritized investments in reconstructing Pennsylvania's 1,868 miles of interstate highway
- 4 TRAFFIC FLOW**
Using technology to improve traffic flow and construction of new roads and additional travel lanes to safely move people and goods more efficiently
- 5 WALKING**
Accessible and connected routes to get you where you need to go safely
- 6 PASSENGER RAIL**
Intercity and commuter rail service across Pennsylvania with out-of-state connections
- 7 AVIATION**
Modern facilities, operations, and a wide range of commercial airline choices at airports
- 8 BICYCLING**
Safe bicycle routes and facilities throughout the commonwealth to get you where you need to go
- 9 FREIGHT**
Modern highways, railways, airports, and waterways to support the economy and ensure the efficient movement of goods and services
- 10 TRANSIT**
Accessible and timely public transportation that covers an extensive service area and crosses regions



Pennsylvania
Department of Transportation

📧 TalkPATransportation.com
📞 717.783.2262
✉ RA-PennDOTSTC@pa.gov

📍 Office of the State Transportation Commission
and Transportation Advisory Committee
P.O. Box 3365 | Harrisburg, PA 17105

Appendix J – Public Comment Period Advertisement

Appendix K – Summary of Public Comment

Appendix L – Self Certification Resolution

WILLIAMSPORT AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION SELF-CERTIFICATION RESOLUTION

RESOLUTION of the Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including transportation disadvantaged, has been followed in developing the Transportation Improvement Program, (TIP) and the Long-Range Transportation Plan (LRTP).

WHEREAS, 23 CFR § 450.336 specifies that, concurrent with the submittal of the proposed TIP to the Federal Highway Administration (FHWA) and the Federal Transportation Administration, (FTA) as part of the Statewide TIP (STIP) approval, Metropolitan Planning Organizations, (MPOs) shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements; and

WHEREAS, Sections 134 and 135 of Title 23 USC, 49 USC 5303-5304, and 23 CFR § 450 set forth national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including development of a TIP and LRTP, and establish policies and procedures for MPOs to conduct metropolitan planning process; and

WHEREAS, the TIP continues to be financially constrained as required by 23 CFR § 450.326 and the FTA policy on the documentation of financial capacity, published in FTA Circular 7008.1A; and

WHEREAS, the requirements of Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d)) and 40 CFR Part 93 have been met for non-attainment and maintenance areas; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR § 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity; the Older Americans Act, as amended (42 USC 6101), prohibiting the discrimination on the basis of age in programs or activities receiving federal financial assistance; 23 USC § 324 prohibiting discrimination based on gender; Section 504 of the Rehabilitation Act of 1973 (29 USC 794), the Americans with Disabilities Act of 1990 (42 USC 12101 et. seq.), and 49 CFR § 27, 37, and 38, regarding discrimination against individuals with disabilities have been met; and

WHEREAS, the requirements of Section 1101(b) of the Fixing America's Surface Transportation, (FAST) Act (Public Law 114-94) and 49 CFR § 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA funded planning projects and FTA funded projects have been met; and

WHEREAS, the provisions of 23 CFR § 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts have been addressed; and

WHEREAS, the requirements of Executive Order 12898 (Federal Order to Address Environmental Justice in Minority Populations and Low-Income Populations) and Executive Order 13166 (Improving Access to Services for Persons with Limited English Proficiency) have been met; and

WHEREAS, the provisions of 49 CFR § 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met; and

NOW, THEREFORE, BE IT RESOLVED that the Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including transportation disadvantaged populations, has been followed in developing the region’s transportation plans and programs, including the WATS MPO FFY 2025-2028 TIP and the WATS MPO LRTP (See Exhibit 1).

We, the undersigned, hereby certify that the foregoing resolution was adopted in accordance with the WATS Bylaws, by the WATS MPO at their May 12, 2026 publicly advertised meeting, and that said resolution is now in full force and effect.

Emily Mrochko, WATS MPO Secretary

Eric High, WATS MPO Chairperson

Appendix M – WATS TIP Modification Procedures

Memorandum of Understanding

MEMORANDUM OF UNDERSTANDING

WILLIAMSPORT AREA TRANSPORTATION STUDY, (WATS) METROPOLITAN PLANNING ORGANIZATION (MPO) PROCEDURES FOR 2025-2028 Transportation Improvement Program Revisions

Purpose

This Memorandum of Understanding (MOU) establishes a set of procedures to be used by the Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) for the processing of revisions to the 2027-2030 WATS Transportation Improvement Program (TIP).

What is the Statewide Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP)?

The STIP is the official transportation improvement program document mandated by federal statute ([23 CFR § 450.218](#)) and recognized by the FHWA and FTA. The STIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation by federal statute. The STIP includes regional TIPs developed by the Planning Partners (MPOs and RPOs), the PennDOT Developed Interstate Management (IM) Program and Statewide Programs developed by PennDOT. 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, Secretary of Transportation's Discretionary SPIKE, the Major Bridge Public Private Partnership (MBP3) Program, the Rapid Bridge Replacement (RBR) Project developed via a Public Private Partnership (P3), Highway Safety Improvement Program (HSIP) set-a-side, the National Electric Vehicle Infrastructure (NEVI) Formula Program, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-a-side (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-modal (MTF), Recreational (Rec) Trails, Transportation Infrastructure Investment Fund (TIIF), Statewide Transit and Keystone Corridor projects. The Interstate projects. The Commonwealth's 12-Year Program (TYP), required by state law (Act 120 of 1970), includes the STIP/TIPs in first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/WATS TIP.

How and When is a STIP/TIP Developed?

For more information on the development of the STIP/TIP, see *Pennsylvania's 2027 Transportation Program General and Procedural Guidance* dated May 29, 2025 ([Appendix N](#)).

WATS TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If WATS, RVTA, or PennDOT wishes to proceed with a federally funded project not programmed on the STIP/WATS 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 WATS TIP. 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, WATS, FHWA, FTA, and RFTA. Any alternative procedures must be agreed upon, and documented in the WATS TIP.

STIP/WATS TIP revisions must be consistent with PennDOT's Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the WATS LRTP. In addition, STIP/WATS TIP revisions must support Pennsylvania's Transportation Performance Measures and Targets, 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 the PennDOT's Connects policy. Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, WATS MPO, and RFTA at the county and levels. This approach will be applied to continue the implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessments, target settings, and re-evaluations of data associated with the STIP/WATS TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic objectives, and that enhances to overall performance of the Commonwealth's transportation system.

STIP/WATS TIP revisions must correspond to the adopted provisions of the WATS Public Participation Plan (PPP). The WATS PPP is a documented broad-based public involvement process that describes how WATS will involve and engage the public and interested parties 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/WATS TIP.

MPOs/RPOs in attainment areas are required to update their LRTP every 5 years, and the MPO/RPO LRTP "clock" is reset with the Board/Committee adoption of the MPO/RPO LRTP. If an attainment area MPO/RPO does not adopt their LRTP by the expiration deadline, their LRTP will expire.

A LRTP lapse occurs when WATS has not updated the WATS LRTP in accordance with the cycles defined in the federal planning regulations [[23 CFR § 450.324\(c\)](#)]. If a WATS LRTP lapses because the LRTP has not been updated in accordance with the planning lifecycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for WATS MPO. During a WATS MPO LRTP lapse, all STIP/WATS TIP revisions will be treated as an amendment and require federal approval. There will be no administrative modifications for the WATS MPO TIP until WATS LRTP is in compliance with federal planning regulation.

If a STIP/WATS TIP revision occurs based on FHWA August Redistribution that adds, advances, or adjusts federal funding for a project, WATS will be notified of the Administrative Modifications by PennDOT.

WATS TIP Revisions

In accordance with the federal transportation planning regulations [[23 CFR § 450](#)], revisions to the STIP/WATS TIP will be handled as an **Amendment** or an **Administrative Modification** based on agreed upon procedures detailed below.

An **Amendment** is a revision that adds a new project, deletes an existing project, or involves a major change to an existing project included in a STIP/WATS TIP that:

- **Affects air quality conformity regardless of the cost of the project or the funding source.**

- Adds a new federally funded project or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current STIP/TIP and does not have previous Federal obligations.
- Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous STIP/TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.
- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds where the total revision of federal funds exceeds the following thresholds within the four years of the TIP:
 - \$10 million for the Interstate Management (IM) Program;
 - \$7.5 million for MPOs with most recent US Census Urbanized Areas (UZA) population \geq 1,000,000;
 - \$3 million for MPOs with most recent US Census Urbanized Areas (UZA) population \geq 200,000 but $<$ 1,000,000;
 - \$2 million for the remaining areas;
 - \$1 million for other federally funded Statewide Programs.
- Involves a change in the scope of work to a project(s) that would:
 - Result in an air quality conformity reevaluation.
 - Result in a revised total project programmed amount that exceeds the thresholds established between PennDOT and the MPO/RPO;
 - Result in a change in the scope of work on any federally funded project that is significant enough to essentially constitute a new project.
- During a WATS LRTP lapse, all STIP/WATS TIP revisions will be treated as amendments and the below administrative modifications will not be utilized (or be in effect).

Approval by the WATS MPO is required for **Amendments**. The WATS MPO must then initiate PennDOT Central Office approval using the e-STIP process. An e-STIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before amounts, requested adjustments, after change amounts, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modifications that occurred along with or were presented with this amendment at the WATS meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) items/materials, if available. Before beginning the e-STIP process, the Planning Partner/District/CPDM staff should ensure that projects involved in the e-STIP are meeting funding eligibility requirements and have the proper air quality conformity status and region exempt codes (as appropriate) in PennDOT's Multimodal Project Management System (MPMS).

An e-STIP submission shall include:

- Fiscal Constraint Chart with remarks
- Pdf copy of the TIP
- Supporting materials to explain the reasoning, cause, and/or justification for the amendment revision, as needed, such as PMC items.

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 WATS MPO 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 WASTS MPO TIP will be considered an administrative modification). In the case of Statewide Programs, including the IM Program and other federally funded statewide programs, approval by PennDOT's PMC and FHWA is required. Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by FTA. These projects will be coordinated between FTA, PennDOT, the transit agency and associated MPO/RPO and should be programmed within the TIP of the urbanized area where the project is located. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

An **Administrative Modification** is a minor revision to a STIP/TIP that:

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above.
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding;
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes;
- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure.
- Draws down or returns funding from an existing STIP/WATS TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and the WATS MPO. A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project;
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item and does not exceed the above thresholds;
- Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;
- Adds, advances, or adjusts federal funding for a project utilizing August Redistribution obligation authority based upon the documented August Redistribution Strategic Approach.

Administrative Modifications do not affect air quality conformity, nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; do not add a new federally-funded project or delete a federally-funded project; do not exceed the threshold established in the MOU between PennDOT and the WATS MPO, or the threshold established by this MOU (as detailed in the Amendment Section aforementioned); and do not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. A change in scope is a substantial alteration to the original intent or function of a programmed project.

Administrative Modifications do not require federal approval. PennDOT and WATS 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 action that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

All revisions, amendments, and administrative modifications shall be identified, numbered, and grouped as one action on an FCC demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire revision 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, WATS will demonstrate, through an FCC, fiscal balance of the subject project phase on the second period of the WATS LRTP.

Transit Statewide Managed Funds

Project(s) funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the WATS TIP if the project is located within Lycoming County.

Fiscal Constraint

Demonstration that STIP/WATS TIP fiscal constraint is maintained takes place through an FCC. Real time versions of the STIP/WATS TIP are available to FHWA and FTA through PennDOT's Multimodal Project Management System (MPMS).

All revisions must maintain a year-to-year fiscal constraint per [23 CFR 450.218\(l\)&\(m\)](#) and [23 CFR 450.326\(g\)\(j\)&\(k\)](#), for each of the four years of the STIP/WATS 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 the completion of the project, which may extend beyond the four years of the STIP/WATS 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

At the end of each quarter, PennDOT will provide WATS with a STIP/WATS TIP Financial report of actual federal obligations and state encumbrances for highway/bridge and transit programs in the WATS region. At the end of the federal fiscal year (FFY), the PennDOT Progress Report can be used by WATS as the basis for compiling information to meet the federal annual listing of obligated project requirement [[23 CFR § 450.334](#)]. The STIP/WATS TIP Financial Report provided to FHWA and FTA will also include the FHWA Planning Performance Measure – "percent of STIP/WATS TIP projects advanced per year" on a Statewide and Planning Partner basis. A summary report detailing this information will be provided no later than 30 days after the end of a FYY.

WATS TIP Transportation Performance Management

In accordance with [23 CFR § 450.326\(c\)](#), PennDOT and WATS will ensure STIP/WATS TIP revisions promote progress toward achievement of performance targets.

MPO/RPO TIP Revision Procedures

As the WATS TIP is adopted, this MOU between PennDOT and WATS will be included with the WATS TIP documentation. The MOU will clarify how WATS will address all WATS TIP revisions. **In all cases, WATS TIP revision procedures will be developed under the guidance umbrella of this document.** If WATS elects to amend this MOU in the future to set more stringent procedures, then FHWA and FTA will adhere to those

more restrictive procedures, but the WATS MPO established provisions cannot be less stringent than the statewide MOU.

This document will serve as the basis for PennDOT when addressing federally-funded Statewide Program TIP revisions.

This Memorandum of Understanding will begin October 1, 2026, and remain in effect until September 30, 2028, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

We, the undersigned hereby agree to the above procedures and principles adopted by the WATS MPO at **their May 12, 2026 public meeting.**

Appendix N – Pennsylvania’s 2027 Transportation Program General Guidance

The Pennsylvania’s 2027 Transportation Program General and Procedural Guidance is accessible from the WATS MPO TIP website

(https://lycomingcountypa.gov/government/departments/planning_community_development/transportation/transpiration_improvement_program_tip.php)