

Williamsport Area Transportation Study Metropolitan Planning Organization

WILLIAMSPORT AREA TRANSPORTATION
STUDY MPO

FFY 2021-FFY 2024 TRANSPORTATION
IMPROVEMENT PROGRAM

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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 PCD staff assumes lead responsibility for undertaking FHWA funded planning tasks while RVT is responsible for undertaking the 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.

Committee Structure

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

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

Non-voting members consist of:

- 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 seven voting members as follows:

- PennDOT Program Center Representative, Chairperson
- PennDOT Engineering District 3-0 Representative
- Lycoming County Planning and Community Development Director
- Lycoming County Planning Commission Member
- River Valley Transit General Manager
- City of Williamsport Engineer

- Williamsport Regional Airport Director
- Non-voting members consist of:
- Federal Highway Administration
 - Federal Transit Administration
 - PA Department of Community and Economic Development
 - Susquehanna Transit Co.

Additionally, WATS has advisory committees for transit planning and bicycle/pedestrian planning.

WATS staff and contacts

Administrative duties of the WATS MPO are 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 Supervisor 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 the City of Williamsport to perform the Federal Transit Administration funded UPWP transit planning work tasks undertaken by River Valley Transit.
- 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 Lycoming County Commissioners Board Room, Lycoming County Executive Plaza, 330 Pine 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.
- Ensure that all WATS MPO adopted plans, programs and policies are implemented.

Lycoming County Department of Planning and Community Development Contacts

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WATS information is accessible on the WATS MPO website: www.lyco.org/WATS-MPO

The mailing address for the Lycoming County Department of Planning & Community Development:
48 W 3rd St
Williamsport, PA 17701

Title VI Notice

It is the policy of the Williamsport Area Transportation Study MPO to fully comply with Title VI of the Civil Rights Act of 1964, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which WATS receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with WATS. Any such complaint must be in writing and filed with the WATS Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a [Title VI Discriminatory Complaint Form](#), please visit the WATS MPO website. Alternative formats of this document can be made available upon request.

Development of this 2021-2024 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 RVT 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 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 and 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 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 in accordance with the [WATS Public Participation Plan \(see Appendix B\)](#) adopted by the WATS Coordinating Committee on January 27, 2020.

During the April 22 – May 22, 2020 Draft 2021-2024 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 14 separate posts on Facebook, 12 separate posts on Instagram, and 14 separate tweets on Twitter. The posts included information on the different aspects of the Draft 2021-24 TIP as well as reminders of when the Public Comment Period closes, where interested residents can find more information regarding the Draft 2021-24 TIP, and where to direct questions/comments.

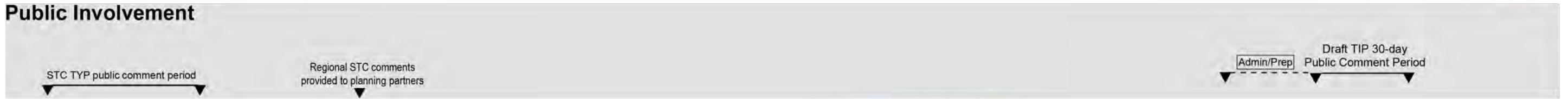
July 8, 2019	Coordination Meeting with WATS staff and PennDOT
August 5, 2019	First review of 2021-2024 TIP Financial Guidance with WATS Technical Committee
August 26, 2019	First review of 2021-2024 TIP Financial Guidance with WATS Coordinating Committee
October 29, 2019	Coordination Meeting with WATS staff and PennDOT
November 4, 2019	Second review of 2021-2024 TIP Financial Guidance and first review of TIP development timeline with WATS Technical Committee
November 18, 2019	Second review of 2021-2024 TIP Financial Guidance and first review of TIP development timeline with WATS Coordinating Committee
December 31, 2019	Draft project list completed
January 6, 2020	First review of 2021-2024 TIP projects with WATS Technical Committee
January 27, 2020	First review of 2021-2024 TIP projects with WATS Coordinating Committee
February 10, 2020	Coordination Meeting with WATS staff and River Valley Transit
April 6, 2020	Review of full draft 2021-2024 TIP with WATS Technical Committee
April 20, 2020	Review of full draft 2021-2024 TIP with WATS Coordinating Committee with authorization to advertise for public comment period
April 21, 2020 – April 24, 2020	Advertisement of Public Comment Period
April 22, 2020 – May 22, 2020	Public Comment Period
May 6, 2020	Presentation of TIP at Virtual Public Meeting
May 21, 2020	Presentation of TIP to Lycoming County Planning Commission Public Meeting
June 1, 2020	Final Review by WATS Technical Committee
June 15, 2020	Adoption by WATS Coordinating Committee

The WATS 2021-2024 TIP development timeline is on the next page.

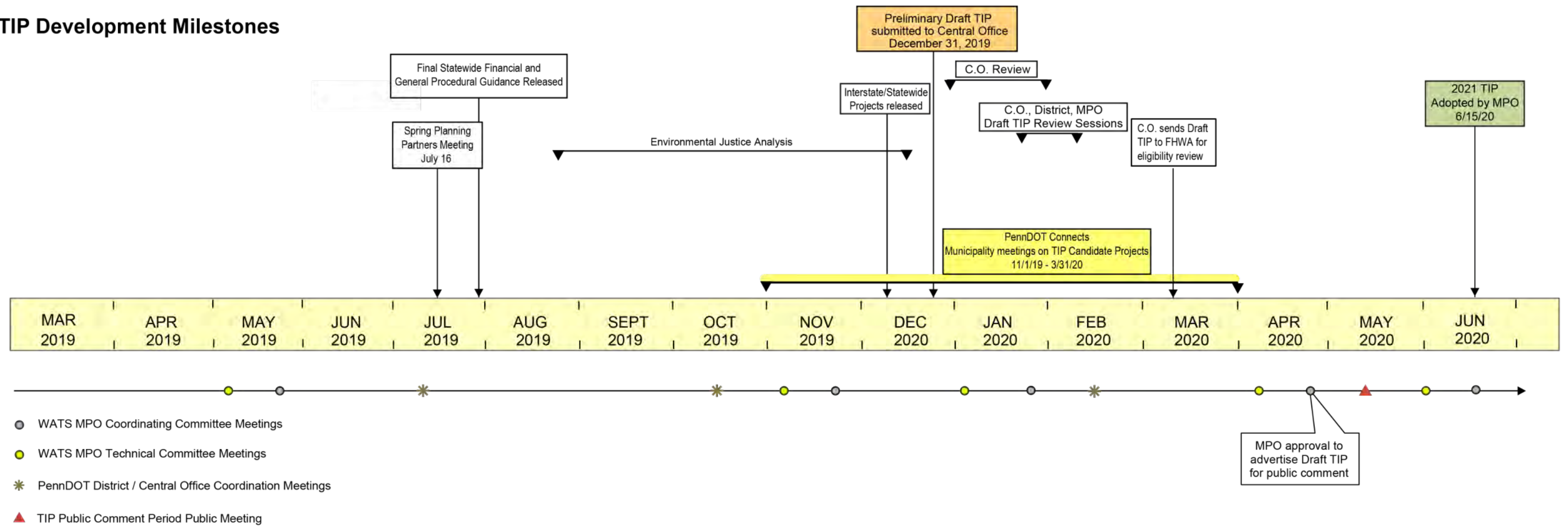
2021 TIP Update Timeline



Public Involvement



TIP Development Milestones



Other Milestones:

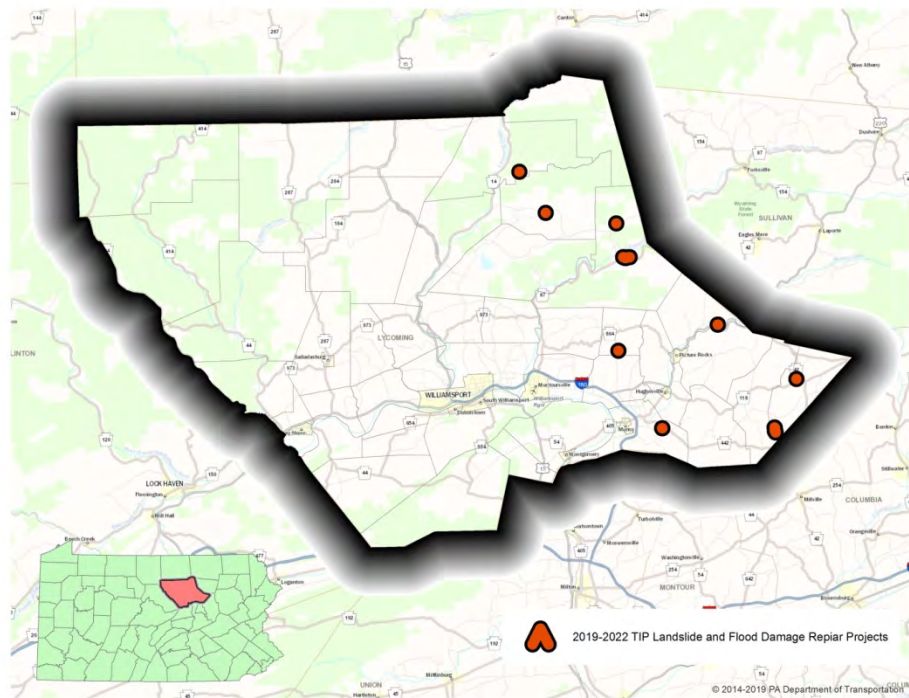
- By 8/31/20 - State Transportation Commission approves the Twelve Year Program.
- By 8/31/20 - On behalf of the Governor, PennDOT submits the Statewide Transportation Improvement Program to FHWA/FTA.
- By 9/30/20 - PennDOT obtains joint approval of the 2021 Program from FHWA/FTA.

Regionally Significant Implemented Projects of 2019-2022 WATS TIP

1. PennDOT Project ID 93732. Access and intersection improvements on US Route 220 from 4th Street to SR 287 in Woodward Township and Piatt Townships. This is a major corridor safety project that carries over into the 2021-2024 WATS TIP. (Let date: 7/25/2019)
2. PennDOT Project ID 97554. Milling and Resurfacing of I-180 from US Route 220 to Fairfield Road in Loyalsock Township, City of Williamsport, Montoursville Borough & Fairfield Township. (Let date: 5/9/2019)
3. PennDOT Project ID 99029. Resurfacing of SR 1017 (Lycoming Creek Road) from High Street to Pleasant Hill Road in Old Lycoming Township, Loyalsock Township, and Lycoming Township. (Let date: 4/11/2019)
4. PennDOT Project ID 93016. Improvement of the intersection of US 220 and SR 405 (North Main Street), Wolf Township and Hughesville Borough. This project carries over into the 2021-2024 WATS TIP. (Let date: 11/1/2018)
5. PennDOT Project ID 108113. Pathway to Health, Phase IV. This is a part of a multiphase corridor streetscape improvement project to better connect the UPMC Susquehanna Williamsport Hospital to I-180. This phase includes replacement of all sidewalk and curb along the east side of Campbell Street between West Fourth Street and Little League Boulevard, all curb and some sidewalk along the west side of Campbell Street between West Fourth Street and Little League Boulevard. In addition, period style streetscape lighting will be installed along both sides of Campbell Street, replacing areas of substandard sidewalk along the north side of Little League Boulevard between Campbell Street and Hepburn Street, and installing period style streetscape lighting along the north side of Little League Boulevard between Campbell Street and Hepburn Street. This project carries over into the 2021-2024 WATS TIP. (Let date: 2/28/2019)

Of additional significance are the multiple landslide and flood damage repair projects completed within WATS during the 2019-2021 time period. These repairs are necessary but also frequently quite expensive and decrease the ability to program other projects especially within the context of decreased base funding allocations.

Landslide and flood damage repair projects within WATS during the period of the prior TIP include those at right.



Delayed projects

Because of decreased funding in the first two years of the 2021-2024 TIP, implementation of some projects has been delayed. Because of the delays, some project areas have been provided with interim preservation projects in the 2021-2024 TIP until larger reconstruction projects can be programmed on a later TIP.

Delayed project	Delayed project MPMS	Interim project	Interim project MPMS
Reconstruct SR 2014 (West Fourth Street) from Campbell Street to Basin Street in the City of Williamsport, Lycoming County	<u>87987</u>	Resurface SR 2014 (West Fourth Street) from Campbell Street to Basin Street in the City of Williamsport	<u>114056</u>
Mill and resurface SR 2060 (Hepburn Street) from Via Bella to Third Street in the City of Williamsport	<u>81897</u>	Mill and Resurface SR 2060 (Hepburn St) from Via Bella to SR 2014 (3rd St) in the City of Williamsport	<u>114091</u>
Reconstruct US Route 15 from Main Street to Southern Avenue in South Williamsport Borough	<u>98983</u>	Resurface SR 15 (Hastings Street) from the Susquehanna River to the US 15 Overlook in South Williamsport Borough and Armstrong Township	<u>114045</u>

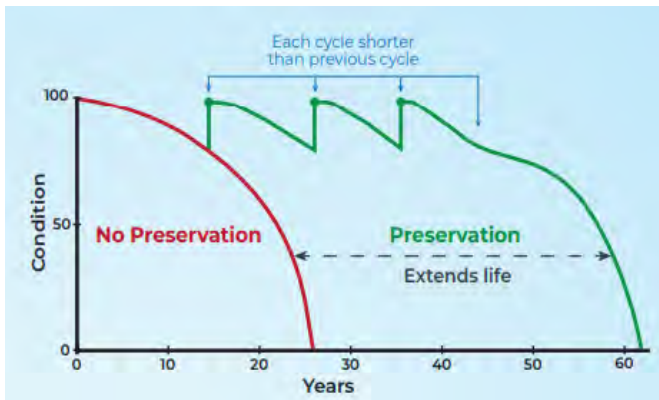
Additionally, project ID 6209 a historic suspension bridge replacement of SR 4001 (Little Pine Creek Rd) over Little Pine Creek in Pine Township has been delayed due to decreased funding. The project was in preliminary engineering.

Project selection

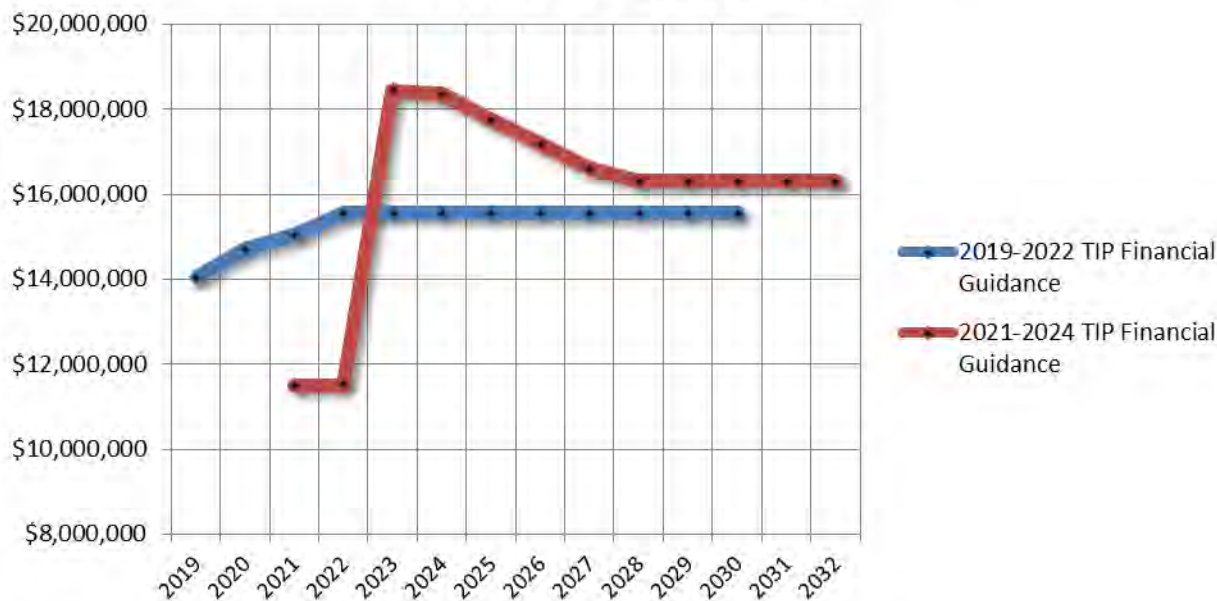
The Williamsport Area Transportation Study MPO has a well elaborated project selection process that helps to provide consistency between the goals and policies implemented through plans and programs and the mix of projects and investments of the Transportation Improvement Program. It also allows for 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 2018-2038 Long Range Transportation Plan, environmental justice analysis, system condition, and (potentially) air quality.

Financial guidance

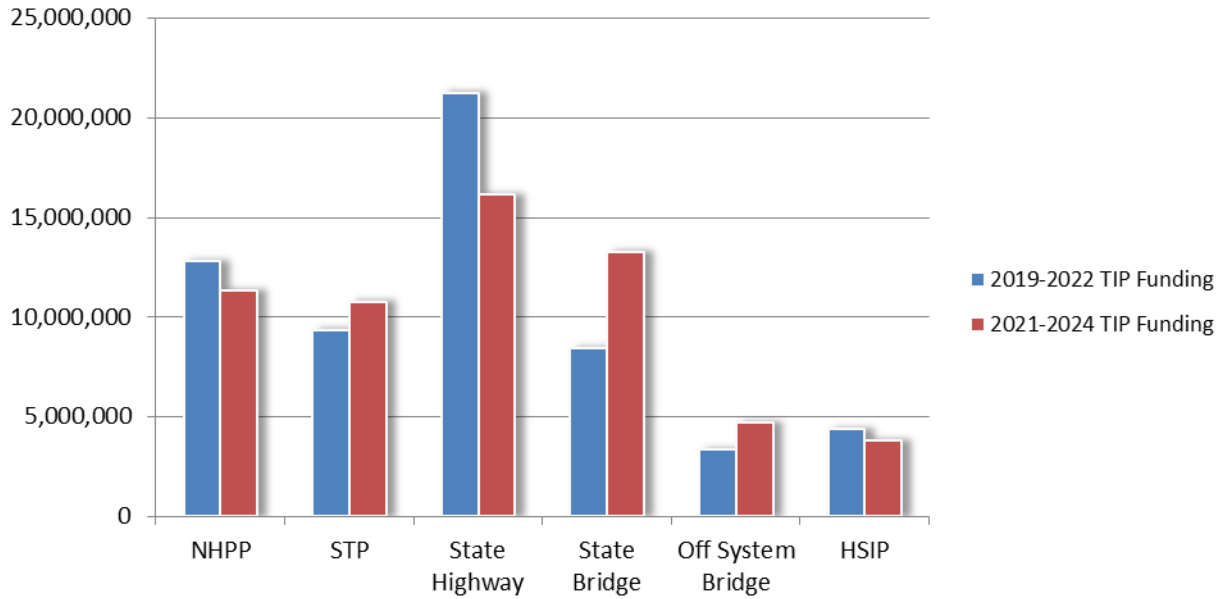
Financial guidance for this 2021-2024 Transportation Improvement Program deviates significantly from the expected funding from the prior 2019-2022 TIP. In an effort to address serious and crucial unmet maintenance needs on the Interstate system, all TIPs in Pennsylvania saw decreased funding. However, with the next TIP update (2023-2026) the funding formulas will change that determine the “mix” of federal and state dollars that WATS will receive. This change will be part of a shift to a “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. (See [Appendix P](#))



Total funding, 2021-2024 WATS TIP compared to 2019-2022 WATS TIP



Funding category, 2021-2024 WATS TIP compared to 2019-2022 WATS TIP



Base funding allocations by funding program, 2021-2032

Fund Type	FFY 2021	FFY 2022	FFY 2023	FFY 2024	Total FFY 2021-FFY 2024	Total FFY 2025 - FFY 2028	Total FFY 2029 - FFY 2032
NHPP (Federal)	\$2,164,000	\$1,913,000	\$3,914,000	\$3,313,000	\$11,304,000	\$7,748,000	\$5,168,000
STP (Federal)	\$2,173,000	\$2,164,000	\$3,220,000	\$3,200,000	\$10,757,000	\$12,799,000	\$12,799,000
BOF (Federal)	\$749,000	\$749,000	\$1,592,000	\$1,592,000	\$4,682,000	\$6,369,000	\$6,369,000
HSIP (Federal)	\$946,000	\$946,000	\$946,000	\$946,000	\$3,784,000	\$3,783,000	\$3,783,000
581 (State Highway)	\$3,537,000	\$3,830,000	\$4,101,000	\$4,636,000	\$16,104,000	\$18,538,000	\$18,527,000
185/183 (State Bridge)	\$1,945,000	\$1,945,000	\$4,675,000	\$4,675,000	\$13,240,000	\$18,692,000	\$18,681,000
TOTAL BASE FUNDING	\$11,514,000	\$11,547,000	\$18,448,000	\$18,362,000	\$59,871,000	\$67,929,000	\$65,327,000

WATS Long Range Transportation Plan

The Williamsport MPO adopted a major update to the [WATS Long Range Transportation Plan](#) on December 17, 2018 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 next plan update is scheduled by the Williamsport MPO for adoption by December 31, 2023 and plan development will begin in 2022.

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 selection criteria are identified in the in WATS 2018-2038 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 transportation system.

1. 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
2. Addresses one or more of the SAFETEA-LU/MAP-21/FAST Act Planning Objectives (10 planning factors and 3 emphasis areas)
3. Contributes substantially towards meeting an FHWA performance-based planning target
4. Addresses one or more of the PA On Track and Pennsylvania Comprehensive Freight Movement Plan planning objectives
5. Addresses one or more objectives of the Pennsylvania Strategic Highway Safety Plan
6. Maintains or enhances the ability to move freight or travel to Lycoming County
7. Is a streetscape, walkability, or safety project located in urbanized areas
8. Identifies and removes costly functionally redundant infrastructure or improves infrastructure in already densely developed areas
9. Pursues one or more of the implementation strategies of this Long Range Transportation Plan
10. Has been vetted through WATS transportation planning process, including sufficient opportunities for public and stakeholder involvement.
11. Has a project sponsor with committed required matching funds (TIP only)
12. Involves multi-modal integration components (such as transit, rail freight, air service) to improve transportation flow of people and goods movement.

13. Supports improved access for redevelopment of brownfield or infill development
14. Improves mobility to employment, health care, education and supports overall economic development and productivity
15. 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.
16. Improves bicycle and pedestrian safety and access to recreation facilities, job centers, schools and promotes regional connectivity consistent with Lycoming County Recreation and Open Space Plan
17. Addresses ADA accessibility issues and needs
18. 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 management.
19. 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.
20. Incorporates TSMO strategies to decrease congestion
21. Attempts to avoid impact on sensitive environmental resources and, where avoidance is not possible, mitigation opportunities have been thoroughly explored
22. Helps to preserve Lycoming County's air quality attainment status
23. Promotes energy conservation.
24. Benefits environmental justice population areas.
25. Supports potential Scenic Byways designations.
26. Provides repair or preventative maintenance of existing infrastructure.
27. Supports good state of repair of transit facilities and modernized fully accessible transit vehicle fleets.
28. Supports expansion of public transportation availability in designated growth areas and serves major land developments.
29. Encourages or incorporates alternative fuels such as Compressed Natural Gas and encourage use of locally available energy resources consistent with Lycoming County Energy Plan
30. Promotes increased transit ridership
31. Increases livability and improves quality of life
32. Fosters public-private partnerships
33. Improves rail/highway grade crossing safety
34. Reduces or mitigates stormwater impacts of surface transportation
35. Considers context sensitive solutions to ensure compatibility with community character and right sizing of project to address the project defined purpose and need.

Transportation System Equity

In current usage among planners, the term "equity" means that the costs and benefits of the transportation system are borne as equally as possible among all users. These costs and benefits can be direct or indirect. For example, an indirect transportation cost would be routing a heavy truck detour through a residential neighborhood. The presence of the trucks introduces safety, noise, and traffic indirect costs to the residents of the neighborhood. Transportation system equity is closely related to the concept of "environmental justice." A primary focus of both transportation system equity and environmental justice is to ensure that vulnerable and disadvantaged populations are not being denied the benefits of transportation services and improvements and that the same populations are not being asked to bear an undue burden of the direct or indirect costs of transportation services or improvements. The WATS MPO also provides outreach opportunities for these populations to participate in its transportation-planning and decision-making processes as outlined in the WATS Public Participation Plan.

Environmental Justice

Presidential Executive Order 12898 states that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” Within the transportation field, environmental justice is guided by three core principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority or low-income populations.

Because WATS MPO utilizes federal funds to plan and implement transportation projects the MPO is responsible for undertaking analysis of federally funded projects listed within the LRTP. In order to show that our plan meets these objectives, an Equity Analysis—a.k.a., “Benefits and Burdens Analysis”—was prepared.

In accordance with FHWA and FTA joint guidance issued to the MPOs and RPOs of Pennsylvania, equity analysis should perform the following four “core elements”:

1. Identify environmental justice populations
2. Assess conditions and identify needs
3. Evaluate burdens and benefits
4. Identify and address disproportionate and adverse impacts and inform future planning efforts

Identification of traditionally underserved and underrepresented populations

Executive Order 12898 specifies that **minority** and **low-income** populations must be considered in Environmental Justice analysis and these populations were identified using data from the 2010 Decennial Census and 2017 data releases from the American Community Survey, (ACS). The following definitions are used for the purposes of this analysis:

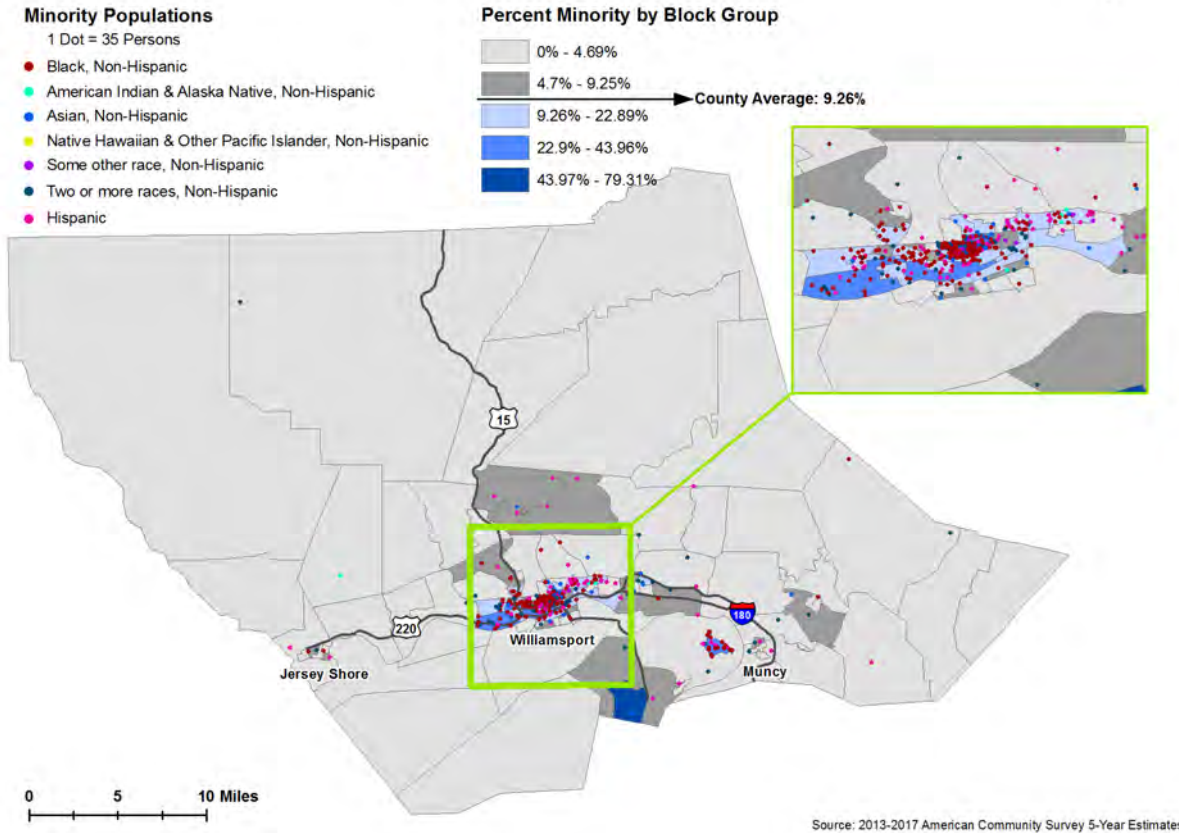
Minority: Black or African American,
Hispanic or Latino,
Asian American,
American Indian/Native American or Alaskan Native
Native Hawaiian and Other Pacific Islander
Two or more races

Low-income: Person whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines.

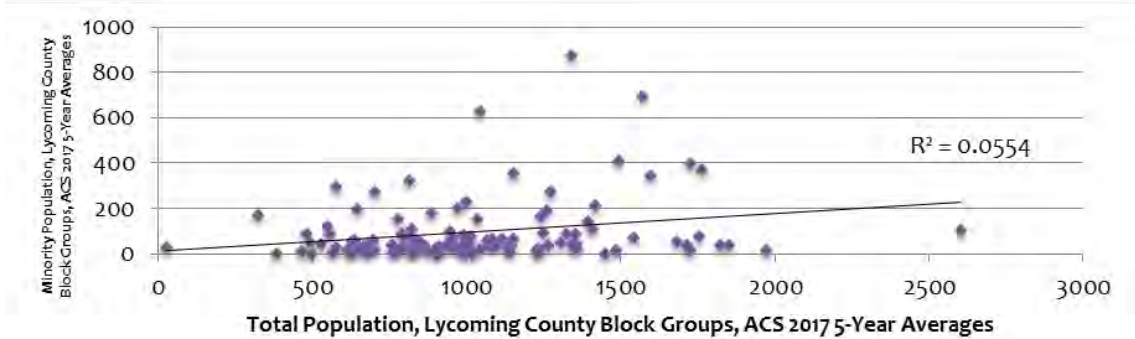
In the same spirit, WATS environmental justice equity analysis also identifies people with disabilities and people with limited English proficiency (identified as individuals speaking English “not very well” or speaking English “not at all”).

Minority population of Lycoming County

Concentrations of Minority Populations in Williamsport Area Transportation Study MPO



It is noteworthy that minority populations in Lycoming County are not distributed evenly. Since the concentrations of minority population in census block groups in the county are not a simple function of total population density, it is possible to use regression analysis to investigate disparity of system conditions across block groups.

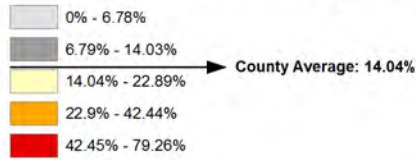


Low income population of Lycoming County

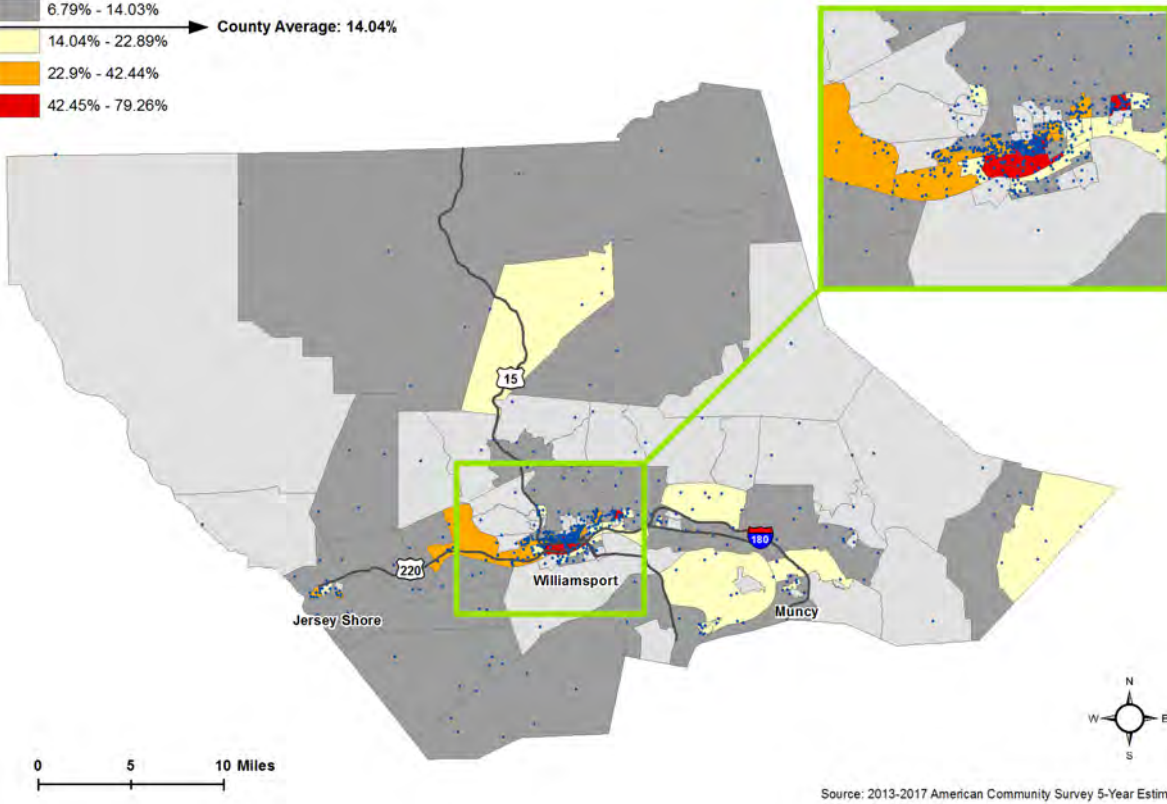
Persons in Poverty

• 1 Dot = 50 Persons

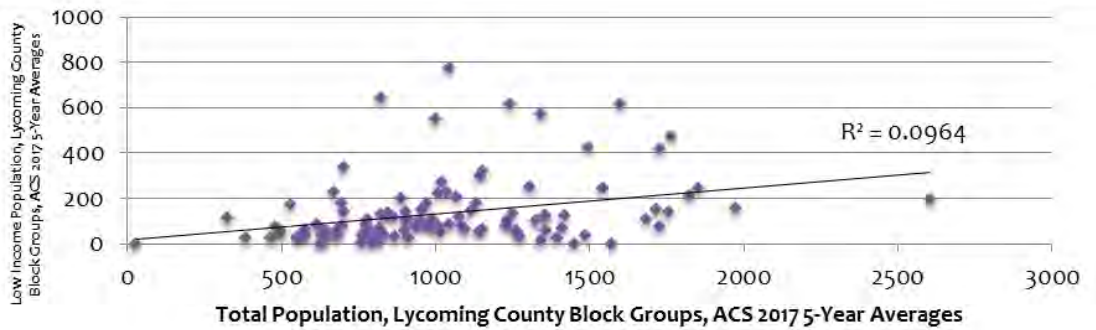
Percent Population Below Poverty by Block Group



Concentrations of Poverty in the Williamsport Area Transportation Study MPO



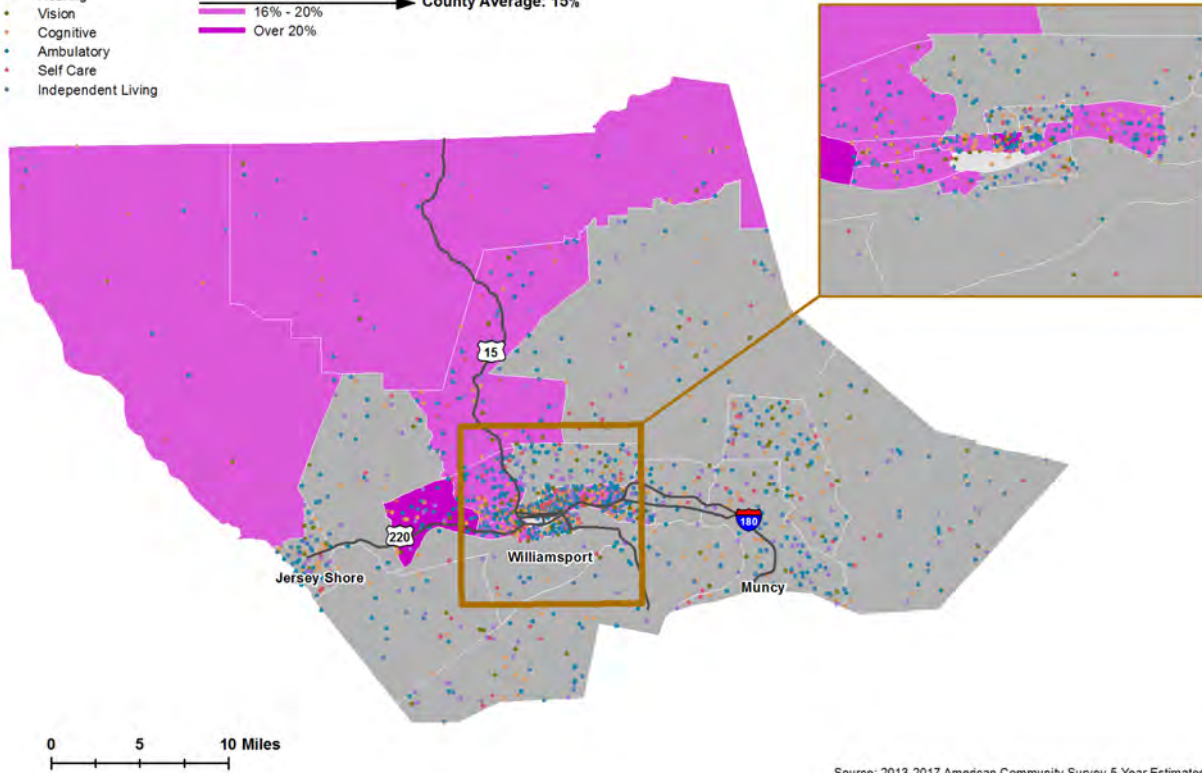
Low income populations in Lycoming County are not distributed evenly. Since the concentrations of low income population in census block groups in the county are not a simple function of total population density, it is possible to use regression analysis to investigate disparity of system conditions across block groups.



Disabled Population of Lycoming County

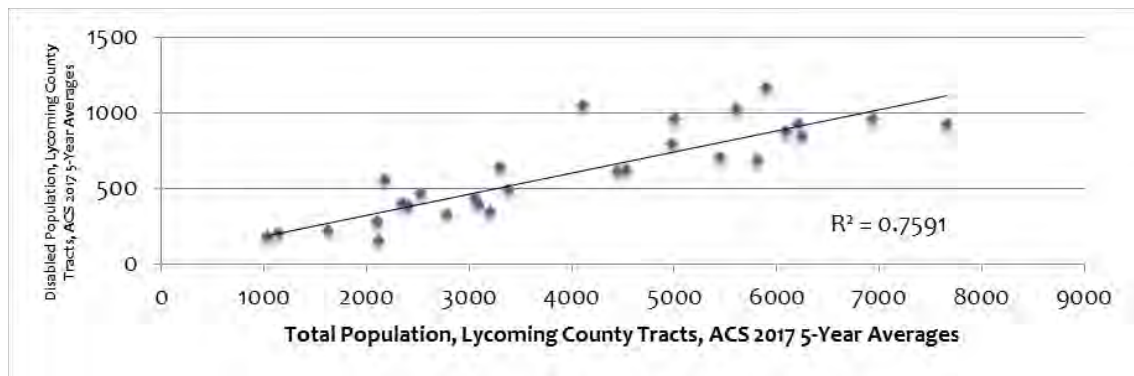
**Concentrations of Disabled Populations
in Williamsport Area Transportation Study MPO**

- Disabled Population**
- Hearing
 - Vision
 - Cognitive
 - Ambulatory
 - Self Care
 - Independent Living
- Percent with Disability by Census Tract**
- Under 10%
 - 11% - 15%
 - 16% - 20%
 - Over 20%
- County Average: 15%



Source: 2013-2017 American Community Survey 5-Year Estimates

Disabled populations in Lycoming County are distributed fairly evenly. Since the concentrations of disabled population in census tracts in the county are largely dependent on total population, regression analysis is based on relative percent composition instead of the estimated count of individuals to investigate disparity of system conditions across tracts.



Limited English Proficiency Population of Lycoming County

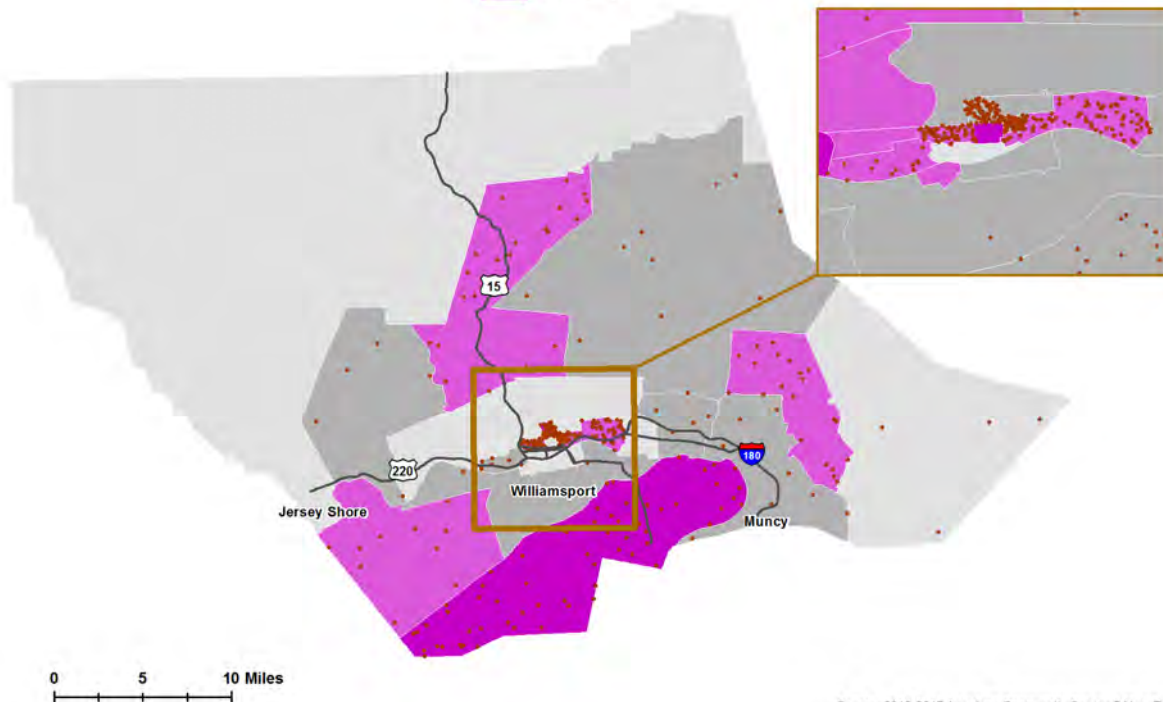
Concentrations of Limited English Proficiency Populations in Williamsport Area Transportation Study MPO

Limited English Proficiency Population

1 Dot = 1
 Population Speaking English "Not Very Well" or "Not At All"

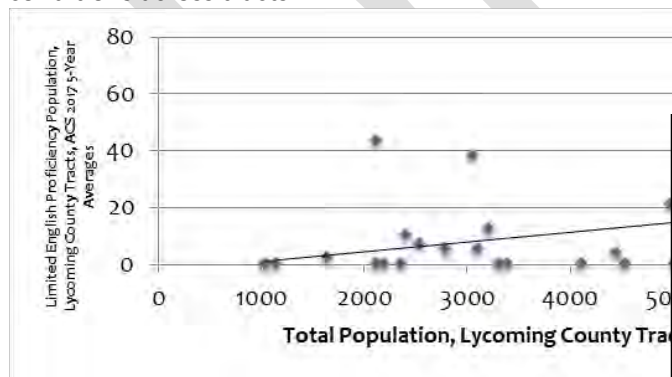
Percent with Limited English Proficiency by Census Tract

0% - 0.1%
 0.11% - 0.3%
 0.31% - 0.75%
 0.76% - 2.04%
 County Average: 0.3%



Source: 2013-2017 American Community Survey 5-Year Estimates

Limited English proficiency populations in Lycoming County are not distributed evenly. Since the concentrations of limited English proficiency population in census tracts in the county are not a simple function of total population density, it is possible to use regression analysis to investigate disparity of system conditions across tracts.



Assessment of Conditions and Identification of Needs

Regression analysis was performed comparing minority population, low income population, people with disabilities, and limited English proficiency

What is R²?

From Minitab.com: "R-squared is a statistical measure of how close the data are to the fitted regression line. It is also known as the coefficient of determination, or the coefficient of multiple determination for multiple regression. The definition of R-squared is fairly straight-forward; it is the percentage of the response variable variation that is explained by a linear model. Or: $R\text{-squared} = \text{Explained variation} / \text{Total variation}$ R-squared is always between 0 and 100% [expressed as a ratio]:

- 0% (0.0) indicates that the model explains none of the variability of the response data around its mean.
- 100% (1.0) indicates that the model explains all the variability of the response data around its mean."

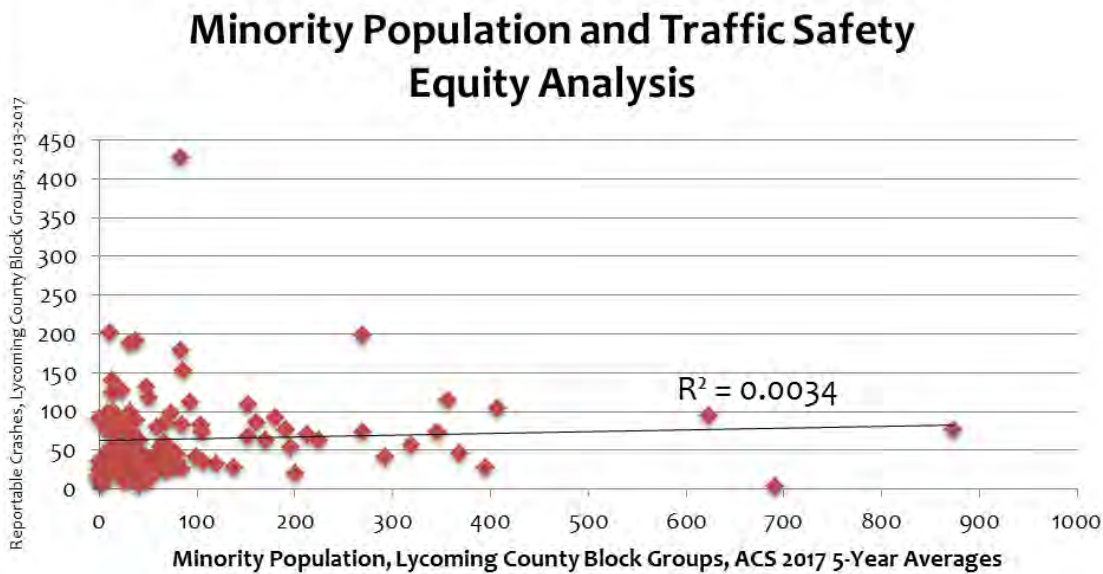
Therefore in our regression analyses of transportation equity, we are looking for sectors of the transportation system where differences in the population composition explains (or is strongly linked to) a high percentage of the variation in condition.

populations to pavement conditions, bridge conditions, crash incidents, and fixed route transit stop locations. The purpose of this analysis is to identify any geographic patterns of disparities existing in past transportation investment in regards to traditionally underserved and underrepresented populations. If any disparities were identified, projects would be programmed to address the disparity. The indicator of a disparity was a high R² value in any of the regression models.

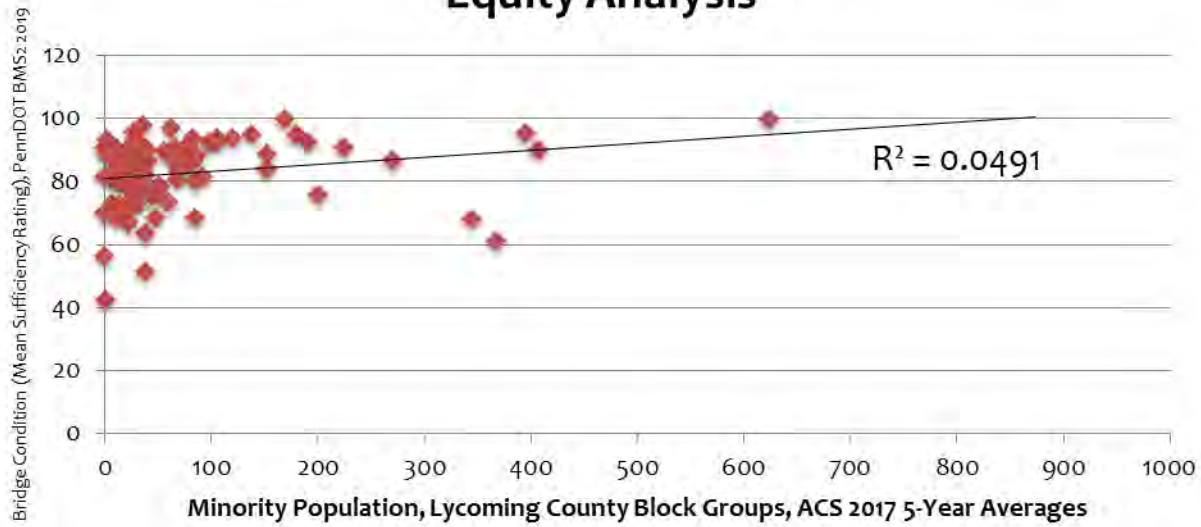
There are several limitations to this analysis that inform future WATS planning activities. The primary limitation is that information on condition of the state-owned and operated transportation system and the transit system are readily available but data on local transportation asset conditions is scant. WATS has fairly comprehensive data on the condition of locally owned bridges, but pavement condition data for municipally owned roads is largely non-existent. Additionally, many of the populations included in analysis of equity rely more on the non-motorized transportation system. Virtually no condition data on sidewalks, paths, and paved trails currently exists. Therefore, WATS places a high priority on gaining datasets on conditions of these assets in order to maintain a more holistic understanding of how the entire multimodal transportation system is functioning and serving the community. As previously discussed, the distribution of minority, low income, and limited English proficiency populations are not distributed within the county at equal concentrations. In other words, these populations represent a different percentage of population in different communities within the county. Therefore we are able to compare conditions between census block groups rather easily. However, the disabled population of the county exists as a fairly equivalent proportion of the population across all census tracts. For this analysis, the proportions of disabled persons were used for comparison rather than the estimated count of individuals.

Minority Population Disparate Effects Analysis

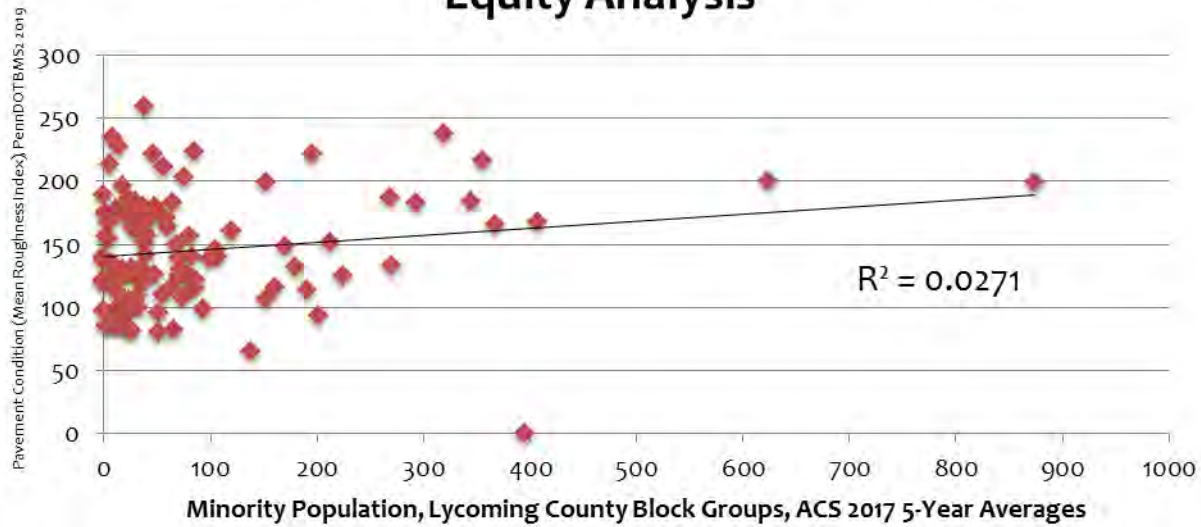
The purpose of this analysis is to discover if any historic patterns of disinvestment have occurred in Lycoming County with respect to traffic safety, bridge condition, pavement condition, and transit availability relating to minority populations. There is no apparent link between bridge condition, pavement condition, or crashes and minority population. There is a slight correlation between transit availability and minority populations reflecting a positive emphasis towards more transit availability in areas with larger minority populations.



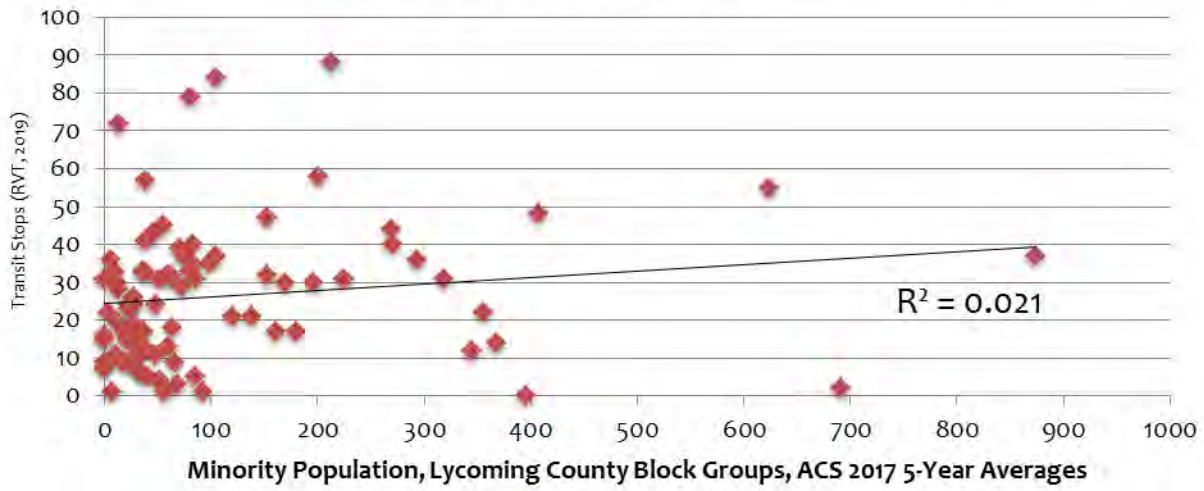
Minority Population and Bridge Condition Equity Analysis



Minority Population and Pavement Condition Equity Analysis



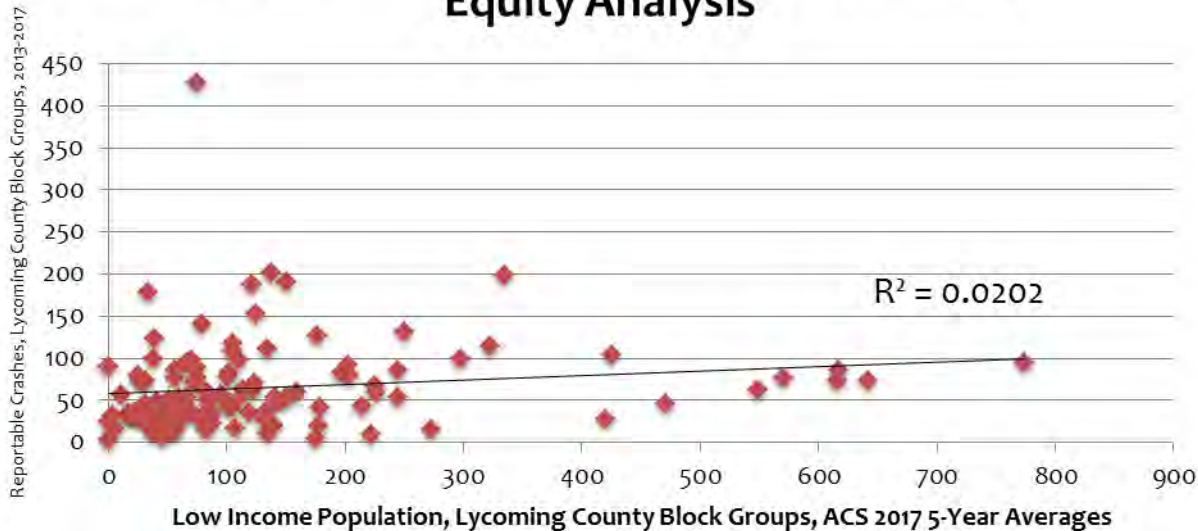
Minority Population and Transit Availability Equity Analysis



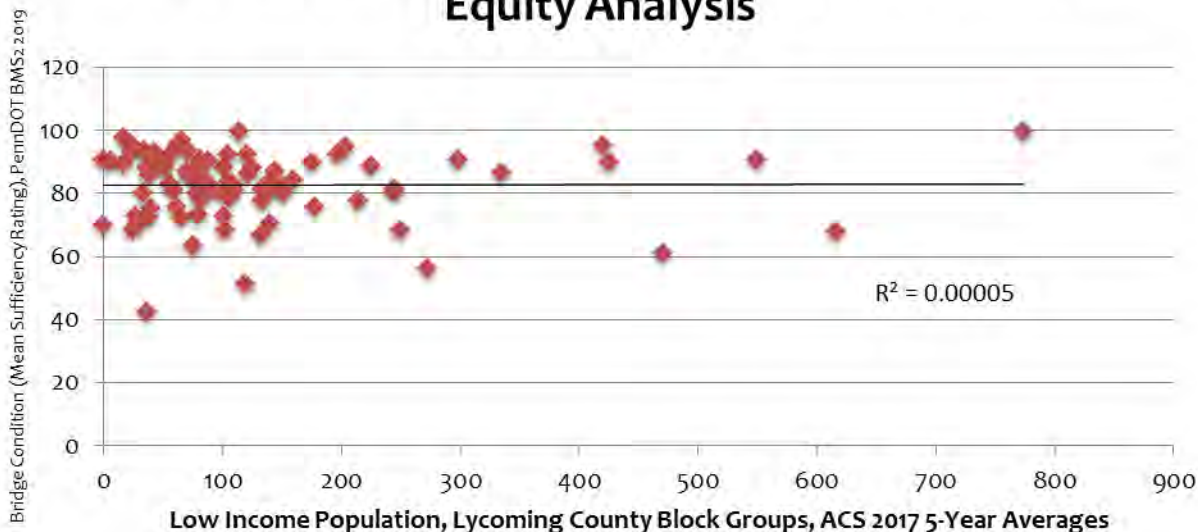
Low Income Population Disparate Effects Analysis

The purpose of this analysis is to discover if any historic patterns of disinvestment have occurred in Lycoming County with respect to traffic safety, bridge condition, pavement condition, and transit availability relating to low income populations. There is no apparent link between bridge condition, pavement condition, or crashes and low income population. There is a slight correlation between transit availability and low income populations reflecting a positive emphasis towards more transit availability in areas with larger low income populations.

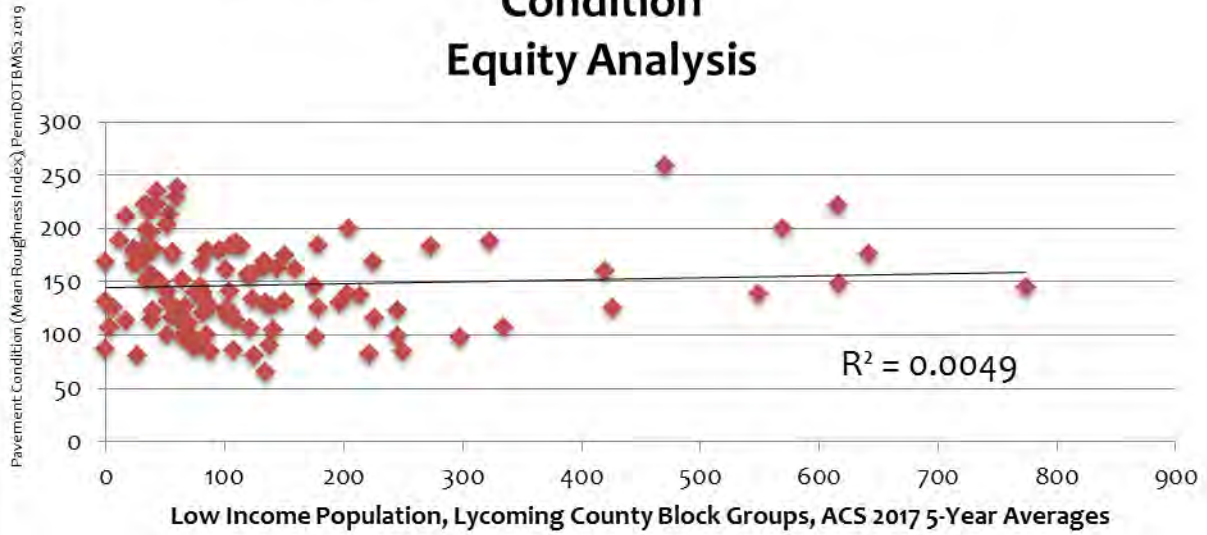
Low Income Population and Traffic Safety Equity Analysis



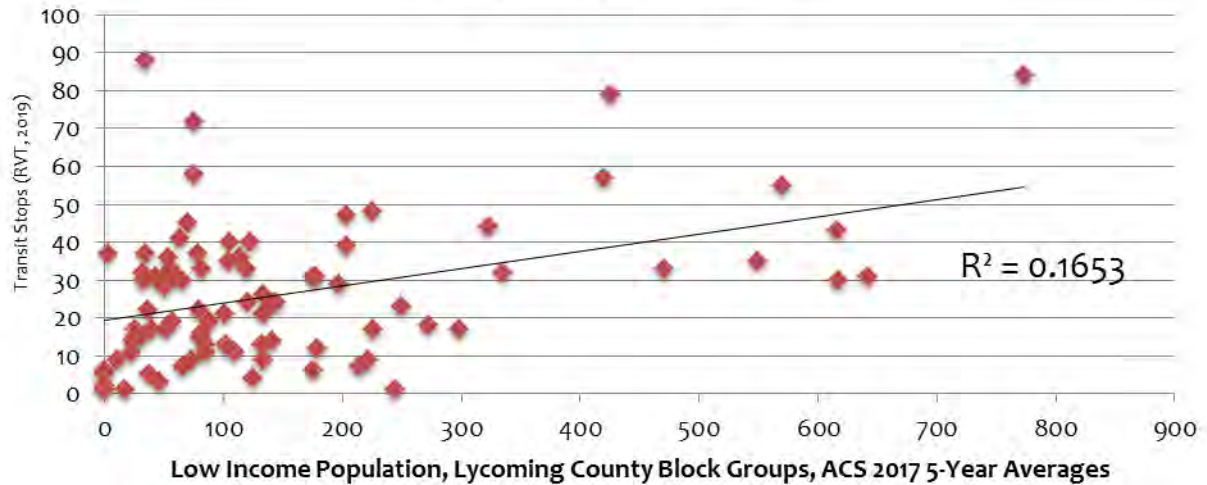
Low Income Population and Bridge Condition Equity Analysis



Low Income Population and Pavement Condition Equity Analysis

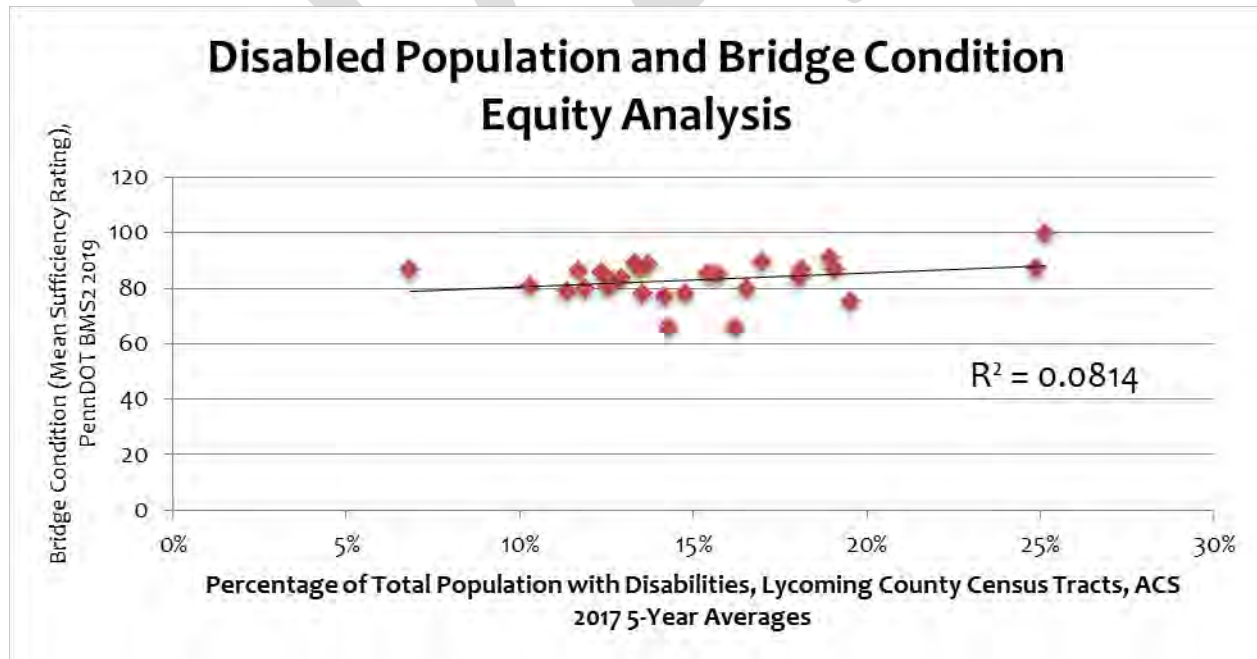
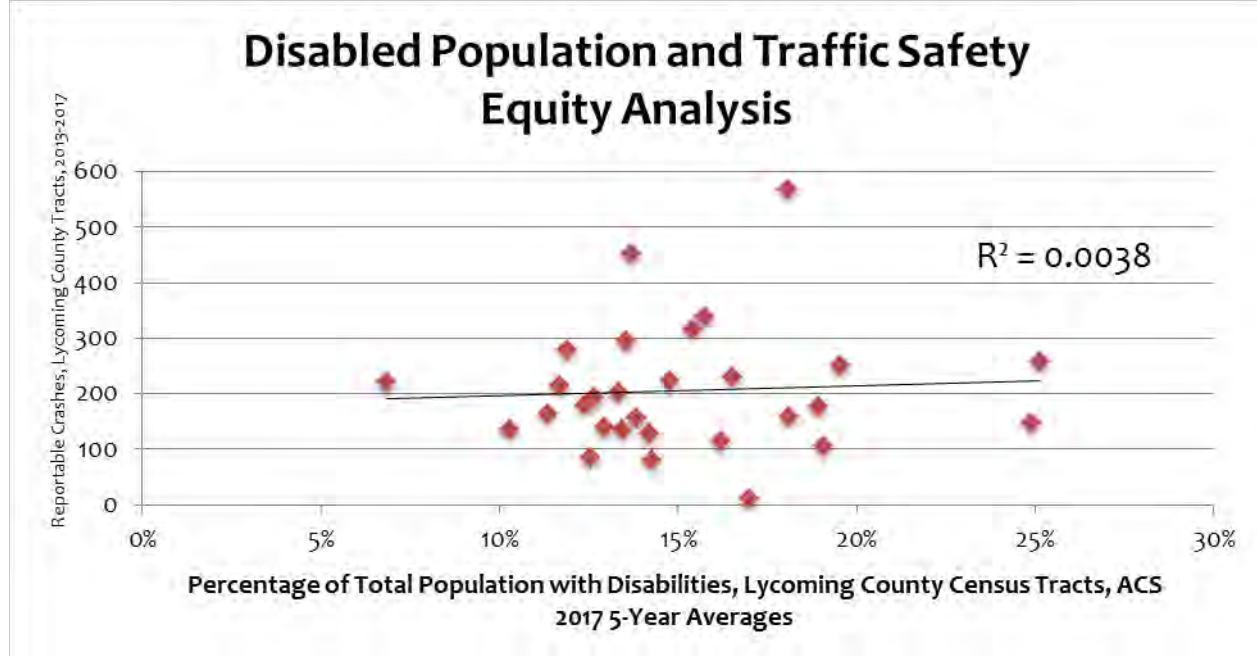


Low Income Population and Transit Availability Equity Analysis

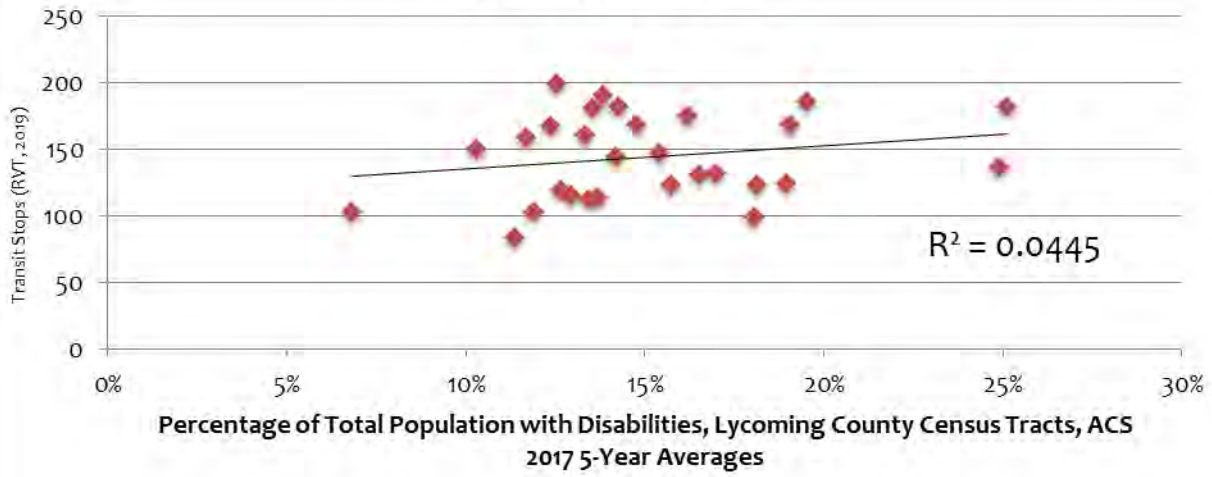


Disabled Population Disparate Effects Analysis

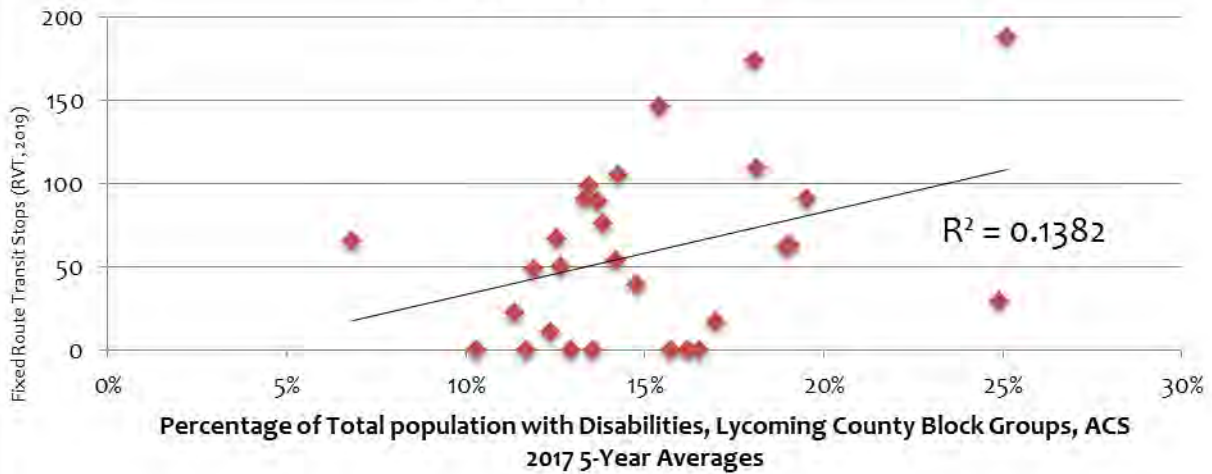
The purpose of this analysis is to discover if any historic patterns of disinvestment have occurred in Lycoming County with respect to traffic safety, bridge condition, pavement condition, and transit availability relating to disabled populations. There is no apparent link between bridge condition, pavement condition, or crashes and low income population. There is a slight correlation between transit availability and disabled populations most likely reflecting the concentration of fixed route transit service in areas with the largest population.



Disabled Population and Pavement Condition Equity Analysis

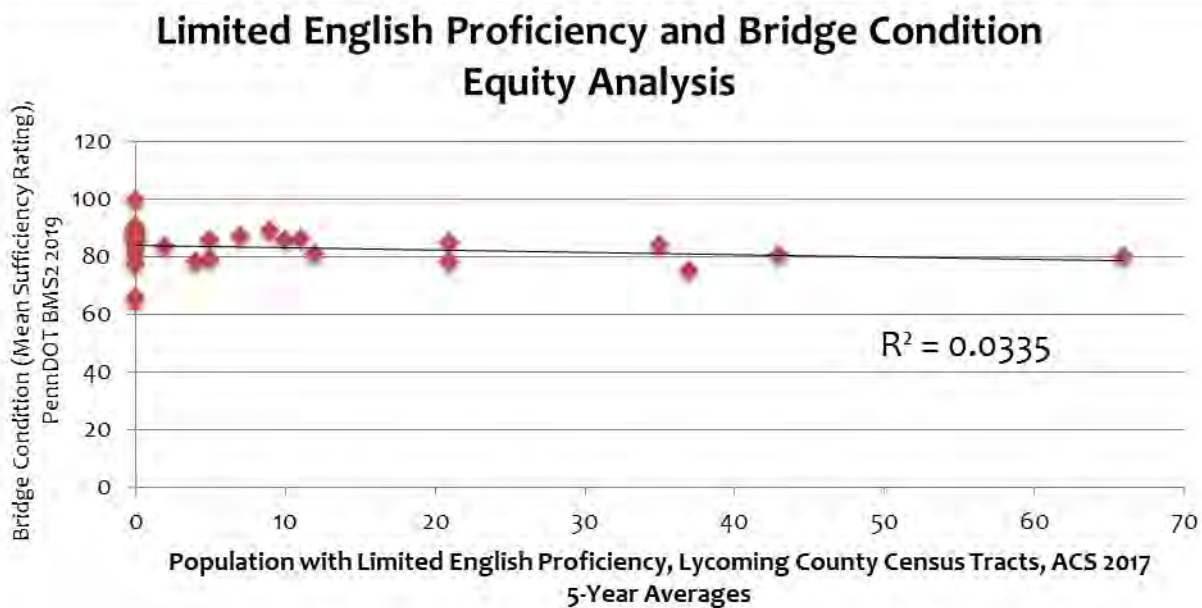
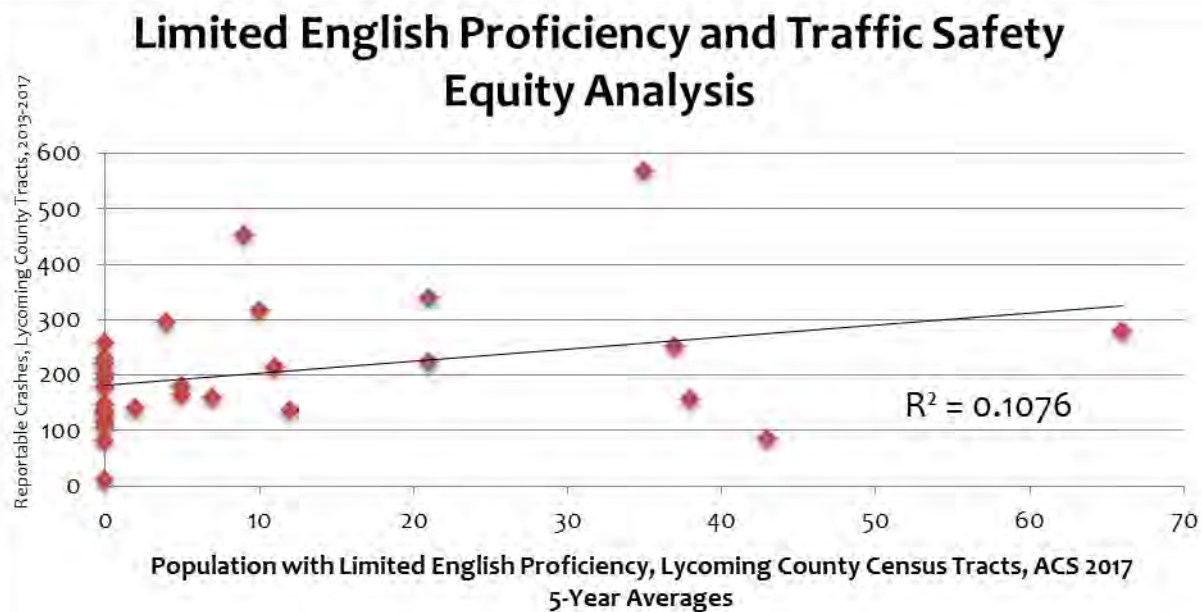


Disabled Population and Transit Equity Analysis

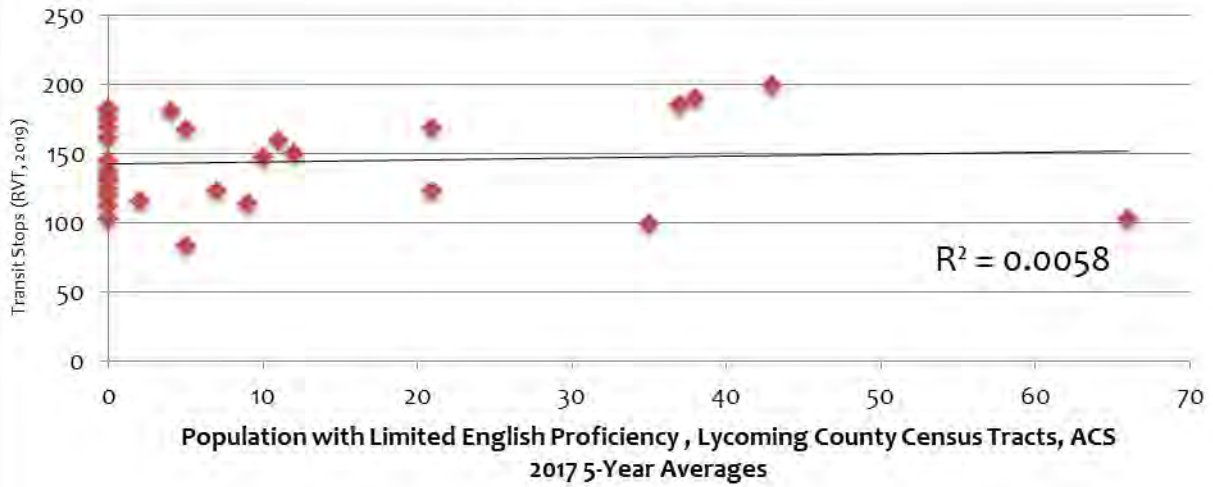


Limited English Proficiency Population Disparate Effects Analysis

The purpose of this analysis is to discover if any historic patterns of disinvestment have occurred in Lycoming County with respect to traffic safety, bridge condition, pavement condition, and transit availability relating to populations with limited English proficiency. There is no apparent link between bridge condition, pavement condition, crashes, or transit availability and limited English proficiency income population. There is a slight correlation between transit availability and disabled populations most likely reflecting the concentration of fixed route transit service in areas with the largest population.



Limited English Proficiency and Pavement Condition Equity Analysis



Performance Based Planning and Programming

Transportation Performance Management

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act established new requirements for performance management 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 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 address 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

Performance Based Planning and Programming

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

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

- Transit Asset Management (TAM) Plans
- 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 set performance measure 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.



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

Evaluating 2021-2024 STIP Performance

The Federal Fiscal Year (FFY) 2021-2024 State Transportation Improvement Program (STIP) supports the goal areas established in PennDOT’s current long range transportation plan (PA On Track). These include system preservation, safety, personal and freight mobility, and stewardship. The goals are closely 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, established targets, and how the FFY 2021-2024 STIP will support target achievement. Attributing projects to specific goal measures is difficult as many projects address multiple goal areas. Over the 4-year STIP, nearly 85% of the total funding is associated with highway and bridge reconstruction, preservation and restoration projects. However, these projects are also anticipated to provide significant improvements to highway safety and traffic reliability for both passenger and freight travel. Through these performance measures, PennDOT will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools including transportation data and project-level prioritization methods will be continually

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

Safety Performance Measures (PM1)

Background		
The FHWA rules for the <i>National Performance Management Measures: Highway Safety Improvement Program</i> (Safety PM) and <i>Highway Safety Improvement Program</i> (HSIP) were published in the Federal Register (81 FR 13881 and 81 FR 13722) on March 15, 2016, and became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). 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).		
2020 Safety Measures and Targets (Statewide)		
Measure	Baseline (2014-2018)	Target (2016-2020)
Number of fatalities	1,182.0	1,171.9
Rate of fatalities per 100 million VMT	1.169	1.148
Number of serious injuries	3839.6	4,400.3
Rate of serious injuries per 100 million VMT	3.797	4.309
Number of non-motorized fatalities & serious injuries	679.0	781.7
Methods for Developing Targets		
Pennsylvania's historic comprehensive approach to the Planning and Programming process was utilized as the basis for PennDOT and MPO/RPO coordination on the State's safety targets. The targets listed above are based on a 1% reduction, which was derived from the actions listed in the Strategic Highway Safety Plan (SHSP) , crash data analysis and the desire to support the national initiative Toward Zero Deaths.		

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and Long Range Transportation Plans (LRTPs) are developed and managed to support progress toward the achievement of the statewide safety targets. At this time, only the Southwestern Pennsylvania Commission (SPC) 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 Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. Within the SHSP, PennDOT identifies 16 key emphasis areas to improve safety.

SHSP Emphasis Areas in Priority Order

1. Impaired Driving	2. Seat Belt Usage	3. Improved Infrastructure	4. Speed-Aggressive Driving
5. Distracted Driving	6. Mature Driver Safety	7. Motorcycle Safety	8. Young Driver Safety
9. Safety on Local Roads	10. Pedestrian Safety	11. Improving Traffic Records	12. Truck Safety
13. Incident Response	14. Bicycle Safety	15. Safety in Work Zones	16. Vehicle-Train Crashes

A state is determined to have met or made significant progress toward meeting established targets if the outcome in 4 of 5 performance measures is better than the baseline number. Pennsylvania did not meet the 2018 targets and will be subject to the provisions of the federal rulemaking. This will require PennDOT to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all federally funded safety projects.

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

Evaluation of STIP for Target Achievement:

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 \$405 million of HSIP funding. The Department distributes nearly 70% of this funding to its regions based on fatalities, serious injuries and reportable crashes. In addition, a portion of the HSIP funding is reserved for various safety initiatives statewide. A complete listing of the HSIP projects is included in Appendix G.
- 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 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 the 2021 update 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 the 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.

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

Pavement/Bridge Performance Measures (PM2)

Background			
The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program was published in the Federal Register (82 FR 5886) on January 18, 2017 and became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The measures are commonly known as PM2. Targets are established biennially for these measures as part of a four-year performance period, the first of which began in 2018.			
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).			
2021 Pavement Performance Measure Targets (Statewide)			
Measure	Baseline 2017	2-year Target 2019	4-year Target 2021
% of Interstate pavements in Good condition	67.2 %	N/A	60.0 %
% of Interstate pavements in Poor condition	0.4 %	N/A	2.0 %
% of non-Interstate NHS pavements in Good condition	36.8 %	35.0 %	33.0 %
% of non-Interstate NHS pavements in Poor condition	2.3 %	4.0 %	5.0 %
Bridge Performance Measure Targets (Statewide)			
Measure	Baseline 2017	2-year Target 2019	4-year Target 2021
% of NHS bridges by deck area in Good condition	25.6 %	25.8%	26.0 %
% of NHS bridges by deck area in Poor condition	5.5 %	5.6%	6.0%
Methods for Developing Targets			
Pennsylvania's pavement and bridge targets were established 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			

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

Progress Towards Target Achievement and Reporting:

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

TAMP Objectives

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

PennDOT's analyses pertaining to life cycle management, risk management, financial planning, and any performance gaps culminate in an investment strategy to support the objectives and 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 objectives 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 2019 in a report due to FHWA by October 1, 2020. 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:

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 and NHS roads:

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge restoration and reconstruction projects. Many of these projects are focused on our state's interstate and NHS roads.
- Pennsylvania's investment strategy, reflected in the statewide 2021 Twelve Year Program (TYP) and 2021-2024 STIP, is the result of numerous strategic decisions on which projects to advance at what time. These decisions are made by many different entities and must be made consistently across the state.
- The TAMP is a 10 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.⁴ The guidance, which is consistent with the TAMP, formalizes the process for MPOs/RPOs and other

³ PennDOT TAMP: <https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/PennDOT-TAMP.pdf>

⁴ The 2020 Financial Guidance can be found at: www.talkpatransportation.com

interested parties as they identify projects, perform a project technical evaluation, and reach 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 between programming to lowest life-cycle cost, managing current infrastructure issues—such as worst-first programming—and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight 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 then be analyzed in relation to the PM-2 measures.

System Performance Measures (PM3)

Background			
The FHWA final rule for the <i>National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program</i> was published in the Federal Register (82 FR 5970) on January 18, 2017 and became effective on May 20, 2017. This rule established six measures related to various aspects of the transportation system (commonly known as PM3). Targets are established biennially for these measures as part of a four-year performance period, the first of which began in 2018.			
Data Source			
The Regional Integrated Transportation Information System (RITIS) software platform is used to generate all the travel time based measures. Data from the American Community Survey (ACS) and FHWA’s CMAQ annual reporting system are used for the non-SOV travel and mobile source emissions measures, respectively.			
Travel Time and Annual Peak Hour Excessive Delay Targets			
Measure	Baseline 2017	2-year Target 2019	4-year Target 2021
Interstate Reliability (Statewide)	89.8 %	89.8 %	89.8 %
Non-Interstate Reliability (Statewide)	87.4 %	N/A	87.4 %
Truck Reliability Index (Statewide)	1.34	1.34	1.34
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	DVRPC - 16.8	N/A	17.2
	SPC - 11.1	N/A	11.8
Non-SOV Travel Measure Targets			

Measure	Baseline 2017	2-year Target 2019	4-year Target 2021
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	DVRPC - 27.9 %	28.0 %	28.1 %
	SPC - 24.8 %	24.6%	24.4 %
CMAQ Emission Targets			
Measure		2-year Target 2019	4-year Target 2021
VOC Emissions (Statewide)		109.460	201.730
NOx Emissions (Statewide)		337.700	612.820
PM2.5 Emissions (Statewide)		10.760	20.490
PM10 Emissions (Statewide)		9.540	17.470
CO Emissions (Statewide)		567.700	1135.400
Methods for Developing Targets			
<p>The System Performance measure targets were developed in coordination with MPOs/RPOs within the state. Due to potential tool enhancements, limited historic information, and the need for additional research to understand the variances and factors influencing each of the performance measures, PennDOT has established conservative targets. In some respects, these may be more appropriately referred to as benchmarks. PennDOT will track the measures over the reporting period to identify trends and to support future target revisions. Note: The Peak Hour Excessive Delay and Non-SOV measures are only calculated for the urbanized areas. For the first four-year period, it is only the urbanized areas with a population over 1 million (which is Pittsburgh and Philadelphia). In the next performance period (beginning 1/1/2022), this will include urbanized areas with a population over 200,000.</p>			

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward the achievement of the statewide system performance targets. At this time, MPO/RPOs have not 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. States are permitted to adjust their 4-year targets at the midterm of the performance period, representing data through 2019 in a report due to FHWA by October 1, 2020. 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.

PennDOT remains committed to expand and improve system mobility and integrate modal connections despite the large percentage of funding dedicated to infrastructure repair and maintenance. PennDOT’s LRTP provides system performance objectives that guide investment decisions. These objectives are measured using multiple performance metrics including the federal systems performance measures.

Long Range Plan Objectives

- Provide multimodal infrastructure and technology advancements to eliminate bottlenecks and improve system efficiency and trip predictability
- 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 intermodal access and connections

Evaluation of STIP for Target Achievement:

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

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of Regional Operations Plans (ROPs) that integrate with the MPO Congestion Management Process (CMP) to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2021-2024 STIP includes over \$289 million of funding dedicated to congestion relief projects.
- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most . These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- The statewide CMAQ program provides over \$440 million of funding on the STIP for projects that benefit regional air quality. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ project selection procedures to maximize the air quality benefits from these projects.
- Over \$210 million is provided in the STIP for multi-modal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.
- At this time, the potential impact of the STIP on PM-3 performance measures cannot be determined. 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 and in revising future targets and goals.

Transit Performance Measures

In July 2016, FTA issued a final rule requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage

federally-funded capital assets used in providing public transportation services. The TAM rule divides transit agencies (see Appendix 13) into two categories based on size and mode:

- Tier I
 - Operates Rail Fixed Guideway (Section 5337) **OR**
 - Operates over 100 vehicles across all fixed route modes **OR**
 - Operates over 100 vehicles in one non-fixed route mode

- Tier II
 - Urban and Rural Public Transportation (Section 5307, 5310, and 5311 eligible) **OR**
 - Operates up to and including 100 vehicles across all fixed route modes **OR**
 - Operates up to and including 100 vehicles in one non-fixed route mode

The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding (Tier II), and additionally allows other Tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining Tier II systems in Pennsylvania, except for the Centre Area Transportation Authority (CATA), elected to participate in the PennDOT Group Plan.

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

- Rolling Stock – Percentage past the Useful Life Benchmark (ULB) (age only)
- Equipment – Percentage of service vehicles past the ULB (age only)
- Facilities – Percentage of passenger/parking and admin/maintenance facilities that are below a 3 on the Transit Economic Recovery Model (TERM) Scale
- Infrastructure – Percentage with performance restrictions (fixed-guideway only)

Performance targets, and how those targets translate into project prioritization, is the focus of TAM plans. The Pennsylvania Group Plan is available on PennDOT's website at <https://www.penndot.gov/Doing-Business/Transit/InformationandReports/>. The group plan is updated annually with new targets as well as the current performance of the group.

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

Transit agencies update CPT data annually to provide a current picture of asset inventory and performance. From this data, PennDOT BPT updates performance targets for both the statewide inventory of Tier II agencies and for each individual agency in the plan based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT BPT then reports this information to FTA and shares it with the MPOs/RPOs, along with investment information on priority capital projects anticipated for the following year. Agencies that are Tier I or non-participating Tier II use similar CPT data to set independent TAM performance targets and

report these directly to the MPOs/RPOs.

Consistent with available resources and in coordination with the PennDOT BPT, transit agencies are responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. This will ensure 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.

WATS Approach to performance based planning and programming

Performance-based planning and programming is a system-level, data-driven method for strategically identifying potential projects to best meet the quantifiable needs present in the multimodal transportation system. Trends and analysis of various metrics inform long range planning and identify 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 2012, a new transportation reauthorization bill was signed into law entitled Moving Ahead for Progress in the 21st Century (MAP-21). Along with consolidating a number of federal transportation funding programs and 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.

For the first time, the statewide and metropolitan long range transportation plan 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. 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

On December 4, 2015, President Obama signed the current transportation reauthorization bill the Fixing America’s Surface Transportation (FAST) Act. This bill 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

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, 2016-2020	WATS Target, 2016-2020	Statewide Baseline, 2014-2018	WATS Baseline, 2014-2018
Number of Fatalities	1,171.9	10.7	1,182.0	15.0
Fatality Rate (per 100 Million Miles Traveled)	1.148	1.020	1.169	1.405
Number of Serious Injuries	4,400.3	42.0	3,839.6	40.6
Serious Injury Rate (per 100 Million Miles Traveled)	4.309	4.003	3.797	3.804
Number of Non-motorized Fatalities and Serious Injuries	781.7	7.5	679.0	7.4

WATS Highway Safety Trends, 2010-2018

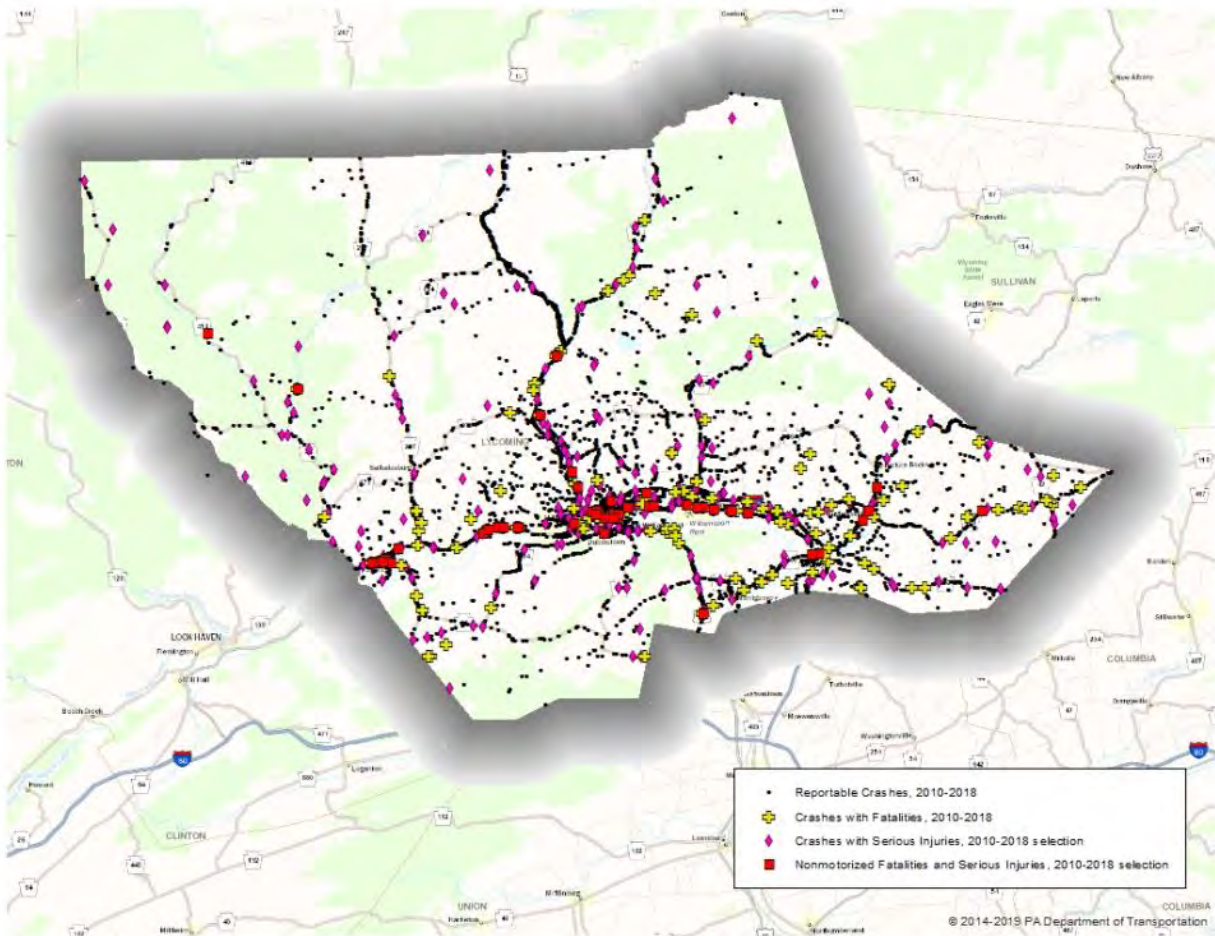
A key component of effective performance-based planning is tracking the measures through time and analyzing available data to identify patterns or trends. This tells us how the decisions we make are impacting the transportation system of Lycoming County and provides a more informed approach when making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

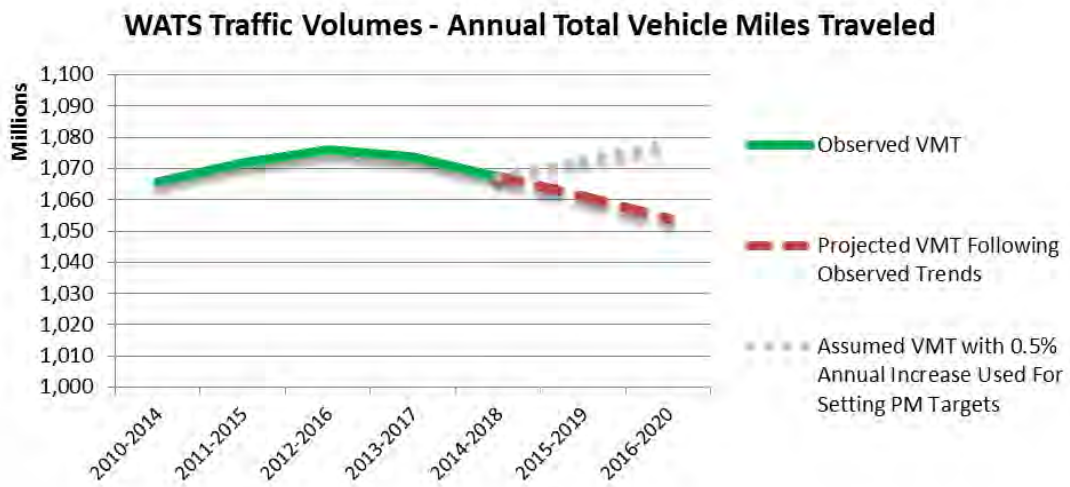
customary manner without further damage or hazard to the vehicle, other traffic elements, or the roadway, and therefore requires towing.”

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Reportable Crash Locations, 2010-2018

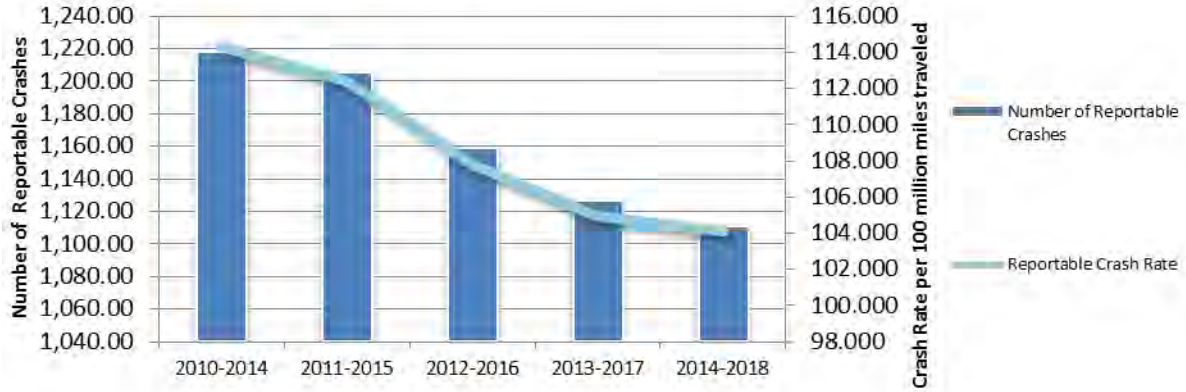


Traffic volumes, 2010-2018



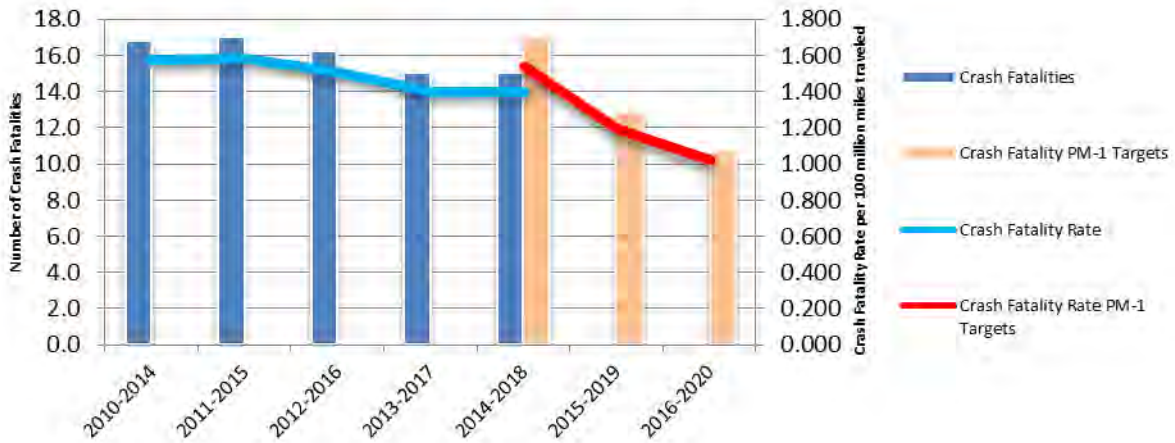
Reportable Crashes, 2010-2018

WATS Reportable Crash Trends

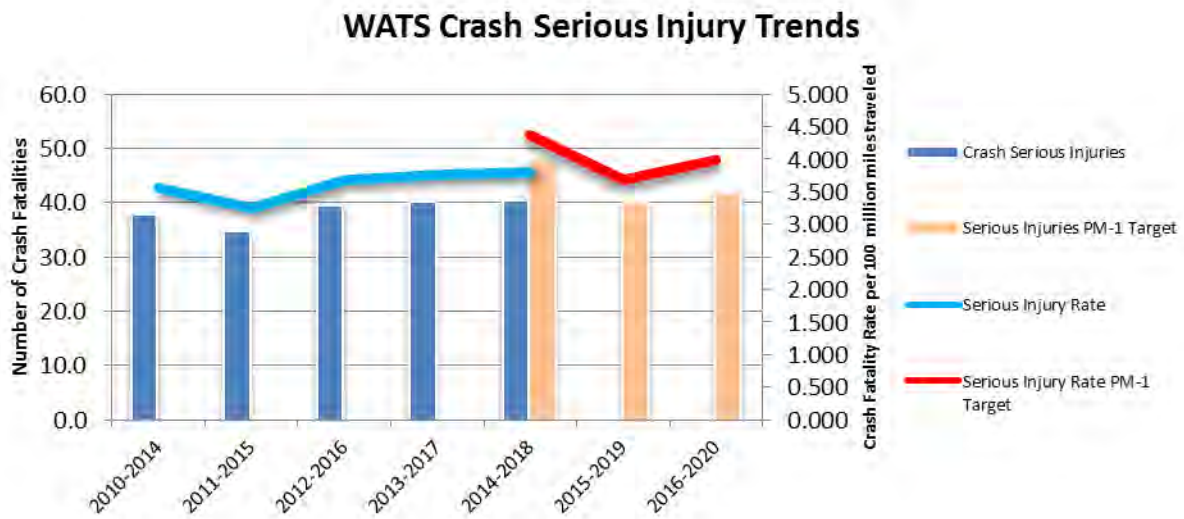


Crash Fatality Trends, 2010-2018

WATS Crash Fatality Trends



Crash Serious Injury Trends, 2010-2018



Non-motorized Fatality and Serious Injuries Trends, 2010-2018



Measures of asset condition

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.

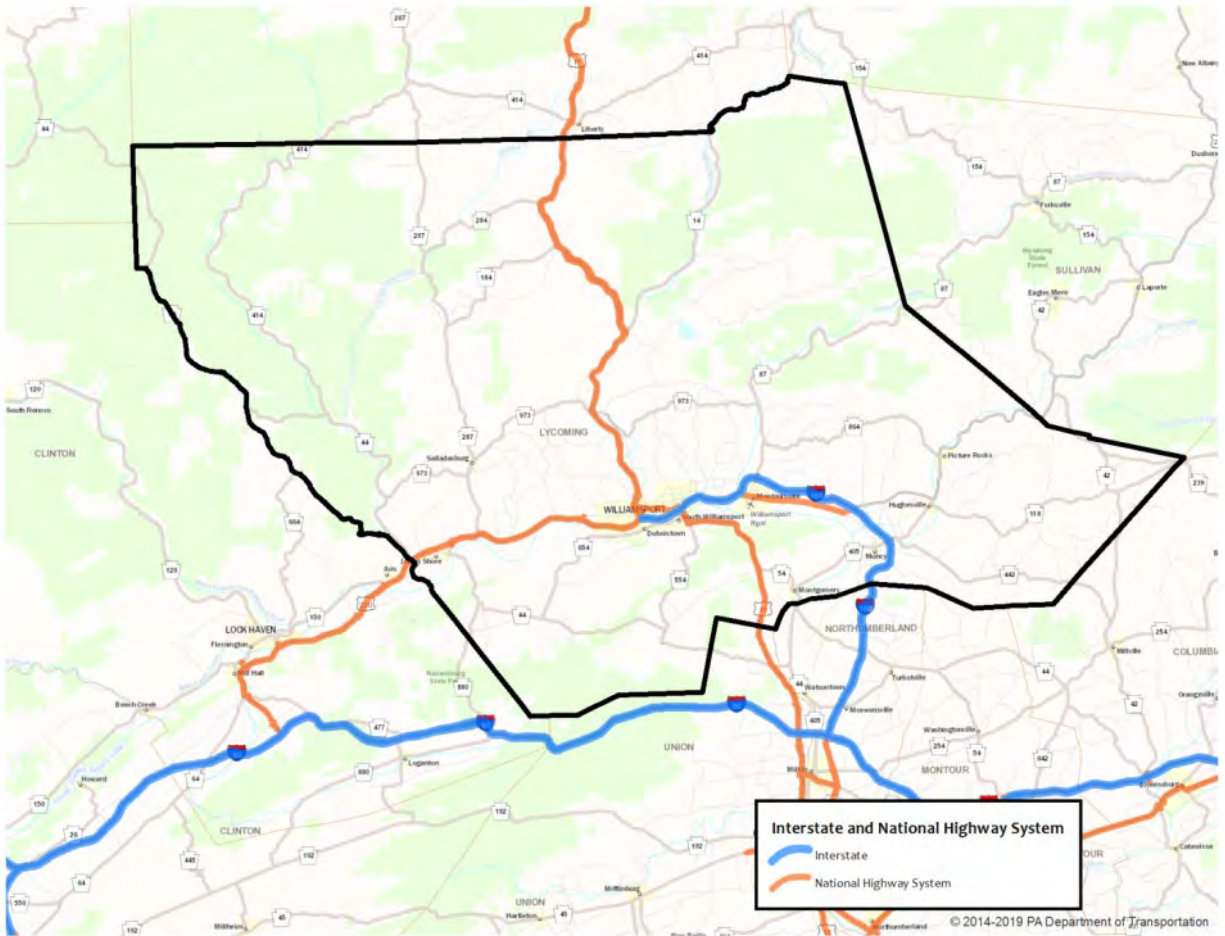
A pavement section is considered to be overall Good condition if all applicable distress components are rated Good. Overall poor condition for a pavement section results from at least two distress components rated as Poor.

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.

Baselines and targets

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

	2017 baseline	2019 two year target	2021 four year target
Percentage Interstate pavement in Good condition	67.2%	N/A	60.0%
Percentage Interstate pavement in Poor condition	0.4%	N/A	2.0%
Percentage NHS non-Interstate pavement in Good condition	36.8%	35.0%	33.0%
Percentage NHS non-Interstate pavement in Poor condition	2.3%	4.0%	5.0%
Percentage NHS bridge deck area in Good condition	25.6%	25.8%	26.0%
Percentage NHS bridge deck area in Poor condition	5.5%	5.6%	6.0%



Asset conditions within WATS are as follows:

Performance Measure	2017	2018
Percentage Interstate pavement Good condition IRI	95.1%	93.7%
Percentage Interstate pavement Good condition OPI	89.0%	100.0%
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	94.7%	95.3%
Percentage NHS non-Interstate pavement Good condition OPI	96.3%	96.7%
Percentage NHS non-Interstate pavement Poor condition IRI	2.3%	2.5%
Percentage NHS non-Interstate pavement Poor condition OPI	1.5%	1.8%
Percentage NHS bridge deck area in Good condition	44.9%	47.5%
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.

Measures of system performance

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)

Baselines and targets

Measure	2017 statewide baseline	2019 two year target	2021 four year target	2017 WATS baseline
Interstate reliability	89.80%	89.80%	89.80%	100%
NHS Reliability	87.40%	N/A	87.40%	98.30%
Truck reliability index	1.34	1.34	1.34	1.16

Air Quality

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

Twelve Year Program

From the Pennsylvania [State Transportation commission website](#): “The Twelve Year Transportation Program (TYP) is Pennsylvania’s official mid-range planning tool used 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 2019 TYP survey results are attached as [Appendix H](#).

Transit

Transit Performance measures

River Valley Transit

Below are the current transit performance measures and targets for fixed route transit provider River valley Transit.

	2019 Target	2019 Performance	2019 Difference	2020 Target
Percent of revenue vehicles that have met or exceeded their useful life benchmark				
<i>BU - Bus</i>	18%	38%	+20%	22%
<i>MV - Minivan</i>	62%	33%	-29%	52%
<i>TB - Trolleybus</i>	18%	100%	+82%	92%
Percent of service vehicles that have met or exceeded their useful life benchmark				
<i>Automobiles</i>	39%	74%	+35%	45%
<i>Trucks and other Rubber Tire Vehicles</i>	100%	33%	-67%	50%
Percent of facilities rated 3 or below on the condition scale				
<i>Maintenance</i>	26%	0%	-26%	26%
<i>Passenger</i>	20%	0%	-20%	20%

STEP, Inc.

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

	2019 Target	2019 Performance	2019 Difference	2020 Target
Percent of revenue vehicles that have met or exceeded their useful life benchmark				
<i>CU - Cutaway</i>	44%	35%	-9%	39%
<i>MV - Minivan</i>	62%	0%	-62%	56%
<i>VN - Van</i>	62%	42%	-20%	63%

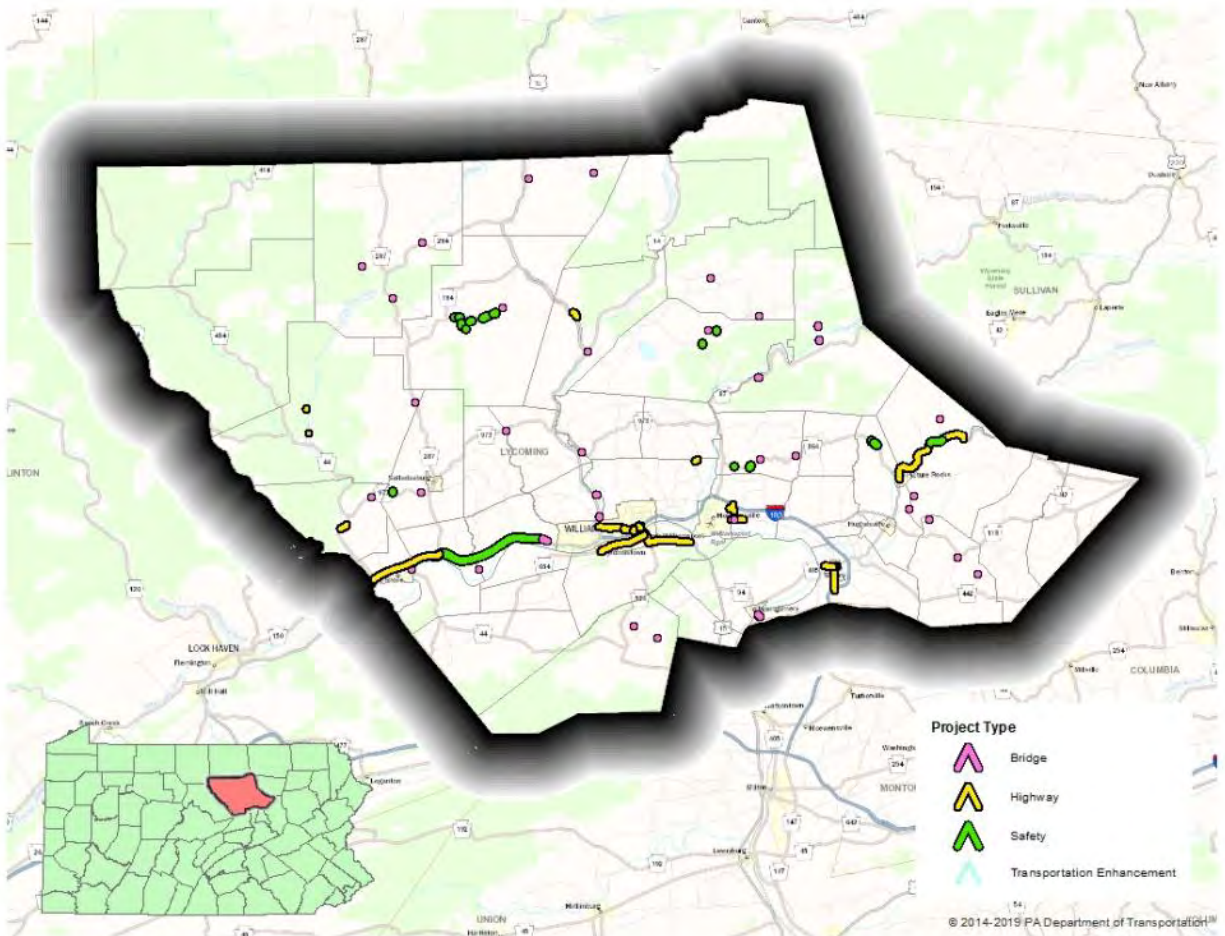
River Valley Transit Financial Capacity Analysis

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

Project listing and narratives

Highway and bridge projects

Project Locations



Project Narratives

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

Transit projects

Transit Facilities Locations



River Valley Transit 2021-2024 TIP Capital Projects

The capital program of River Valley Transit (RVT) 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. RVT'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, RVT's fleet size, maintenance program, and service plan. This fleet replacement program is a vital component of RVT's commitment to improve the quality and delivery of public transportation. RVT is continuing to convert our fleet from

diesel powered transit vehicles to transit vehicles powered by compressed natural gas (CNG). RVT believes that the CNG technology is the most promising new propulsion system with the fewest concerns and the most benefits over other alternative fuel technologies. The new CNG buses will significantly reduce greenhouse gas emissions and demonstrate RVT's commitment to deploying alternative fuel vehicles as part of an overall effort to "green" the bus fleet in the coming years. These buses will reduce RVT's diesel fuel consumption and are smoother and quieter than a conventional bus, so they are environmentally and economically responsible while being passenger and community friendly. RVT has programmed a total of \$8,060,000 for the purchase of eleven (11) replacement CNG vehicles over the course of the next four years.

RVT has programmed \$2,000,000 for Garage & Office Improvements over the course of the next four years. This is related to building modifications to RVT's existing maintenance and bus storage areas.

It is critical for RVT to continue purchasing spare components through its capital budget to ensure reliability of service and to minimize the burden on operating funds. The threshold minimum cost of each item eligible for acquisition is one-half of one percent of the straight-line depreciation value of the average fleet vehicle cost. Therefore, RVT has programmed \$100,000 and \$75,000 in alternating fiscal years for the purchase of associated capital maintenance items (i.e., spare components).

RVT has programmed a total of \$2,500,000 for Transit Economic/Joint Development Projects that consist of the Trade & Transit Centre II Project, Church Street Transportation Center, and the construction of a regional transit hub. In Fiscal 2024, RVT has programmed \$500,000 for the renovations to our regional transportation hub. This supports the rural transportation to the Endless Mountains Transportation Authority and any other future transportation regionalization with other counties.

In Fiscal years 2021 through 2024, RVT has programmed \$475,000 for the replacement of support vehicles. In Fiscal 2021, RVT will replace three vehicles – an admin, an operations and a service vehicle. These 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. RVT anticipates purchasing CNG support vehicles as RVT plans to convert our support vehicles from gasoline to CNG.

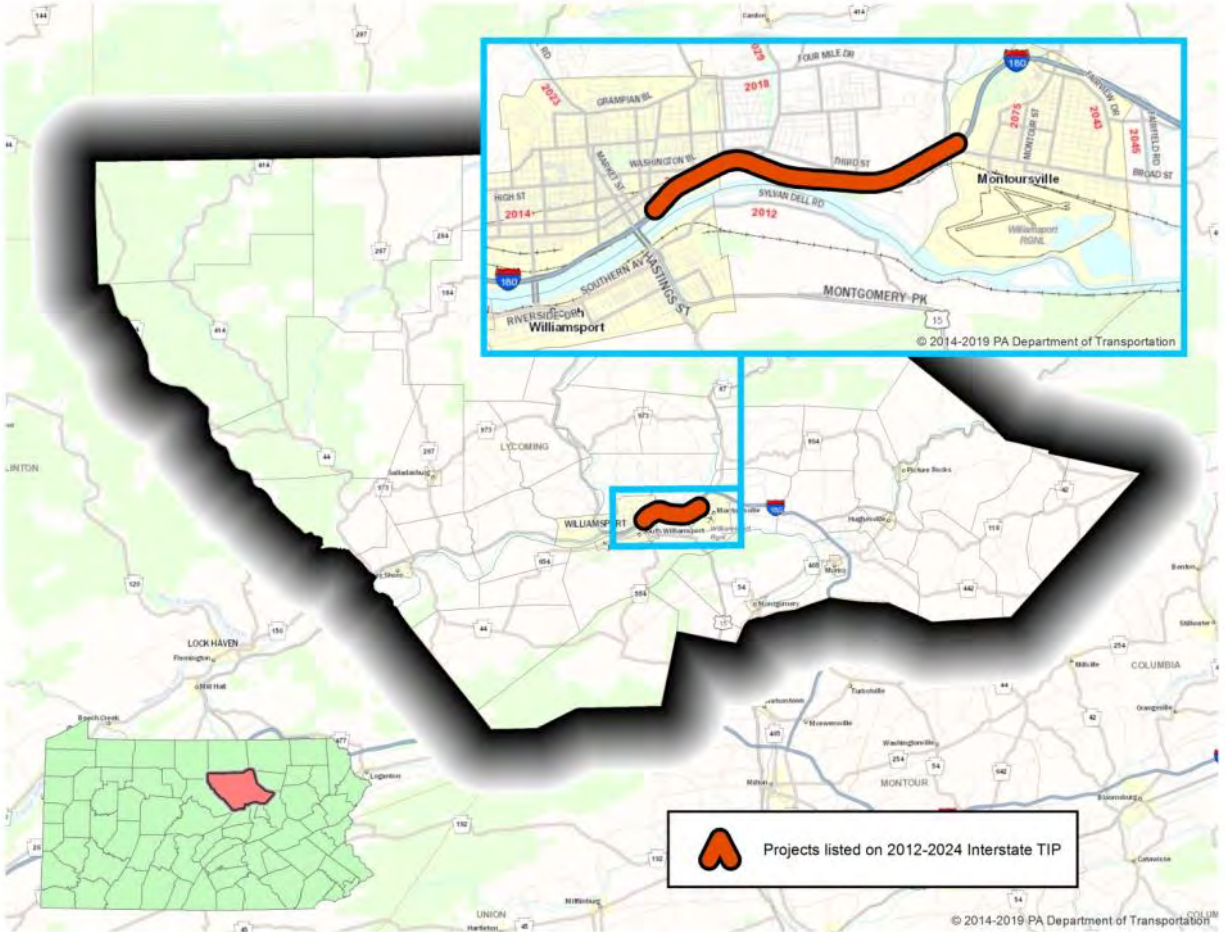
RVT has programmed \$100,000 every fiscal year for the purchase of support equipment to include shop and office equipment and MIS/computer upgrades. The purchase of shop equipment will replace existing equipment that is old, obsolete, and beyond economic repair as well as the purchase of new shop tools required to repair and maintain the engine electronics on the new buses as well as CNG equipment on RVT's vehicles. The items to be purchased will improve the ability of RVT to maintain its fleet. The support equipment will also include the purchase of additional office equipment, computer equipment, technical support and related computer upgrades for RVT's Management Information System.

WATS Transit Project Narratives

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

Interstate and Statewide Projects

Interstate Program Project Locations with 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](#).

TIP Analysis

Fiscal constraint analysis

Fund Type	FFY 2021		FFY 2022		FFY 2023		FFY 2024	
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed
NHPP	\$2,164,000	\$2,164,000	\$1,913,000	\$1,913,000	\$3,914,000	\$3,914,000	\$3,313,000	\$3,313,000
STP	\$2,173,000	\$2,173,000	\$2,164,000	\$2,164,000	\$3,220,000	\$3,220,000	\$3,200,000	\$3,200,000
581	\$3,537,000 ^A	\$5,487,000 ^A	\$3,830,000 ^A	\$4,830,000 ^A	\$4,101,000	\$4,101,000	\$4,636,000	\$4,636,000
185/183	\$1,945,000	\$1,945,000	\$1,945,000	\$1,945,000	\$4,675,000	\$4,675,000	\$4,675,000	\$4,675,000
BOF	\$749,000	\$749,000	\$749,000	\$749,000	\$1,592,000	\$1,592,000	\$1,592,000	\$1,592,000
HSIP	\$946,000	\$946,000	\$946,000	\$946,000	\$946,000	\$946,000	\$946,000	\$946,000
CMAQ	\$0		\$0		\$0		\$0	
TAP	\$0		\$0		\$0		\$0	
STU	\$0		\$0		\$0		\$0	
Total	\$11,514,000	\$13,564,000	\$11,547,000	\$12,547,000	\$18,448,000	\$18,448,000	\$18,362,000	\$18,362,000

A: \$1,950,000 programmed in FFY 2021 and \$1,000,000 in FFY 2022 above financial guidance for PennDOT [Project ID 98166 \(Fairfield Crossing\)](#) from PennDOT Economic Development supplemental funding.

The 2021-2024 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 2021-2024 TIP have estimated costs shown in the TYP and WATS LRTP.

LRTP consistency analysis

All projects have been screened against [WATS 2018-2038 LRTP project selection criteria](#). A matrix of how projects and criteria intersect is included as [Appendix H](#).

Environmental justice benefits and burdens

The tables and maps below summarize how 2021-2024 WATS TIP funding is distributed among Lycoming County census block groups based on the minority and low income intervals identified in the [“Identification of traditionally underserved and underrepresented populations”](#) section above.

All analyses are based on census block groups within a 500 foot buffer distance from MPMS project locations.

Minority Population

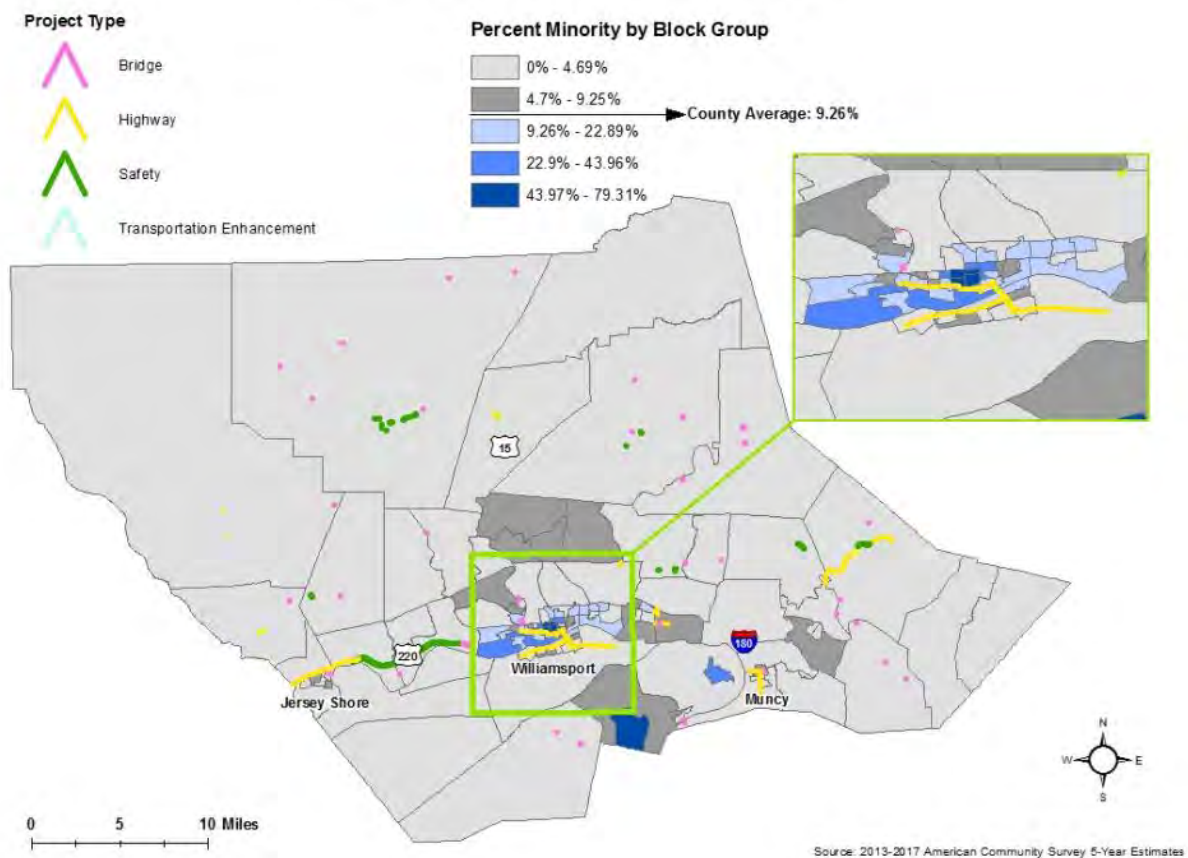
Percent Population Minority - Block Groups		0% - 4.69%	4.7% - 9.25%	9.26% - 22.89%	22.9% - 43.96%	43.97% - 79.31 %
Number of Block Groups		59	22	21	6	5
Transportation System by Interval	State Road Miles	837	125	88	32	5
	Percent of Road Miles	77%	11%	8%	3%	0%
	Bridges	682	61	57	16	1
	Percent of Bridges	83%	7%	7%	2%	0%
	Reportable Crashes (2013-2017)	3,091	751	1,207	327	186
	Percent of Crashes	56%	14%	22%	6%	3%
Population Shares by Interval	Total Population	63,035	20,866	21,794	6,385	3,318
	Regional Share of Total Population	55%	18%	19%	6%	3%
	Minority Population	1,342	1,430	3,691	2,239	1,984
	Regional Share of Minority Population	13%	13%	35%	21%	19%
Roadway Projects	Amount of Funding	\$23,605,586	\$16,983,000	\$10,665,000	\$6,650,000	\$3,850,000
Bridge Projects	Amount of Funding	\$23,040,000	\$4,489,000	\$1,360,000	\$0	\$0
Safety Projects	Amount of Funding	\$10,239,420	\$0	\$0	\$0	\$0
All Projects	Amount of Funding	\$56,885,006	\$21,472,000	\$12,025,000	\$6,650,000	\$3,850,000

Projects most likely to impact minority populations based on proximity to census block groups with highest minority population:

PennDOT Project ID	Project Description
114056	Interim resurfacing of SR 2014 (West Fourth Street) from Campbell Street to Basin Street in the City of Williamsport. This project is related to a delayed project .
97508	Reconstruction of SR 2014 (Fourth Street) from Campbell Street to US Route 15 in the City of Williamsport

PennDOT Project ID	Project Description
114045	Interim resurfacing of US 15 (Hastings Street) from the Susquehanna River to the US 15 Overlook in South Williamsport Borough and Armstrong Township. This project is related to a delayed project .
114057	Mill and Resurface SR 2023 (Market Street) between 3rd Street and the Susquehanna River Bridge in the City of Williamsport
114091	Interim milling and resurfacing SR 2060 (Hepburn St) from Via Bella to SR 2014 (3rd St) in the City of Williamsport. This project is related to a delayed project .

2021-2024 WATS TIP Project Locations by Type



As shown by the above analysis, the WATS 2021-2024 TIP projects are well distributed throughout the County. Since PennDOT District 3 and the WATS MPO prioritize asset management and safety improvements there are very little occurrences of right-of-way acquisition and practically no capacity expansion projects programmed. The projects that are located in areas with greatest minority population concentration, which may contribute to some short term impacts during construction, will generally benefit those residents by improving traveling conditions and safety for all users. Highway reconstruction projects impacting these areas that were delayed have been supplemented with interim resurfacing projects to preserve pavements.

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Low Income Population

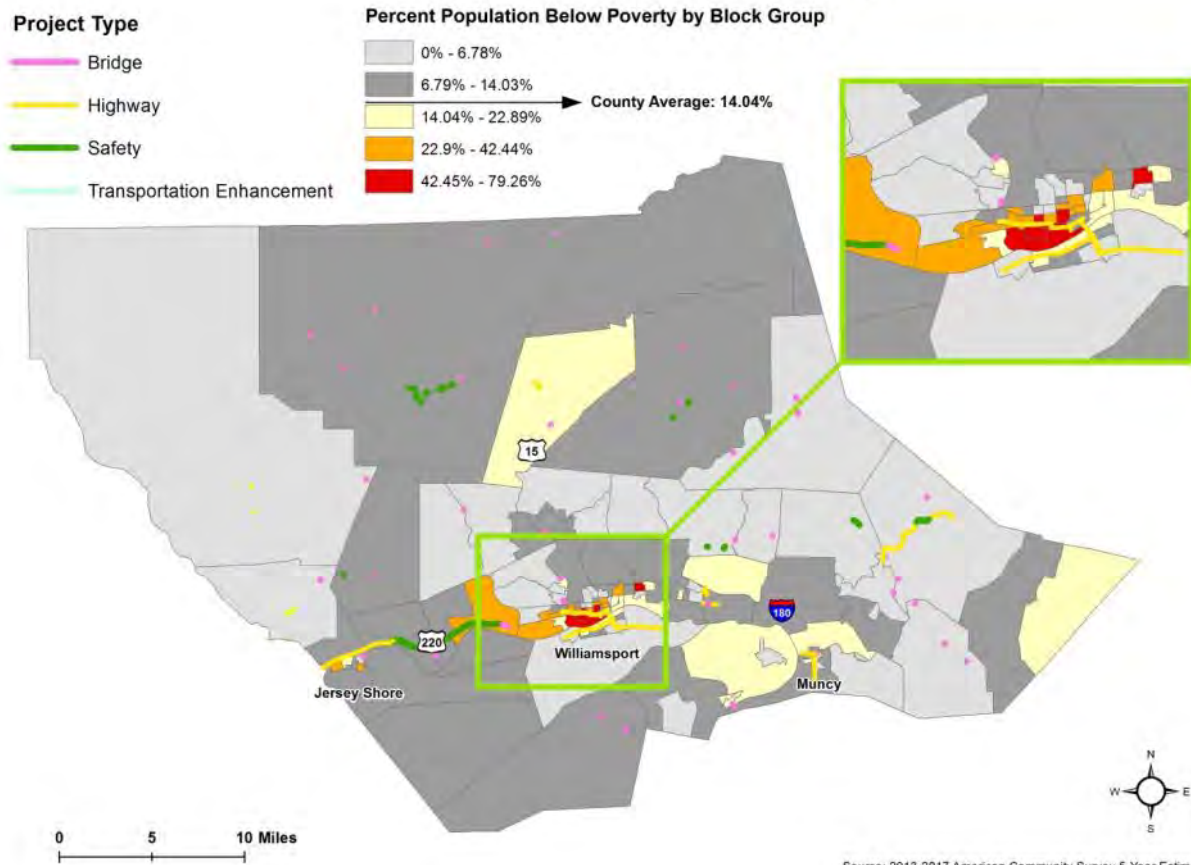
Percent Population Low Income - Block Groups		0% - 6.78%	6.79% - 14.03%	14.04% - 22.89%	22.9% - 42.44%	42.5% - 79.26%
Number of Block Groups		38	38	18	12	7
Transportation System by Interval	State Road Miles	391	464	164	45	23
	Percent of Road Miles	36%	43%	15%	4%	2%
	Bridges	295	357	126	26	13
	Percent of Bridges	36%	44%	15%	3%	2%
	Reportable Crashes (2013-2017)	1,417	2,007	1,242	457	439
	Percent of Crashes	25%	36%	22%	8%	8%
Population Shares by Interval	Total Population for whom poverty status is determined	34,774	39,827	16,543	12,178	6,165
	Regional Share of Total Population	32%	36%	15%	11%	6%
	Low Income Population	1,441	3,828	2,943	3,553	3,610
	Regional Share of Low Income Population	9%	25%	19%	23%	23%
Roadway Projects	Amount of Funding	\$20,265,586	\$19,533,000	\$13,430,000	\$4,175,000	\$6,650,000
Bridge Projects	Amount of Funding	\$8,192,667	\$10,703,250	\$3,260,000	\$8,587,333	\$0
Safety Projects	Amount of Funding	\$847,716	\$9,391,704	\$0	\$7,897,414	\$0
All Projects	Amount of Funding	\$29,305,969	\$39,627,954	\$16,690,000	\$20,659,747	\$6,650,000

Projects most likely to impact low income populations based on proximity to census block groups with highest low income population.

PennDOT Project ID	Project Description
97508	Reconstruction of SR 2014 (Fourth Street) from Campbell Street to US Route 15 in the City of Williamsport
114045	Interim resurfacing of US 15 (Hastings Street) from the Susquehanna River to the US 15 Overlook in South Williamsport Borough and Armstrong Township. This project is related to a delayed project .
114056	Interim resurfacing of SR 2014 (West Fourth Street) from Campbell Street to Basin Street in the City of Williamsport. This project is related to a delayed project .
114057	Mill and Resurface SR 2023 (Market Street) between 3rd Street and the Susquehanna River Bridge in the City of Williamsport

PennDOT Project ID	Project Description
114091	Interim milling and resurfacing SR 2060 (Hepburn St) from Via Bella to SR 2014 (3rd St) in the City of Williamsport. This project is related to a delayed project .
106124	Bridge improvement on US Route 220 over Ramp A (West Fourth Street), T-331 and the SEDACOG railroad in Woodward Township
93732	Access and intersection improvements on US Route 220 from 4th Street to SR 287 in Woodward and Piatt Townships

2021-2024 WATS TIP Project Locations by Type



As shown by the above analysis, the WATS 2021-2024 TIP projects are well distributed throughout the County. Since PennDOT District 3 and the WATS MPO prioritize asset management and safety improvements there are very little occurrences of right-of-way acquisition and practically no capacity expansion projects programmed. The projects that are located in areas with greatest low income population concentration, which may contribute to some short term impacts during construction, will generally benefit those residents by improving traveling conditions and safety for all users. Highway reconstruction projects impacting these areas that were delayed have been supplemented with interim resurfacing projects to preserve pavements.

Based on the distribution of current TIP funding and the above [analysis of prior investment based on asset conditions](#), there do not appear to be any disparities in investment linked to concentrations of minority or low income populations in Lycoming County. Any information to the contrary should be brought to the attention of WATS using the [contact information provided above](#).

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](#)

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[Appendix G – Statewide Projects](#)

[Appendix H – WATS 2021-2024 TIP Project Selection Matrix](#)

[Appendix J – WATS 2019 TYP Survey Results](#)

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[Appendix M – Self Certification Resolution](#)

[Appendix N – WATS TIP Modification Procedures](#)

[Appendix P - Pennsylvania's 2021 Transportation Program General and Procedural Guidance](#)

Appendix A – Acronyms and Abbreviations

Funding Codes

Funding Code	Funding Category Description
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

Funding Code	Funding Category Description
ACT83	Transit Bond
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
BUILD	Better Utilizing Investments to Leverage Development Transportation Discretionary Grant
CAQ	Congestion Mitigation/Air Quality
CB	Capital Budget Non-highway
D4R	Discretionary Interstate Maintenance
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

Funding Code	Funding Category Description
PTAF	Act 26 PA Transportation Assist Fund
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
SR2S	State Safe Route to School
SRTSF	Federal Safe Routes to Schools
SSE	Supportive Services Enterprise
STE	Surface Transportation Enhancement
STN	STP - Nonurbanized
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
S	Study
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

Acronym or Abbreviation	Meaning
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic
ACS	American Community Survey
APA	American Planning Association
AQ	Air Quality
ARLE	Automated Red Light Enforcement
BAMS	Bridge Asset Management System
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

Acronym or Abbreviation	Meaning
GLG	Green Light Go Municipal Signal Partnership Program
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
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
LRTP	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
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
RVT	River Valley Transit
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

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WILLIAMSPORT
AREA
TRANSPORTATION
STUDY
METROPOLITAN
PLANNING
ORGANIZATION

PUBLIC
PARTICIPATION
PLAN



2019



**Adopted by Williamsport MPO
December 19, 2013
Amended
January 27, 2020**

The Williamsport Area Transportation Study (WATS) Metropolitan Planning Organization (MPO) fully complies with Title VI of the Civil Rights Act of 1964, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. WATS' website, <http://www.lyco.org/WATS-MPO>, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, as requested.

WATS' public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven (7) days prior to a meeting. Requests made within seven (7) days will be accommodated to the greatest extent possible.

Any person who believes they have been aggrieved by an unlawful discriminatory practice by WATS under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with the WATS's Title VI Compliance Officer and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on WATS's Title VI program, or to obtain copies of WATS' Title VI Policies, Complaint Procedures, or Complaint Form, please call (570) 320-2130, email jlavelle@lyco.org, or visit the WATS MPO website at <http://www.lyco.org/Departments/Planning-and-Community-Development/Transportation-Planning/Transportation-Planning-Calendar>.

Documents will be made available in alternative languages or formats if requested. Persons requiring additional accommodations or those with questions should call 570-320-2130.

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Chapter 1 - Introduction

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 Metropolitan Planning Organization (WATS MPO) 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 Planning & Community Development (PCD) staff assumes lead responsibility for undertaking Federal Highway Administration (FHWA) funded planning tasks while River Valley Transit (RVT) is responsible for undertaking the FTA transit planning tasks contained in this work program. WATS MPO public meetings are now held at least quarterly throughout the year. All WATS MPO Technical and Coordinating Committee meetings are publicly advertised in compliance with the PA Open Meetings Law and WATS MPO Public Participation Plan.

The WATS MPO is the transportation planning and program partner for Pennsylvania Department of Transportation (PennDOT) Engineering District 3-0.

The contents of this Plan contain references to Federal Regulations or State Guidelines for public participation in the transportation process, including, but not limited to the following:

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

Federal law, (SAFETEA-LU and MAP-21) requires that *“the MPO shall develop and use a documented participation plan that defines the process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.”*

Federal law and regulations require the establishment of a Metropolitan Planning Organization, (MPO) to oversee the transportation planning process in all urbanized areas

of the nation having a population of 50,000 or more persons as documented by the U.S. Bureau of the Census as part of the decennial census. The Williamsport Area Transportation Study, (WATS) serves as the designated Metropolitan Planning Organization (MPO) for the Williamsport Urbanized area established under a legal Agreement with PennDOT approved in 1968. The WATS MPO jurisdictional boundary was further extended in 1991 to encompass the entire geographic area of Lycoming County. WATS MPO undertakes the federal transportation planning and programming process within Lycoming County, including the development and approval of the WATS Long Range Transportation Plan (LRTP), WATS Transportation Improvement Program (TIP) and WATS Public Participation Plan (PPP).

WATS core functions include:

- ❖ *Establish and manage a fair and impartial setting for effective regional decision-making in the planning area (Lycoming County).*
- ❖ *Identify and evaluate alternative transportation improvement options: Use data and planning methods to generate and evaluate alternatives. Planning studies and evaluations are included in the MPO Unified Planning Work Program, (UPWP).*
- ❖ *Develop a Transportation Improvement Program (TIP): Develop a short-range (four-year) program of transportation improvements based on the long-range transportation plan. The TIP should be designed to achieve the area's goals, using spending, regulation, operating, management and financial tools.*
- ❖ *Involve the public: Continually involve the general public and other affected constituencies in the essential functions listed above.*

Technical Committee

The purpose of the Technical Committee is to oversee the development of detailed transportation planning documents, special studies and other technical analysis that documents multi-modal transportation issues and needs and provide advice and recommendations to the Coordinating Committee. The Technical Committee consists of seven (7) voting members, as follows:

- PennDOT Center for Program Development and Management Representative
- PennDOT Engineering District 3-0 Representative
- Lycoming County Planning and Community Development Director
- Lycoming County Planning Commission Member
- River Valley Transit General Manager
- Williamsport Regional Airport Executive Director
- City of Williamsport Engineer/Community Development Director

The PennDOT Center for Program Development and Management Representative serves as Chairperson of the Technical Committee.

The Technical Committee voting members are designated by their respective member organizations and serve without term limits at the discretion of their member organizations. Each member organization designates the individual(s) serving on the Technical Committee as their voting member(s) at the beginning of each calendar year and provides written documentation to the WATS MPO Chairperson for WATS MPO files maintained by the Lycoming County Planning and Community Development Department. Member organizations designate an alternate voting member that may vote on behalf of the designated member in the case where the designated voting member is unable to attend a specific meeting.

In addition to the seven voting members, the Technical Committee includes three (3) non-voting members, as follows:

- Federal Highway Administration
- Federal Transit Administration
- Fullington Trailways

Non-voting members of the Technical Committee receive WATS reports, meeting notices, agendas, and participate in WATS discussions, but serve without a vote.

Coordinating Committee

The purpose of the Coordinating Committee is to review and act upon the recommendations of the Technical Committee and serve as the official policy decision-making body of the WATS MPO. The Coordinating Committee consists of eleven (11) voting members, comprising elected and appointed officials as follows:

- PennDOT Engineering District 3-0 Executive
- PennDOT Center for Programming Development and Management
- Lycoming County Commissioner
- Lycoming County Commissioner
- Mayor, City of Williamsport
- Council Member, City of Williamsport
- River Valley Transit General Manager
- SEDA-COG Joint Rail Authority Executive Director
- Williamsport Regional Airport Executive Director
- Lycoming County Association of Township Officials Representative
- Lycoming-Sullivan Boroughs Association Representative

The PennDOT Engineering District 3-0 Executive serves as Chairperson of the Coordinating Committee.

Again, the Coordinating Committee voting members shall be designated by their respective member organizations and serve without term limits at the discretion of their member organizations. Each member organization designates the individual(s) serving on the Coordinating Committee as their voting member(s) at the beginning of each calendar year

and provides written documentation to the WATS MPO Chairperson for WATS MPO files maintained by the Lycoming County Planning and Community Development Department. Member organizations also designate an alternate voting member that may vote on behalf of the designated voting member in the case where the designated voting member is unable to attend a specific meeting.

In addition to the 11 voting members, the Coordinating Committee includes two (2) non-voting members, as follows:

- Federal Highway Administration
- Federal Transit Administration

Non-voting members of the Coordinating Committee receive WATS MPO reports, meeting notices, agendas, and participate in WATS MPO discussions, but serve without a vote.

Current Advisory Committees, Ad-hoc Work Groups, and Task Forces

The WATS MPO Coordinating Committee may establish advisory committees, ad hoc work groups, special purpose task forces or steering committees to gather specialized experience, technical advice and input that may be needed to help carry forth transportation planning related activities under the jurisdiction of the WATS MPO transportation planning process. The WATS MPO has established a Transit Advisory Committee and a Bicycle / Pedestrian Advisory Committee. Both committees are comprised of WATS members, transit providers, and various social service and community organizations to provide input and recommendations to the WATS MPO on public transit, bicycle, and pedestrian issues and needs in Lycoming County.

Bicycle and Pedestrian Advisory Committee

The purpose of the Bicycle and Pedestrian Advisory Committee is to review and 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 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
- River Valley Transit
- 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,

- SEDA-COG MPO
- Federal Highway Administration
- PennDOT Bicycle Pedestrian Coordinator
- Pennsylvania Department of Conservation and Natural Resources, Recreation and Parks Regional Advisor
- Pennsylvania State Association of Township Supervisors Representative
- Pennsylvania State Association of Boroughs Representative

Bicycle and Pedestrian Advisory Committee voting members shall be designated by their respective member organizations and shall serve without term limits at the discretion of their member organizations. Member organizations shall also designate an alternate voting member that may vote on behalf of the designated member in the case where the designated voting member is unable to attend a specific meeting.

Non-voting members of the Bicycle and Pedestrian Advisory Committee shall receive WATS reports and meeting notices and agendas, shall be entitled to participate in WATS discussions, but shall serve without vote.

Committee Vacancies and Member Removal

Article IV of the WATS MPO Bylaws outline the process for filling vacancies, or removing members on the Technical and Coordinating Committees. Vacancies on the WATS MPO Coordinating or Technical Committee shall be filled by an appointment by the responsible organization. Removal of any member, or their representative, of the WATS MPO Coordinating or Technical Committee, due to failure to attend meetings, or for other reasons, shall be at the discretion of the appointing authority.

Revisions to WATS MPO Products/Projects

Amendments and Administrative Actions

During development and updates of WATS MPO products/projects, it may be necessary to revise the product/project. These revisions occur in two groups: *Amendments and Administrative Actions*. The PennDOT / WATS Memorandum of Understanding (MOU) defines what is considered an amendment or administrative modification.

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 project, deletes a project that utilizes federal funds, 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/WATS TIP, and does not have

- previous obligations from a prior STIP/WATS TIP. Federally-funded Statewide Program projects are excluded from this provision;
- Adds a new phase(s) to an existing project, deletes a project phase(s), increases or decreases a project phase(s) that utilizes federal funds where the revision exceeds the following thresholds:
 - \$7.5 million for the Interstate Management (IM) Program
 - \$2 million for WATS
 - \$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 estimate that exceeds the thresholds established between PennDOT and WATS (not to exceed any federally-funded threshold contained in this MOU)
 - Results 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 request PennDOT Central Office approval using the e-STIP process. A Fiscal Constraint Chart (FCC) must be provided that depicts the transfer of funds from one source to another, demonstrating fiscal constraint. The FCC summarizes the before, requested adjustments, after changes, and detailed comments explaining the reason for the adjustment(s), and provides any PMC materials that may have been prepared, along with an updated TIP. PennDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with a courtesy copy to the other federal agency. An eSTIP 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.

The initial submission and approval process of the federally-funded Statewide Program or increases/decreases exceeding the thresholds above will be considered an amendment (subsequent placement of these individual projects or line items on the WATS 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 Program Management Committee (PMC) and FHWA is required.

Administrative Actions are minor revisions to existing products/projects. These can include minor changes to cost or changes to project initiation dates. If an administrative action is needed the administrative actions will be presented at a WATS MPO Technical Committee meeting, but do not require approval by a governing body or public comment.

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

- Shifts federally-funded projects, a federally-funded project phase(s), or federal funds to existing federally-funded projects or a federally-funded project phase(s) in the approved STIP/WATS TIP and must maintain year-to-year STIP/TIP fiscal constraint requirements;
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding; or WATS TIP placement of the federally-funded Statewide Program;
- Adds a project for emergency repairs to roadways or bridges, except those involving substantial, functional, location, or capacity changes;
- Draws down or returns funding from an existing STIP/WATS TIP reserve line item and does not exceed the threshold established in this MOU. 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 but does not exceed the above thresholds.

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

Administrative Modifications do not require federal approval. PennDOT and 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 a 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.

Additional Opportunity for Public Comment

In the event that major revisions have occurred to a WATS MPO product/project, and the end product/project differs significantly from what was made available for public comment, the WATS MPO will provide an additional opportunity for public comment.

To ensure the full and fair public participation in the transportation decision-making process, the WATS MPO will make the new product/project available during a new public comment period, and follow the procedures outlined in [WATS Public Outreach Techniques](#).

How Can You Participate

HOW TO GET INVOLVED IN TRANSPORTATION PLANNING

**WILLIAMSPORT AREA
TRANSPORTATION STUDY
WATS
METROPOLITAN PLANNING ORGANIZATION**

CALL US
570-320-2130 during normal business hours
7:30 a.m. to 4:00 p.m. Monday through Friday

WRITE TO US
Williamsport Area Transportation Study
Metropolitan Planning Organization (WATS-MPO)
Lycoming County Planning 48 W. Third Street Williamsport, PA 17701

EMAIL US
General Inquiries/ Title VI/ Limited English Proficiency: jlavelle@lyco.org
Public Involvement/ Media/ Website/ Social Media: svitko@lyco.org

VISIT OUR WEBSITE
www.lyco.org/WATS-MPO
To view and download transportation related information
and upcoming public meeting notices

FOLLOW US ON SOCIAL MEDIA
On Twitter @LycGovt
On Facebook at Lycoming County Government
Instagram at [lycomingcountygovernment](https://www.instagram.com/lycomingcountygovernment)

COME TO AN EVENT
WATS-MPO participates in special events throughout the planning area. Visit the
WATS-MPO Public Involvement website to view opportunities

PARTICIPATE IN PERSON
Attend a WATS-MPO Coordinating Committee meeting
Visit WATS-MPO at the Executive Plaza Building
330 Pine Street, 3rd Floor, Williamsport PA, 17701

Fully accessible Public Transportation provided by River Valley Transit. Contact (570) 326-2500 for more information or visit www.ridervt.com.

Chapter 2 - Why have Public Participation

Who is “the Public”

The public is comprised of all the diverse communities living in and around the WATS MPO area. The public includes those individuals who choose not to participate, people who are interested and want their views to be heard but for multiple reasons cannot participate, and individuals who are not comfortable with either of those roles, but are still affected by transportation decisions.

Federal Requirements - Public Participation Plan

According to the Federal Highway Administration (FHWA), current Federal statutes and regulations provide general guidelines for the public involvement processes and procedures. There is great flexibility available to transportation agencies in developing specific public involvement / participation plans. However, while the set of techniques for any given situation may differ, depending upon such factors as demographics and identified potential impacts, the general approach to developing a public involvement / public participation plan contains elements that are relevant and responsive to all communities. Below are brief excerpts from relevant federal statutes, regulations and Executive Orders setting forth key elements of the public involvement process that is to be used during the transportation planning and project development process.

Americans with Disabilities Act (ADA)

The Americans with Disabilities Act of 1990 (ADA) *“prohibits discrimination on the basis of disability by public entities in services, programs, and activities. Public entities are required to make programs accessible to individuals with disabilities including conducting meetings and hearings in ADA-compliant buildings. Special accommodations must be provided to ensure communications are equally effective for persons with disabilities in order to participate in meetings, planning and programming activities.”* With advance notice, special provisions must be made to accommodate hearing-impaired or visually impaired participants.

The WATS MPO addresses the Americans with Disabilities Act (ADA) accommodation procedures further in this plan in the [Americans with Disabilities Act Plan](#).

Title VI of the Civil Rights Act

Title VI of the Civil Rights Act of 1964 is the federal law that protects individuals from discrimination based on an individual’s race, color, or national origin in programs that receive federal financial assistance. Title VI states, **“No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”**

There are many forms of illegal discrimination based on race, color, or national origin that can limit the opportunity of individuals to gain equal access to services and programs.

For example, in operating a federally assisted program, a recipient cannot, based on race, color, or national origin, either directly or through contractual means:

- Engage in intentional discrimination because of race, color, or national origin;
- Use criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin; or,
- Intimidate, threaten, coerce, or discriminate against any individual in retaliation for exercising a right or privilege.

The WATS MPO addresses Title VI complaint procedures further in this plan in the [WATS MPO Title VI Plan](#).

Environmental Justice (EJ)

Public participation must also take into consideration Presidential Executive Order 12898 establishes provisions for *Environmental Justice*. Executive Order 12898 states “*Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. Each Federal agency, whenever practicable and appropriate, shall collect, maintain, and analyze information assessing and comparing environmental and human health risks borne by populations identified by race, national origin, or income. To the extent practical and appropriate, Federal agencies shall use this information to determine whether their programs, policies, and activities have disproportionately high and adverse human health or environmental effects on minority populations and low-income populations.*”

Further, the Federal Highway Administration establishes three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Therefore, all recipients of Federal aid are required to certify nondiscrimination under *Title VI* of the *Civil Rights Act of 1964*. To ensure that the WATS MPO meets the principles laid out by the Federal Highway Administration, US census tract data is gathered and an Environmental Justice mapping analysis is completed in order to determine where minority and low-income populations may exist. Projects are then overlaid onto this map and project specific analysis is completed to determine the “benefits and burdens” on how transportation investments are affecting the WATS MPO minority and low-income populations.

The WATS MPO addresses Environmental Justice compliance procedures further in this plan in the [WATS MPO Environmental Justice Plan](#).

Limited English Proficiency (LEP)

On August 11, 2000, the President signed Executive Order 13166, “Improving Access to Services for Persons with *Limited English Proficiency, (LEP)*.” “LEP” persons are those individuals who do not speak English as their primary language, and who have a limited ability to read, speak, write or understand English. The key commonality among LEP persons is their inability to communicate effectively in the English language, regardless of their native tongue. Persons that are multi-lingual, in that they speak one or more other languages **in addition to being proficient in English**, are not considered Limited English Proficient. The Executive Order is intended to improve access to federally assisted programs and activities for persons who, because of national origin, are limited in their English proficiency.

The Federal Highway Administration has published guidance related to LEP in 2005, which includes methods by which transportation agencies can determine the need for translation of materials or provision of interpreters at public hearings or other events. It states that recipients “are required to take reasonable steps to ensure meaningful access to their programs and activities by LEP persons.”

The WATS MPO addresses Limited English Proficient accommodation procedures further in this plan in the [WATS MPO LEP Plan](#).

State Requirements – Public Participation Plan

Commonwealth of Pennsylvania, Sunshine Law

Act 84 of 1986 as amended June 15, 1993, February 26, 1996 and October 15, 1998 is an act requiring public agencies to hold certain meetings and hearings open to the public; and providing penalties. The PA General Assembly finds that secrecy in public affairs undermines the faith of the public in government. Highlights of this law include:

- ❖ *Official action and deliberation by a quorum of the members of an agency shall take place at a meeting open to the public.*
- ❖ *Written minutes shall be kept of all open meetings of agencies.*
- ❖ *Public notice is not required in the case of an emergency meeting or a conference.*
- ❖ *The board or council has the option to accept all public comment at the beginning of the meeting.*
- ❖ *A person attending a meeting of an agency shall have the right to use recording devices to record all the proceedings.*



Chapter 3 - Overview of the WATS Transportation Planning Process

MPO Public Participation Plans

The Federal SAFETEA-LU Act requires MPO's to develop and document, in consultation with interested parties, a Public Participation Plan that details strategies for incorporating visualization techniques, using electronic media, holding public meetings, and responding to public input, among other things, prior to development of the MPO Long Range Transportation Plan and MPO Transportation Improvement Program. The public involvement process shall include the publication and distribution of draft versions of the proposed plan and provide adequate opportunities for review and comment. The approved plan must also be published or made readily available in other ways for informational purposes. Where possible, this process should include visualization techniques and make use of the internet. Federal regulations require that public officials (elected and appointed) and citizens have adequate opportunity to participate in the development of the Long Range Transportation Plan before it is approved and adopted by the MPO. The regulations explicitly identify several parties who should be engaged and involved throughout the plan development / update process.

The purpose of this section is to describe the public participation process for the WATS MPO. The Public Participation Plan consists of methods that facilitate and encourage citizen participation in the WATS MPO transportation planning process. Public involvement is a **right of all residents** of Lycoming County. Public participation is essential to good planning. Without meaningful public participation, there is a risk of making poor decisions, or decisions that have unintended negative consequences. The fundamental objective of public participation programs is to make certain that everyone with an interest in transportation decisions has an opportunity to provide input in the development of policies, programs and projects that are proposed in Lycoming County.

The Public Participation Plan (PPP) is the tool that the WATS MPO uses to ensure residents and stakeholders have a voice in the project development and planning processes. In 1991, Congress passed the Intermodal Surface Transportation Efficiency Act of 1991 in an effort to increase the amount of public involvement in transportation planning. The emphasis for greater public involvement in transportation planning was continued with the passage of the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Feasible, Efficient Transportation Act – A Legacy for Users (SAFETEA-LU), the Moving Ahead for Progress in the 21st Century Act (MAP-21), and the Fixing America's Surface Transportation Act (FAST). The WATS MPO Public Participation Plan is designed to establish a process that provides:

- Timely information to the public
- Timely public notice of meetings, advisory committee appointments, and workshops
- Public access to key decisions
- Early and continuing involvement of the public in developing transportation plans and transportation improvement programs

The WATS MPO Public Participation Plan incorporates the MAP-21 standards by:

- Providing citizens and affected public agencies, and representatives of public transportation employees a forum for public participation in statewide and regional planning processes.
- Develops its Public Participation Plan in consultation with all interested parties
- Employs visualization techniques to describe plans
- Holds public meetings at convenient and ADA accessible locations and times
- Ensures public information is available in electronically accessible format, such as the internet, as appropriate to afford reasonable opportunity for consideration of public information.

WATS MPO Approach toward Fulfillment of Public Participation Process

This section of the Public Participation Plan specifically outlines how the WATS MPO, under the leadership direction of the Lycoming County Board of Commissioners and Planning staff, responds to the previously outlined federal and state requirements regarding public involvement in the development of the LRTP, TIP, and during the transportation project development process and preparation of special studies and related plans.



Lycoming County Board of Commissioners

From Left:
Commissioner Mirabito,
Commissioner McKernan,
Commissioner Mussare

Interested Parties

Interested parties are generally defined under federal SAFETEA-LU legislation. In response, the WATS MPO has further defined interested parties to ensure local public participation among all categories of transportation users and stakeholders defined in the law. The Public Participation Plan identifies a number of organizations as interested parties. The WATS MPO conducts direct mailings, emails, and outreach calls to multiple interested parties / stakeholder organizations during development of the WATS Long Range Plan, the Transportation Improvement Program, and other WATS initiatives as appropriate. A full interested party organization list is found in [Appendix B Interested Party Organizations](#) of the Public Participation Plan.

WATS MPO Products/Reports

There are a number of reasons that public involvement / public participation is important to the WATS MPO product process. As mentioned previously, public participation is essential to good planning. Without meaningful public participation, there is a risk of making poor decisions, or decisions that have unintended negative consequences. Below is a list of the different products the WATS MPO creates/updates, along with the estimated timeline for completion. All of the products/reports are viewable/accessible via the [WATS MPO website](#) and print versions of all products/reports are available at the Lycoming County Planning and Community Development Department.

Product	Update Cycle	Current	Next	
		Adoption/Completion	Required Adoption	Targeted Completion
Unified Planning Work Program (UPWP)	2 Years	November 18, 2019	January 31, 2022	August, 2021
Long Range Transportation Plan (LRTP)	5 Years	December 17, 2018	December 31, 2023	December, 2023
Transportation Improvement Program (TIP)	2 Years	June 18, 2018	June 30, 2020	April, 2020
Environmental Justice Analysis of Benefits and Burdens	As needed	December 17, 2018	As needed	November 18, 2019
Public Participation Plan (PPP)	As Needed	July 18, 2016	As needed	January, 2020
Title VI Policy & Procedures	As Needed	July 18, 2016	As needed	January, 2020
Limited English Proficiency (LEP) Plan	As Needed	July 18, 2016	As needed	January, 2020
Coordinated Public Transit Plan	As Needed	November 18, 2019	As needed	As needed
Local Technical Assistance Program (LTAP) Annual Report	Annual	July 31, 2019	July 31, 2020	July 31, 2020
Annual List of Federally Obligated Projects	Annual	December 17, 2018	December 31, 2019	November 18, 2019
WATS MPO Annual Report	Annual	June 2019	As needed	April 30, 2020

Unified Planning Work Program (UPWP)

The Unified Planning Work Program describes the transportation-related work activities that the Lycoming County Department of Planning and Community Development (PCD) and River Valley Transit (RVT) (with the aid of planning consultants, as necessary) will perform within Lycoming County.

The UPWP is updated every 2 years. During the update process, the WATS MPO will ensure the full and fair participation by all potentially affected communities in the transportation decision-making process by providing opportunities for public comment/participation throughout the review process and 30-day public comment period. A Summary of Public Comments will be included in the final UPWP showing analysis and disposition of public comments. Examples of public comment/participation opportunities

include Lycoming County Commissioner meetings, Lycoming County Planning Commission meetings, social media notices, WATS MPO meetings, accessing the draft UPWP from the [WATS MPO website](#), accessing the draft UPWP print copies available at the WATS MPO office, and by contacting the WATS MPO staff members directly.

Long Range Transportation Plan (LRTP)

The Long Range Transportation 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 Transportation Plan also outlines the MPO's "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.

The LRTP also includes a full treatment of how WATS will study and address environmental justice concerns within the transportation planning and programming process. Because the WATS MPO utilizes federal funds to plan and implement transportation projects, the MPO is responsible for undertaking analysis of federally funded projects listed within the LRTP and TIP. WATS MPO conducts environmental justice benefits and burdens analysis as needed. The outcome of this analysis is used to inform the Public Participation process for the WATS MPO.

The LRTP is updated every 5 years. As LRTP updates and the EJ benefits and burdens analyses are performed the WATS MPO will ensure the full and fair participation by all potentially affected communities in the transportation decision-making process and seek public input early and often during LRTP development. This includes multiple opportunities for public comment/participation during the 45-day public comment period. A Summary of Public Comments will be included in the final LRTP showing analysis and disposition of public comments. Examples of public comment/participation opportunities include Lycoming County Commissioner meetings, Lycoming County Planning Commission meetings, social media notices, WATS MPO meetings, accessing the draft LRTP from the [WATS MPO website](#), accessing the draft LRTP print copies available at the WATS MPO office, and by contacting the WATS MPO staff members directly. The next plan update is scheduled by the WATS MPO for adoption by December 31, 2023 (plan development will begin in 2022).

2018-2038 WATS Long Range Plan Development Public Meeting Schedule

This section outlines the 2018-2038 LRTP development and public meeting schedule. There were 15 publicly advertised meetings held or arranged by WATS during the development of this WATS Long Range Transportation Plan Update as follows:

<i>Public Meeting</i>	<i>Date/Time</i>	<i>Place</i>	<i>Topics Discussed</i>
WATS Technical Committee	9/11/17 10:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Plan Update Kickoff
WATS Coordinating Committee	9/25/17 1:00 PM	Executive Plaza, 330 Pine St, Williamsport PA	Chapter 2
WATS Technical Committee	12/4/17 10:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Opportunity for Public Input
WATS Coordinating Committee	12/18/17 1:00 PM	Executive Plaza, 330 Pine St, Williamsport PA	Opportunity for Public Input
WATS Technical Committee	1/29/18 10:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Chapter 3
WATS Coordinating Committee	2/1/18 12:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Chapter 3
WATS Technical Committee	4/16/18 10:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Chapter 1
WATS Coordinating Committee	4/30/18 1:00 PM	Executive Plaza, 330 Pine St, Williamsport PA	Chapter 1
WATS Technical Committee	6/1/18 12:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Chapter 4
WATS Coordinating Committee	6/18/18 1:00 PM	Executive Plaza, 330 Pine St, Williamsport PA	Chapter 4
Lycoming County Board of Commissioners	11/1/2018 10:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Opportunity for Public Input / Presentation of Draft Plan
Lycoming County Planning Commission (Canceled due to weather)	11/15/2018 6:00 PM	Executive Plaza, 330 Pine St, Williamsport PA	Opportunity for Public Input / Presentation of Draft Plan
WATS Technical Committee	12/3/18 10:00 AM	Executive Plaza, 330 Pine St, Williamsport PA	Opportunity for Public Input / Presentation of Draft Plan
WATS Coordinating Committee	12/17/18 1:00 PM	Executive Plaza, 330 Pine St, Williamsport PA	Summary of Public Comment / Plan Adoption
Lycoming County Planning Commission	12/20/2018 6:00 PM	Executive Plaza, 330 Pine St, Williamsport PA	Rescheduled Presentation of Adopted Plan

The WATS Technical Committee served as the overall WATS Long Range Transportation Plan development steering committee. In addition to the above noted public meeting schedule, an Agency Coordination Meeting, (ACM) consultation was held with ACM participation environmental agencies on **August 22, 2018** fulfilling the federal environmental consultation public involvement requirements. For this draft of the Long Range Transportation Plan, WATS, following the ACM presentation, which began on October 18, 2018 and concluded on December 7, 2018, advertised the federally required 45-day public comment period. A significant snowstorm, which occurred on the day of the second of two public hearings (11/15/18), forced the rescheduling/re-advertising of the hearing for the December 3, 2018 WATS Technical Committee meeting. In doing so, the public comment period was extended for an additional week to December 7, 2018.

All public comments were summarized and addressed prior to the WATS MPO plan adoption date on **December 17, 2018**. The next Long Range Plan Update adoption is scheduled for December 31, 2023.

Transportation Improvement Plan (TIP)

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 WATS MPO develops the TIP cooperatively between PennDOT, the Lycoming County PCD and RVT for review and approval 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 and FHWA / 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.

Because the WATS MPO utilizes federal funds to plan and implement transportation projects, the MPO is responsible for undertaking analysis of federally funded projects listed within the LRTP and TIP. The WATS MPO TIP includes a full treatment of how WATS will study and address environmental justice concerns within the transportation planning and programming process. WATS MPO conducts environmental justice benefits and burdens analysis as needed. The outcome of this analysis is used to inform the Public Participation process for the WATS MPO.

The TIP is updated every 2 years. As TIP updates and the EJ benefits and burdens analyses are performed the WATS MPO will ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, and seek public input early and often during TIP development. This includes multiple opportunities for public comment/participation during the 30-day public comment period. In addition, the WATS MPO coordinates with tribal nations that once had a presence in Lycoming County for review of the TIP as part of the 30-day public comment period. A Summary of Public Comments will be included in the final TIP showing analysis and disposition of public comments

Examples of public comment/participation opportunities include Lycoming County Commissioner meetings, Lycoming County Planning Commission meetings, social media notices, WATS MPO meetings, accessing the draft TIP from the [WATS MPO website](#), accessing the draft TIP print copies available at the WATS MPO office, and by contacting the WATS MPO staff members directly.

Public Participation Plan (PPP)

The WATS MPO conducts updates to the Public Participation Plan as needed. As part of the update process the WATS MPO reviews the Environmental Justice Analysis of Benefits and Burdens, the Title VI Policy and Procedures, and the Limited English Proficiency Plan and makes changes as needed using the most current U.S. Census and other data. During the update process the WATS MPO will ensure the full and fair participation by all potentially affected communities in the transportation decision-making

process, and seek public input early and often during PPP development. This includes multiple opportunities for public comment /participation during the 45-day public comment period. A Summary of Public Comments will be included in the final PPP showing analysis and disposition of public comments. Examples of public comment/participation opportunities include WATS MPO meetings, social media notices, accessing the draft PPP from the [WATS MPO website](#), accessing the draft PPP print copies available at the WATS MPO office, and by contacting the WATS MPO staff members directly with any comments.

Title VI Policy and Procedures

The Title VI Policies and Procedures are included in the PPP and are updated, as needed, during the Public Participation Plan update. During this review, the WATS MPO utilizes the most current U.S. Census and other data.

By way of incorporating the Title VI Policy and Procedures into the PPP during the update process, the WATS MPO ensures the full and fair participation by all potentially affected communities in the transportation decision-making process. This includes multiple opportunities for public comment /participation during the 45-day public comment period. Examples of public comment/participation opportunities include WATS MPO meetings, social media notices, targeted public outreach events, accessing the draft PPP from the [WATS MPO website](#), accessing the draft PPP print copies available at the WATS MPO office, and by contacting the WATS MPO staff members directly with any comments.

Limited English Proficiency Plan (LEP Plan)

Because the WATS MPO utilizes federal funds to plan and implement transportation projects, the MPO is responsible for improving meaningful access to the MPO programs, activities, and opportunities for public participation to persons with Limited English Proficiency. The LEP Plan is included in the PPP and is updated, as needed, during the Public Participation Plan update.

By way of incorporating the Limited English Proficiency Plan into the PPP during the update process, the WATS MPO ensures the full and fair participation by all potentially affected communities in the transportation decision-making process. This includes multiple opportunities for public comment /participation during the 45-day public comment period. Examples of public comment/participation opportunities include WATS MPO meetings, social media notices, targeted public outreach events, by posting the draft PPP on the [WATS MPO website](#), accessing the draft PPP print copies available at the WATS MPO office, and by contacting the WATS MPO staff members directly with any comments.

Coordinated Public Transit Plan

Federal transit law requires that projects selected for funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program be *"included in a locally developed, coordinated public transit-human services transportation plan,"* and that the plan be *"developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public"* utilizing transportation services. The WATS MPO collaborates with the Susquehanna Economic Development Association (SEDA) Council of Governments (COG) for the Coordinated Public Transit Plan. These coordinated plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation.

Updates to the Coordinated Public Transit Plan are performed as needed. As updates occur, the WATS MPO and SEDA COG will ensure the full and fair participation by all potentially affected communities in the transportation decision-making process by providing opportunities for public comment/participation throughout the development process. Examples of public comment/participation opportunities include SEDA-COG meetings, WATS MPO meetings, social media notices, targeted public outreach events (Listening Sessions, etc.), accessing the draft Coordinated Public Transit Plan from the [WATS MPO website](#) and the [SEDA-COG website](#), accessing the draft Coordinated Public Transit Plan print copies available at the WATS MPO office and SEDA-COG office, and by contacting the WATS MPO staff members directly with any comments. On November 18 2019, the WATS MPO adopted the 2019 update to the joint Coordinated Public Transit-Human Services Transportation Plan.

Local Technical Assistance Program (LTAP) Annual Report

The WATS MPO has collaborated with PennDOT since 2005 to assist in delivery of the LTAP program. The contracting mechanism for the MPO involvement is by inclusion of a task in the WATS Unified Planning Work Program. As a part of the delivery of the LTAP program, WATS MPO produces an annual report of LTAP activity in the prior year.

The WATS MPO will ensure the full and fair participation by all potentially affected communities in the transportation decision-making process. This includes opportunities for public comment. Examples of public comment opportunities include the ability for the public to comment/ask questions regarding the report by presenting the LTAP Annual Report at WATS MPO meetings, posting the Annual Report on the [WATS MPO LTAP website](#), accessing the Annual Report print copies available at the WATS MPO office, or by contacting MPO staff members directly with any comments.

Annual List of Federally Obligated Projects

As a requirement of the Fixing America’s Surface Transportation (FAST Act) legislation, MPOs are required to prepare an annual report that lists and summarizes all projects for which funding has been obligated during the prior Federal Fiscal Year (ending September 30). This report must be completed within 90-days of the end of the Federal Fiscal Year and is made available to the public.

The Federal Highways Administration (FHWA) defines “obligated” as “the Federal government’s promise to pay a State for the Federal share of a project’s eligible cost.” Funding can also be “de-obligated” in response to lower than expected costs, project cancellation, or other factors, and these released funds are frequently redirected to other projects.

The WATS MPO will ensure the full and fair participation by all potentially affected communities in the transportation decision-making process. This includes opportunities for public comment. Examples of public comment opportunities include the ability for the public to comment/ask questions regarding the report by presenting the Annual List at WATS MPO meetings, posting the Annual List on the [WATS MPO website](#), accessing the Annual List print copies available at the WATS MPO office, or by contacting MPO staff members directly with any comments.

WATS MPO Annual Report

Each year in the spring, the WATS MPO produces an annual report of activity in the previous calendar year. The annual report includes involvement in major projects, milestones reached in major planning deliverables, any staffing changes, and financial information related to the work program. Also included are summaries of status, trends, and progress related to performance measures on the WATS MPO transportation system.

The WATS MPO will ensure the full and fair participation by all potentially affected communities in the transportation decision-making process. This includes opportunities for public comment. Examples of public comment opportunities include the ability for the public to comment/ask questions regarding the annual report by presenting the WATS MPO Annual Report at WATS MPO meetings, posting the Annual Report on the [WATS MPO website](#), accessing the Annual Report print copies available at the WATS MPO office, or by contacting MPO staff members directly with any comments.

Chapter 4 – Compliance with State and Federal Requirements

WATS Public Outreach Techniques

The Lycoming County Planning Commission utilizes a variety of public outreach techniques to encourage public participation in the development of WATS programs, including the Long Range Transportation Plan and Transportation Improvement Program, and other products previously stated. These outreach techniques are summarized below.

Public Participation Element	Outreach Technique
WATS Documents Availability	LCPC Office, Interested Party mailings, WATS MPO website
Comment Opportunities	Public meetings, written comments (email or hardcopy)
Public Meeting	Hold minimum of 1 public meeting during public comment period and 1 public meeting at plan adoption stage
Public Comment Period Notice	Publish legal notice at least 30 calendar days prior to TIP public comment period ending and 45 calendar days for Long Range Transportation Plan ending (appearing in the Williamsport Sun Gazette minimum of 3 times)
Public Meeting Notice	Publish legal notice at least 7 calendar days prior to public meeting (appearing in Williamsport Sun Gazette)
Public Comment Summary	Prepare a summary of comments received (during public comment period) and incorporate public comments into products.
Visualization Techniques	Where appropriate, make use of Geographic Information System (GIS) to develop maps, charts, figures, presentations, public displays, and annual reports for outreach
Social Media	Public announcements and updates on major activities will be posted to WATS MPO Facebook, YouTube, Linked In, Twitter, and Instagram accounts. The WATS MPO utilizes the Facebook, Twitter, and Instagram accounts to profile local transportation projects and updates on ongoing projects, inform public of WATS MPO Technical and Coordinating Committee meeting dates/times/locations, and inform the public of emergency alerts authored by PennDOT and other sources. The MPO utilizes the Linked In account to connect with potential engineering/contracting firms for projects.

WATS MPO General Public Participation Procedures

To ensure the full and fair public participation in the transportation decision-making process the WATS MPO implements the following general procedures for public comment/participation.

Public Meetings

- All WATS MPO meetings are publicly advertised in the Williamsport Sun Gazette at least 7 days prior to the meeting and are open to the public. Agendas for the meetings are available at the meetings, and are posted on the [WATS MPO website](#) prior to all meetings.
- Minutes of all WATS public meetings are prepared by LCPC staff and are posted on the [WATS MPO website](#), after WATS approval at their public meeting and copies are publicly available from the LCPC office upon request.
- All WATS public meetings are typically held at the Lycoming County Executive Plaza Building, 330 Pine St., Williamsport, PA 17701. In instances where the Executive Plaza Building is unavailable, the secondary meeting location is the Michael Ross Event Center in the Trade and Transit Centre II Building, located at 144 W 3rd. St. Williamsport, PA 17701. Both facilities are ADA compliant and accessible to public transportation provided by River Valley Transit, which operates a fully accessible fixed route transit fleet as well as ADA paratransit services subcontracted through a shared ride provider, STEP, Inc.

Unplanned/Short Notice Meeting Procedure

To ensure the full and fair public participation in the transportation decision-making process the WATS MPO implements the following procedure in the event of an unplanned or short notice meeting:

- In accordance with Section 3 of the WATS MPO Bylaws when formal actions need to be expedited without the opportunity to convene a public meeting, an electronic mail ballot and/or phone ballot may be conducted in accordance with the WATS MPO approved Public Participation Plan.
 - The Lycoming County Planning and Community Development Department staff will determine the appropriateness of the voting technique used to poll WATS voting members.
 - The result of the vote will not be considered valid until a voting majority has been obtained.
 - All WATS voting members will be afforded five business days to review information provided and cast their vote.
 - The Lycoming County Planning and Community Department Staff will notify all WATS voting members of the result.
 - The voting action will be re-affirmed by vote at the next regularly scheduled WATS MPO public meeting.
 -

Public Comment

- WATS MPO publishes a Public Comment Period Notice at least 30 calendar days prior to the TIP public comment period ending and 45 calendar days prior to the Long Range Transportation Plan ending (the notices appear in the Williamsport Sun Gazette a minimum of 3 times). All public comment period notices are posted on the [WATS MPO website](#), WATS MPO social media accounts, and along with a draft of the product for review
- WATS MPO will hold a minimum of one public meeting during the public comment period and one public meeting at the plan adoption stage.
- The WATS MPO accepts public comment on draft products at Lycoming County Commissioner meetings, Lycoming County Planning Commission meetings, social media notices, WATS MPO meetings, accessing the draft product from the [WATS MPO website](#), accessing the draft print copies available at the WATS MPO office, and by contacting the WATS MPO staff members directly.
- After the public comment period has ended, the WATS MPO staff will prepare a summary of all comments received, how those comments were addressed, and incorporate the public comments into products.

Outreach and Visualization Techniques

- The WATS MPO, where appropriate, makes use of Geographic Information System (GIS) to develop maps, charts, figures, presentations, public displays, and annual reports for outreach.
- The WATS MPO posts public announcements to profile local transportation projects, updates to ongoing projects, inform the public of MPO Technical and Coordinating Committee meetings, dates, times, locations, public comment period notices, and updates on other major activities to the [WATS MPO website](#), and the MPO Facebook, Twitter, and Instagram accounts.
- The WATS MPO utilizes targeted public outreach events/activities as needed when for projects/products
- All public information requests for WATS MPO produced documents are handled directly either by the Lycoming County Planning Department Staff or by the Lycoming County Director of Administration, who is the Lycoming County Right to Know Public Information Officer. All requests are handled in a manner that complies with state law.

Public Participation Plan Requirements

Compliance with PA Sunshine Law

In order to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process and comply with the [Commonwealth of Pennsylvania Sunshine Law](#), the WATS MPO utilizes the [general procedures](#) previously outlined. Whereby all WATS MPO public meetings are publicly advertised in the Williamsport Sun Gazette at least 7 days prior to the meeting and are open to the general public, agendas for the meetings are available at the meeting and are posted on the [WATS MPO website](#) prior to all meetings. Public information requests for WATS produced

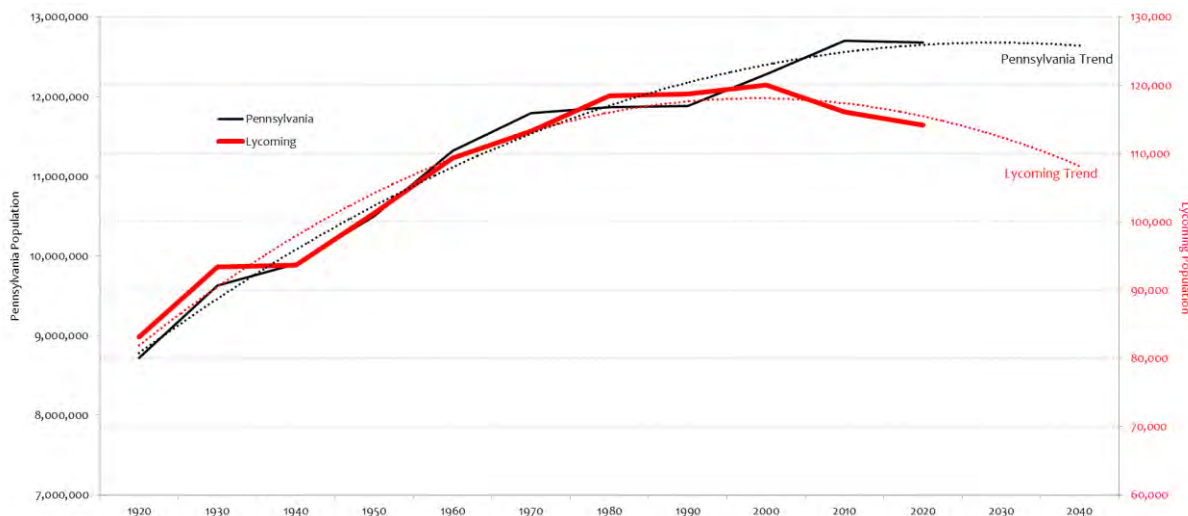
documents are handled directly either by the Lycoming County Planning Department Staff or by the Lycoming County Director of Administration, who is the Lycoming County Right to Know Public Information Officer. All requests are handled in a manner that complies with state law. Minutes of all WATS public meetings are prepared by LCPC staff and are posted on the [WATS MPO website](#), after WATS approval at their public meeting and copies are publicly available from the LCPC office upon request.

Compliance with Federal Government Requirements

The WATS MPO initially developed a Public Participation Plan in 1994 with subsequent plan updates since that time to ensure compliance with [Federal Public Participation Requirements](#) and to respond to changing demographics and emerging new technologies that have become available to the WATS MPO to improve public outreach techniques. The WATS MPO Public Participation Plan update provides a demographic overview of Lycoming County based on U.S. Bureau of Census American Community Survey information.

Population Trends

According to the U.S. Bureau of Census American Community Survey Population Estimate figures, there is an estimate of 115,398 persons residing in Lycoming County. Up to and including the 2000 Census, the population of Lycoming County was steadily growing. From 1970 to 2000, Lycoming County's population grew by 6,748 persons (a 6% overall gain) which was higher than Pennsylvania's overall population growth at 4.1%. However, based on the 2010 Census count of population and annual American Community Survey (ACS) estimates for the county's population, the population of Lycoming County peaked sometime in the late 1990s and has begun to decline. Projecting the 100-year population trend forward for Lycoming County suggests that within the 20-year planning horizon of this long-range plan the population of Lycoming County will be at a similar level to what it was in the late 1960s.



Population change trends for Lycoming County and Pennsylvania

Similar to statewide trends, Lycoming County population has been shifting outward from the City and Boroughs (incorporated municipalities) into the suburban and rural Townships. Municipalities that have seen population growth are mostly rural Townships located generally along the I-180 corridor between Williamsport and the Borough of Muncy. Within this general area of the county, the Townships of Wolf, Mill Creek, Fairfield and Penn each realized population growth over 5%. Muncy Township and Loyalsock Township each grew by 3% and 1.5% respectively. Meanwhile, the incorporated municipalities within this same area saw large population declines:

Picture Rocks: -2%

Montoursville: -3.4%

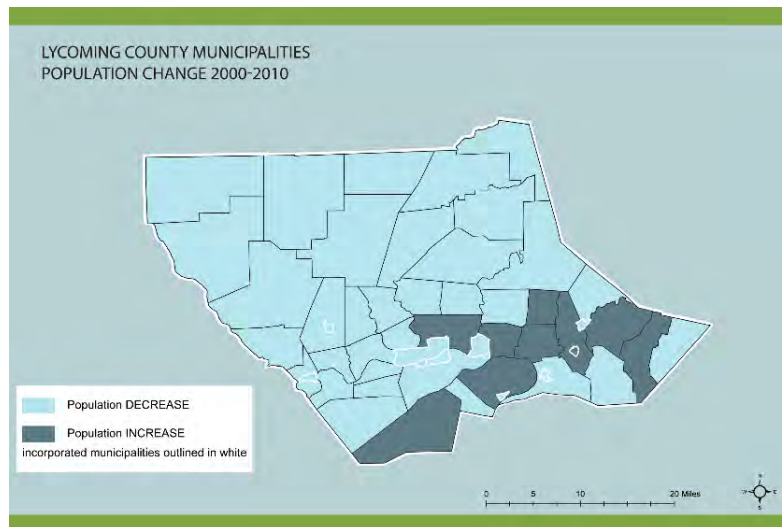
Hughesville: -4%

Williamsport: -4.3%

Muncy: -7%

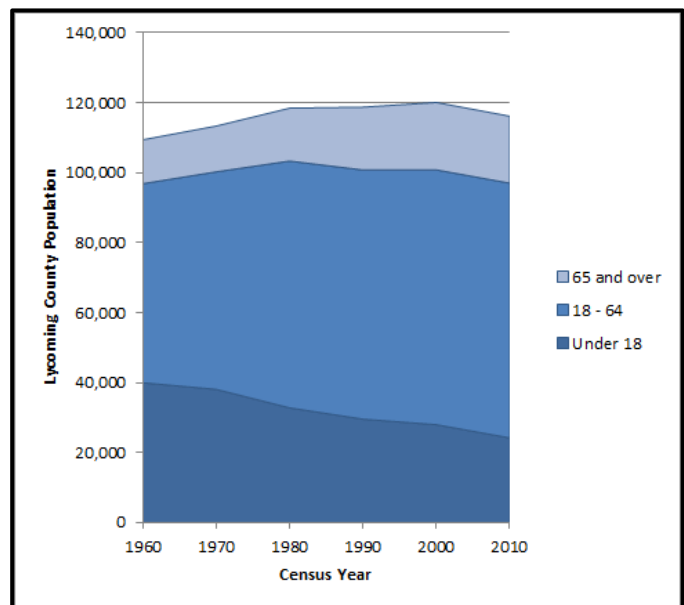
Collectively, these 5 municipalities lost 1,780 people between the 2000 and 2010 census, 1.5% of the total county population in 2000.

Meanwhile, even larger percentage decreases in population occurred in the central and northern parts of the county. The Townships of Old Lycoming, Pine, Plunketts Creek, Gamble, Lewis, Brown, McNett and Cummings each saw population decrease by over 10% from the 2000 to the 2010 census.



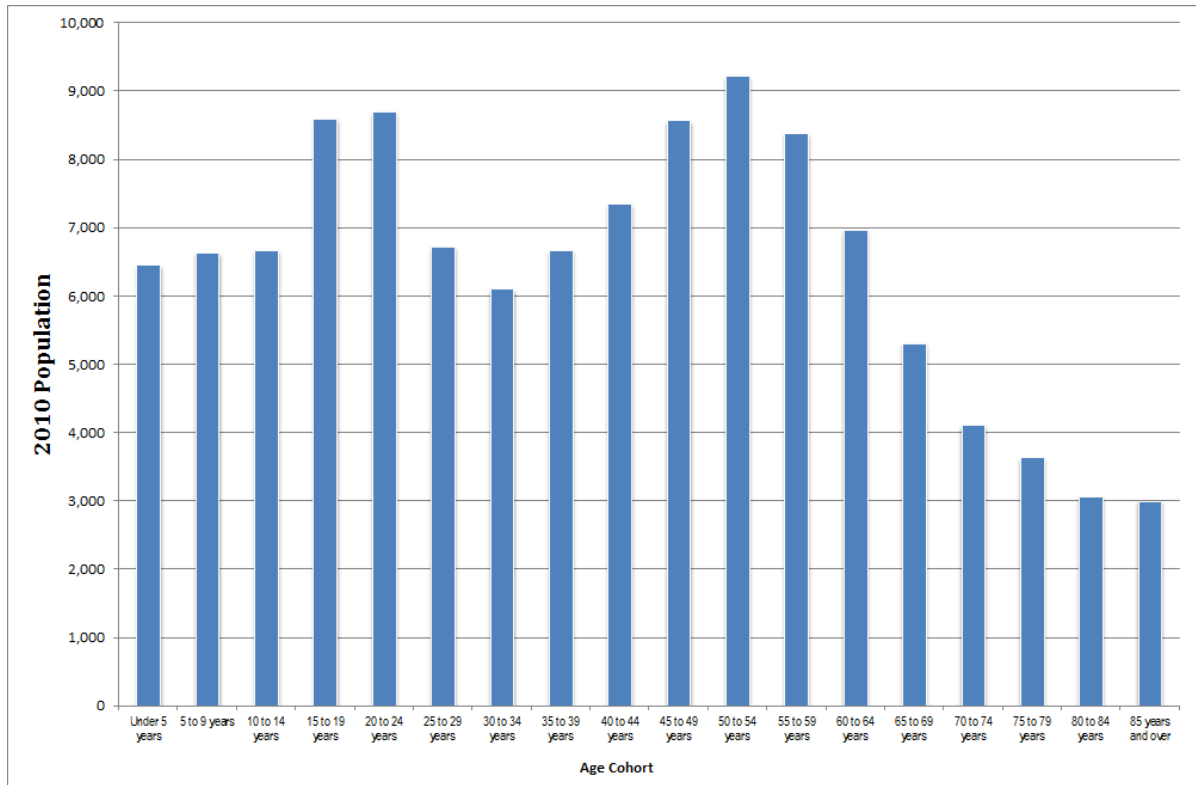
Population by Age Group

The population of Lycoming County is also becoming older on average. However, the largest driver of this trend is not an increase of people over the age of 65 but instead a diminishing proportion of the population under the age of 18. The youth population of the county has seen a steady linear decrease over the 50 year period from 1960-2010. From 1960 to 2010, the proportion of the population in Lycoming County under the age of 18 decreased from 37% to 21%. This was a numerical decrease of nearly 16,000 from a high of nearly 40,000 in 1960 to just 24,000 in 2010. Meanwhile, the proportion of the population aged 65 or over has increased from 11% to 16%. This was a



numerical increase of less than 7,000 from about 12,500 in 1960 to just over 19,000 in 2010.

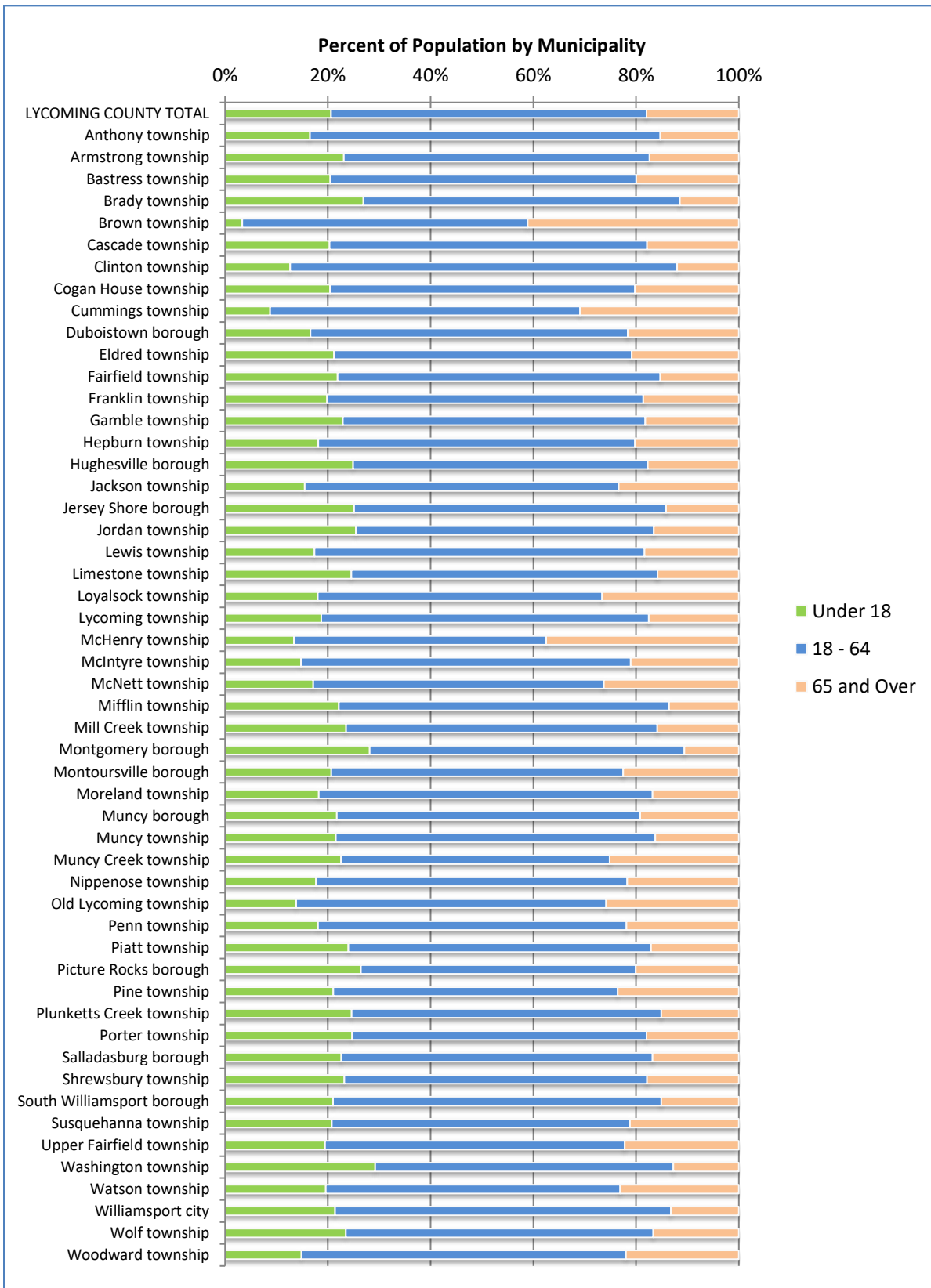
Looking at the breakdown of the population in 2010 based on age reveals another trend greatly influencing the current population composition and future demographics of Lycoming County. Currently, the largest age cohort in Lycoming County is individuals aged 50-54.



In addition, individuals aged 45-49 and aged 55-59 make up a large proportion of the population. Our large (2,211 in the 2010 census) college student population buoys the numbers of those aged 15-24 in the county. Over the lifespan of this plan, with a 20-year planning horizon, the largest age group within the county (those aged 45-59 in 2010, 22% of the total population) will enter their retirement years and then begin to decline in numbers due to mortality. Without an influx of population from outside of the county or a drastic increase in birth rates, Lycoming County is likely to see a dramatic decline in population between the years 2018 and 2038.

The chart below shows the percent of population by age group breakdown for the Lycoming County total and per municipality for the *under 18*, *18-64*, and *65 and over* age groups.

Williamsport Area Transportation Study Metropolitan Planning Organization
Public Participation Plan



In terms of a future countywide total population forecast, the Lycoming County Comprehensive Plan Update anticipates total population to decrease to 112,000 persons by 2020 with a further decrease to 106,000 persons by 2030, which is the new County Comprehensive Plan Update horizon year. A hypothesized reason for this decrease is attributed to “brain drain” trends where younger people going to colleges and universities elsewhere do not return to Lycoming County for employment once students graduate.

Environmental Justice Plan

Identification of Environmental Justice Populations

Presidential Executive Order 12898 states that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” Because the WATS MPO is responsible for allocating federal funds, the MPO is required to consider Environmental Justice (EJ). Within the transportation field, environmental justice is guided by three core principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The WATS MPO meets these requirements by providing data and mapping of Lycoming County environmental justice population areas utilizing U.S Bureau of Census information, along with analysis of proposed transportation project impacts related to environmental justice populations in the LRTP. The WATS MPO uses the FHWA and FTA joint guidance issued to the MPOs and RPOs of Pennsylvania, when performing equity analysis by incorporating the following “core elements”:

1. Identify environmental justice populations
2. Assess conditions and identify needs
3. Evaluate burdens and benefits
4. Identify and address disproportionate and adverse impacts and inform future planning efforts

Identification of traditionally underserved and underrepresented populations

Executive Order 12898 specifies that *minority* and *low-income* populations must be considered in Environmental Justice analysis and these populations were identified using data from the U.S. Bureau of Census 2010 Decennial Census and the American Community Survey, (ACS). The following definitions are used for the purposes of this analysis:

- Minority: Individuals who are:
 - Black or African American,
 - Hispanic or Latino,
 - Asian American,
 - American Indian/ Native American or Alaskan Native
 - Native Hawaiian and Other Pacific Islander
 - Two or more races
- Low-income: Person whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines.

A complete list of definitions for these categories is found in [Appendix E Glossary](#) at the end of this document.

To ensure the full and fair participation by all potentially affected communities in the transportation decision making process, the WATS MPO, as part of the preliminary design phase of proposed projects, coordinates with PennDOT and consultant teams to avoid, minimize, and mitigate adverse impacts environmental justice populations. These efforts are documented in the environmental clearance documents for each project.

For other transportation projects, which are advancing from the WATS Long Range Transportation Plan for programming on the WATS Transportation Improvement Program preliminary design phase, WATS will work with PennDOT and other project sponsors to identify the environmental justice populations and evaluate direct and indirect impacts of the projects on these populations. For projects that have advanced beyond preliminary design phase, WATS, PennDOT and other project sponsors will work to avoid, minimize and mitigate adverse impacts to environmental justice populations. Again, these efforts are documented in the appropriate environmental clearance documents for the projects.

In terms of transit, it should be recognized that WATS, River Valley Transit and STEP, Inc. actively solicit input from environmental justice populations through the WATS Transit Advisory Committee that includes numerous social service organizations providing programs and services supporting the transportation needs of such populations. RVT and STEP continually attempt to improve public transit service to key growth areas, which include subject populations.

On November 18, 2019, the WATS MPO adopted an update to its Coordinated Public Transit-Human Services Transportation Plan in conjunction with the SEDA-COG MPO. This plan helps guide the distribution of federal funds from certain transit programs that serve low-income, minority, persons with disabilities, and the elderly population. A large number of stakeholders provided input about this Coordinated Plan, including many stakeholders that directly or indirectly represent environmental justice populations of concern.

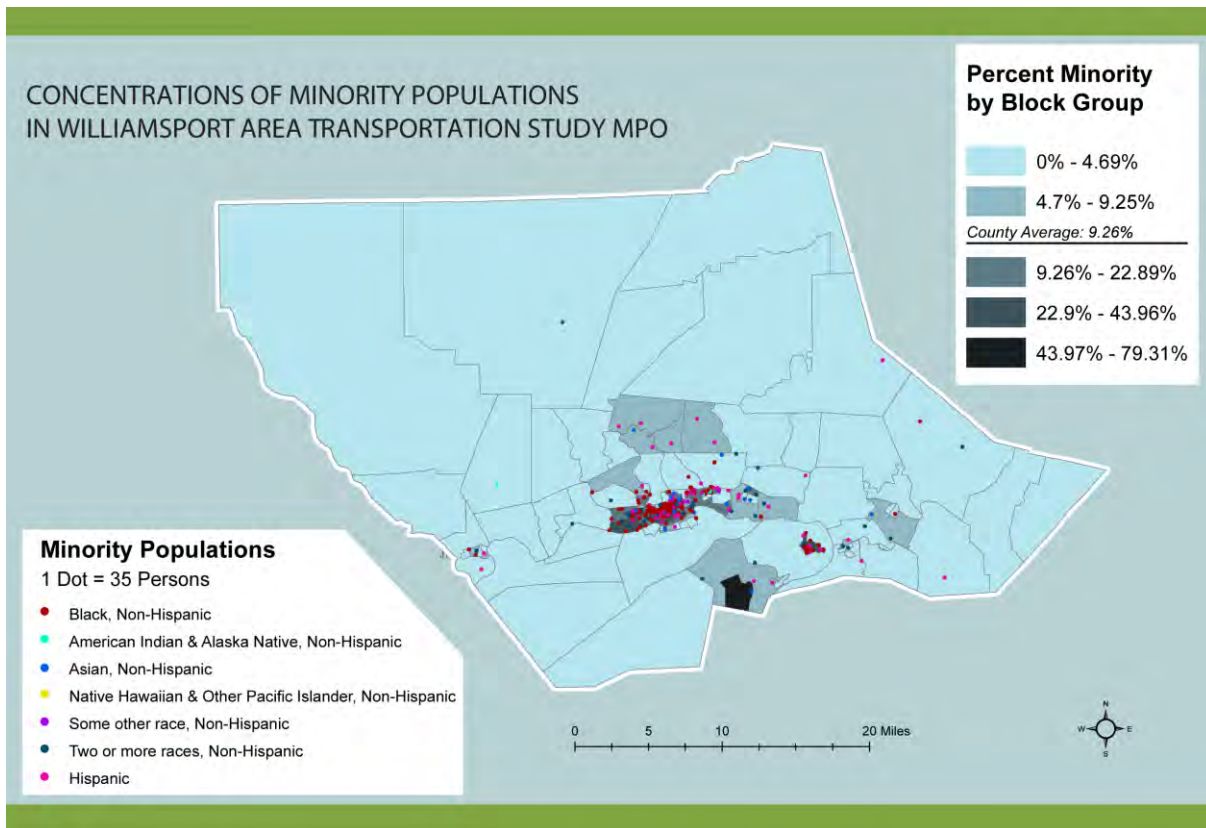
Identification of Minority Populations

According to the ACS, there are 10,686 persons in Lycoming County for whom minority status has been determined. This represents 9.26% of the Lycoming County total population (2013-2017 ACS Demographic Indicator data). The US. Bureau of Census 2017 American Community Survey Population Estimates information on minority composition is provided on the following table (*It should be noted that Hispanic or Latino is an ethnicity, not a racial category contained in Census data since persons of Hispanic origin can be of any race*):

RACE	2017 POPULATION	PERCENT SHARE
White	106,211	92.0%
Black or African American	5,711	4.9%
American Indian and Alaska Native	173	0.2%
Asian	704	0.6%
Native Hawaiian and other Pacific Islander	12	0.0%
Some other Race	523	0.5%
Two or More Races	2,062	1.8%
Totals	115,398	100.0%

There are 2,204 persons of Hispanic or Latino minority ethnicity, which represent 1.9% of Lycoming County's population according to the 2017 American Community Survey Population Estimates data, which is considerably lower than the Statewide 6.8% Hispanic, or Latino minority population figure. As shown in the above statistics, the County's population racial composition is predominantly white, however 8.0% of the population is non-white, which is substantially lower than the 18.2 % statewide non-white population figure ([2013-2017 ACS Demographic Characteristics](#)).

The following map illustrates the minority population in Lycoming County by Census Block Group. It is noteworthy that minority populations in Lycoming County are not geographically distributed evenly and they are primarily concentrated in the Williamsport Urbanized Area.

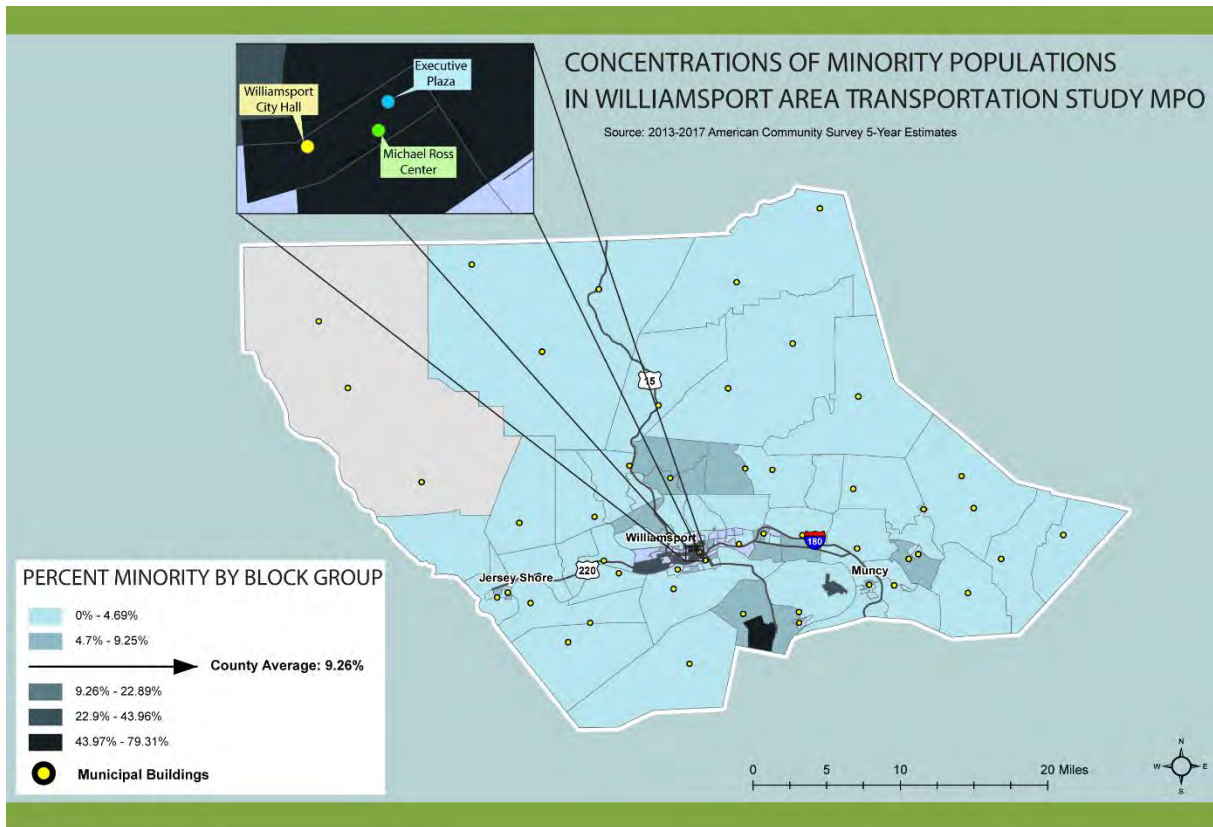


Disparities in Minority Populations Public Participation Process

During this Public Participation Plan update, the WATS MPO has not discovered any disparities for minority populations in the public participation process. However, the WATS MPO recognizes the need to continuously enhance public participation efforts. A more detailed description of future public participation efforts is found in the [Future Public Participation Plan Efforts and Evaluation Procedures](#) section. The WATS MPO will address any minority population special accommodation needs for public participation as requested and during product development.

Minority Populations Public Participation Techniques/Procedures

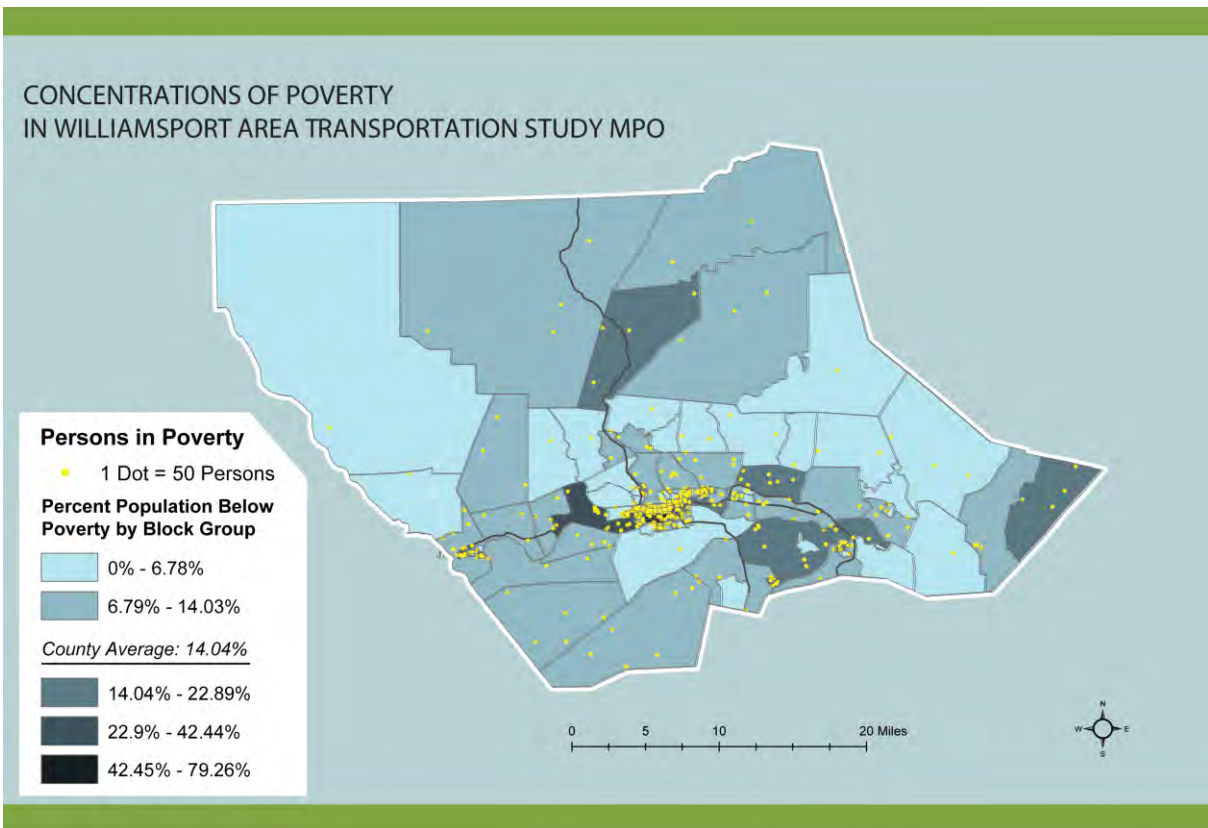
To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, the WATS MPO utilizes the public participation techniques and procedures outlined in the [WATS MPO General Public Participation Procedures](#). The WATS MPO meetings are typically held in Lycoming County Executive Plaza (see inset map below). In an effort to provide more opportunities for minority populations to participate in transportation decision-making processes, the WATS MPO may utilize other locations throughout the County such as the Michael Ross Event Center in Trade & Transit II and municipal offices. Furthermore, as projects are developed, additional public meeting locations may be utilized such as civic centers, non-profit centers, or religious facilities in order to increase access for the County's minority populations.



Identification of Low-income Population

- ❖ There are 109,487 persons in Lycoming County for whom low-income status can be determined. Of this number, 15,375 persons (14.0%) were determined to be falling below the poverty level, which is slightly higher than the Pennsylvania 12.5% poverty level figure ([2013-2017 ACS Poverty Status](#) and [Census Poverty data](#)).

The following map illustrates the low-income population in Lycoming County by Census Block Group. The low-income population in Lycoming County are not geographically distributed evenly. The largest portion of low-income population are primarily concentrated in the Williamsport Urbanized Area.

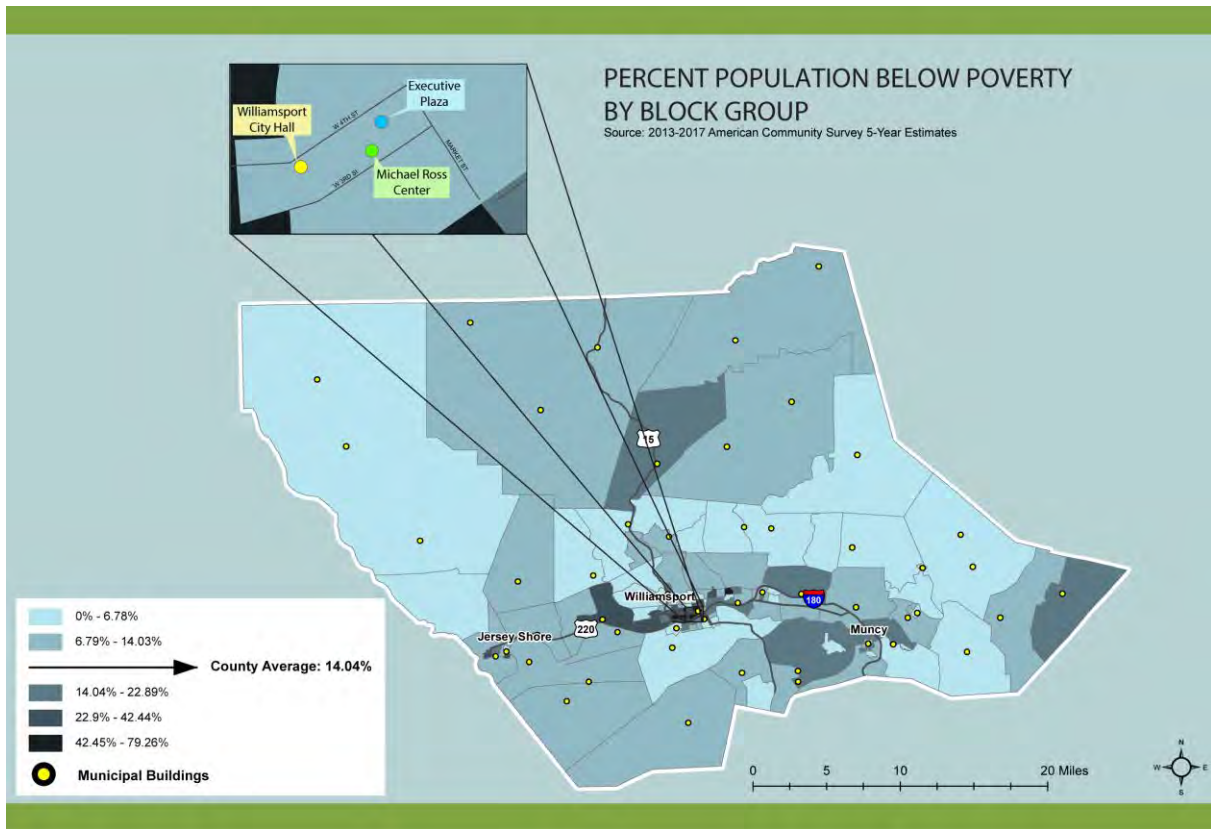


Disparities in Low-Income Population Public Participation Process

During this Public Participation Plan update, the WATS MPO has not discovered any disparities for low-income populations in the public participation process. However, the WATS MPO recognizes the need to continuously enhance public participation efforts. A more detailed description of future public participation efforts is found in the [Future Public Participation Plan Efforts and Evaluation Procedures](#) section. The WATS MPO will address any low-income population special accommodation needs for public participation as requested and during product development.

Low-Income Population Public Participation Techniques/Procedures

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, the WATS MPO utilizes the public participation techniques and procedures outlined in the [WATS MPO General Public Participation Procedures](#). The WATS MPO meetings are typically held in Lycoming County Executive Plaza (see inset map below). In an effort to provide more opportunities for low-income populations to participate in transportation decision-making processes, the WATS MPO may utilize other locations throughout the County such as the Michael Ross Event Center in Trade & Transit II and municipal offices. Furthermore, as projects are developed, additional public meeting locations may be utilized such as civic centers, non-profit centers, or religious facilities in order to increase access for the County's low-income populations.



Environmental Justice Analysis

The WATS MPO will continue its targeted outreach efforts to ensure many opportunities for the full and fair participation by all potentially affected communities in the transportation decision-making process. The WATS MPO will seek input from environmental justice populations on all WATS proposed projects, especially regarding those projects situated within environmental justice population centers, which are primarily concentrated within the Williamsport Urbanized Area. The MPO will also continue to refine the locations of populations of concern (as additional ACS and Census information becomes available), to expand methods of analysis for determining benefits and burdens, and to implement techniques for informing and gathering public input from all citizens about future transportation projects.

Title VI Plan

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, the WATS MPO is fully committed to ensuring compliance with [Title VI of the Civil Rights Act](#). As such, the WATS MPO does not discriminate on the grounds of race, color, or national origin in its programs or activities. Furthermore, the WATS MPO will not, directly or through contractual arrangements:

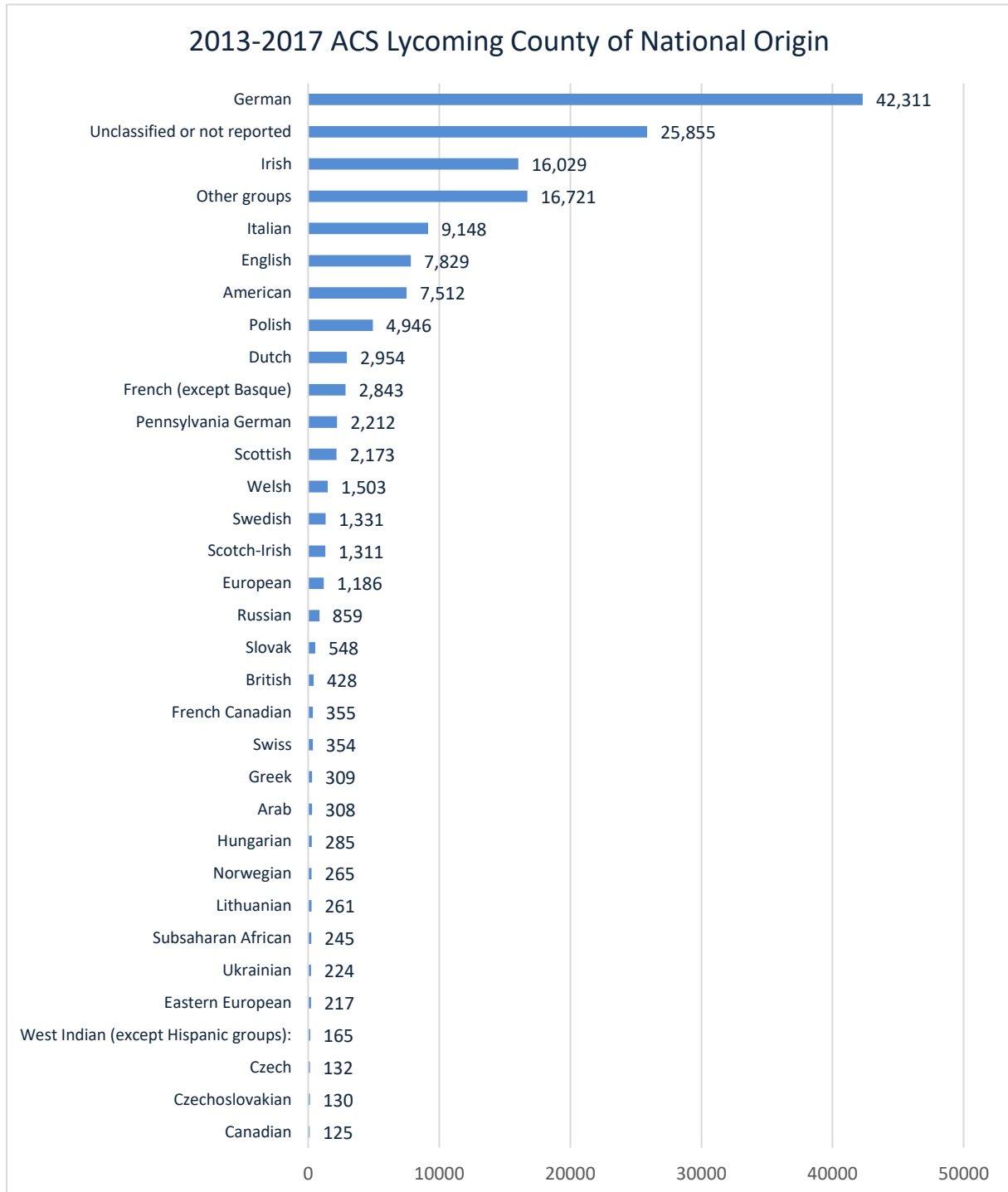
- Engage in intentional discrimination because of race, color, or national origin;

- Use criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin; or,
- Intimidate, threaten, coerce, or discriminate against any individual in retaliation for exercising a right or privilege.
- WATS MPO will include language in its public notices and advertisements relating to nondiscrimination and avenues of redress if an individual feels they have been discriminated against. All public meeting notices and advertisements shall state the following, ***“Under Title VI of the Civil Rights Act of 1964. If you feel you have been denied participation in, denied benefits of, been subject to discrimination in regard to this project development, or otherwise discriminated against because of race, ethnic or socioeconomic status you may contact John Lavelle, Transportation Supervisor, WATS MPO.”***

Identification of Title VI Populations

National Origin

The graph below shows the Lycoming County national origin breakdown for those who reported

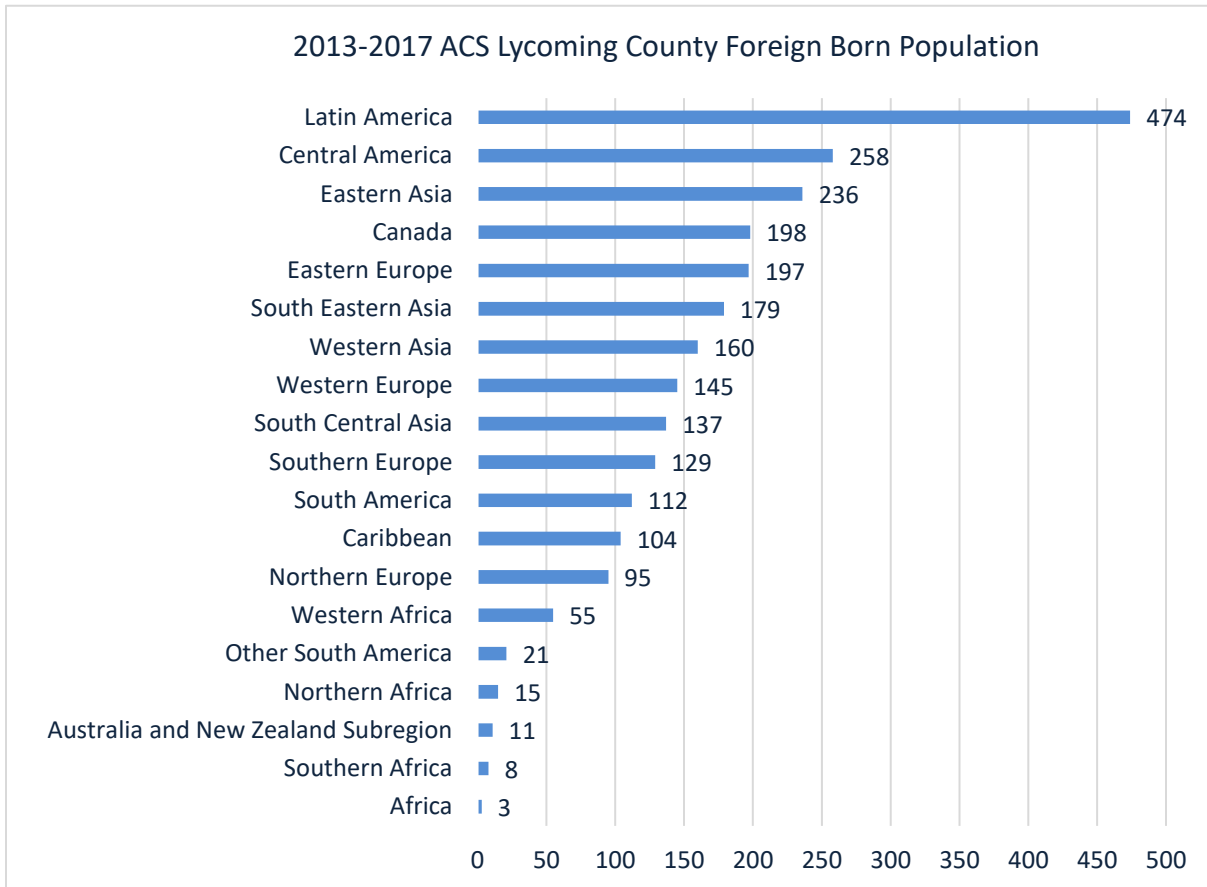


Due to 25,855 persons either not reporting ancestry or being labeled as unclassified, the US. Bureau of Census 2017 American Community Survey Population Estimates were only able to determine ancestry information for 89,543 persons in Lycoming County. From

those identified, German ranks as the highest ancestry in Lycoming County with 42,311 persons of German ancestry.

Foreign Born Population

The graph below shows US. Bureau of Census 2017 American Community Survey Population Estimates for Lycoming County. Latin America is the highest foreign-born place of birth in Lycoming County with 474 persons being born in Latin America.



Disparities in Title VI Populations Public Participation Process

During this Public Participation Plan update, the WATS MPO has not discovered any disparities for Title VI populations in the public participation process. However, the WATS MPO recognizes the need to continuously enhance public participation efforts. A more detailed description of future public participation efforts is found in the [Future Public Participation Plan Efforts and Evaluation Procedures](#) section. The WATS MPO will address any Title VI population special accommodation needs for public participation as requested and during product development.

Title VI Populations Public Participation Techniques/Procedures

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, the WATS MPO utilizes the public participation techniques and procedures outlined in the [WATS MPO General Public Participation Procedures](#). The WATS MPO meetings are typically held in Lycoming County Executive Plaza (see inset map below). In an effort to provide more opportunities for Title VI populations to participate in transportation decision-making processes, the WATS MPO may utilize other locations throughout the County such as the Michael Ross Event Center in Trade & Transit II and municipal offices. Furthermore, as projects are developed, additional public meeting locations may be utilized such as civic centers, non-profit centers, or religious facilities in order to increase access for the County's Title VI populations.

WATS MPO Title VI Complaint Procedure

All complaints that allege exclusion from participation in, denial of benefits, or discrimination on the grounds of race, color, national origin from a program, service, or activity administered by the WATS MPO shall be forwarded to the WATS MPO Title VI Coordinator for intake and disposition. These complaints will be reviewed and acted upon consistent with the WATS MPO Title VI complaint procedure, which was adopted at the WATS MPO July 23, 2012 public meeting. Any Title VI Complaints should be directed to:

John Lavelle
Transportation Supervisor
Lycoming County Planning & Community Development
48 West Third Street
Williamsport, PA 17701
Phone: (570) 320-2138
Email: jlavelle@lyco.org

An example of the *WATS MPO Title VI Complaint Form* can be found in [Appendix C WATS MPO Title VI Complaint Form](#) of the Public Participation Plan. All WATS public meeting notices indicate the procedures for filing a Title VI complaint. To date, the WATS MPO has not received any complaints under Title VI associated with development of this plan or other WATS MPO functions.

Americans with Disabilities Act Plan

The Americans with Disabilities Act of 1990 (ADA) “*prohibits discrimination on the basis of disability by public entities in services, programs, and activities. Public entities are required to make programs accessible to individuals with disabilities including conducting meetings and hearings in ADA-compliant buildings. Special accommodations must be provided to ensure communications are equally effective for persons with disabilities in order to participate in meetings, planning and programming activities.*” With advance notice, special provisions must be made to accommodate hearing-impaired or visually impaired participants.

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, the WATS MPO is fully committed to ensuring compliance with the [Americans with Disabilities Act of 1990 \(ADA\)](#). The WATS MPO complies with Title II of the American with Disabilities Act of 1990 (ADA), Section 504 of the Rehabilitation Act of 1973, and the Pennsylvania Human Relations Act of 199 by:

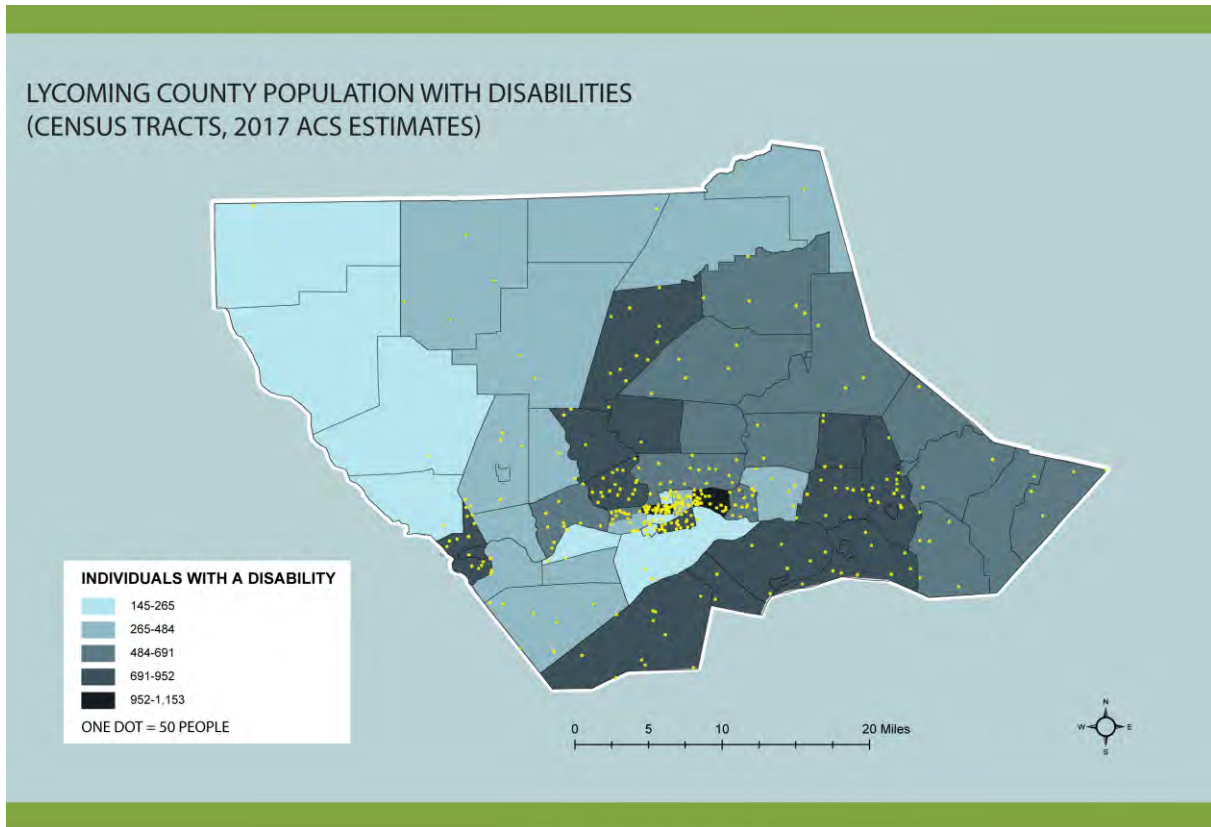
- WATS MPO Technical Committee and Coordinating Committee meetings are typically held at the Lycoming County Executive Plaza Building, 330 Pine St., Williamsport, PA 17701. In instances where the Executive Plaza Building is unavailable, the secondary meeting location is the Michael Ross Event Center in the Trade and Transit Centre II Building, located at 144 W 3rd. St. Williamsport, PA 17701. Both facilities are ADA compliant and accessible to public transportation provided by River Valley Transit, which operates a fully accessible fixed route transit fleet as well as ADA paratransit services subcontracted through a shared ride provider, STEP, Inc.
- All public notices published by WATS indicate that special ADA accommodations can be provided with advance notification to the Lycoming County Planning Commission. All public meeting notices and advertisements shall state the following, ***“If you require special assistance to attend or participate in this meeting or need additional information please contact the WATS MPO representative noted below, five days prior to the meeting event so that the special assistance can be accommodated.”***
- The WATS Transit Advisory Committee includes representation by community organizations that serve persons with disabilities, transit consumers, and public transportation providers.
- Identify alternative ADA compliant meeting sites, such as churches, schools, public libraries, and senior centers to reach traditionally underserved populations.

All public meetings associated with development of the 2018-2038 Long Range Transportation Plan were held at the ADA accessible Lycoming County Executive Plaza meeting location.

Identification of Disabled Population

In terms of the total Civilian Non-institutionalized population of Lycoming County, there are 112,226 persons residing in the County, where 17,314 persons (15.4%) have a physical or mental disability. The 65 years and over age group of this population grouping total 19,697 persons with 7,428 persons (37.7%) having a physical or mental disability. Lycoming County population disability percentages are slightly higher than the statewide disability percentages at 13.7% total disability and 34.3% over age 65 with disability figures ([2013-2017 ACS Social Characteristics data](#)). The map below shows the concentration of disability populations within the WATS MPO.

The following map illustrates the disabled populations in Lycoming County by Census Block Group. The disabled populations in Lycoming County are distributed fairly evenly throughout the County.



Disparities in Disabled Populations Public Participation Process

During this Public Participation Plan update, the WATS MPO has not discovered any disparities for the disabled populations in the public participation process. However, the WATS MPO recognizes the need to continuously enhance public participation efforts. A more detailed description of future public participation efforts is found in the [Future Public Participation Plan Efforts and Evaluation Procedures](#) section. The WATS MPO will address any disabled population special accommodation needs for public participation as requested and during product development.

Disabled Population Techniques/Procedures

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process. The WATS MPO utilizes the public participation techniques and procedures outlined in the [WATS MPO General Public Participation Procedures](#). The WATS MPO meetings are typically held in Lycoming County Executive Plaza. In instances where the Executive Plaza Building is unavailable, the secondary meeting location is the Michael Ross Event Center in the Trade and Transit Centre II Building, located at 144 W 3rd. St. Williamsport, PA 17701. Both facilities are ADA

compliant and accessible to public transportation provided by River Valley Transit, which operates a fully accessible fixed route transit fleet as well as ADA paratransit services subcontracted through a shared ride provider, STEP, Inc.

In an effort to provide more opportunities for disabled populations to participate in transportation decision-making processes, the WATS MPO may utilize other locations throughout the County such as the Michael Ross Event Center in Trade & Transit II and municipal offices. Furthermore, as projects are developed, additional public meeting locations may be utilized such as civic centers, non-profit centers, or religious facilities in order to increase access for the County’s disabled populations. The WATS MPO will not place a surcharge on an individual with a disability to cover the costs of providing auxiliary aids/services or reasonable modifications of policy.

Limited English Proficiency, (LEP) Plan

The WATS MPO is fully committed to ensuring compliance with [Executive Order 13166](#) “[Improving Access to Services for Persons with Limited English Proficiency, \(LEP\)](#)” allowing for the full and fair participation by all potentially affected communities in the transportation decision-making process,

WATS MPO is committed to improving services to LEP individuals throughout Lycoming County. Review of the LEP and related outreach activities are conducted as needed during the Public Participation Plan update. Any improvements/changes to the LEP will be made based upon that review. Analysis of the languages spoken throughout Lycoming County’s census block groups can be seen in the charts/map below.

Lycoming County Limited English Proficiency (LEP) Profile

2013-2017 American Community Survey 5 Year Estimates

Estimated Total Population 5 Years Old And Over		108,962	
Estimated Population Speaking Only English Language		105,218	
	Total Number of People Speaking Language At Home	Number of People Speaking This Language At Home Who Speak English "Very Well"	Number of People Speaking This Language At Home Who Speak English "Less Than Very Well"
Spanish	1,408	1,037	371
French, Haitian, or Cajun	240	226	14
German or other West Germanic languages	882	645	237

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Russian, Polish, or other Slavic languages	184	121	63
Other Indo-European languages	324	267	57
Korean	25	23	2
Chinese (incl. Mandarin, Cantonese)	150	94	56
Vietnamese	43	3	40
Tagalog (incl. Filipino)	48	25	23
Other Asian and Pacific Island languages	154	90	64
Arabic	202	74	128
Other and unspecified languages	84	76	8
TOTAL	3,744	2,681	1,063

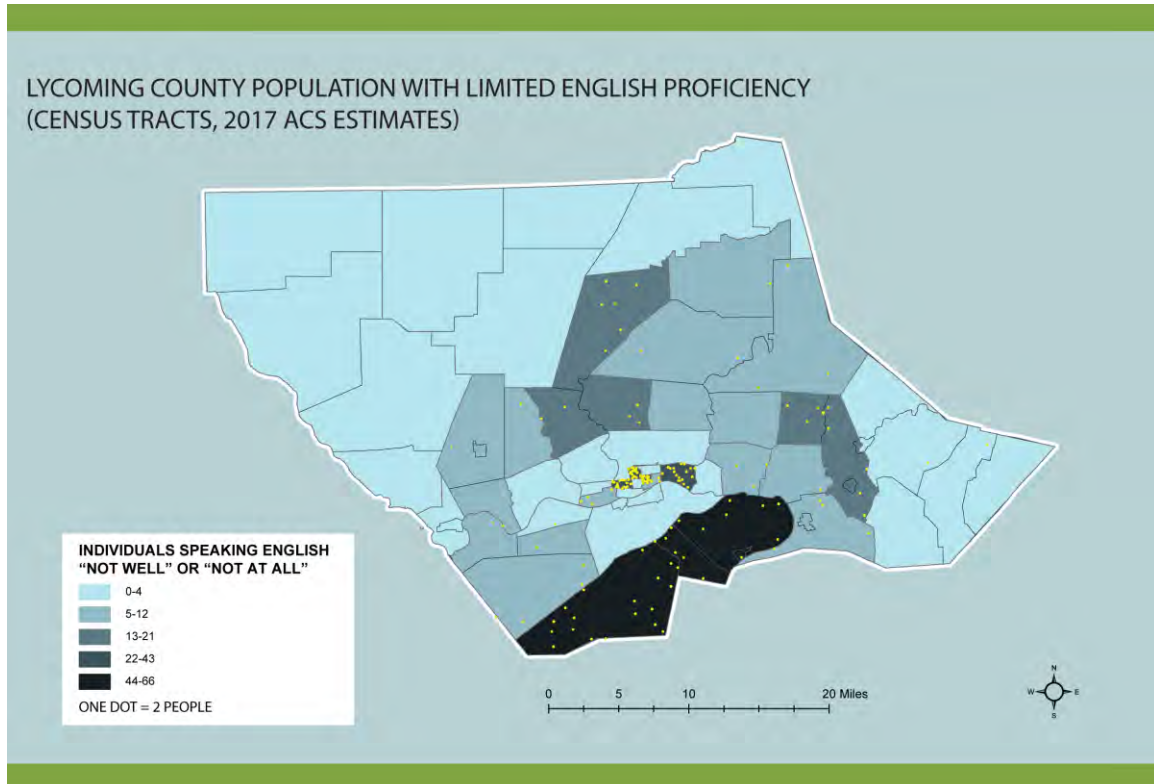
Source: [US Census American Community Survey 2013-2017 5-Year Estimates](#)

	Estimate	Margin of Error	Percent of Population
Number of Households	45,991	+/- 667	100%
Estimated Households Speaking Only English	43,995	+/- 687	95.6%
Estimated Households Speaking Spanish at Home:	658	+/- 157	1.4%
Limited English speaking household	48	+/- 53	0.1%
Not a limited English speaking household	610	+/- 141	1.3%
Estimated Households Speaking Other Indo-European languages at Home:	970	+/- 270	2.1%
Limited English speaking household	71	+/- 44	0.15%
Not a limited English speaking household	899	+/- 204	1.9%
Estimated Households Speaking Asian & Pacific Island languages at Home:	254	+/- 61	0.5%
Limited English speaking household	40	+/- 40	0.08%
Not a limited English speaking household	205	+/- 52	0.44%
Estimated Households Speaking Other Languages at Home:	114	+/- 80	0.2%
Limited English speaking household	58	+/- 74	0.1%
Not a limited English speaking household	56	+/- 33	0.1%

Source: [US Census American Community Survey 2013-2017 5-Year Estimates](#)

Identification of Limited English Proficiency Population

According to the American Community Survey 2013-2017 estimates, there are a total of 108,962 persons in Lycoming County aged five years and older. Of these, 1,063 persons (1%) speak a primary language at home other than English and Speak English less than very well. Lycoming County is lower than the statewide percent of 4.2% primary non-English speaking population and the national estimate of 8.5%. This LEP population breakdown for Lycoming County is illustrated below.



Disparities in LEP Population Public Participation Process

During this Public Participation Plan update, the WATS MPO has not discovered any disparities for Limited English Proficiency populations in the public participation process. However, the WATS MPO recognizes the need to continuously enhance public participation efforts. A more detailed description of future public participation efforts is found in the [Future Public Participation Plan Efforts and Evaluation Procedures](#) section. The WATS MPO will address any Limited English Proficiency population special accommodation needs for public participation as requested and during product development.

Limited English Proficiency Population Techniques/Procedures

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, the WATS MPO utilizes the public participation techniques and procedures outlined in the [WATS MPO General Public Participation Procedures](#). The WATS MPO meetings are typically held in Lycoming County Executive Plaza (see inset map below). In an effort to provide more opportunities for Limited English Proficiency populations to participate in transportation decision-making processes, the WATS MPO may utilize other locations throughout the County such as the Michael Ross Event Center in Trade & Transit II and municipal offices. Furthermore, as projects are developed, additional public meeting locations may be utilized such as civic centers, non-profit centers, or religious facilities in order to increase access for the County's LEP populations. The WATS MPO complies with the Executive Order 13166, "Improving Access to Services for Persons with *Limited English Proficiency, (LEP)*" requirements by:

- Include in the WATS public meeting notices the availability of LEP language translation services upon advance notification (the WATS MPO has LEP translation service availability through a PennDOT partnership). Limited English Proficiency individuals, upon request, may have any publically available document that WATS MPO produces translated into other languages to facilitate public review.
- Include on all WATS MPO webpages a language translation option where LEP Individuals can select their most proficient language.
- Targeted public outreach events to venues frequented by LEP individuals (ex. Thrive International Programs).

Future Public Participation Plan Efforts and Evaluation Procedures

In order to ensure full and fair public participation in the transportation decision-making process the WATS MPO recognizes the need to continuously enhance public outreach efforts. To achieve these goals the WATS MPO will pursue the following activities:

- Review and evaluate the Public Participation Plan on a 2-year cycle prior to updating the Transportation Improvement Plan (TIP)
- As a component of the Public Participation Plan review/update the WATS MPO will also review/update the following plans:
 - Americans with Disabilities Act Plan
 - Environmental Justice Plan
 - Limited English Proficiency Plan
 - Title VI Plan
- Identify and consult with interested parties and stakeholders (continuing)
- Seek out Environmental Justice and Limited English Proficiency organizations, resources, and advocates throughout Lycoming County (continuing)

- Conduct review of ADA accessibility of meeting locations and website (continuing)
- Partner with disability advocates to ensure online products/documents are easier to access for the disabled population (continuing)
- Investigate the formation of a Citizens Advisory Committee to assist in public outreach and public participation (continuing)
- Periodically evaluate the opportunities and procedures for public participation including:
 - Review of public meeting attendance
 - The frequency and nature of public comments received on WATS planning documents, website and social media interaction
 - Any other comments or suggestions.

The findings will be incorporated as part of subsequent WATS Public Participation Plan updates and public involvement activities.

In November 2019 the WATS MPO received approval to move forward with the creation of a number of WATS MPO social media accounts. The MPO will be creating Facebook, Instagram, Twitter, Linked In, and YouTube accounts and plans to have the accounts up and running by January 2020. The addition of multiple social media accounts, along with existing public participation/public outreach methods, will enhance the WATS MPO's ability to ensure full and fair public participation by providing new platforms for the public to receive transportation related information, and participate in the transportation decision-making process. The memo providing the rationale for the new social media accounts is in [Appendix D: WATS Social Media Memo](#).

For questions regarding the WATS MPO Public Participation Plan, public participation opportunities, or accommodations please contact:

John Lavelle
Transportation Supervisor
Lycoming County Planning & Community Development
48 West Third Street
Williamsport, PA 17701
Phone: (570) 320-2138
Email: jlavelle@lyco.org

Appendix A: Glossary of Acronyms

Abbreviations of terms used in the Public Participation Plan are as follows:

A	AADT:	Annual Average Daily Traffic
	AASHTO:	American Association of State Highway & Transportation Officials
	ACM:	Agency Coordination Meeting
	ADA:	Americans with Disabilities Act of 1990
	ADT:	Average Daily Traffic
	ACS:	American Community Survey
	AIP:	Airport Improvement Program
	ALP:	Airport Layout Plan
	APA:	American Planning Association
	ARFF:	Aircraft Rescue and Firefighting
	ARLE:	Automated Red Light Enforcement
	ATCT:	Air Traffic Control Tower
B	BMP:	Best Management Practice
	BMS:	Bridge Management System
C	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
	COFC:	Container on Flat Car
	CSVT:	Central Susquehanna Valley Transportation Project
D	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
E	ECMS:	Engineering and Construction Management System
	EJ:	Environmental Justice
	EMC:	Emergency Management Coordinator
	ENS:	Emergency Notification System
	EOC:	Emergency Operations Center
	EOP:	Emergency Operations Plan
	EPA:	Environmental Protection Agency
F	FAA:	Federal Aviation Administration

Appendix A: Glossary of Acronyms

Abbreviations, continued

	FAST:	Fixing America's Surface Transportation Act
	FBO:	Fixed Base Operator
	FD:	Final Design
	FEMA:	Federal Emergency Management Agency
	FFY:	Federal Fiscal Year
	FHWA:	Federal Highways Administration
	FRA:	Federal Railroad Administration
	FTA:	Federal Transit Administration
G	GIS:	Geographic Information Systems
	GWA:	Greater Williamsport Alliance Planning Area
H	HAT:	Height Above Terrain
	HOP:	Highway Occupancy Permit
	HPMS:	Highway Performance Monitoring System
	HSIP:	Highway Safety Improvement Program
I	ILS:	Instrument Landing System
	ISTEA:	Intermodal Surface Transportation Efficiency Act
	IRI:	International Roughness Index
	ITE:	Institute of Transportation Engineers
	ITS:	Intelligent Transportation System
J	JACIP:	Joint Automated Capital Improvement Program
	JRA:	Joint Rail Authority (SEDA-COG)
L	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
	L VRR:	Lycoming Valley Railroad
M	MALSR:	Medium Intensity Approach Lighting System
	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

Appendix A: Glossary of Acronyms

Abbreviations, continued

	MPC:	Municipalities Planning Code
	MPMS:	Multimodal Project Management System
	MPO:	Metropolitan Planning Organization
	MSA:	Metropolitan Statistical Area
	MTF:	Multimodal Transportation Fund
N	NACTO:	National Association of City Transportation Officials
	NAICS:	North American Industry Classification System
	NBIS:	National Bridge Inspection Program
	NEPA:	National Environmental Policy Act
	NHPP:	National Highway Performance Program
	NHS:	National Highway System
	NIMS:	National Incident Management System
	NPIAS:	National Plan of Integrated Airport Systems
	NPS:	Nonpoint Source
	NWI:	National Wetlands Inventory
O	OPI:	Overall Pavement Index
P	P3:	Public Private Partnership
	PAC:	Program Advisory Committee
	PAPI:	Precision Approach Indicators
	PAT:	Panning Advisory Team
	PCT:	Pennsylvania College of Technology
	PE:	Preliminary Engineering
	PEMA:	Pennsylvania Emergency Management Agency
	PennDOT:	Pennsylvania Department of Transportation
	PHMC:	Pennsylvania Historical & Museum Commission
	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
R	RLR:	Rail Line Relocation and Improvement
	RMS:	Roadway Management System
	ROP:	Regional Operations Plan
	ROW:	Right of Way

Appendix A: Glossary of Acronyms

Abbreviations, continued

RPO:	Rural Planning Organization
RRIF:	Railroad Rehabilitation & Improvement Financing
RTAP:	RRail Transportation Assistance Program
RVT:	River Valley Transit
S	SAFETEA-LU: Safe, Accountable, Flexible, Efficient, Transportation Equity Act - A Legacy For Users
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
STIP:	Statewide Transportation Improvement Program
STP:	Surface Transportation Program
T	TAP: Transportation Alternatives Program
TEA-21:	Transportation Equity Act for the 21st Century
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
TOFC:	Trailer on Flat Car
TRB:	Transportation Research Board
TSA:	Transportation Security Administration
TSMO:	Transportation System Management & Operations
TYP:	Twelve-Year Program
U	UPWP: Unified Planning Work Program
USDOT:	United States Department of Transportation
V	VASI: Visual Approach Slope Indicators
VMT:	Vehicle Miles Traveled
W	WATS: Williamsport Area Transportation Study

Appendix B: Interested Party Organizations

Interested Parties		
MUNICIPAL GOVERNMENT CONTACTS - TOWNSHIPS		
Anthony Twp. Chair, Board of Supervisors	570-321-6177	402 Dutch Hill Rd Cogan Station PA 17725
Armstrong Twp. Chair, Board of Supervisors	570-326-6905	502 Waterdale Rd Williamsport PA 17702
Bastress Twp. Chair, Board of Supervisors	570-745-3622	518 Cold Water Town Rd Williamsport PA 17701
Brady Twp. Chair, Board of Supervisors	570-547-2220	1986 Elimsport Rd Montgomery PA 17752
Brown Twp. Chair, Board of Supervisors	570-353-2938	18254 Rt 414 Cedar Run PA 17727
Cascade Twp. Chair, Board of Supervisors	570-995-5099	1456 Kellyburg Rd Trout Run PA 17771
Clinton Twp. Chair, Board of Supervisors	570-547-1466	2016 SR 54 Montgomery PA 17752
Cogan House Twp. Chair, Board of Supervisors	570-634-3185	4609 Rt 189 Hwy Trout Run PA 17771
Cummings Twp. Chair, Board of Supervisors	570-753-4665	PO Box 117 Waterville PA 17776
Eldred Twp. Chair, Board of Supervisors	570-435-2606	5558 Warrensville Rd Montoursville PA 17754
Fairfield Twp. Chair, Board of Supervisors	570-433-4212	834 Fairfield Church Rd Montoursville PA 17754
Franklin Twp. Chair, Board of Supervisors	570-584-3240	PO Box 85 Lairdsville PA 17742
Gamble Twp. Chair, Board of Supervisors	570-998-2445	17 Beech Valley Rd Trout Run PA 17771
Hepburn Twp. Chair, Board of Supervisors	570-494-1907	1936 Rt 973 East Cogan Station PA 17728
Jackson Twp. Chair, Board of Supervisors	570-324-6802	3809 Williamson Trail Liberty PA 16930
Jordan Twp. Chair, Board of Supervisors	570-458-5450	PO Box 85 Unityville PA 17774
Lewis Twp. Chair, Board of Supervisors	570-998-2779	69 Main St PO Box 118 Trout Run PA 17771
Limestone Twp. Chair, Board of Supervisors	570-745-3478	6235 S Rt 44 Hwy Jersey Shore PA 17740
Loyalsock Twp. Chair, Board of Supervisors	570-745-3478	2501 East Third Street Williamsport PA 17701

Appendix B: Interested Party Organizations

Interested Parties, cont.		
MUNICIPAL GOVERNMENT CONTACTS - TOWNSHIPS		
Lycoming Twp. Chair, Board of Supervisors	570-998-2988	328 Dauber Rd Cogan Station PA 17728
McHenry Twp. Chair, Board of Supervisors	570-753-2679	145 Railroad Street Cammal PA 17723
McIntyre Twp. Chair, Board of Supervisors	570-995-5141	PO Box 171 Ralston PA 17763
McNett Twp. Chair, Board of Supervisors	570-673-3968	1785 Yorktown Rd Roaring Branch PA 17765
Mifflin Twp. Chair, Board of Supervisors	570-398-7123	106 First Fork Rd Jersey Shore PA 17740
Mill Creek Twp. Chair, Board of Supervisors	570-435-0255	206 Woodley Hollow Rd Montoursville PA 17754
Moreland Twp. Chair, Board of Supervisors	570-546-5857	1220 Moreland Twp Rd Muncy PA 17756
Muncy Creek Twp. Chair, Board of Supervisors	570-546-6067	575 Rt 442 Hwy Muncy PA 17756
Muncy Twp. Chair, Board of Supervisors	570-546-6845	1922 Pond Rd Pennsdale PA 17756
Nippenose Twp. Chair, Board of Supervisors	570-398-1281	Box 201 Antes Fort PA 17720
Old Lycoming Twp. Manager	570-322-6906	1951 Green Ave Williamsport PA 17701
Penn Twp. Chair, Board of Supervisors	570-584-3365	4600 Beaver Lake Rd Hughesville PA 17737
Piatt Twp. Chair, Board of Supervisors	570-398-0600	9687 North Rt 220 Hwy Jersey Shore PA 17740
Pine Twp. Chair, Board of Supervisors	570-353-2263	925 Oregon Hill Rd Morris PA 16938
Plunketts Creek Twp. Chair, Board of Supervisors	570-478-2231	179 Dunwoody Rd Williamsport PA 17701
Porter Twp. Chair, Board of Supervisors	570-398-4526	5 Shaffer Ln Jersey Shore PA 17740
Shrewsbury Twp. Chair, Board of Supervisors	570-584-3079	143 Point Bethel Rd Hughesville PA 17737
Susquehanna Twp. Chair, Board of Supervisors	570-322-6827	91 E Village Dr Williamsport PA 17701
Upper Fairfield Twp. Chair, Board of Supervisors	570-435-0488	4090 Rt 87 Hwy Montoursville PA 17754

Appendix B: Interested Party Organizations

Interested Parties, cont.		
MUNICIPAL GOVERNMENT CONTACTS - TOWNSHIPS		
Washington Twp. Chair, Board of Supervisors	570-547-6893	15973 S Rt 44 Hwy Cogan Station PA 17728
Watson Twp. Chair, Board of Supervisors	570-398-7829	5172 N SR 44 Cammal PA 17723
Wolf Twp. Chair, Board of Supervisors	570-584-2672	695 Rt 405 Hwy Hughesville, PA 17737
Woodward Twp. Chair, Board of Supervisors	570-323-9631	4910 S Rt 220 Hwy, Suite 1 Roaring Branch PA 17765
MUNICIPAL GOVERNMENT CONTACTS - BOROUGHES		
DuBoistown Boro. President, Boro. Council	570-323-3646	2651 Euclid Ave DuBoistown PA 17702
Hughesville Boro. President, Boro. Council	570-584-2041	147 S 5th Street Hughesville 17737
Jersey Shore Boro. Manager	570-398-0104	232 Smith Street Jersey Shore PA 17740
Montgomery Boro. President, Boro. Council	570-547-1671	35 S Main Street Montgomery PA 17752
Montoursville Boro. President, Boro. Council	570-368-2486	617 N Loyalsock Ave Antes Fort PA 17754
Muncy Boro. President, Boro. Council	570-546-3952	14 North Washington Street Muncy PA 17756
Picture Rocks Boro. President, Boro. Council	570-584-6362	13 Main Street Picture Rocks PA 17762
Salladasburg Boro. President, Boro. Council	570-865-6641	145 Blackhorse Alley Salladasburg PA 17740
South Williamsport Boro. Manager	570-322-0158	329 W Southern Ave South Williamsport PA 17702
PA State Assoc. of Boroughs Executive Director	717-236-9526 ext. 1043	2941 North Front Street Harrisburg PA 17110
MUNICIPAL GOVERNMENT CONTACTS - MUNICIPAL MISC		
PA State Assoc. of Twp. Supervisors Executive Director	717-763-0930 ext. 187	4855 Woodland Dr Jersey Shore PA 17740
City of Williamsport President, City Council	570-327-7504	245 W 4th Street Montoursville PA 17754

Appendix B: Interested Party Organizations

Interested Parties, cont.		
COUNCILS OF GOVERNMENT CONTACTS		
Central Keystone COG Office Manager	570-522-1326	1610 Industrial Blvd Lewisburg PA 17837
Pine Creek Council of Governments Chairman, Pine Creek COG	231-384-2303	PO Box 82 Waterville PA 17776
SEDA-COG Chief of Transportation & Rail	570-524-4491	201 Furnance Road Lewisburg PA 17701
West Branch Council of Government	570-548-3349	74 Center Street Picture Rocks PA 17762
LYCOMING COUNTY GOVERNMENT CONTACTS		
Lycoming/Clinton Bi-County Office for the Aging Director, Office of Aging	570-326-0587	2138 Lincoln Street Williamsport PA 17701
Lycoming /Clinton Joinder Board Director	570-326-7895	200 East Street Williamsport PA 17701
Lycoming County Housing Authority Executive Director	570-327-3755	1941 Lincoln Dr Williamsport PA 17701
Lycoming Co. Public Assistance Office Executive Director	570-327-3300	400 Little League Boulevard Williamsport PA 17701
PENNSYLVANIA STATE AGENCIES		
PA DCED Deputy Executive Director	866-466-3972	400 North Street, 4th Floor Harrisburg PA 17120
PA DEP Environmental Community Relations Specialist	570-327-3636	208 W 3rd Street, Suite 101 Williamsport PA 17701
PennDOT Engineering District 3-0 Transportation Planning Manager	570-368-8686	715 Jordan Ave Montoursville PA 17754
EDUCATION ORGANIZATIONS - LIBRARIES		
Hughesville Public Library Director	570-584-3762	146 South 5th Street Hughesville PA 17737
James V. Brown Library Executive Director	570-326-0536 ext. 102	19 East 4th Street Williamsport PA 17701
Montgomery Area Public Library Director	570-547-6212	1 South Main Street Montgomery PA 17752
Muncy Public Library Director of Operations	570-546-5014	108 South Main Street Muncy PA 17756
WB Konkle Library Director	570-368-1840	384 Borad Street Montoursville PA 17754

Appendix B: Interested Party Organizations

Interested Parties, cont.		
EDUCATION ORGANIZATIONS - LIBRARIES		
East Lycoming SD Business Manager	570-584-2131	349 Cemetery Street Hughesville PA 17737
Jersey Shore SD Asst. Superintendent	570-398-1561	175 A and P Drive Williamsport PA 17701
Loyalsock SD Business Manager	570-326-6508	1605 Four Mile Dr Williamsport PA 17701
Loyalsock SD Transportation Manager	570-326-6508	1605 Four Mile Dr Williamsport PA 17701
Montgomery SD Superintendent	570-547-1608 ext 1122	120 Penn Street Montgomery PA 17752
Montoursville SD Superintendent	570-368-2491	50 N Arch Street Montoursville PA 17754
Muncy SD Superintendent	570-546-3125 ext. 2000	206 Sherman Street Muncy PA 17756
South Williamsport SD Superintendent	570-327-1581 ext. 4466	515 West Central Ave South Williamsport PA 17702
Williamsport SD Superintendent	570-327-5500	2780 West Fourth Street Williamsport PA 17701
EDUCATION ORGANIZATIONS - COLLEGES/ UNIVERSITIES		
Lycoming College Vice President, Finance & Administration	570-321-4031	700 College Place Williamsport PA 17701
PA College of Technology Chief of Staff / Asst. to the President for College Rel.	570-326-2400 ext. 4966	One College Ave. Williamsport PA 17701
PROVIDERS OF PUBLIC TRANSPORTATION		
STEP Inc. Program Manager, STEP Transportation	570-326-0587	2138 Lincoln Street Williamsport PA 17701
River Valley Transit Business and Compliance Manager	570-326-2500	1500 W 3rd Street Williamsport PA 17701
Williamsport Municipal Airport Auth. Director	570-368-2444	724 Airport Rd, Suite A106 Montoursville PA 17754
PROVIDERS OF PRIVATE TRANSPORTATION		
Billtown Cab President	570-322-2222	3575 W 4th Street Williamsport PA 17701
Fullington Trailways Director of Business Development	814-548-7332 ext. 324	11 W Church Street Williamsport PA 17701

Appendix B: Interested Party Organizations

Interested Parties, cont.		
PROVIDERS OF PRIVATE TRANSPORTATION, CONT.		
Lyft	844-331-1215	245 W 17th Street New York City NY 10011
Uber		636 W 28th St New York NY 10001
PROVIDERS OF FREIGHT TRANSPORTATION		
Lycoming Valley Railroad General Manager	570-327-0732	421 Reighard Ave Williamsport PA 17701
PA Motor Truck Association President/CEO	717-761-7122	910 Linda Lane Camp Hill PA 17011
SEDA-COG Joint Rail Authority Chief of Transportation & Rail	570-524-4491	201 Furnance Road Lewisburg PA 17837
Williamsport-Lycoming Chamber of Commerce President/CEO	570-320-4213	102 W 4th Street Williamsport PA 17701
REPRESENTATIVES OF USERS OF PUBLIC TRANSPORTATION		
US Congressman Fred Keller Chief of Staff	202-225-3731	1717 Longworth House Office Building Washington DC 20515
State Senator Eugene Yaw Chief of Staff	570-322-6457	175 Pine Street Suite 105 Williamsport PA 17701
State Representative Garth Everett Chief of Staff	570-546-2084	21 Kristi Rd, Suite 1 Muncy PA 17756
State Representative Jeff Wheeland Office Manager	570-321-1270	349 Pine Street, Suite 1 Williamsport PA 17701
REPS. OF USERS OF PEDESTRIAN WALKWAYS AND BICYCLE TRANSPORTATION FACILITIES		
Bicycle Recycle Manager	570-971-7263	1307 Park Ave, Building 10 Williamsport PA 17701
Williamsport Bicycle Club President, Williamsport Bicycle Club	570-279-1089	PO Box 187 Monrgomery, PA 17752
Susquehanna Valley Velo Club President	570-419-8039	PO Box 51 Williamsport PA 17703
REPRESENTATIVES OF PUBLIC TRANSPORTATION EMPLOYEES		
Amalgamated Transit Union, AFL-CIO/CLC President	301-431-7100	10000 New Hampshire Ave Silver Spring MD 20903
PA AFSCME Director	800-523-7263	250 Commerce Park Dr New Columbia PA 17856

Appendix B: Interested Party Organizations

Interested Parties, cont.		
REPRESENTATIVES OF THE DISABLED		
Center for Independent Living / Roads to Freedom of Northcentral PA - CEO	570-327-9070	24 East Third Street Williamsport PA 17701
Clearvision Residential Office Manager	570-547-2810	456 Saegers Station Rd Montgomery PA 17752
Hope Enterprises Office Manager	570-326-3745	2401 Reach Road Williamsport PA 17701
Office of Vocational Rehabilitation District Administrator	570-327-3600	208 W 3rd Street, Suite 102 Williamsport PA 17701
Northcentral Sight Services President/CEO	570-323-9401 ext. 126	2121 Reach Road Williamsport PA 17701
HEALTH CARE & ASSISTED LIVING FACILITIES		
Arista Care Loyalsock Loyalsock Administrator	570-601-8100	1445 Sycamore Rd Montoursville PA 17754
Elmcroft of Loyalsock Loyalsock Executive Director	570-360-9903	2985 4 Mile Drive Montoursville PA 17754
Hillside Senior Living Community Administrator	570-478-1017	2725 Four Mile Drive Montoursville PA 17754
Insingers Personal Care Administrator	570-327-1140	6 E Central Ave Williamsport PA 17702
ManorCare- Jersey Shore Building Administrator	570-398-4747	1008 Thompson Street Jersey Shore PA 17740
Manor Care Health Services -North Business Manager	570-323-8627	300 Leader Dr Williamsport PA 17701
Manor Care Health Services - South Building Administrator	570-323-3758	101 Leader Dr Williamsport PA 17701
Muncy Valley Skilled Nursing & Rehabilitation Center President Muncy Hosptial	570-546-4242	215 E Water Street Muncy PA 17756
Presbyterian Home At Williamsport Person Care Home Administrator	570-601-8351	810 Loisa Street Williamsport PA 17701
Rose View Nursing and Rehab Asst. Administrator and Admissions	570-323-4340	1201 Rural Ave Williamsport PA 17701
The Williamsport Home Executive Director	570-323-8781	1900 Ravine Rd Williamsport PA 17701
UPMC Susquehanna Public Relations Director	570-321-1000	700 High Street Williamsport PA 17701
West House Personal Care Inc Administrator	570-321-9378	616 W Edwin Street Williamsport PA 17701

Appendix B: Interested Party Organizations

Interested Parties, cont.		
FAITH BASED ORGANIZATIONS		
Antioch Baptist Church Administrator	570-323-2425	514 High Street Williamsport PA 17701
Elimsport Area Amish Church Elder	570-546-9709	105 Private Road Montgomery PA 17752
United Churches of Lycoming County Director	570-322-1110	202 East Third Street Williamsport PA 17701
OTHER INTERESTED PARTIES		
Career Link Williamsport Site Administrator	570-601-5465	329 Pine Street Williamsport PA 17701
Easter Seal Society Director, West Central Easter Seals	814-238-4434	383 Rolling Ridge Dr State College PA 16801
Firetree Place Executive Director	570-360-9946	600 Campbell Street Williamsport PA 17701
First Communities Foundation Partnership of PA President/CEO FCFP	570-321-1500	201 W 4th Street Williamsport PA 17701
Lycoming County United Way President/CEO	570-323-9448	One West Third Street, Suite 208 Williamsport PA 17701
Lycoming County Visitors Bureau	570-327-7700	102 West 4th Street Williamsport PA 17701
Lycoming Economic Development Foundation President	570-326-9081	1700 Four Mile Dr Williamsport PA 17701
Office of Vocational Rehabilitation President	570-327-3600	208 W 3rd Street, Suite 102 Williamsport PA 17701
PA Highway Information Association Managing Director	717-236-6021	800 N 3rd Street Harrisburg PA 17102
Thrive International Programs Executive Director	570-337-2898	420 Elmira Street Williamsport PA 17701
US Army Corps of Engineers	410-962-4977	2 Hopkins Lane Baltimore MD 21201
US Army Corps of Engineers (State College Office) Silver Jackets Coordinator	814-272-0745	1631 S Atherton Street 102 State College PA 16801
West Branch Susquehanna Builders Assoc.	570-326-4211	999 N Loyalsock Ave, Suite 1 Montoursville PA 17754
Williamsport Parking Authority On-site Manager	570-323-6476	270 W 3rd Street Williamsport PA 17701
Williamsport YMCA Branch Executive Director	570-323-7134	641 Walnut Street Williamsport PA 17701

Appendix B: Interested Party Organizations

Interested Parties, cont.

OTHER INTERESTED PARTIES, CONT.

Williamsport YWCA Communications & Development	570-322-4637	815 W 4th Street Williamsport PA 17701
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TRIBAL GOVERNMENTS

Cayuga Nation Section 106		PO Box 169 Seneca Falls NY 13148
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Delaware Nation Tribal President	PO Box 825 31064 State Highway 281 Anadarko OK 73005	
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Delaware Tribe Historic Preservation		PO Box 64 Pocono Lake PA 18347
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Eastern Shawnee Tribe of Oklahoma Chief		PO Box 350 Seneca Falls MO 64865
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Stockbridge-Musse Band of the Mohican Nation of Wisconsin Tribal President	N8476 MohHeConNuck Road Bowler WI 54416	
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St. Regis Mohawk Tribe Chief	71 Margaret Terrance Memorial Way Akwesasne NY 13655	
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Oneida Nation of Wisconsin Chair		PO Box 365 Oneida WI 54155
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Oneida Indian Nation Nation Representative	2037 Dream Catcher Plaza Oneida NY 13421	
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Onondaga Nation Chief		4040 Route 11 Nedrow NY 13120
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Seneca-Cayuga Tribe of Oklahoma Chief		PO Box 453220 Grove OK 74344
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Shawnee Tribe Tribal Administrator		PO Box 189 Miami OK 74355
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Seneca Nation of Indians President		90 O:hi'yoh Way Salamanca NY 14779
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Shawnee Tribe of Oklahoma Governor	2025 South Gordon Cooper Drive Shawnee OK 74801	
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Tonawanda Seneca Nation Chief		7027 Meadville Road Basom NY 14013
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Tuscarora Nation Chief		2006 Mt. Hope Road Lewistown NY 14092
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Appendix C: WATS MPO Title VI Complaint Form

		<h3>DISCRIMINATION COMPLAINT FORM</h3>	
Name		Phone	Name of Person(s) That Discriminated Against You
Address (Street No., P.O. Box, Etc.)		Location and Position of Person (If Known)	
City, State, Zip		City, State, Zip	
Discrimination Because of: <input type="checkbox"/> Race/Color* <input type="checkbox"/> Sex <input type="checkbox"/> Disability** <input type="checkbox"/> Age <input type="checkbox"/> National Origin* <input type="checkbox"/> Retaliation <input type="checkbox"/> Religion		Date of Alleged Incident	
Explain as briefly and clearly as possible what happened and how you were discriminated against. Indicate who was involved. Be sure to include how other persons were treated differently than you. Also, attach any written material pertaining to your case.			
Signature		Date	
Please submit this form to one of the following agencies:			
Pennsylvania Department of Transportation <i>Bureau of Equal Opportunity</i> P.O. Box 3251 Harrisburg, PA 17105-3251 Phone: (800) 468-4201 Email: penndot@reports.pa.gov	Federal Highway Administration <i>U.S. Department of Transportation Equal Opportunity Specialist</i> Pennsylvania Division Office 228 Walnut Street, Room 508 Harrisburg, PA 17101-1720 Phone: (717) 221-3705	PA Human Relations Commission <i>Equal Opportunity Specialist</i> Harrisburg Regional Office 333 Market Street, 8th Floor Harrisburg, PA 17101 Phone: (717) 787-9780	U.S. Department of Justice <i>Office of Justice Programs</i> Office for Civil Rights 810 7th Street, NW Washington, DC 20531 Phone: (202) 307-0690 Phone (TDD): 202-307-2027
<small>* Indicates is specific to Title VI of the Civil Rights Act of 1964 **Indicates is specific to Americans with Disabilities Act of 1990</small>			

Click the image to link to Title VI Complaint Form

Appendix D: WATS Social Media Memo

MEMBERS:

Howard Fry III, Chairman
Christopher E. Keiser, Vice-Chairman
Carl Nolan, Secretary
Larry Allison, Jr.
James Crawford
James Dunn
George Logue, Jr.
Michael Sherman
Brett Taylor



LYCOMING COUNTY PLANNING COMMISSION

“Building Partnerships”

Kurt Hausammann, Jr., AICP, Executive Director

McCormick Law Firm,
J. Michael Wiley, Solicitor

Voice: (570) 320-2130
Fax: (570) 320-2135

Location:
Executive Plaza - 330 Pine Street
Williamsport Pennsylvania 17701

Mailing Address:
48 West Third Street
Williamsport Pennsylvania 17701

TO: Matt McDermott, Director of Administration

FROM: John Lavelle, Transportation Supervisor

DATE: September 18, 2019

RE: WATS MPO Social Media Accounts

The Lycoming County Planning Department staff is in the process of reviewing and updating the Williamsport Area Transportation Study Metropolitan Planning Organization (WATS MPO) Public Participation Plan. As part of this update, we have reviewed Federal Highway Administration (FHWA) and Pennsylvania Department of Transportation (PennDOT) guidance that strongly recommends having an active social media presence as crucial to successful public outreach/public participation initiatives.

Furthermore, the Bureau of Equal Opportunity (BEO) recently conducted a desk audit of the WATS Title VI capabilities, including the Public Participation plan, and echoes the guidance from FHWA and PennDOT regarding a proactive social media presence in public outreach/public participation.

Because of the FHWA and PennDOT guidance, and the BEO desk audit results the Transportation staff is recommending the creation and implementation of WATS MPO social media sites on various social media platforms (Facebook, Twitter, YouTube, etc.) to be used in public outreach/public participation initiatives (see **Attachment A** for examples of MPO/RPO's that utilized their own social media sites).

These social media sites will be utilized in conjunction with the existing public outreach/public participation methods currently used by the WATS MPO (public meetings, surveys, etc.). Some examples of content posts/uploads on the WATS MPO sites are:

- ❖ WATS Technical and Coordinating Committee meeting dates/times/locations
- ❖ Profiling of local transportation projects and updates on ongoing projects
- ❖ Links to PennDOT websites on traffic alerts/delays
- ❖ Relaying emergency information and severe weather updates authored by PennDOT or other sources*
- ❖ LTAP training opportunities

**It is important to note that the WATS MPO social media sites will not be used to post current, up-to-the-minute alerts. Rather, the social media sites will link to sites such as www.511pa.com, the National Weather Service, and other sites that host “live” data.*

As for work flow/process, we suggest that the Director of Planning & Community Development and the Transportation Supervisor have oversight as to what content is to be posted/uploaded on the social media accounts. This can be done by emailing the suggested material to both the Director and Transportation Supervisor (copying the Commissioners on the email). Once approval is received from both the Director and Transportation Supervisor, a Transportation staff member will post/upload the content.

There are two main reasons why we are suggesting this work flow/process. The first is because the WATS MPO is comprised of ten partner agencies (PennDOT District 3-0, River Valley Transit, etc.). With this amount of partner organizations, we anticipate a high amount of content for the social media sites. The amount of content combined with the multiple partner agencies has the potential to backlog/bottle-neck in the County’s current social media posting process. The second reason we are suggesting separate WATS MPO social media sites is to clarify the distinction between Lycoming County Planning and Community Development, and the WATS MPO.

If you have any questions or comments regarding the WATS MPO social media concept, please contact me at (570) 320-2136.

Attachment A MPO/RPO Social Media Site Examples

PA MPO/RPO	Social Media Site
Centre County MPO	Facebook
Lackawanna/Luzerne MPO	Facebook
Northeastern PA Alliance MPO	Facebook Twitter
Non-Pennsylvania MPO/RPO	Social Media Site
Alamo MPO (Texas)	Facebook Twitter
Flint Hills MPO (Kansas)	Facebook Twitter
Fredericksburg Area MPO (Virginia)	Facebook Twitter

Appendix E: Glossary

Elderly: Individuals age 65 or older.

Limited English Proficiency (LEP): Individuals who do not speak English as their primary language and have a limited ability to read, write, speak, and/or understand English may be considered limited English proficient.

Low Income: An individual whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines.

Minority: The U.S. Census identifies minorities as people of African, Hispanic, Asian, American Indian, or Alaskan Native origin. FHWA and USDOT EJ Orders consider minority persons and persons belonging to any of the following groups:

- **Black** – An individual having origins in any of the black racial groups of Africa.
- **Hispanic or Latino** – An individual of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race.
- **Asian** – An individual having origins in the Far East, Southeast Asia, or The Indian subcontinent.
- **American Indian and Alaskan Native** – An individual having origins in North America and who maintains cultural identification through tribal affiliation or community recognition.
- **Hawaiian and Other Pacific Islander** – An individual having origins in Hawaii, Guam, Samoa, or other Pacific Islands.

Person with Disabilities: Under the Americans with Disabilities Act of 1990, a qualified individual with a disability is a person that 1) has a physical or mental impairment that substantially limits one or more major activities; 2) has a record of such an impairment; or 3) is regarded as having such an impairment.

Appendix F: WATS Bylaws

WILLIAMSPORT AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION

BYLAWS

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ADOPTION **Error! Bookmark not defined.**

ARTICLE 1: NAME AND PURPOSE

Section 1: Name

The name of the organization shall be the Williamsport Area Transportation Study, (WATS) Metropolitan Planning Organization, (MPO) hereinafter referred to as the WATS MPO.

Section 2: Purpose

The purpose of the WATS MPO shall be to serve as the official transportation planning organization for the County of Lycoming, designated by the Governor of the Commonwealth of Pennsylvania under current and applicable federal laws and regulations. The entire geographical coverage area of the County of Lycoming, PA shall be defined as the planning area. Such federal laws and regulations establish five core functions of an MPO that include the following:

- Establish a setting: Establish and manage a fair and impartial setting for effective regional decision-making in the planning area.
- Identify and evaluate alternative transportation improvement options: Use data and planning methods to generate and evaluate alternatives. Planning studies and evaluations are included in the MPO Unified Planning Work Program, (UPWP).
- Prepare and maintain a Metropolitan Transportation Plan: Develop and update a long range transportation plan for the planning area covering a planning horizon of at least 20 years that fosters:
 1. Mobility and access for people and goods
 2. Efficient system performance and preservation
 3. Good quality of life
- Develop a Transportation Improvement Program (TIP): Develop a short-range (four year) program of transportation improvements based on the long range transportation plan. The TIP should be designated to achieve the area’s goals, using spending, regulating, operating, management and financial tools.
- Involve the public: Continually involve the general public and other affected constituencies in the essential functions listed above.

ARTICLE II: MEMBERSHIP

Section 1: Coordinating Committee

The parties hereby establish the governing body of the WATS MPO as the Coordinating Committee.

The Coordinating Committee shall consist of eleven (11) voting members, as follows:

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

The PennDOT Engineering District 3-0 Executive shall serve as Chair of the Coordinating Committee.

The Coordinating Committee voting members shall be designated by their respective member organizations and shall serve without term limits at the discretion of their member organizations. Each member organization shall so designate the individual(s) serving on the Coordinating Committee as their voting member(s) at the beginning of each calendar year and provide written documentation to the WATS MPO Chair for WATS MPO files maintained by the Lycoming County Planning and Community Development Department. Member organizations shall also designate an alternate voting member that may vote on behalf of the designated voting member in the case where the designated voting member is unable to attend a specific meeting.

In addition to the 11 voting members, the Coordinating Committee shall include two (2) non-voting members, as follows:

- Federal Highway Administration
- Federal Transit Administration

Non-voting members of the Coordinating Committee shall receive WATS MPO reports and meeting notices and agendas, shall be entitled to participate in WATS MPO discussions, but shall serve without vote.

Section 2: Technical Committee

The parties hereby establish a Technical Committee which shall provide recommendations to the Coordinating Committee for approval related to transportation strategies, plans and projects, using technical analysis, specialized knowledge, and citizen input on specific issues.

The Technical Committee shall consist of seven (7) voting members, as follows:

- PennDOT Center for Program Development and Management Representative
- PennDOT Engineering District 3-0 Representative
- Lycoming County Planning and Community Development Director
- Lycoming County Planning Commission Member
- River Valley Transit General Manager
- Williamsport Regional Airport Executive Director
- City of Williamsport Engineer/Community Development Director

The PennDOT Center for Program Development and Management Representative shall serve as Chair of the Technical Committee.

The Technical Committee voting members shall be designated by their respective member organizations and shall serve without term limits at the discretion of their member organizations. Each member organization shall so designate the individual serving on the Technical Committee as their voting member at the beginning of each calendar year and provide written documentation to the WATS MPO Chair for WATS MPO files maintained by the Lycoming County Planning and Community Development Department. Member organizations shall also designate an alternate voting member that may vote on behalf of the designated member in the case where the designated voting member is unable to attend a specific meeting.

In addition to the 7 voting members, the Technical Committee shall include three (3) non-voting members, as follows:

- Federal Highway Administration
- Federal Transit Administration
- Fullington Trailways Company

Non-voting members of the Technical Committee shall receive WATS reports and meeting notices and agendas, shall be entitled to participate in WATS discussions, but shall serve without vote.

Section 3: Formation of Subcommittees

The WATS MPO Coordinating Committee may establish advisory committees, ad hoc work groups, special purpose task forces or steering committees to gather specialized experience, technical advice and input that may be needed to help carry forth transportation

planning related activities under the jurisdiction of the WATS MPO transportation planning process.

Section 4: Transit Advisory Committee

The WATS MPO has established a Transit Advisory Committee that is comprised of WATS members, transit providers and various social service organizations to provide input and recommendations to the WATS MPO on public transit issues and needs in Lycoming County.

Section 5: Bicycle and Pedestrian Advisory Committee

The WATS MPO has also established a 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 shall consist 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
- 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 four (4) non-voting members, as follows:

- SEDA-COG 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 Representative
- Lycoming-Sullivan Boroughs Association Representative

Bicycle and Pedestrian Advisory Committee voting members shall be designated by their respective member organizations and shall serve without term limits at the discretion of their member organizations. Member organizations shall also designate an alternate voting member that may vote on behalf of the designated member in the case where the designated voting member is unable to attend a specific meeting.

Non-voting members of the Bicycle and Pedestrian Advisory Committee shall receive WATS reports and meeting notices and agendas, shall be entitled to participate in WATS discussions, but shall serve without vote.

ARTICLE III: AUTHORITY

Section 1: Duties and Responsibilities

It shall be the duty and responsibility of the WATS MPO to direct and control the policies and objectives of the transportation planning and programming process, with due regard to the requirements and recommendations of its represented agencies of government, in order to accomplish and maintain the WATS MPO's eligibility for federal and state transportation funds, and help implement the WATS MPO Long Range Transportation Plan, Transportation Improvement Program and other plans and programs under WATS MPO responsibility.

Section 2: Quorum

Actions of the WATS MPO shall be by a majority vote of designated voting members or their alternates present at a publicly held meeting and entitled to vote, provided that a quorum is present at the beginning of the meeting. For the Coordinating Committee, a voting quorum shall be met with six (6) voting members or their alternates present at the public meeting. For the Technical Committee, a voting quorum shall be met with four (4) voting members or their alternates present at the public meeting. In the event of a tie vote, the Chair of each respective committee casts the tie-breaking vote within that committee. No quorum is necessary to convene meetings of advisory committees unless determined by the Coordinating Committee.

Section 3: E-Ballot and Phone Ballot

On occasions when formal actions need to be expedited without convening a public meeting, an electronic mail ballot and/or phone ballot may be conducted in accordance with the WATS MPO approved Public Participation Plan. The Lycoming County Planning and Community Development Department staff will determine the appropriateness of the voting technique used to poll WATS voting members. The result of the vote will not be considered valid until a voting majority has been obtained. All WATS voting members will be afforded five business days to review information provided and cast their vote. The Lycoming County Planning and Community Department Staff will notify all WATS voting

members of the result. The voting action will be re-affirmed by vote at the next regularly scheduled WATS MPO public meeting.

Section 4: Executive Session

The WATS MPO may recess into executive session only for purposes authorized under the PA Open Records Act and shall be conducted in the manner prescribed by the Act.

ARTICLE IV: PROVISIONS

Section 1: Vacancies

Vacancies on the WATS MPO Coordinating or Technical Committees shall be filled by an appointment by the responsible member organization, as more fully discussed in [Article II – Membership](#).

Section 2: Removal of Members

Removal of any member, or their representative, of the WATS MPO [Coordinating Committee](#) or the [Technical Committee](#), due to failure to attend meetings, or for other reasons, shall be at the discretion of the appointing authority. Absence from three (3) consecutive meetings or less than 50% attendance over a twelve (12) month period will result in a letter being issued by the WATS Coordinating Committee Secretary to the appointing authority apprising them of the situation.

ARTICLE V: ADMINISTRATIVE DUTIES

Section 1: Administrative Staff

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 Supervisor who will act as WATS Secretary.

Section 2: Administrative Duties

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 the City of Williamsport to perform the Federal Transit Administration funded UPWP transit planning work tasks undertaken by River Valley Transit.
- 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 Lycoming County Commissioners Board Room, Lycoming County Executive Plaza, 330 Pine 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.
- Ensure that all WATS MPO adopted plans, programs and policies are implemented.

Section 3: WATS Website

The WATS MPO website will be maintained at www.lyco.org/WATS-MPO.

Section 4: WATS Mailing Address

All WATS MPO administrative records and files shall be maintained at
Lycoming County Department of Planning and Community Development
48 West Third Street
Williamsport, PA 17701.

Section 5: WATS Administrative Costs

WATS MPO administrative related costs borne by the County of Lycoming and the City of Williamsport shall be reimbursable in accordance with the WATS MPO approved UPWP (Unified Planning Work Program) related contract terms and conditions executed between the County of Lycoming, PennDOT and City of Williamsport.

ARTICLE VI: AMENDMENT PROCEDURE

Proposed amendment to these bylaws shall be distributed to the WATS MPO Coordinating Committee for an official vote of approval by a voting majority of members present at a publicly advertised meeting convened by the WATS MPO where a voting quorum is achieved.

Appendix G: Summary of Public Comments

Comment No. 1: It is not a requirement that WATS use gender neutral language but some words like “Chairmen” could be changed to “Chairperson.”

Action Taken: Changed the term “chairmen” to “chairperson” throughout the Public Participation Plan.

Comment No. 2: On page 8 under Coordinating Committee voting members please change member PennDOT Deputy Secretary of Planning to PennDOT Center for Program Development and Management representative.

Action Taken: Changed representative to PennDOT Center for Program Development and Management representative.

Comment No. 3: Some of the links were not working, can WATS please double check the hyperlinks again to make sure they all work?

Action Taken: Reviewed hyperlinks in Public Participation Plan and ensured they all work properly.

Comment No. 4: At the Monday, November 18, 2019 WATS MPO Coordinating Committee meeting the creation of a WATS MPO Bicycle and Pedestrian Advisory Committee was proposed via an update to the WATS MPO Bylaws. The Coordinating Committee held a vote and the creation of the Bicycle and Pedestrian Advisory Committee was approved.

Action Taken: Updated the Committee Structure section of the Public Participation Plan with the newly created Bicycle and Pedestrian Advisory Committee membership and information.

Comment No. 5: The Wolf Twp. Secretary emailed and informed the WATS MPO that the Wolf Twp. Building address in Appendix B Interested Party Organizations was incorrect.

Action Taken: Updated the Appendix B Interested Party Organizations to reflect the correct address for the Wolf Twp. building.

Comment No. 6: Received updated Tribal Nations Contact information from PennDOT.

Action Taken: Updated the Appendix B Interested Party Organizations with updated contact information.

Appendix C – Public Transportation Financial Capacity Analysis

**FULLY ALLOCATED COST MODEL
FISCAL YEAR 2019 - AUDIT**

Cost Function	Vehicle Revenue Hours	Vehicle Revenue Miles	Peak Hour Vehicle (26 * 52)	Total
	64,993	869,239		
Labor				
Operators' Salary & Wages	2,180,756			2,180,756
Supervisors' Salary	116,747			116,747
Maintenance Salary & Wages		736,968		736,968
Administrative Salary & Wages			569,315	569,315
Fringe Benefits				
Operators & Supervision	1,205,520			1,205,520
Maintenance		257,615		257,615
Administrative			214,117	214,117
Services			912,595	912,595
Materials & Supplies				
Fuel & Lubricants		363,036		363,036
Tires & Tubes		63,684		63,684
Other Materials & Supplies			289,416	289,416
Utilities		56,483	28,238	84,721
Casualty & Liability		121,877		121,877
Miscellaneous Expense			536,609	536,609
total	3,503,023	1,599,664	2,550,289	7,652,976
Cost Factors	53.90	1.84	1,886	
ADA Complimentary Paratransit Service				113,725
System Total Operating Expense				7,766,701

Revenue and Expense Projections

	Fiscal Year	Total Expense	Total Revenue	Net Cost	% Cost Recovery
Actual	2014	6,307,000	1,143,000	5,164,000	18.1%
	2015	6,672,000	1,105,000	5,567,000	16.6%
	2016	6,845,000	962,000	5,883,000	14.1%
	2017	7,066,348	1,070,469	5,995,879	15.1%
	2018	7,250,551	939,942	6,310,609	13.0%
	2019	7,766,701	1,705,245	6,061,455	22.0%
Estimated	2020	8,094,000	1,140,028	6,953,972	14.1%
Projected	2021	8,926,093	1,257,340	7,668,753	14.1%
	2022	9,224,400	1,295,060	7,929,340	14.0%
	2023	9,529,082	1,333,912	8,195,170	14.0%
	2024	9,840,352	1,373,929	8,466,423	14.0%



FEDERAL - STATE - LOCAL FUNDING SUMMARY
 FY 2021 - FY 2024

CAPITAL PROJECTS	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
Support Vehicles	150,000.00	125,000.00	75,000.00	125,000.00	475,000.00
Garage & Office / CNG Facility Improvements	1,500,000.00		500,000.00	-	2,000,000.00
Transit Vehicles					
- Purchase FR Buses	1,920,000.00	2,000,000.00	2,040,000.00	2,100,000.00	8,060,000.00
-Purchase Other Transit Vehicles	131,000.00		138,000.00	-	269,000.00
Support Equipment	100,000.00	100,000.00	100,000.00	100,000.00	400,000.00
Spare Components	100,000.00	75,000.00	100,000.00	75,000.00	350,000.00
<u>Transit Economic / Joint Development</u>					
- Streetscape	500,000.00	500,000.00	500,000.00	-	1,500,000.00
-Trade & Transit Centre Complex	1,500,000.00	-	-	500,000.00	2,000,000.00
- East Third Street Revitalization Corridor	-	500,000.00	-	-	500,000.00
- Church Street Transportation Center	-	-	250,000.00	-	250,000.00
- Regional Transit Hubs	-	-	-	250,000.00	250,000.00
CAPITAL TOTAL	5,901,000.00	3,300,000.00	3,703,000.00	3,150,000.00	16,054,000.00
TOTAL OPERATING	8,926,093.00	9,224,399.47	9,529,082.23	9,840,351.64	37,519,926.35
TOTAL PLANNING	125,000.00	125,000.00	125,000.00	125,000.00	500,000.00
TOTAL FUNDING	14,952,093.00	12,649,399.47	13,357,082.23	13,115,351.64	54,073,926.35
Proposed Funding Sources					
5307 Federal Funding	2,700,000.00	2,800,000.00	2,900,000.00	3,000,000.00	11,400,000.00
TIGER/ Other Federal Funding	4,440,800.00	2,400,000.00	2,742,400.00	2,280,000.00	11,863,200.00
Other State Capital	1,086,780.05	593,550.00	676,647.40	565,162.50	2,922,139.95
Other State Capital	338,712.50	290,325.00	266,131.25	290,325.00	1,185,493.75
State Operating Funding	4,642,549.00	4,781,825.47	4,925,280.23	5,073,038.64	19,422,693.35
RVT / Other Local Funding	1,743,251.45	1,783,699.00	1,846,623.35	1,906,825.50	7,280,399.30
TOTAL PROPOSED FUNDING	14,952,093.00	12,649,399.47	13,357,082.23	13,115,351.64	54,073,926.35

Appendix D – WATS 2021-2024 TIP Highway and Bridge Projects

DRAFT

RPT# TIP200

Project Information							FFY 2021 Costs					FFY 2022 Costs					FFY 2023 Costs					FFY 2024 Costs					^ Milestones				
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total
Lycoming	2014	095	99038	SR 2014 ov Bennett's Run	C	BRDG									185	649,000		649,000			185	850,000		850,000							9/16/21 E
Lycoming	2014	097	99410	Water St to I-180	C	HRST			581	317,000		317,000			581	533,000		533,000													1/14/21 E
Lycoming	2014	107	114056	Campbell St to Basin St INTERIM	C	HRST			581	1,200,000		1,200,000			581	1,000,000		1,000,000													2/11/21 E
Lycoming	2023	025	114057	Market St Bridge Approach	C	HRST			581	125,000		125,000			581	125,000		125,000													2/11/21 E
Lycoming	2039	09S	112979	Lick Run Slide	F	HRST			581	250,000		250,000																			
Lycoming	2039	09S	112979	Lick Run Slide	U	HRST									581	50,000		50,000													
Lycoming	2039	09S	112979	Lick Run Slide	R	HRST			581	75,000		75,000																			
Lycoming	2039	09S	112979	Lick Run Slide	C	HRST									581	922,000		922,000			581	2,056,000		2,056,000							1/1/22 E
Lycoming	2045	03L	98166	Fairfield Crossing	C	HCON			e581	1,950,000		1,950,000			e581	1,000,000		1,000,000													1/14/21 E
Lycoming	2060	004	114091	Via Bella to 3rd INTERIM	C	HRST			581	25,000		25,000			581	75,000		75,000													2/11/21 E
Lycoming	2069	004	101971	SR 2069 over Broad Run	U	BRDG			185	20,000		20,000																			
Lycoming	2069	004	101971	SR 2069 over Broad Run	C	BRDG			185	87,500		87,500			185	87,500		87,500													1/14/21 E
Lycoming	2073	001	99035	SR 2073 ov Greggs Run	P	BRDG									185	60,000		60,000													
Lycoming	2073	001	99035	SR 2073 ov Greggs Run	+F	BRDG																						185	20,000		20,000
Lycoming	2073	001	99035	SR 2073 ov Greggs Run	U	BRDG																						185	15,000		15,000
Lycoming	2073	001	99035	SR 2073 ov Greggs Run	R	BRDG																					185	20,000		20,000	
Lycoming	2083	001	99408	SR 2083 over Lick Run	P	BRDG										185	60,000		60,000												
Lycoming	3007	015	99036	SR 3007 over Pine Run	+F	BRDG									185	20,000		20,000													
Lycoming	3007	015	99036	SR 3007 over Pine Run	+U	BRDG									185	15,000		15,000													
Lycoming	3007	015	99036	SR 3007 over Pine Run	+R	BRDG									185	20,000		20,000													
Lycoming	3007	015	99036	SR 3007 over Pine Run	C	BRDG															185	87,500		87,500			185	87,500		87,500	9/1/22 E
Lycoming	3015	011	106207	SR 3015 over Stoney Gap Run	+F	BRDG			185	10,000		10,000																			
Lycoming	3015	011	106207	SR 3015 over Stoney Gap Run	+U	BRDG			185	10,000		10,000																			
Lycoming	3015	011	106207	SR 3015 over Stoney Gap Run	+R	BRDG			185	10,000		10,000																			
Lycoming	3015	011	106207	SR 3015 over Stoney Gap Run	C	BRDG			185	25,000		25,000			185	40,000		40,000													9/30/21 E
Lycoming	3018	012	6106	SR 3018 over 1st Fork Larrys Cr	C	BRDG			185	25,000		25,000																			1/16/20 A
Lycoming	4001	040	112608	Little Pine Creek Road Slides	C	HRST			581	1,250,000		1,250,000																			9/17/20 E
Lycoming	4010	006	99061	SR 4010 ov Larry's Creek	+P	BRDG	BOF	32,250				32,250	BOF	64,500				64,500													
Lycoming	4010	006	99061	SR 4010 ov Larry's Creek	+F	BRDG																					BOF	25,000			25,000
Lycoming	4010	006	99061	SR 4010 ov Larry's Creek	+R	BRDG																					BOF	20,000			20,000
Lycoming	4010	011	6031	SR 4010 over Larrys Creek	+P	BRDG	BOF	31,250				31,250	BOF	64,500				64,500													
Lycoming	4010	011	6031	SR 4010 over Larrys Creek	+F	BRDG																					BOF	25,000			25,000
Lycoming	4010	011	6031	SR 4010 over Larrys Creek	+R	BRDG																					BOF	20,000			20,000
Totals for: Lycoming								7,714,000	7,432,000	33,750	15,179,750		5,772,000	6,775,000	11,250	12,558,250		9,672,000	8,776,000	25,000	18,473,000		9,051,000	9,311,000	83,000	18,445,000		64,656,000			
Overall Totals:								7,714,000	7,432,000	33,750	15,179,750		5,772,000	6,775,000	11,250	12,558,250		9,672,000	8,776,000	25,000	18,473,000		9,051,000	9,311,000	83,000	18,445,000		64,656,000			

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: 5920

Project Administrator: PENNDOT

Title: SR 1006 over Trib to Wallis Run

Improvement Type: Bridge Improvement

State Route: 1006

Municipality: Cascade (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/26

Actual Construction Bid Date:

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

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

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	185	\$0	\$0	\$0	\$60	\$0	\$0
Utility	185	\$0	\$0	\$0	\$0	\$15	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$20	\$0
Construction	185	\$0	\$0	\$0	\$0	\$175	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$60	\$210	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$60	\$210	\$0
Total FFY 2021-2032 Cost		\$270					

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

Estimated Construction Bid Date: 9/1/26

Actual Construction Bid Date:

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

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

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	BOF	\$0	\$0	\$0	\$65	\$35	\$0
Final Design	BOF	\$0	\$0	\$0	\$0	\$40	\$0
Utility	BOF	\$0	\$0	\$0	\$0	\$15	\$0
Right of Way	BOF	\$0	\$0	\$0	\$0	\$20	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$685	\$0
Federal:		\$0	\$0	\$0	\$65	\$795	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$65	\$795	\$0
Total FFY 2021-2032 Cost		\$860					

PennDOT Project Id: 6031

Project Administrator: PENNDOT

Improvement Type: Bridge Replacement

Municipality: Cogan House (TWP)

Title: SR 4010 over Larrys Creek

State Route: 4010

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/24

Actual Construction Bid Date:

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

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

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	BOF	\$31	\$65	\$0	\$0	\$0	\$0
Final Design	BOF	\$0	\$0	\$0	\$25	\$0	\$0
Utility	BOF	\$0	\$0	\$0	\$0	\$15	\$0
Right of Way	BOF	\$0	\$0	\$0	\$20	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$300	\$0
Federal:		\$31	\$65	\$0	\$45	\$315	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$31	\$65	\$0	\$45	\$315	\$0
Total FFY 2021-2032 Cost		\$456					

PennDOT Project Id: 6082

Project Administrator: PENNDOT

Improvement Type: Bridge Improvement

Municipality: Moreland (TWP)

Title: T-668 over Sugar Run

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/27

Actual Construction Bid Date:

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

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

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	BOF	\$0	\$0	\$0	\$180	\$0	\$0
Preliminary Engineering	183	\$0	\$0	\$0	\$34	\$0	\$0
Preliminary Engineering	LOC	\$0	\$0	\$0	\$11	\$0	\$0
Final Design	BOF	\$0	\$0	\$0	\$0	\$80	\$0
Final Design	183	\$0	\$0	\$0	\$0	\$15	\$0
Final Design	LOC	\$0	\$0	\$0	\$0	\$5	\$0
Utility	BOF	\$0	\$0	\$0	\$0	\$16	\$0
Utility	183	\$0	\$0	\$0	\$0	\$3	\$0
Utility	LOC	\$0	\$0	\$0	\$0	\$1	\$0
Right of Way	BOF	\$0	\$0	\$0	\$0	\$12	\$0
Right of Way	183	\$0	\$0	\$0	\$0	\$2	\$0
Right of Way	LOC	\$0	\$0	\$0	\$0	\$1	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$640	\$0
Construction	183	\$0	\$0	\$0	\$0	\$120	\$0
Construction	LOC	\$0	\$0	\$0	\$0	\$40	\$0
Federal:		\$0	\$0	\$0	\$180	\$748	\$0
State:		\$0	\$0	\$0	\$34	\$140	\$0
Local/Other:		\$0	\$0	\$0	\$11	\$47	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$0	\$0	\$0	\$225	\$935	\$0
Total FFY 2021-2032 Cost		\$1,160					

PennDOT Project Id: 6083

Project Administrator: PENNDOT

Improvement Type: Bridge Improvement

Municipality: Moreland (TWP)

Title: T-664 over German Run

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/25

Actual Construction Bid Date:

Location: T-664 (Tome Rd) over German Run, Moreland Township

Project Description: Bridge improvement on T-664 (Tome Rd) over German Run in Moreland Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	BOF	\$0	\$180	\$0	\$0	\$0	\$0
Preliminary Engineering	183	\$0	\$34	\$0	\$0	\$0	\$0
Preliminary Engineering	LOC	\$0	\$11	\$0	\$0	\$0	\$0
Final Design	BOF	\$0	\$0	\$0	\$80	\$0	\$0
Final Design	183	\$0	\$0	\$0	\$15	\$0	\$0
Final Design	LOC	\$0	\$0	\$0	\$5	\$0	\$0
Utility	BOF	\$0	\$0	\$0	\$12	\$0	\$0
Utility	183	\$0	\$0	\$0	\$2	\$0	\$0
Utility	LOC	\$0	\$0	\$0	\$1	\$0	\$0
Right of Way	BOF	\$0	\$0	\$0	\$16	\$0	\$0
Right of Way	183	\$0	\$0	\$0	\$3	\$0	\$0
Right of Way	LOC	\$0	\$0	\$0	\$1	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$640	\$0
Construction	183	\$0	\$0	\$0	\$0	\$120	\$0
Construction	LOC	\$0	\$0	\$0	\$0	\$400	\$0
Federal:		\$0	\$180	\$0	\$108	\$640	\$0
State:		\$0	\$34	\$0	\$20	\$120	\$0
Local/Other:		\$0	\$11	\$0	\$7	\$400	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$0	\$225	\$0	\$135	\$1,160	\$0
Total FFY 2021-2032 Cost		\$1,520					

PennDOT Project Id: 6085

Project Administrator: PENNDOT

Improvement Type: Bridge Replacement

Municipality: Lewis (TWP)

Title: T-836 over Trout Run

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/11/24

Actual Construction Bid Date:

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

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

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	BOF	\$160	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	183	\$30	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	LOC	\$10	\$0	\$0	\$0	\$0	\$0
Final Design	BOF	\$0	\$0	\$80	\$0	\$0	\$0
Final Design	183	\$0	\$0	\$15	\$0	\$0	\$0
Final Design	LOC	\$0	\$0	\$5	\$0	\$0	\$0
Utility	BOF	\$0	\$0	\$16	\$0	\$0	\$0
Utility	183	\$0	\$0	\$3	\$0	\$0	\$0
Utility	LOC	\$0	\$0	\$1	\$0	\$0	\$0
Right of Way	BOF	\$0	\$0	\$16	\$0	\$0	\$0
Right of Way	183	\$0	\$0	\$3	\$0	\$0	\$0
Right of Way	LOC	\$0	\$0	\$1	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$80	\$240	\$0
Construction	183	\$0	\$0	\$0	\$15	\$45	\$0
Construction	LOC	\$0	\$0	\$0	\$5	\$15	\$0
Federal:		\$160	\$0	\$112	\$80	\$240	\$0
State:		\$30	\$0	\$21	\$15	\$45	\$0
Local/Other:		\$10	\$0	\$7	\$5	\$15	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$200	\$0	\$140	\$100	\$300	\$0
Total FFY 2021-2032 Cost		\$740					

PennDOT Project Id: 6096

Project Administrator: PENNDOT

Title: SR 405 & SR 2014 Intersection

Improvement Type: Intersection Improvement

State Route: 405

Municipality: Muncy (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 12/9/21

Actual Construction Bid Date:

Location: SR 405 (Water St) and SR 2014 (Main St), Muncy Borough

Project Description: Intersection improvement at SR 405 (Water Street) and SR 2014 (Main Street) in Muncy Borough, Lycoming County

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	STP	\$0	\$800	\$800	\$0	\$0	\$0
Federal:		\$0	\$800	\$800	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$0	\$800	\$800	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$1,600					

PennDOT Project Id: 6106

Project Administrator: PENNDOT

Title: SR 3018 over 1st Fork Larrys Cr

Improvement Type: Bridge Improvement

State Route: 3018

Municipality: Mifflin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/16/20

Actual Construction Bid Date: 1/16/20

Location: SR 3018 (First Fork Road) over First Fork of Larry's Creek, Mifflin Township,

Project Description: Bridge improvement on SR 3018 (First Fork Road) over First Fork of Larry's Creek in Mifflin Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	185	\$25	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$25	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$25	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$25					

PennDOT Project Id: 6261

Project Administrator: PENNDOT

Title: SR 405 over Glade Run

Improvement Type: Bridge Replacement

State Route: 405

Municipality: Muncy (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 12/9/21

Actual Construction Bid Date:

Location: SR 405 (Water St) over Glade Run, Muncy Borough,

Project Description: Bridge improvement on SR 405 (Water St) over Glade Run in Muncy Borough, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Utility	185	\$20	\$0	\$0	\$0	\$0	\$0
Construction	STP	\$0	\$549	\$791	\$0	\$0	\$0
	Federal:	\$0	\$549	\$791	\$0	\$0	\$0
	State:	\$20	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$20	\$549	\$791	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$1,360					

PennDOT Project Id: 87918

Project Administrator: PennDOT

Title: SR 44 over Lawshe Run

Improvement Type: Bridge Replacement

State Route: 44

Municipality: Jersey Shore (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 12/9/21

Actual Construction Bid Date:

Location: SR 44 (Main Street) over Lawshe Run, Jersey Shore Borough

Project Description: Bridge improvement on SR44 (Main Street) over Lawshe Run in Jersey Shore Borough, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Utility	185	\$20	\$0	\$0	\$0	\$0	\$0
Construction	185	\$1,162	\$672	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$1182	\$672	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$1,182	\$672	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$1,854					

PennDOT Project Id: 88160

Project Administrator: PennDOT

Improvement Type: Bridge Preservation Activities

Municipality: Old Lycoming (TWP)

Title: SR 1017 ov Lycoming Creek

State Route: 1017

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/22

Actual Construction Bid Date:

Location: 3 Bridges on SR 1017 (Lycoming Creek Rd) over Lycoming Creek 1 Bridge on SR 2016 (High St) over Lycoming Creek in Loyalsock, Old Lycoming, Hepburn, & Lycoming (Twps).

Project Description: Preservation of Three Bridges on State Route 1017 (Lycoming Creek Road) over Lycoming Creek and One Bridge on SR 2016 (high Street) over Lycoming Creek in Loyalsock, Old Lycoming, Hepburn, and Lycoming Townships, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	\$25	\$0	\$0	\$0	\$0	\$0
Utility	185	\$0	\$15	\$0	\$0	\$0	\$0
Right of Way	185	\$20	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$650	\$650	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$45	\$15	\$650	\$650	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$45	\$15	\$650	\$650	\$0	\$0
Total FFY 2021-2032 Cost		\$1,360					

PennDOT Project Id: 93024

Project Administrator: PennDOT

Improvement Type: Interchange Improvement

Municipality: Lewis (TWP)

Title: 4 Mile Road

State Route: 15

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/23

Actual Construction Bid Date:

Location: Intersection of US 15 and 4 Mile Road, Lewis Twp

Project Description: Access improvements at the intersection of US 15 and 4 Mile Road in Lewis Twp, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Right of Way	NHPP	\$0	\$310	\$690	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$100	\$100	\$0	\$0
Federal:		\$0	\$310	\$790	\$100	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$310	\$790	\$100	\$0	\$0
Total FFY 2021-2032 Cost		\$1,200					

PennDOT Project Id: 93732

Project Administrator: PennDOT

Improvement Type: Safety Improvement

Municipality: Woodward (TWP)

Title: PA 287 to West Fourth Street

State Route: 220

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 7/25/19

Actual Construction Bid Date: 7/25/19

Location: SR 220 from 4th Street to SR 287, Woodward and Piatt Townships

Project Description: Access and intersection improvements on US Route 220 from 4th Street to SR 287 in Woodward and Piatt Townships, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	HSIP	\$846	\$596	\$0	\$0	\$0	\$0
Construction	NHPP	\$2,164	\$1,603	\$0	\$0	\$0	\$0
Construction	STP	\$2,173	\$515	\$0	\$0	\$0	\$0
Federal:		\$5183	\$2714	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$5,183	\$2,714	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$7,897					

PennDOT Project Id: 97508

Project Administrator: PennDOT

Title: US 15 to Campbell Street

Improvement Type: Reconstruct

State Route: 2014

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/25

Actual Construction Bid Date:

Location: SR 2014 (Fourth Street) from SR 15 to Campbell Street, City of Williamsport

Project Description: Reconstruction of SR 2014 (Fourth Street) from Campbell Street to US Route 15 in the City of Williamsport, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$0	\$225	\$775	\$0	\$0	\$0
Final Design	581	\$0	\$0	\$0	\$400	\$200	\$0
Utility	581	\$0	\$0	\$0	\$0	\$750	\$0
Right of Way	581	\$0	\$0	\$0	\$250	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$5,401	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$8,160	\$0
Construction	581	\$0	\$0	\$0	\$0	\$3,044	\$0
Federal:		\$0	\$0	\$0	\$0	\$13561	\$0
State:		\$0	\$225	\$775	\$650	\$3994	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$0	\$225	\$775	\$650	\$17,555	\$0
Total FFY 2021-2032 Cost		\$19,205					

PennDOT Project Id: 97615

Project Administrator: PennDOT

Title: PA 87 over Little Bear Creek

Improvement Type: Bridge Improvement

State Route: 87

Municipality: Plunketts Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/24

Actual Construction Bid Date:

Location: SR 87 over Little Bear Creek, Plunketts Creek Township

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

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	\$0	\$0	\$0	\$40	\$0	\$0
Utility	185	\$0	\$0	\$0	\$0	\$15	\$0
Right of Way	185	\$0	\$0	\$0	\$20	\$0	\$0
Construction	185	\$0	\$0	\$0	\$0	\$1,000	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$60	\$1015	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$60	\$1,015	\$0
Total FFY 2021-2032 Cost		\$1,075					

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

Estimated Construction Bid Date: 9/1/21

Actual Construction Bid Date:

Location: PA 864 over Mill Creek, Upper Fairfield Township

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

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	BOF	\$50	\$0	\$0	\$0	\$0	\$0
Utility	BOF	\$0	\$10	\$0	\$0	\$0	\$0
Right of Way	BOF	\$10	\$0	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$300	\$200	\$0	\$0	\$0
Federal:		\$60	\$310	\$200	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$60	\$310	\$200	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$570					

PennDOT Project Id: 97623

Project Administrator: PennDOT

Title: PA 284 over Blacks Creek

Improvement Type: Bridge Replacement

State Route: 284

Municipality: Pine (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/22

Actual Construction Bid Date:

Location: SR 284 over Blacks Creek, , Pine Township

Project Description: Bridge replacement on SR 284 over Blacks Creek in Pine Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	BOF	\$0	\$100	\$0	\$0	\$0	\$0
Utility	BOF	\$0	\$0	\$15	\$0	\$0	\$0
Right of Way	BOF	\$0	\$5	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$800	\$500	\$0	\$0
Federal:		\$0	\$105	\$815	\$500	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$105	\$815	\$500	\$0	\$0
Total FFY 2021-2032 Cost		\$1,420					

PennDOT Project Id: 97625

Project Administrator: PennDOT

Title: PA 287 over Larry's Creek

Improvement Type: Bridge Improvement

State Route: 287

Municipality: Cummings (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/22

Actual Construction Bid Date:

Location: SR 287 over Larry's Creek, Cummings Township

Project Description: Bridge improvement on SR 287 over Larry's Creek in Cummings Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	\$50	\$50	\$0	\$0	\$0	\$0
Utility	185	\$0	\$0	\$20	\$0	\$0	\$0
Right of Way	185	\$20	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$449	\$851	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$70	\$50	\$469	\$851	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$70	\$50	\$469	\$851	\$0	\$0
Total FFY 2021-2032 Cost		\$1,440					

PennDOT Project Id: 98166

Project Administrator: Delta Development Group

Title: Fairfield Crossing

Improvement Type: Intersection Improvement

State Route: 2045

Municipality: Fairfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/14/21

Actual Construction Bid Date:

Location: Fairfield Township

Project Description: Intersection improvements to improve access conditions for proposed Fairfield Crossing mixed use development off of SR (2045) Fairfield Road and Brushy Ridge Road in Fairfield Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	581	\$1,950	\$1,000	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$1950	\$1000	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,950	\$1,000	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$2,950					

PennDOT Project Id: 99003

Project Administrator: PennDOT

Title: Water Street to Steele Lane

Improvement Type: Resurface

State Route: 220

Municipality: Picture Rocks (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 11/1/23

Actual Construction Bid Date:

Location: Resurface US 220 from Water Street to Steele Lane in Picture Rocks Borough and Shrewsbury and Penn Townships

Project Description: Resurface US Route 220 from Water Street to Steele Lane in Picture Rocks Borough and Shrewsbury and Penn Townships, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	STP	\$0	\$0	\$0	\$1,252	\$0	\$0
Construction	581	\$0	\$0	\$0	\$1,987	\$1,966	\$0
	Federal:	\$0	\$0	\$0	\$1252	\$0	\$0
	State:	\$0	\$0	\$0	\$1987	\$1966	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$3,239	\$1,966	\$0
Total FFY 2021-2032 Cost		\$5,205					

PennDOT Project Id: 99025

Project Administrator: PennDOT

Title: SR 1009 over Trib to Blockhouse Cr

Improvement Type: Bridge Replacement

State Route: 1009

Municipality: Jackson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/24

Actual Construction Bid Date:

Location: SR 1009 (Blockhouse Rd) over a Tributary to Blockhouse Creek, Jackson Township

Project Description: Bridge improvement on SR 1009 (Blockhouse Road) over a Tributary to Blockhouse Creek in Jackson Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	185	\$0	\$60	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$20	\$0	\$0
Utility	185	\$0	\$0	\$0	\$15	\$0	\$0
Right of Way	185	\$0	\$0	\$0	\$20	\$0	\$0
Construction	185	\$0	\$0	\$0	\$0	\$175	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$60	\$0	\$55	\$175	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$60	\$0	\$55	\$175	\$0
Total FFY 2021-2032 Cost		\$290					

PennDOT Project Id: 99027

Project Administrator: PennDOT

Improvement Type: Bridge Improvement

Municipality: Jackson (TWP)

Title: SR 1010 ov Little Elk Run

State Route: 1010

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/21

Actual Construction Bid Date:

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

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

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	BOF	\$20	\$0	\$0	\$0	\$0	\$0
Utility	BOF	\$15	\$0	\$0	\$0	\$0	\$0
Right of Way	BOF	\$20	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$88	\$88	\$0	\$0	\$0
Federal:		\$55	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$88	\$88	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$55	\$88	\$88	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$231					

PennDOT Project Id: 99032

Project Administrator: PennDOT

Improvement Type: Bridge Improvement

Municipality: Washington (TWP)

Title: SR 2004 over Trib to Spring Cr

State Route: 2004

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/22

Actual Construction Bid Date:

Location: SR 2004 (Alvira Road) over a Tributary to Spring Creek, Washington Township

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

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Utility	185	\$0	\$15	\$0	\$0	\$0	\$0
Right of Way	185	\$0	\$20	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$88	\$88	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$35	\$88	\$88	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$0	\$35	\$88	\$88	\$0	\$0
Total FFY 2021-2032 Cost		\$211					

PennDOT Project Id: 99035

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Wolf (TWP)

Title: SR 2073 ov Greggs Run

State Route: 2073

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/24

Actual Construction Bid Date:

Location: SR 2073 (Beaver Lake Rd) over Greggs Run, Penn Township,

Project Description: Bridge improvement on SR 2073 (Beaver Lake Rd) over Greggs Run in Penn Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	185	\$0	\$60	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$20	\$0	\$0
Utility	185	\$0	\$0	\$0	\$15	\$0	\$0
Right of Way	185	\$0	\$0	\$0	\$20	\$0	\$0
Construction	185	\$0	\$0	\$0	\$0	\$88	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$60	\$0	\$55	\$88	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$0	\$60	\$0	\$55	\$88	\$0
Total FFY 2021-2032 Cost		\$203					

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

Estimated Construction Bid Date: 9/1/22

Actual Construction Bid Date:

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

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

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	\$0	\$20	\$0	\$0	\$0	\$0
Utility	185	\$0	\$15	\$0	\$0	\$0	\$0
Right of Way	185	\$0	\$20	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$88	\$88	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$55	\$88	\$88	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$0	\$55	\$88	\$88	\$0	\$0
Total FFY 2021-2032 Cost		\$231					

PennDOT Project Id: 99038

Project Administrator: PennDOT

Title: SR 2014 ov Bennett's Run

Improvement Type: Bridge Replacement

State Route: 2014

Municipality: Fairfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/16/21

Actual Construction Bid Date:

Location: SR 2014 (Lycoming Mall Drive) over Bennett's Run, Fairfield Township

Project Description: Bridge improvement on SR 2014 (Lycoming Mall Drive) over Bennett's Run in Fairfield Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	\$100	\$0	\$0	\$0	\$0	\$0
Utility	185	\$0	\$50	\$0	\$0	\$0	\$0
Right of Way	185	\$20	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$649	\$850	\$0	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$120	\$699	\$850	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$120	\$699	\$850	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$1,669					

PennDOT Project Id: 99061

Project Administrator: PennDOT

Title: SR 4010 ov Larry's Creek

Improvement Type: Bridge Rehabilitation

State Route: 4010

Municipality: Cogan House (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/24

Actual Construction Bid Date:

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

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

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	BOF	\$32	\$65	\$0	\$0	\$0	\$0
Final Design	BOF	\$0	\$0	\$0	\$25	\$0	\$0
Utility	BOF	\$0	\$0	\$0	\$0	\$15	\$0
Right of Way	BOF	\$0	\$0	\$0	\$20	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$905	\$0
Federal:		\$32	\$65	\$0	\$45	\$920	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$32	\$65	\$0	\$45	\$920	\$0
Total FFY 2021-2032 Cost		\$1,062					

PennDOT Project Id: 99400

Project Administrator: PennDOT

Title: PA 287 over Lick Run

Improvement Type: Bridge Improvement

State Route: 287

Municipality: Pine (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/22

Actual Construction Bid Date:

Location: SR 287 over Lick Run,, Pine Township

Project Description: Bridge rehabilitation or replacement on SR 287 over Lick Run in Pine Township, Lycoming County

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	\$50	\$50	\$0	\$0	\$0	\$0
Utility	185	\$0	\$0	\$20	\$0	\$0	\$0
Right of Way	185	\$20	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$429	\$671	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$70	\$50	\$449	\$671	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$70	\$50	\$449	\$671	\$0	\$0
Total FFY 2021-2032 Cost		\$1,240					

PennDOT Project Id: 99408

Project Administrator: PennDOT

Title: SR 2083 over Lick Run

Improvement Type: Bridge Rehabilitation

State Route: 2083

Municipality: Shrewsbury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/25

Actual Construction Bid Date:

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)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	185	\$0	\$0	\$60	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$20	\$0
Utility	185	\$0	\$0	\$0	\$0	\$15	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$20	\$0
Construction	185	\$0	\$0	\$0	\$0	\$175	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$60	\$0	\$230	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$60	\$0	\$230	\$0
Total FFY 2021-2032 Cost		\$290					

PennDOT Project Id: 99410

Project Administrator: PennDOT

Title: Water St to I-180

Improvement Type: Resurface

State Route: 2014

Municipality: Muncy (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/14/21

Actual Construction Bid Date:

Location: SR 2014 (South Main Street) from SR 405 (Water Street) to Rose Hill Road, Muncy Borough

Project Description: Resurface SR 2014 (South Main Street) from PA 405 (Water Street) to Rose Hill Road in Muncy Borough, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	581	\$317	\$533	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$317	\$533	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$317	\$533	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$850					

PennDOT Project Id: 101971

Project Administrator: PennDOT

Title: SR 2069 over Broad Run

Improvement Type: Bridge Replacement

State Route: 2069

Municipality: Moreland (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/14/21

Actual Construction Bid Date:

Location: SR 2069 (Moreland Township Rd) over Broad Run, Moreland Township

Project Description: Bridge improvement on SR 2069 (Moreland Township Road) over Broad Run, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Utility	185	\$20	\$0	\$0	\$0	\$0	\$0
Construction	185	\$88	\$88	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$108	\$88	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$108	\$88	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$196					

PennDOT Project Id: 102641

Project Administrator: PennDOT

Title: Tivoli to Glen Mawr Curves

Improvement Type: Safety Improvement

State Route: 220

Municipality: Shrewsbury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 11/1/23

Actual Construction Bid Date:

Location: Barto Hollow Road to Deer Lake Road, Shrewsbury Twp

Project Description: Safety enhancements between Barto Hollow Road and Deer Lake Road, in Shrewsbury Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	HSIP	\$0	\$0	\$0	\$250	\$500	\$0
	Federal:	\$0	\$0	\$0	\$250	\$500	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$250	\$500	\$0
Total FFY 2021-2032 Cost		\$750					

PennDOT Project Id: 103952

Project Administrator: PennDOT

Title: T-557 over Gregs Run

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Penn (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/11/24

Actual Construction Bid Date:

Location: T-557 (Bartlow Rd) over Gregs Run, Penn Township

Project Description: Bridge improvement on T-557 (Bartlow Rd) over Gregs Run in Penn Township, Lycoming County

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	BOF	\$160	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	183	\$30	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	LOC	\$10	\$0	\$0	\$0	\$0	\$0
Final Design	BOF	\$0	\$0	\$80	\$0	\$0	\$0
Final Design	183	\$0	\$0	\$15	\$0	\$0	\$0
Final Design	LOC	\$0	\$0	\$5	\$0	\$0	\$0
Utility	BOF	\$0	\$0	\$16	\$0	\$0	\$0
Utility	183	\$0	\$0	\$3	\$0	\$0	\$0
Utility	LOC	\$0	\$0	\$1	\$0	\$0	\$0
Right of Way	BOF	\$0	\$0	\$12	\$0	\$0	\$0
Right of Way	183	\$0	\$0	\$2	\$0	\$0	\$0
Right of Way	LOC	\$0	\$0	\$1	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$480	\$0	\$0
Construction	183	\$0	\$0	\$0	\$90	\$0	\$0
Construction	LOC	\$0	\$0	\$0	\$60	\$0	\$0
Federal:		\$160	\$0	\$108	\$480	\$0	\$0
State:		\$30	\$0	\$20	\$90	\$0	\$0
Local/Other:		\$10	\$0	\$7	\$60	\$0	\$0
Period Totals:		\$200	\$0	\$135	\$630	\$0	\$0
Total FFY 2021-2032 Cost		\$965					

PennDOT Project Id: 106124

Project Administrator: PennDOT

Title: US 220 over Ramp A (to West Fourth St.)

Improvement Type: Bridge Improvement

State Route: 220

Municipality: Woodward (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/22

Actual Construction Bid Date:

Location: SR 220 over Ramp A, T-331, and SEDACOG RR, Woodward Township

Project Description: Bridge improvement on US Route 220 over Ramp A (West Fourth Street), T-331 and the SEDACOG railroad in Woodward Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$0	\$0	\$1,479	\$843	\$820	\$0
Construction	STP	\$0	\$0	\$1,024	\$1,848	\$1,760	\$0
Construction	185	\$0	\$0	\$1,720	\$1,674	\$1,779	\$0
Federal:		\$0	\$0	\$2503	\$2691	\$2580	\$0
State:		\$0	\$0	\$1720	\$1674	\$1779	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$4,223	\$4,365	\$4,359	\$0
Total FFY 2021-2032 Cost		\$12,947					

PennDOT Project Id: 106182

Project Administrator: PennDOT

Improvement Type: Guiderail Improvement

Municipality: Upper Fairfield (TWP)

Title: Countywide Cable Guiderail Upgrades

State Route: 864

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/23

Actual Construction Bid Date:

Location: SRs 864, 973, 1003 and 4010, Upper Fairfield, Wolf, Mifflin, Gamble and Cogan House Townships

Project Description: Upgrade sub-standard cable guide rail on State Routes 864, 973, 1003 and 4010 in Upper Fairfield, Wolf, Mifflin, Gamble and Cogan House Townships, Lycoming County

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	HSIP	\$100	\$200	\$0	\$0	\$0	\$0
Final Design	HSIP	\$0	\$50	\$150	\$0	\$0	\$0
Utility	HSIP	\$0	\$50	\$150	\$0	\$0	\$0
Right of Way	HSIP	\$0	\$50	\$150	\$0	\$0	\$0
Construction	HSIP	\$0	\$0	\$496	\$696	\$446	\$0
Federal:		\$100	\$350	\$946	\$696	\$446	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$100	\$350	\$946	\$696	\$446	\$0
Total FFY 2021-2032 Cost		\$2,538					

PennDOT Project Id: 106207

Project Administrator: PennDOT

Improvement Type: Bridge Improvement

Municipality: Anthony (TWP)

Title: SR 3015 over Stoney Gap Run

State Route: 3015

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/30/21

Actual Construction Bid Date:

Location: SR 3015 (Daugherty's Run Road) over Stoney Gap Run, Anthony and Lycoming Townships

Project Description: Bridge improvement on SR 3015 (Daugherty's Run Road) over Stoney Gap Run, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	\$10	\$0	\$0	\$0	\$0	\$0
Utility	185	\$10	\$0	\$0	\$0	\$0	\$0
Right of Way	185	\$10	\$0	\$0	\$0	\$0	\$0
Construction	185	\$25	\$40	\$0	\$0	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$55	\$40	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$55	\$40	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$95					

PennDOT Project Id: 110167

Project Administrator: PennDOT

Improvement Type: Bridge Improvement

Municipality: Montgomery (BORO)

Title: SR 54 over Susquehanna River

State Route: 54

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/25

Actual Construction Bid Date:

Location: SR 54 over West Branch of the Susquehanna River, Montgomery Borough

Project Description: Bridge improvement on SR 54 over West Branch of the Susquehanna River in Montgomery Borough, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	STP	\$0	\$100	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$1,138	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$1,383	\$0
Federal:		\$0	\$100	\$0	\$0	\$2521	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$100	\$0	\$0	\$2,521	\$0
Total FFY 2021-2032 Cost		\$2,621					

PennDOT Project Id: 110180

Project Administrator: PennDOT

Improvement Type: Bridge Improvement

Municipality: Watson (TWP)

Title: PA 973 over Trib to Tombs Run

State Route: 973

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/23

Actual Construction Bid Date:

Location: SR 973 over a Tributary to Tombs Run, Watson Twp

Project Description: Bridge improvement on SR 973 over a Tributary to Tombs Run in Watson Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	185	\$60	\$0	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$20	\$0	\$0	\$0
Utility	185	\$0	\$0	\$0	\$15	\$0	\$0
Right of Way	185	\$0	\$0	\$20	\$0	\$0	\$0
Construction	185	\$0	\$0	\$0	\$88	\$88	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$60	\$0	\$40	\$103	\$88	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$60	\$0	\$40	\$103	\$88	\$0
Total FFY 2021-2032 Cost		\$291					

PennDOT Project Id: 110182

Project Administrator: PennDOT

Improvement Type: Bridge Improvement

Municipality: Cascade (TWP)

Title: SR 1006 over Slacks Run

State Route: 1006

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/25

Actual Construction Bid Date:

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

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

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	185	\$0	\$0	\$60	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$20	\$0
Utility	185	\$0	\$0	\$0	\$0	\$15	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$20	\$0
Construction	185	\$0	\$0	\$0	\$0	\$175	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$60	\$0	\$230	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$0	\$0	\$60	\$0	\$230	\$0
Total FFY 2021-2032 Cost		\$290					

PennDOT Project Id: 110190

Project Administrator: PennDOT

Title: SR 2004 over Trib to Spring Cr

Improvement Type: Bridge Improvement

State Route: 2004

Municipality: Washington (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/26

Actual Construction Bid Date:

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)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	185	\$0	\$0	\$0	\$60	\$0	\$0
Final Design	185	\$0	\$0	\$0	\$0	\$20	\$0
Utility	185	\$0	\$0	\$0	\$0	\$15	\$0
Construction	185	\$0	\$0	\$0	\$0	\$175	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$60	\$210	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$0	\$0	\$0	\$60	\$210	\$0
Total FFY 2021-2032 Cost		\$270					

PennDOT Project Id: 110203

Project Administrator: PennDOT

Title: T-556 over East Mill Creek

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Upper Fairfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/16/21

Actual Construction Bid Date:

Location: T-556 (Heilman Rd) over East Mill Creek, Upper Fairfield Township

Project Description: Bridge improvement on T-556 (Heilman Rd) over East Mill Creek in Upper Fairfield Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	BOF	\$220	\$0	\$0	\$0	\$0	\$0
Construction	183	\$41	\$0	\$0	\$0	\$0	\$0
Construction	LOC	\$14	\$0	\$0	\$0	\$0	\$0
	Federal:	\$220	\$0	\$0	\$0	\$0	\$0
	State:	\$41	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$14	\$0	\$0	\$0	\$0	\$0
		2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Period Totals:	\$275	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$275					

PennDOT Project Id: 110249

Project Administrator: PennDOT

Title: FFY 21 WATS RPM Contract

Improvement Type: Reflective Pavement Markers

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 6/1/21

Actual Construction Bid Date:

Location: Lycoming County

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

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	581	\$30	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$30	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Period Totals:	\$30	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$30					

PennDOT Project Id: 110250

Project Administrator: PennDOT

Title: FFY 22 WATS RPM Contract

Improvement Type: Reflective Pavement Markers

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 6/1/22

Actual Construction Bid Date:

Location: Lycoming County

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

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	581	\$0	\$30	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$30	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Period Totals:	\$0	\$30	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$30					

PennDOT Project Id: 111625

Project Administrator: PennDOT

Improvement Type: Transportation Enhancement

Municipality: Loyalsock (TWP)

Title: Miller's Run Greenway Project Phase II

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: The project begins on the existing Bikeway near I-180 and extends north traversing the eastern bank of Miller's Run and the levee on the western bank of Millers Run to Miller Avenue then into Bruce Henry Park.

Project Description: Phase II Miller's Run Greenway Trail: To Construct a paved greenway to connect Bruce Henry Park and its surrounding residential areas in Loyalsock Township to the existing Susquehanna Bikeway and Riverwalk.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	TAP	\$682	\$0	\$0	\$0	\$0	\$0
	Federal:	\$682	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$682	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$682					

PennDOT Project Id: 111628

Project Administrator: PennDOT

Improvement Type: Transportation Enhancement

Municipality: Williamsport (CITY)

Title: Willow Street Green Infrastructure Pathway

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: The project is located in Williamsport's Old City neighborhood, a historic neighborhood located east of Market Street. Project boundaries for the Willow Street project extend from Basin Street to Market Street.

Project Description: Funds will be used to construct the Willow Street Green Infrastructure Pathway Project, in the City of Williamsport, Lycoming County. The project will provide an improved transportation alternative for pedestrians and cyclists.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	TAP	\$1,000	\$0	\$0	\$0	\$0	\$0
	Federal:	\$1000	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,000	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$1,000					

PennDOT Project Id: 112414

Project Administrator: Lycoming County

Improvement Type: Bridge Improvement

Municipality: Pine (TWP)

Title: T-776 English Run Rd over English Run

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/26

Actual Construction Bid Date:

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)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	BOF	\$0	\$0	\$180	\$0	\$0	\$0
Preliminary Engineering	183	\$0	\$0	\$34	\$0	\$0	\$0
Preliminary Engineering	LOC	\$0	\$0	\$11	\$0	\$0	\$0
Final Design	BOF	\$0	\$0	\$0	\$0	\$80	\$0
Final Design	183	\$0	\$0	\$0	\$0	\$15	\$0
Final Design	LOC	\$0	\$0	\$0	\$0	\$5	\$0
Utility	BOF	\$0	\$0	\$0	\$0	\$1	\$0
Utility	183	\$0	\$0	\$0	\$0	\$0	\$0
Utility	LOC	\$0	\$0	\$0	\$0	\$0	\$0
Right of Way	BOF	\$0	\$0	\$0	\$0	\$12	\$0
Right of Way	183	\$0	\$0	\$0	\$0	\$2	\$0
Right of Way	LOC	\$0	\$0	\$0	\$0	\$1	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$640	\$0
Construction	183	\$0	\$0	\$0	\$0	\$120	\$0
Construction	LOC	\$0	\$0	\$0	\$0	\$40	\$0
Federal:		\$0	\$0	\$180	\$0	\$733	\$0
State:		\$0	\$0	\$34	\$0	\$137	\$0
Local/Other:		\$0	\$0	\$11	\$0	\$46	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$0	\$0	\$225	\$0	\$916	\$0
Total FFY 2021-2032 Cost		\$1,141					

PennDOT Project Id: 112608

Project Administrator: PennDOT

Title: Little Pine Creek Road Slides

Improvement Type: Slides Correction

State Route: 4001

Municipality: Cummings (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/17/20

Actual Construction Bid Date:

Location: SR 4001 (Little Pine Creek Rd), Cummings Township

Project Description: Slide corrections on SR 4001 (Little Pine Creek Rd) between Waterville and Little Pine State Park in Cummings Township, Lycoming County

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	581	\$1,250	\$0	\$0	\$0	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$1250	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$1,250	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$1,250					

PennDOT Project Id: 112978

Project Administrator: PennDOT

Title: Tombs Run Slides

Improvement Type: Slides Correction

State Route: 44

Municipality: Watson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/22

Actual Construction Bid Date:

Location: SR 44 between Torbert and Tombs Run, Watson Twp

Project Description: Repair embankment on SR 44 between Torbert and Tombs Run in Watson Township, Lycoming County

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$200	\$0	\$0	\$0	\$0	\$0
Utility	581	\$0	\$20	\$0	\$0	\$0	\$0
Right of Way	581	\$20	\$0	\$0	\$0	\$0	\$0
Construction	581	\$0	\$750	\$1,000	\$594	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$220	\$770	\$1000	\$594	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$220	\$770	\$1,000	\$594	\$0	\$0
Total FFY 2021-2032 Cost		\$2,584					

PennDOT Project Id: 112979

Project Administrator: PennDOT

Title: Lick Run Slide

Improvement Type: Slides Correction

State Route: 2039

Municipality: Loyalsock (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/22

Actual Construction Bid Date:

Location: SR 2039 at Lick Run Rd, Loyalsock and Eldred Townships

Project Description: Embankment stabilization on SR 2039 at Lick Run Rd, in Loyalsock and Eldred Townships, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$250	\$0	\$0	\$0	\$0	\$0
Utility	581	\$0	\$50	\$0	\$0	\$0	\$0
Right of Way	581	\$75	\$0	\$0	\$0	\$0	\$0
Construction	581	\$0	\$922	\$2,056	\$0	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$325	\$972	\$2056	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$325	\$972	\$2,056	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$3,353					

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

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Lycoming County

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

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Study	581	\$25	\$25	\$25	\$25	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$25	\$25	\$25	\$25	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$25	\$25	\$25	\$25	\$0	\$0
Total FFY 2021-2032 Cost		\$100					

PennDOT Project Id: 114045

Project Administrator: PennDOT

Title: Susquehanna River to Overlook INTERIM

Improvement Type: Resurface

State Route: 15

Municipality: Armstrong (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/23

Actual Construction Bid Date:

Location: SR 15 (Hastings and Market Streets) from the Susquehanna River to the US 15 Overlook, South Williamsport Boro and Armstrong Twp

Project Description: Resurface SR 15 (Hastings Street) from the Susquehanna River to the US 15 Overlook in South Williamsport Borough and Armstrong Township, Lycoming County

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$0	\$50	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$800	\$1,120	\$0	\$0
Construction	581	\$0	\$0	\$200	\$280	\$0	\$0
	Federal:	\$0	\$0	\$800	\$1120	\$0	\$0
	State:	\$0	\$50	\$200	\$280	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$50	\$1,000	\$1,400	\$0	\$0
Total FFY 2021-2032 Cost		\$2,450					

PennDOT Project Id: 114056

Project Administrator: PennDOT

Title: Campbell St to Basin St INTERIM

Improvement Type: Resurface

State Route: 2014

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 2/11/21

Actual Construction Bid Date:

Location: SR 2014 (West Fourth Street) from Campbell Street to Basin Street , City of Williamsport

Project Description: Resurface SR 2014 (West Fourth Street) from Campbell Street to Basin Street in the City of Williamsport, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	581	\$1,200	\$1,000	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$1200	\$1000	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,200	\$1,000	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$2,200					

PennDOT Project Id: 114057

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Williamsport (CITY)

Title: Market St Bridge Approach

State Route: 2023

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 2/11/21

Actual Construction Bid Date:

Location: SR 2023 (Market Street) between 3rd Street and the Susquehanna River Bridge , City of Williamsport

Project Description: Mill and Resurface SR 2023 (Market Street) between 3rd Street and the Susquehanna River Bridge in the City of Williamsport, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	581	\$125	\$125	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$125	\$125	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$125	\$125	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$250					

PennDOT Project Id: 114088

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Muncy (BORO)

Title: Aquatic Road to Main Street

State Route: 405

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/22

Actual Construction Bid Date:

Location: SR 405 (Water Street) from Aquatic Road to Main Street (SR 2014), Muncy Borough

Project Description: Resurface SR 405 (Water Street) from Aquatic Road to Main Street (SR 2014) in Muncy Borough, Lycoming County

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$20	\$0	\$0	\$20	\$0	\$0
Construction	STP	\$0	\$200	\$300	\$0	\$0	\$0
	Federal:	\$0	\$200	\$300	\$0	\$0	\$0
	State:	\$20	\$0	\$0	\$20	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$20	\$200	\$300	\$20	\$0	\$0
Total FFY 2021-2032 Cost		\$540					

PennDOT Project Id: 114090

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Duboistown (BORO)

Title: Edgewood Ave to S Market St

State Route: 654

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/24

Actual Construction Bid Date:

Location: SR 654 (Euclid, Riverside & Southern Aves) from Edgewood Ave to South Market St, South Williamsport Boro

Project Description: Resurface SR 654 (Euclid, Riverside & Southern Aves) from Edgewood Ave to South Market St in South Williamsport Boro, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$0	\$0	\$15	\$0	\$0	\$0
Construction	581	\$0	\$0	\$0	\$1,050	\$550	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$15	\$1050	\$550	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Period Totals:	\$0	\$0	\$15	\$1,050	\$550	\$0
Total FFY 2021-2032 Cost		\$1,615					

PennDOT Project Id: 114091

Project Administrator: PennDOT

Title: Via Bella to 3rd INTERIM

Improvement Type: Resurface

State Route: 2060

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 2/11/21

Actual Construction Bid Date:

Location: SR 2060 (Hepburn St) from Via Bella to SR 2014 (3rd St), City of Williamsport

Project Description: Mill and Resurface SR 2060 (Hepburn St) from Via Bella to SR 2014 (3rd St) in the City of Williamsport, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	581	\$25	\$75	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$25	\$75	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Period Totals:	\$25	\$75	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$100					

PennDOT Project Id: 114095

Project Administrator: PennDOT

Title: Pine Creek to SR 287

Improvement Type: Resurface

State Route: 220

Municipality: Porter (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/23

Actual Construction Bid Date:

Location: SR 220 from Pine Creek to SR 287, Porter and Piatt Townships

Project Description: Resurface SR 220 from Pine Creek to SR 287 in Porter and Piatt Townships, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$0	\$25	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$845	\$1,250	\$0	\$0
Construction	STP	\$0	\$0	\$305	\$100	\$0	\$0
	Federal:	\$0	\$0	\$1150	\$1350	\$0	\$0
	State:	\$0	\$25	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Period Totals:	\$0	\$25	\$1,150	\$1,350	\$0	\$0
Total FFY 2021-2032 Cost		\$2,525					

PennDOT Project Id: 114159

Project Administrator: PennDOT

Improvement Type: Reflective Pavement Markers

Municipality:

Title: FFY 23 WATS RPM Contract

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Install/replace RPMS on various routes in Lycoming County

Project Description: Install/replace RPMS on various routes in Lycoming County

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	581	\$0	\$0	\$30	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$30	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$30	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$30					

PennDOT Project Id: 114160

Project Administrator: PennDOT

Improvement Type: Reflective Pavement Markers

Municipality:

Title: FFY 24 WATS RPM Contract

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Install/replace RPMS on various routes in Lycoming County.

Project Description: Install/replace RPMS on various routes in Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	581	\$0	\$0	\$0	\$30	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$30	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$30	\$0	\$0
Total FFY 2021-2032 Cost		\$30					

PennDOT Project Id: 114295

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Plunketts Creek (TWP)

Title: SR 1005 ov Loyalsock Creek

State Route: 1005

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: SR 1005 (Dunwoody Rd) over Loyalsock Creek, Plunketts Creek Township

Project Description: Bridge improvement on SR 1005 (Dunwoody Rd) over Loyalsock Creek in Plunketts Creek Township, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	BOF	\$31	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	185	\$29	\$0	\$0	\$0	\$0	\$0
Final Design	BOF	\$0	\$25	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$177	\$89	\$0	\$0
Federal:		\$31	\$25	\$177	\$89	\$0	\$0
State:		\$29	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$60	\$25	\$177	\$89	\$0	\$0
Total FFY 2021-2032 Cost		\$351					

PennDOT Project Id: 114313

Project Administrator: PennDOT

Title: SR 1003 over Roaring Run

Improvement Type: Bridge Improvement

State Route: 1003

Municipality: Gamble (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/23

Actual Construction Bid Date:

Location: SR 1003 (Wallis Run Rd) over Roaring Run , Gamble Twp

Project Description: Bridge improvement on SR 1003 (Wallis Run Rd) over Roaring Run in Gamble Twp, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	185	\$60	\$0	\$0	\$0	\$0	\$0
Final Design	185	\$0	\$0	\$20	\$0	\$0	\$0
Utility	185	\$0	\$0	\$0	\$15	\$0	\$0
Right of Way	185	\$0	\$0	\$20	\$0	\$0	\$0
Construction	185	\$0	\$0	\$0	\$88	\$88	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$60	\$0	\$40	\$103	\$88	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$60	\$0	\$40	\$103	\$88	\$0
Total FFY 2021-2032 Cost		\$291					

Fund Category Appendix

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

Appendix E – WATS 2021-2024 Transit Projects

RPT# TIP206D

Project Information			FFY 2019 Costs						FFY 2020 Costs						FFY 2021 Costs						FFY 2022 Costs						Totals	
Project	Project Title	Sponsor	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	
76510	Garage/Office Improvement	RVT	OTH-F	2,000,000	340	483,875	16,125	2,500,000	OTH-F	400,000	340	96,775	3,225	500,000													3,000,000	
84058	Operating Assistance	RVT	5307	1,800,000	338	4,300,000	1,000,000	7,100,000	5307	2,500,000	338	4,500,000	1,000,000	8,000,000	5307	1,800,000	338	4,700,000	1,000,000	7,500,000	5307	1,800,000	338	4,900,000	1,000,000	7,700,000	30,300,000	
84060	Planning Assistance	RVT	5307	100,000			25,000	125,000	5307	100,000			25,000	125,000	5307	100,000			25,000	125,000	5307	100,000			25,000	125,000	500,000	
89390	Support Equipment	RVT			340	72,581	2,419	75,000			340	96,775	3,225	100,000			340	72,581	2,419	75,000			340	96,775	3,225	100,000	350,000	
89391	Spare Components	RVT			339	96,775	3,225	100,000			339	72,581	2,419	75,000			339	96,775	3,225	100,000			339	72,581	2,419	75,000	350,000	
89579	Support Vehicles	RVT									340	120,969	4,031	125,000									340	120,969	4,031	125,000	250,000	
95534	Purchase FRB and Other TV	RVT			339	120,969	4,031	125,000	OTH-F	3,040,000	338	735,490	25,410	3,800,900			339	126,775	4,225	131,000	OTH-F	1,600,000	338	387,100	12,900	2,000,000	6,056,900	
102593	Transit/Joint Dev CSTC	RVT													OTH-F	200,000	338	48,387	1,613	250,000							250,000	
106400	Transit Vehciles- Equip.	RVT			338	100,000		100,000																			100,000	
106401	Transit/JD TTC II/Stepe	RVT	OTH-F	400,000	340	96,775	3,225	500,000	OTH-F	400,000	340	96,775	3,225	500,000	OTH-F	400,000	340	96,775	3,225	500,000	OTH-F	96,775	340	400,000	3,225	500,000	2,000,000	
106402	Transit/JD- Reg Hubs	RVT																			OTH-F	48,387	340	200,000	1,613	250,000	250,000	
110548	Transit JD/ TTC Complex	RVT	OTH-F	1,600,000	338	387,100	12,900	2,000,000																			2,000,000	
110549	Transit/JD/ E 3rd St Revi	RVT	OTH-F	2,960,000	338	716,135	23,865	3,700,000	OTH-F	400,000	338	96,775	3,225	500,000													4,200,000	
Totals for: River Valley Transit					8,860,000		6,374,210	1,090,790	16,325,000		6,840,000		5,816,140	1,069,760	13,725,900		2,500,000		5,141,293	1,039,707	8,681,000		3,645,162		6,177,425	1,052,413	10,875,000	49,606,900
Overall Totals:					8,860,000		6,374,210	1,090,790	16,325,000		6,840,000		5,816,140	1,069,760	13,725,900		2,500,000		5,141,293	1,039,707	8,681,000		3,645,162		6,177,425	1,052,413	10,875,000	49,606,900

River Valley Transit

MPMS #: 76510

Title: Garage/Office Improvement

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lycoming

Air Quality Exempt Reason: -

Narrative: 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.

Project Costs(In Thousands)				
Fund	2019	2020	2021	2022
OTH-F	\$2,000	\$400	\$0	\$0
340	\$484	\$97	\$0	\$0
LOC	\$16	\$3	\$0	\$0
Federal:	\$2,000	\$400	\$0	\$0
State:	\$484	\$97	\$0	\$0
Local/Other:	\$16	\$3	\$0	\$0
Period Totals	\$2,500	\$500	\$0	\$0
Total FY 2019-2022 Cost	\$3,000			

MPMS #: 84058

Title: Operating Assistance

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lycoming

Air Quality Exempt Reason: -

Narrative: Operating Assistance 7/1/2011 - 06/30/2015

Project Costs(In Thousands)				
Fund	2019	2020	2021	2022
5307	\$1,800	\$2,500	\$1,800	\$1,800
338	\$4,300	\$4,500	\$4,700	\$4,900
LOC	\$1,000	\$1,000	\$1,000	\$1,000
Federal:	\$1,800	\$2,500	\$1,800	\$1,800
State:	\$4,300	\$4,500	\$4,700	\$4,900
Local/Other:	\$1,000	\$1,000	\$1,000	\$1,000
Period Totals	\$7,100	\$8,000	\$7,500	\$7,700
Total FY 2019-2022 Cost	\$30,300			

MPMS #: 84060

Title: Planning Assistance

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lycoming

Air Quality Exempt Reason: -

Narrative: Planning Assistance 7/1/2011 - 06/30/2015

Project Costs(In Thousands)				
Fund	2019	2020	2021	2022
5307	\$100	\$100	\$100	\$100
LOC	\$25	\$25	\$25	\$25
Federal:	\$100	\$100	\$100	\$100
State:				
Local/Other:	\$25	\$25	\$25	\$25
Period Totals	\$125	\$125	\$125	\$125
Total FY 2019-2022 Cost	\$500			

MPMS #: 89390

Title: Support Equipment

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lycoming

Air Quality Exempt Reason: -

Narrative: Upgrade shop, office and computer equipment

Project Costs(In Thousands)				
Fund	2019	2020	2021	2022
340	\$73	\$97	\$73	\$97
LOC	\$2	\$3	\$2	\$3
Federal:				
State:	\$73	\$97	\$73	\$97
Local/Other:	\$2	\$3	\$2	\$3
Period Totals	\$75	\$100	\$75	\$100
Total FY 2019-2022 Cost	\$350			

MPMS #: 89391

Title: Spare Components

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lycoming

Air Quality Exempt Reason: -

Narrative: Purchase of Spare Components

Project Costs(In Thousands)				
Fund	2019	2020	2021	2022
339	\$97	\$73	\$97	\$73
LOC	\$3	\$2	\$3	\$2
Federal:				
State:	\$97	\$73	\$97	\$73
Local/Other:	\$3	\$2	\$3	\$2
Period Totals	\$100	\$75	\$100	\$75
Total FY 2019-2022 Cost	\$350			

MPMS #: 89579

Title: Support Vehicles

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lycoming

Air Quality Exempt Reason: -

Narrative: Support Vehicles

Project Costs(In Thousands)				
Fund	2019	2020	2021	2022
340	\$0	\$121	\$0	\$121
LOC	\$0	\$4	\$0	\$4
Federal:				
State:	\$0	\$121	\$0	\$121
Local/Other:	\$0	\$4	\$0	\$4
Period Totals	\$0	\$125	\$0	\$125
Total FY 2019-2022 Cost	\$250			

MPMS #: 95534

Title: Purchase FRB and Other TV

Air Quality Status: AQ Conformity Does Not Apply

County: Lycoming

Narrative: Purchase Fixed Route Buses and other Transit Vehicles

Project Costs(In Thousands)				
Fund	2019	2020	2021	2022
OTH-F	\$0	\$3,040	\$0	\$1,600
338	\$0	\$735	\$0	\$387
339	\$121	\$0	\$127	\$0
LOC	\$4	\$25	\$4	\$13
Federal:				
State:	\$121	\$735	\$127	\$387
Local/Other:	\$4	\$25	\$4	\$13
Period Totals	\$125	\$3,800	\$131	\$2,000
Total FY 2019-2022 Cost	\$6,056			

MPMS #: 102593

Title: Transit/Joint Dev CSTC

Air Quality Status: AQ Conformity Does Not Apply

County: Lycoming

Narrative: Transit/Joint Development CSTC

Project Costs(In Thousands)				
Fund	2019	2020	2021	2022
OTH-F	\$0	\$0	\$200	\$0
338	\$0	\$0	\$48	\$0
LOC	\$0	\$0	\$2	\$0
Federal:	\$0	\$0	\$200	\$0
State:	\$0	\$0	\$48	\$0
Local/Other:	\$0	\$0	\$2	\$0
Period Totals	\$0	\$0	\$250	\$0
Total FY 2019-2022 Cost	\$250			

MPMS #: 106400

Title: Transit Vehicles- Equip.

Air Quality Status: AQ Conformity Does Not Apply

County: Lycoming

Narrative: Purchase transit vehicle related equipment.

Project Costs(In Thousands)				
Fund	2019	2020	2021	2022
338	\$100	\$0	\$0	\$0
Federal:				
State:	\$100	\$0	\$0	\$0
Local/Other:				
Period Totals	\$100	\$0	\$0	\$0
Total FY 2019-2022 Cost	\$100			

MPMS #: 106401

Title: Transit/JD TTC II/Step

Air Quality Status: AQ Conformity Does Not Apply

County: Lycoming

Narrative:

Project Costs(In Thousands)				
Fund	2019	2020	2021	2022
OTH-F	\$400	\$400	\$400	\$97
340	\$97	\$97	\$97	\$400
LOC	\$3	\$3	\$3	\$3
Federal:	\$400	\$400	\$400	\$97
State:	\$97	\$97	\$97	\$400
Local/Other:	\$3	\$3	\$3	\$3
Period Totals	\$500	\$500	\$500	\$500
Total FY 2019-2022 Cost	\$2,000			

MPMS #: 106402

Title: Transit/JD- Reg Hubs

Air Quality Status: AQ Conformity Does Not Apply

County: Lycoming

Narrative:

Project Costs(In Thousands)				
Fund	2019	2020	2021	2022
OTH-F	\$0	\$0	\$0	\$48
340	\$0	\$0	\$0	\$200
LOC	\$0	\$0	\$0	\$2
Federal:	\$0	\$0	\$0	\$48
State:	\$0	\$0	\$0	\$200
Local/Other:	\$0	\$0	\$0	\$2
Period Totals	\$0	\$0	\$0	\$250
Total FY 2019-2022 Cost	\$250			

MPMS #: 110548

Title: Transit JD/ TTC Complex

Air Quality Status: AQ Conformity Does Not Apply

County: Lycoming

Narrative: Transit JD/ TTC Complex

Project Costs(In Thousands)				
Fund	2019	2020	2021	2022
OTH-F	\$1,600	\$0	\$0	\$0
338	\$387	\$0	\$0	\$0
LOC	\$13	\$0	\$0	\$0
Federal:	\$1,600	\$0	\$0	\$0
State:	\$387	\$0	\$0	\$0
Local/Other:	\$13	\$0	\$0	\$0
Period Totals	\$2,000	\$0	\$0	\$0
Total FY 2019-2022 Cost	\$2,000			

MPMS #: 110549

Title: Transit/JD/ E 3rd St Revi

Air Quality Status: AQ Conformity Does Not Apply

County: Lycoming

Narrative: Transit/JD/ E 3rd St Revitalization

Project Costs(In Thousands)				
Fund	2019	2020	2021	2022
OTH-F	\$2,960	\$400	\$0	\$0
338	\$716	\$97	\$0	\$0
LOC	\$24	\$3	\$0	\$0
Federal:	\$2,960	\$400	\$0	\$0
State:	\$716	\$97	\$0	\$0
Local/Other:	\$24	\$3	\$0	\$0
Period Totals	\$3,700	\$500	\$0	\$0
Total FY 2019-2022 Cost	\$4,200			

Fund Category Appendix

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

Appendix F – 2021-2024 Interstate TIP Projects

DRAFT

2021 INTERSTATE MANAGEMENT TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LIST

Prepared by PennDOT's Center for Program Development and Management, provided statewide as part of regional Transportation Improvement Program Public Comment Period



April 30, 2020

Pennsylvania Interstate Management Program

The Interstate Management (IM) Program is a separate Transportation Improvement Program (TIP) that is centrally developed and managed based on statewide needs. Pennsylvania has one of the largest Interstate Systems in the nation, with more than 2,740 miles and 2,207 bridges. Based on asset condition it is estimated that the annual need on the Interstates is \$1.2 Billion to meet basic maintenance and preservation needs. Currently we spend between \$450-\$500 million per year on the Interstate System.

From a programming standpoint, the IM Program is constrained to an annual funding level provided as part of Financial Guidance. Working in collaboration with our Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), PennDOT issued 2021 Financial Guidance that increases Interstate Investments by approximately \$150 million in Federal Fiscal Year (FFY) 2021 and grows by \$50 million per year up to \$1 billion in 2028.

To more efficiently manage the significant needs of the Statewide Interstate System, PennDOT formed an Interstate Steering Committee (ISC) in summer of 2015. The ISC contains representation from PennDOT's Center for Program Development and Management (CPDM), the Bureau of Maintenance Operations (BOMO), the Bureau of Project Delivery (BPD), and the Districts. The ISC works with PennDOT, MPO/RPOs, Federal Highway Administration (FHWA) and State Transportation Commission (STC) on the development and management of the IM Program. They assist with project prioritization and re-evaluate projects during Program updates. The ISC meets monthly to assist with the management of the IM Program.

As part of the 2021 Program Update the ISC had each District present their Interstate program. The presentations occurred in July 2019. Presentations provided updates on conditions, challenges, best practices and needs for each District. All presentations were available via web conference so other Districts, MPO/RPOs and FHWA could participate. In addition to the presentations, the ISC also held Interstate Rides. ISC members, Central Office Asset Management and Planning staff, as well as, District staff rode all 2,740 miles of the Interstate System in May and June 2019. The District Interstate rides provided a statewide perspective of current conditions, as well as, an opportunity to review currently planned and potential projects.

Project Prioritization

In coordination with the District presentations, the individual Districts provided prioritized lists of Interstate needs. These lists were compiled into a statewide prioritized Interstate needs list.

To help evaluate and prioritize projects on the Interstate, the Bridge Asset Management System (BAMS) and Pavement Asset Management System (PAMS) were utilized to provide an optimized program based on Lowest Life Cycle Cost (LLCC) principals. BAMS and PAMS were utilized to produce a fiscally unconstrained run with no committed projects to determine which existing projects would align with LLCC principals. The candidate projects were then compared and rated with a high-medium-low rating against the LLCC principals from the fiscally unconstrained runs. Project bridge and pavement data and guidance from Chapter 13 of [Publication 242](#) were also used in project selection. Pennsylvania's Transportation Asset Management Plan (TAMP) defines how LLCC is required and is applied to planning and programming.

Initial programming consideration is given to currently programmed projects that carry over from one State Transportation Improvement Program (STIP) to another. The carry-over projects were prioritized based on current field conditions and asset management criteria. Consideration was also given to project development process and current project schedules when developing the 2021 IM Program.

Due to the formula adjustments and focus on the Interstates, MPO/RPOs requested the IM Program carry mainline Interstate projects that were previously funded by the regions on various regional TIPS. The regional carryover projects have been coordinated with the ISC and included on the IM Program. A list of these projects is attached. These projects will be drawn down from Regional IM Carryover Reserve – 2021 IM Update (MPMS 114199) line item and added to the IM TIP after STIP adoption.

During development of the IM TIP, consideration was given to Intelligent Transportation Systems (ITS) and various safety measures. Line items were programmed for ITS and All-weather Pavement Markings (AWPM), each of which will be ramped up over the first four years of the Interstate Twelve Year Program (TYP). The ITS line item will focus on addressing antiquated devices, new devices, and equipment gaps on the Interstate system. The AWPM line item will focus on the deployment of AWPMs as the center line for interstates statewide.

The remaining funds for the 2021 IM Program will fund new LLCC principal projects. The District prioritized lists were compared with the BAMS and PAMS runs. Projects with high District and High Asset Management Priorities were added to the Program as new projects.

Funds that were not allocated to projects were programmed in a set-aside line item to address programmatic contingencies, emergencies, and necessary project cost adjustments (increases and decreases). The line item will also be utilized to account for any obligation conversions that were anticipated to occur prior to end of the 2019 program and didn't get converted. The line item is continually monitored and if not necessary for

programmatic contingencies or emergencies it is used to advance other prioritized needs. The draft IM Program was shared with the ISC, Districts and MPO/RPOs on November 27, 2019 and March 4, 2020.

Secretary's Discretionary Funding

Financial Guidance includes a set-aside of several highway funding programs that are reserved for the Secretary of Transportation discretion, commonly referred to as "Spike" funding. The Secretary's "Spike" funding is fiscally constrained to an annual fund level provided by Financial Guidance. As part of the Secretary's recommended discretionary (Spike) funded projects for the 2021 Program, several major Interstate Projects were included that otherwise would not have been able to advance and are vitally important to maintaining and improving our Interstate infrastructure. The spike funded Interstate Projects are included in the 2021 IM Program and are listed on the recommended spike funded projects for the 2021 Program.

National Highway Freight Program

The National Highway Freight Program (NHFP) was a new program authorized under the Fixing America's Surface Transportation (FAST) Act to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several important goals, including: (1) investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; (2) improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; (3) improving the state of good repair of the NHFN; (4) using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; (5) improving the efficiency and productivity of the NHFN; (6) improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and (7) reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167 (a), (b)]. The Statutory citation for the NHFP is: FAST Act § 1116; 23 U.S.C. 167

Per 2021 Financial Guidance all NHFP funds have been allocated to the Interstates and included on the IM Program with the fund type NFP. Projects were based on the following considerations:

- Factors from the state's Comprehensive Freight Movement Plan, including:
 - Freight bottlenecks;
 - Freight efficiency projects; and
 - Projects as identified by the state's MPOs/RPOs.
- Estimated let dates: projects that haven't been let but will be let within the Program period.
- Estimated construction costs: projects that had a cost greater than \$50 million.

National Highway Freight Program Projects:

MPMS	District	County	Project Title
79904	6	Philadelphia	I-95: Betsy Ross Ramps A&B
57921	5	Monroe	I-80/Exit 308 Realignment
97828	8	Dauphin	I-83 East Shore (Section 3)
92924	8	York	I-83, North York Widening
105438	11	Allegheny	I-376, Commercial Street Bridge
113357	8	Dauphin	I-83 East Shore (Section 3B)
79828	6	Philadelphia	I-95: Race - Shackamaxon
103559	6	Philadelphia	I-95 Betsy Ross Mainline SB
103558	6	Philadelphia	I-95SB: Ann St-Wheatstheaf Lane
113380	8	Dauphin	I-83 Eisenhower Interchange D
106746	99	Central Office	National Highway Freight Program Reserve

The Interstate Management Program will be included with regional TIP public comment periods. The IM TIP is listed below. Upon approval of the STIP, Interstate projects will be monitored and managed based on scope changes and project schedules. The ISC will review requested increases and decreases.

**2021 INTERSTATE MANAGEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
PROJECT LIST**

**2021 INTERSTATE MANAGEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
PUBLIC NARRATIVE REPORT**

Allegheny

PennDOT Project Id: 81931

Project Administrator: PennDOT

Title: I-79, Campbell's-Moon Run

Improvement Type: Restoration

State Route: 79

Municipality: Robinson (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/10/22

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Located on I-79, Campbells Run to Moon Run, just past Crafton exit in Kennedy & Robinson Townships, Allegheny County

Project Description: Resurfacing, guiderail upgrades and new pavement markings on I-79 from Campbells Run to Moon Run and bridge preservation on I-79 over State Route 22, I-79 over Campbells Run Road and I-79 over State Route 60 in Kennedy and Robinson Townships, Allegheny County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	NHPP	\$2,082	\$0	\$0	\$0	\$0	\$0
Final Design	NHPP	\$0	\$3,000	\$0	\$0	\$0	\$0
Utility	581	\$0	\$0	\$100	\$0	\$0	\$0
Right of Way	581	\$0	\$0	\$475	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$5,000	\$5,000	\$10,539	\$0
Federal:		\$2082	\$3000	\$5000	\$5000	\$10539	\$0
State:		\$0	\$0	\$575	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$2,082	\$3,000	\$5,575	\$5,000	\$10,539	\$0
Total FFY 2021-2032 Cost		\$26,196					

PennDOT Project Id: 87756

Project Administrator: PennDOT

Title: Neville Island Bridge

Improvement Type: Bridge Preservation Activities

State Route: 79

Municipality: Neville (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 5/7/20

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

Actual Construction Bid Date:

Location: I-79 NB ramp to SR 0051 in Robinson Township 200 feet north of SR 4033 in Glenfield Borough, Allegheny County

Project Description: Bridge preservation (paint, structural steel crack repairs) on I-79 and SR 65 bridges (Neville Island) and associated ramps in Robinson and Neville Townships, and Glenfield Borough, Allegheny County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$30,000	\$0	\$0	\$0	\$0	\$0
Federal:		\$30000	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$30,000	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$30,000					

PennDOT Project Id: 87765

Project Administrator: PennDOT

Title: I-376, 376 Business to Tonidale

Improvement Type: Restoration

State Route: 376

Municipality: Moon (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/9/20

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Located on I-376, from Business 376 to SR 22 in, North Fayette, Findlay, Moon and Robinson Townships, Allegheny County.

Project Description: Mill and overlay on I-376, from Business 376 to SR 22 in North Fayette, Findlay, Moon and Robinson Townships, Allegheny County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$13,539	\$0	\$0	\$0	\$0	\$0
	Federal:	\$13539	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$13,539	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$13,539					

PennDOT Project Id: 87767

Project Administrator: PennDOT

Title: I-376, Edgewood to Churchill

Improvement Type: Restoration

State Route: 376

Municipality: Churchill (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/15/23

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Located on I-376 from Edgewood to Churchill in Edgewood, Churchill and Wilkinsburg Boro's, Allegheny County

Project Description: Mill and overlay and bridge work on I-376 from Edgewood to Churchill in Edgewood, Churchill and Wilkinsburg Boro's, Allegheny County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	NHPP	\$2,000	\$0	\$0	\$0	\$0	\$0
Final Design	NHPP	\$0	\$2,500	\$0	\$0	\$0	\$0
Utility	NHPP	\$0	\$0	\$100	\$0	\$0	\$0
Right of Way	NHPP	\$0	\$0	\$450	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$10,000	\$25,805	\$0
	Federal:	\$2000	\$2500	\$550	\$10000	\$25805	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$2,000	\$2,500	\$550	\$10,000	\$25,805	\$0
Total FFY 2021-2032 Cost		\$40,855					

PennDOT Project Id: 87778

Project Administrator: PennDOT

Title: I-376, Churchill to Monroeville

Improvement Type: Resurface

State Route: 376

Municipality: Churchill (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/11/21

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Located on I-376 from Churchhill to Monroeville in Churchhill Boro and Monroeville Boro, Allegheny County

Project Description: Mill and overlay, bridge rehabilitation and preservation on I-376 from Churchhill to Monroeville in Churchhill Boro and Monroeville Boro, Allegheny County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	NHPP	\$2,500	\$0	\$0	\$0	\$0	\$0
Final Design	NHPP	\$0	\$2,500	\$0	\$0	\$0	\$0
Utility	NHPP	\$0	\$0	\$250	\$0	\$0	\$0
Right of Way	NHPP	\$0	\$0	\$750	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$10,000	\$10,000	\$64,920	\$0
Federal:		\$2500	\$2500	\$11000	\$10000	\$64920	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$2,500	\$2,500	\$11,000	\$10,000	\$64,920	\$0
Total FFY 2021-2032 Cost		\$90,920					

PennDOT Project Id: 91565

Project Administrator: PennDOT

Title: I-79, Moon Run - Neville Island

Improvement Type: Reconstruct

State Route: 79

Municipality: Kennedy (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/11/22

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Located on I-79 from Moon Run to Neville Island in Robinson, Kennedy & Neville Townships and Glenfield Borough, Allegheny County

Project Description: Milling and overlay on I-79 from Moon Run to Neville Island in Robinson, Kennedy & Neville Townships and Glenfield Borough, Allegheny County

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$0	\$10,000	\$10,000	\$10,000	\$12,070	\$0
Federal:		\$0	\$10000	\$10000	\$10000	\$12070	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$10,000	\$10,000	\$10,000	\$12,070	\$0
Total FFY 2021-2032 Cost		\$42,070					

PennDOT Project Id: 94812

Project Administrator: PennDOT

Title: I-79, Neville Island to I-279

Improvement Type: Restoration

State Route: 79

Municipality: Aleppo (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 12/10/20

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Located on I-79, from Neville Island to I-279 in Aleppo Township and Glenfield, Sewickley Hills and Franklin Park Boros, Allegheny County.

Project Description: Mill and overlay, bridge rehabilitation and bridge preservation on I-79, from Neville Island to I-279 in Aleppo Township and Glenfield, Sewickley Hills and Franklin Park Boros, Allegheny County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$1,545	\$0	\$0	\$0	\$0	\$0
Utility	581	\$106	\$0	\$0	\$0	\$0	\$0
Right of Way	581	\$206	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$10,000	\$10,000	\$10,000	\$11,545	\$0	\$0
Federal:		\$10000	\$10000	\$10000	\$11545	\$0	\$0
State:		\$1857	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$11,857	\$10,000	\$10,000	\$11,545	\$0	\$0
Total FFY 2021-2032 Cost		\$43,402					

PennDOT Project Id: 97027

Project Administrator: PennDOT

Title: I-376/Carnegie Interchange

Improvement Type: Interchange Improvement

State Route: 376

Municipality: Carnegie (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/15/24

Air Quality Exempt Reason: R3 - Interchange reconfiguration projects

Actual Construction Bid Date:

Location: Located on I-376 Carnegie Interchange including SR 50 and SR 3099 in Scott, Carnegie and Greentree Borough, Allegheny County.

Project Description: Interchange improvements and structure improvement on I-376 Carnegie Interchange including SR 50 and SR 3099 in Scott, Carnegie and Greentree Borough, Allegheny County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$500	\$500	\$0	\$0	\$0	\$0
Final Design	NHPP	\$0	\$1,000	\$1,575	\$0	\$0	\$0
Utility	581	\$0	\$0	\$515	\$0	\$0	\$0
Right of Way	581	\$0	\$0	\$0	\$1,061	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$75,000	\$35,300
Federal:		\$0	\$1000	\$1575	\$0	\$75000	\$35300
State:		\$500	\$500	\$515	\$1061	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$500	\$1,500	\$2,090	\$1,061	\$75,000	\$35,300
Total FFY 2021-2032 Cost		\$115,451					

PennDOT Project Id: 97029

Project Administrator: PennDOT

Title: I-376/Greentree Interchange

Improvement Type: Interchange Improvement

State Route: 376

Municipality: Greentree (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/15/24

Air Quality Exempt Reason: R3 - Interchange reconfiguration projects

Actual Construction Bid Date:

Location: Located on I-376 (Greentree Interchange) in the City of Pittsburgh and Greentree Borough, Allegheny County. This project includes SR 121, 3101 and 8035

Project Description: Interchange improvements on I-376 (Greentree Interchange) in the City of Pittsburgh and Greentree Borough, Allegheny County. This project includes SR 121, 3101 and 8035

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$500	\$500	\$0	\$0	\$0	\$0
Final Design	NHPP	\$0	\$1,000	\$1,575	\$0	\$0	\$0
Utility	581	\$0	\$0	\$515	\$0	\$0	\$0
Right of Way	581	\$0	\$0	\$0	\$1,061	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$65,000	\$8,158
Federal:		\$0	\$1000	\$1575	\$0	\$65000	\$8158
State:		\$500	\$500	\$515	\$1061	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$500	\$1,500	\$2,090	\$1,061	\$65,000	\$8,158
Total FFY 2021-2032 Cost		\$78,309					

PennDOT Project Id: 99874

Project Administrator: PennDOT

Title: Pkwy East Corridor Transp Ph 2

Improvement Type: Safety Improvement

State Route: 376

Municipality: Pittsburgh (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 3/15/25

Actual Construction Bid Date:

Location: Parkway East Corridor Transportation Network for I-376 between Downtown Pittsburgh and Monroeville in Allegheny County.

Project Description: Corridor improvements to improve safety and mobility for all modes of transportation in the I-376 Corridor for both the mainline of I-376 as well as parallel alternate routes and routes which distribute traffic to and from the mainline between Downtown Pittsburgh and Monroeville in Allegheny County. Alternatives range from system wide improvements on the mainline such as ramp management, truck restrictions, and managed lanes; to more specific interchange geometric improvements such as eliminating weave movements at Squirrel Hill and Churchill interchanges or combining and eliminating ramps at Edgewood Swissvale and Wilkinsburg.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$3,000	\$3,000	\$0	\$0	\$0	\$0
Final Design	581	\$0	\$0	\$7,000	\$2,000	\$0	\$0
Utility	581	\$0	\$0	\$0	\$3,000	\$1,000	\$0
Right of Way	581	\$0	\$0	\$0	\$4,000	\$2,000	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$40,000	\$20,000
Federal:		\$0	\$0	\$0	\$0	\$40000	\$20000
State:		\$3000	\$3000	\$7000	\$9000	\$3000	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$3,000	\$3,000	\$7,000	\$9,000	\$43,000	\$20,000
Total FFY 2021-2032 Cost		\$85,000					

PennDOT Project Id: 105438

Project Administrator: PennDOT

Title: I-376, Commercial Street Bridge

Improvement Type: Bridge Replacement

State Route: 376

Municipality: Pittsburgh (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 2/15/23

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

Actual Construction Bid Date:

Location: Commercial Street Bridge and four structures at the Braddock Avenue Interchange in the City of Pittsburgh, Allegheny County.

Project Description: Study the replacement of the Commercial Street Bridge and 4 structures at the Braddock Avenue Interchange in the City of Pittsburgh, Allegheny County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$2,000	\$2,000	\$0	\$0	\$0	\$0
Final Design	581	\$0	\$0	\$4,500	\$1,500	\$0	\$0
Utility	581	\$0	\$0	\$0	\$500	\$0	\$0
Right of Way	581	\$0	\$0	\$0	\$600	\$0	\$0
Construction	NFP	\$0	\$0	\$0	\$61,099	\$0	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$50,901	\$0
Federal:		\$0	\$0	\$0	\$61099	\$50901	\$0
State:		\$2000	\$2000	\$4500	\$2600	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$2,000	\$2,000	\$4,500	\$63,699	\$50,901	\$0
Total FFY 2021-2032 Cost		\$123,100					

PennDOT Project Id: 112249

Project Administrator: PennDOT

Title: I-376, Bath Tub Flooding

Improvement Type: Drainage Improvement

State Route: 376

Municipality: Pittsburgh (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/15/26

Air Quality Exempt Reason: S6 - Safety improvement program

Actual Construction Bid Date:

Location: Located on I-376 Westbound, from Fort Pitt Bridge to about 600 feet before 10th Street Bridge overpass in the City of Pittsburgh, Allegheny County

Project Description: Study drainage issues on I-376 Westbound, from Fort Pitt Bridge to about 600 feet before 10th Street Bridge overpass in the City of Pittsburgh, Allegheny County

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$0	\$0	\$2,000	\$1,713	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$2000	\$1713	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$2,000	\$1,713	\$0	\$0
Total FFY 2021-2032 Cost		\$3,713					

PennDOT Project Id: 114544

Project Administrator: PennDOT

Title: 2020 Interstate Longitudinal Joint Rehabilitation

Improvement Type: Restoration

State Route: 79

Municipality: Kennedy (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/18/20

Air Quality Exempt Reason: S6 - Safety improvement program

Actual Construction Bid Date:

Location: Located on Interstates 79, 279 and 376 in Allegheny and Lawrence Counties.

Project Description: Highway restoration on Interstates 79, 279 and 376 in Kennedy, Robinson, Collier, Ross, and Ohio Townships, and Franklin Park Borough, Allegheny County, and Union and Neshannock Townships, Lawrence County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$308	\$0	\$0	\$0	\$0	\$0
Construction	581	\$2,772	\$0	\$0	\$0	\$0	\$0
Federal:		\$308	\$0	\$0	\$0	\$0	\$0
State:		\$2772	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$3,080	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$3,080					

PennDOT Project Id: 114545

Project Administrator: PennDOT

Title: 2021 Interstate Longitudinal Joint Rehabilitation

Improvement Type: Restoration

State Route: 79

Municipality: Franklin Park (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/10/21

Air Quality Exempt Reason: S6 - Safety improvement program

Actual Construction Bid Date:

Location: Located on Interstates 79, 279 and 376 in Allegheny, Beaver and Lawrence Counties.

Project Description: Highway restoration on Interstates 79, 279 and 376 in Franklin Park Borough, Marshall, Collier, Robinson Townships, and the City of Pittsburgh, Allegheny County; Center and Hopewell Townships, Beaver County; and Neshannock and Union Townships, Lawrence County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$2,365	\$0	\$0	\$0	\$0	\$0
Construction	581	\$263	\$0	\$0	\$0	\$0	\$0
Federal:		\$2365	\$0	\$0	\$0	\$0	\$0
State:		\$263	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$2,628	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$2,628					

Bedford

PennDOT Project Id: 22816

Project Administrator: PENNDOT

Title: Breezewood-Fulton Co Line

Improvement Type: Restoration

State Route: 70

Municipality: East Providence (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 2/11/21

Actual Construction Bid Date:

Location: I-70 from the US 30 Interchange south to the Fulton County Line in East Providence Twp, Bedford County.

Project Description: Mill and overlay, median work, signs, and slip lining metal pipes on I-70 from the US 30 Interchange south to the Fulton County Line in East Providence Twp, Bedford County

The only work being done in Fulton County is the slip lining of metal pipes from the Bedford County line to the Maryland state line.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$112	\$0	\$0	\$0	\$0	\$0
Right of Way	581	\$167	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$8,000	\$8,000	\$7,070	\$0	\$0	\$0
Federal:		\$8000	\$8000	\$7070	\$0	\$0	\$0
State:		\$279	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$8,279	\$8,000	\$7,070	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$23,349					

Berks

PennDOT Project Id: 72807

Project Administrator: PennDOT

Title: I-78 Shrtlesville to Hamb - Resurface

Improvement Type: Resurface

State Route: 78

Municipality: Upper Bern (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/25/24

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-78 Shartlesville to Hamburg

Project Description: This project involves the milling and resurfacing of NB & SB mainline and shoulders of (I-78) with stone matrix asphalt mixture design, bituminous milling, concrete and bituminous patching, Type 6-SP shoulders, all-weather pavement markers, line painting, MASH standard guiderail and glare screen, and bridge preservation activities, along with other miscellaneous construction items.

The project is located in Berks County; Tilden and Upper Bern Townships from Shartlesville to Hamburg for a construction distance of approximately 12.72 miles (67,162 FT).

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$0	\$0	\$0	\$5,000	\$12,670	\$0
	Federal:	\$0	\$0	\$0	\$5000	\$12670	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$5,000	\$12,670	\$0
Total FFY 2021-2032 Cost		\$17,670					

PennDOT Project Id: 85903

Project Administrator: PennDOT

Title: I-78 Midway to Shartlesville Resurface

Improvement Type: Restoration

State Route: 78

Municipality: Bethel (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/22/21

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Midway Interchange to Shartlesville, Bethel Township, Berks County

Project Description: This project involves the milling and resurfacing of NB & SB mainline and shoulders of (I-78) with stone matrix asphalt mixture design, bituminous milling, concrete and bituminous patching, Type 6-SP shoulders, all-weather pavement markers, line painting, MASH standard guiderail and glare screen, and bridge preservation activities, along with other miscellaneous construction items.

The Midway (SR 8008) and Shartlesville Ramps (SR 8010) involve the milling and resurfacing with superpave asphalt mixture design, bituminous milling and patching, line painting, and bridge preservation activities, along with other miscellaneous construction items.

The project is located in Berks County; Bethel Township including SR 8002 and SR 8004 for a construction distance of approximately 15.13 miles (79,887 FT).

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$5,300	\$5,300	\$5,500	\$0	\$0	\$0
	Federal:	\$5300	\$5300	\$5500	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$5,300	\$5,300	\$5,500	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$16,100					

PennDOT Project Id: 87645

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Windsor (TWP)

Title: I-78 Lenhartsville ASR

State Route: 78

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 5/7/20

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: MM 33.4 to 35.4 on Interstate 78, Windsor and Greenwich Townships , Berks County

Project Description: This project involves the treatment of ASR for mainline and shoulders of (I-78), from milepost 33.4 to milepost 35.4, with Ultra Thin Bonded Wearing Course and Stone Matrix Asphalt overlay, bituminous milling, concrete patching, MASH standard guiderail, reflective tape pavement markers, line painting, and bridge rehabilitation/preservation activities, and bridge preservation activities, along with other miscellaneous construction items.

This project is located in Windsor and Greenwich Townships, Berks County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$6,472	\$0	\$0	\$0	\$0	\$0
	Federal:	\$6472	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$6,472	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$6,472					

PennDOT Project Id: 93494

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Tilden (TWP)

Title: I-78-Rt 61 Bridge Replace

State Route: 78

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 11/15/19

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

Actual Construction Bid Date: 12/5/19

Location: I-78 and SR 61 Interchange, including two I-78 mainline bridges in Berks County.

Project Description: Reconstruction of I-78 and SR 61 Interchange including the bridge replacement and widening of two I-78 mainline bridges and roadway reconstruction in Tilden Township, Berks County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$32,650	\$19,550	\$0	\$0	\$0	\$0
	Federal:	\$32650	\$19550	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$32,650	\$19,550	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$52,200					

PennDOT Project Id: 97274

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Greenwich (TWP)

Title: Lenhartsville Bridge

State Route: 78

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/17/22

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

Actual Construction Bid Date:

Location: I-78 Bridge over PA 143 and Maiden Creek, Lenhartsville, Greenwich Township, Berks County.

Project Description: Widening and rehabilitation of the structure carrying I-78 over PA 143 and Maiden Creek in Lenhartsville, Greenwich Township, Berks County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	\$3,042	\$0	\$0	\$0	\$0	\$0
Final Design	185	\$338	\$0	\$0	\$0	\$0	\$0
Utility	185	\$495	\$0	\$0	\$0	\$0	\$0
Right of Way	185	\$929	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$11,000	\$11,000	\$11,000	\$11,027	\$0
Federal:		\$3042	\$0	\$0	\$0	\$0	\$0
State:		\$1762	\$11000	\$11000	\$11000	\$11027	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$4,804	\$11,000	\$11,000	\$11,000	\$11,027	\$0
Total FFY 2021-2032 Cost		\$48,831					

Blair

PennDOT Project Id: 112239

Project Administrator: PennDOT

Title: I-99 Plank Rd Intchg to Tyrone

Improvement Type: Restoration

State Route: 99

Municipality: Logan (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: On I-99 from the Plank Road Interchange to 17th Street Interchange including ramps at Frankstown, 17th Street, Pinecroft, Bellwood, Grazierville, and Tyrone Viaduct in Logan Twp, Allegheny Twp, Antis Twp, Snyder Twp, Tyrone Boro, Blair County.

Project Description: Thin Hot Mix Overlay on I-99 from the Plank Road Interchange to 17th Street Interchange including ramps at Frankstown, 17th Street, Pinecroft, Bellwood, Grazierville, and Tyrone Viaduct in Logan Twp, Allegheny Twp, Antis Twp, Snyder Twp, Tyrone Boro, Blair County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$0	\$0	\$100	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$2,000	\$1,377	\$0
Federal:		\$0	\$0	\$0	\$2000	\$1377	\$0
State:		\$0	\$0	\$100	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$100	\$2,000	\$1,377	\$0
Total FFY 2021-2032 Cost		\$3,477					

PennDOT Project Id: 112241

Project Administrator: PennDOT

Title: I-99 Newry Pulloff to Plank Rd Intchg

Improvement Type: Resurface

State Route: 99

Municipality: Freedom (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 2/15/24

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: On I-99 (Bud Shuster Highway) from Leamersville to Plank Road exit Freedom, Blair, Logan, Greenfield, and Allegheny Townships, Blair County.

Project Description: Thin Hot Mix Overlay on I-99 (Bud Shuster Highway) from Leamersville to Plank Road exit Freedom, Blair, Logan, Greenfield, and Allegheny Townships, Blair County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$0	\$0	\$100	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$3,000	\$3,190	\$0
Federal:		\$0	\$0	\$0	\$3000	\$3190	\$0
State:		\$0	\$0	\$100	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$100	\$3,000	\$3,190	\$0
Total FFY 2021-2032 Cost		\$6,290					

Butler

PennDOT Project Id: 106274

Project Administrator: PennDOT

Title: I-79 Southern Section Reconstruction

Improvement Type: Reconstruct

State Route: 79

Municipality: Cranberry (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 10/1/26

Actual Construction Bid Date:

Location: Along Interstate 79 in both travel directions, within Jackson and Cranberry Townships, from the Allegheny/Butler County line north to the Jackson/Lancaster Township line.

Project Description: Reconstruction, widening and addition of a third lane (portion of project only) from the Allegheny/Butler County line to the Jackson/Lancaster Township line which includes removal of bituminous and concrete surface, widening, addition of a third lane, sub grade, subbase, concrete pavement restoration, drainage, and guiderail upgrades along Interstate 79 northbound and southbound in Jackson and Cranberry Townships, Butler County. The third lane addition in both travel directions will only be from the Allegheny/Butler County line to the SR 528 Interchange.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Study	581	\$0	\$0	\$1,000	\$0	\$0	\$0
Preliminary Engineering	581	\$0	\$0	\$0	\$2,500	\$1,500	\$0
Final Design	581	\$0	\$0	\$0	\$0	\$5,000	\$0
Utility	581	\$0	\$0	\$0	\$0	\$2,500	\$0
Right of Way	581	\$0	\$0	\$0	\$0	\$3,500	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$40,000	\$129,900
Federal:		\$0	\$0	\$0	\$0	\$40000	\$129900
State:		\$0	\$0	\$1000	\$2500	\$12500	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$1,000	\$2,500	\$52,500	\$129,900
Total FFY 2021-2032 Cost		\$185,900					

Carbon

PennDOT Project Id: 87648

Project Administrator: PennDOT

Title: I-80 Rehabilitation

Improvement Type: Resurface

State Route: 80

Municipality: East Side (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 7/26/18

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date: 7/26/18

Location: I-80 Eastbound from one mile west of Exit 292 through Butler, Dennison and Foster Townships and White Haven Borough in Luzerne County. I-80 from Luzerne County to the Monroe County Line through East Side Borough and Kidder Township in Carbon County.

Project Description: This project involves concrete preservation on Interstate 80 Eastbound from one mile west of Exit 292, SR 309 to Exit 292, SR 309 and from the Roadside Rest to the Luzerne/Carbon County Line in Butler, Dennison and Foster Townships, White Haven Borough in Luzerne County. Highway rehabilitation includes the crack/break and seating of existing concrete and bituminous overlay northbound and southbound on I-80 from the White Haven bridge to the Monroe County Line and milling and resurfacing or crack/break and seating the existing concrete of SR 8004 (Hickory Run State Park) located in Kidder Township and East Side Borough, Carbon County. Approximately 26.4 miles.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$2,500	\$0	\$0	\$0	\$0	\$0
	Federal:	\$2500	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$2,500	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$2,500					

PennDOT Project Id: 99552

Project Administrator: PennDOT

Title: I-80 White Haven Bridges

Improvement Type: Bridge Improvement

State Route: 80

Municipality: East Side (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/23/25

Air Quality Exempt Reason: \$19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: I-80 over SR 1005, Lehigh River, and Reading Blue Mountain and Northern Railroad, Carbon County.

Project Description: This project involves the rehabilitation or replacement of the bridges carrying I-80 over SR 1005, Lehigh River, and Reading Blue Mountain and Northern Railroad in East Side Borough, Carbon County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	\$0	\$2,500	\$2,565	\$0	\$0	\$0
Utility	185	\$0	\$0	\$869	\$0	\$0	\$0
Right of Way	185	\$0	\$0	\$0	\$174	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$38,257	\$0
Construction	185	\$0	\$0	\$0	\$0	\$4,251	\$0
	Federal:	\$0	\$0	\$0	\$0	\$38257	\$0
	State:	\$0	\$2500	\$3434	\$174	\$4251	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$2,500	\$3,434	\$174	\$42,508	\$0
Total FFY 2021-2032 Cost		\$48,616					

Central Office

PennDOT Project Id: 75891

Project Administrator: PennDOT

Title: Interstate Contingency

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide Interstate System

Project Description: Statewide reserve to address contingencies associated with projects/needs on the Interstate Management Program.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$2,329	\$831	\$626	\$1,569	\$23,840	\$199,658
Construction	185	\$1,669	\$383	\$2,200	\$10,211	\$124,332	\$221,100
Construction	581	\$460	\$431	\$2,434	\$221	\$54,262	\$214,873
Federal:		\$2329	\$831	\$626	\$1569	\$23840	\$199658
State:		\$2129	\$814	\$4634	\$10432	\$178594	\$435973
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$4,458	\$1,645	\$5,260	\$12,001	\$202,434	\$635,631
Total FFY 2021-2032 Cost		\$861,429					

PennDOT Project Id: 105487

Project Administrator: PennDOT
Improvement Type: Miscellaneous
Municipality:

Title: Interstate Traffic Monitoring
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide Interstate System

Project Description: Annual funding for repair and installation of interstate traffic monitoring sites.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$800	\$800	\$800	\$800	\$3,600	\$4,000
Federal:		\$800	\$800	\$800	\$800	\$3600	\$4000
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$800	\$800	\$800	\$800	\$3,600	\$4,000
Total FFY 2021-2032 Cost		\$10,800					

PennDOT Project Id: 110601

Project Administrator: PennDOT
Improvement Type: Miscellaneous
Municipality:

Title: INFRA Support
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Reserve for support of potential INFRA grant project(s).

Project Description: Reserve for support of potential INFRA grant project(s).

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	581	\$0	\$500	\$500	\$500	\$4,500	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$500	\$500	\$500	\$4500	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$500	\$500	\$500	\$4,500	\$0
Total FFY 2021-2032 Cost		\$6,000					

PennDOT Project Id: 112672

Project Administrator: PennDOT

Improvement Type: Guiderail Improvement

Municipality:

Title: Interstate Guide Rail Upgrade

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide Interstates (BPN1)

Project Description: Line Item to upgrade existing guiderail and end treatments on Statewide Interstate System based on Manual for Assessing Safety Hardware (MASH) criteria. These projects will address necessary upgrades that were not already addressed as part of current projects under construction or programmed to be let by end of calendar year 2021.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$19,300	\$19,300	\$0	\$0	\$0	\$0
	Federal:	\$19300	\$19300	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$19,300	\$19,300	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$38,600					

PennDOT Project Id: 114199

Project Administrator: PennDOT

Improvement Type: Miscellaneous

Municipality:

Title: Regional IM Carryover Reserve - 2021 IM Update

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide Reserve IM

Project Description: Statewide Reserve

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$35,618	\$34,738	\$45,196	\$62,853	\$170,162	\$41,134
Construction	185	\$672	\$395	\$395	\$395	\$0	\$0
Construction	581	\$4,144	\$7,583	\$6,931	\$3,899	\$18,380	\$0
	Federal:	\$35618	\$34738	\$45196	\$62853	\$170162	\$41134
	State:	\$4816	\$7978	\$7326	\$4294	\$18380	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$40,434	\$42,716	\$52,522	\$67,147	\$188,542	\$41,134
Total FFY 2021-2032 Cost		\$432,495					

PennDOT Project Id: 114586

Project Administrator: PennDOT

Improvement Type: Miscellaneous

Municipality:

Title: Interstate ITS Reserve

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Reserve Line Item for ITS needs on the Interstate System.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$1,000	\$2,000	\$3,000	\$4,000	\$16,000	\$16,000
	Federal:	\$1000	\$2000	\$3000	\$4000	\$16000	\$16000
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,000	\$2,000	\$3,000	\$4,000	\$16,000	\$16,000
Total FFY 2021-2032 Cost		\$42,000					

PennDOT Project Id: 114587

Project Administrator: PennDOT
Improvement Type: Miscellaneous
Municipality:

Title: All-Weather Pavement Marking Reserve
State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide

Project Description: Reserve Line Item for AWPM in the Interstate System.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$1,000	\$2,000	\$3,000	\$4,000	\$16,000	\$16,000
	Federal:	\$1000	\$2000	\$3000	\$4000	\$16000	\$16000
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,000	\$2,000	\$3,000	\$4,000	\$16,000	\$16,000
Total FFY 2021-2032 Cost		\$42,000					

Centre

PennDOT Project Id: 3142

Project Administrator: PENNDOT
Improvement Type: New Interchange
Municipality: Spring (TWP)

Title: EXIT 161 Bellefonte Interchange
State Route: 80

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 3/3/22

Actual Construction Bid Date:

Location: Centre County, Boggs, Spring and Marion Townships, High Speed Interchange , , I 80 Segment 1590/0000 to 1620/0800, 1591/0000 to 1621/0800, SR26 Segment 0452/0000 to 0470/1000, SR99 Segment 0854/0000 to 0854/1428, 0855/0000 to 0855/1450

Project Description: Construction of High Speed Interchange between I-99 and I-80 at the existing Exit 161. Segment Eastbound 1590/0000 to 1620/0800; Westbound 1591/0000 to 1621/0800. Companion with 80-A18. ITS Includes: Retrofit Existing Dynamic Message Sign(DMS), Install RWIS Tower, Remove Existing CCTV, (2) New CCTV Installed, Install Conduit/Possibly Fiber in Boggs, Spring and Marion Townships, Centre County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	APD	\$0	\$20,000	\$20,000	\$25,000	\$11,750	\$0
Construction	NHPP	\$0	\$10,000	\$10,000	\$5,000	\$0	\$0
Construction	185	\$0	\$2,772	\$2,772	\$2,772	\$2,877	\$0
Construction	581	\$0	\$3,528	\$3,528	\$3,528	\$3,661	\$0
	Federal:	\$0	\$30000	\$30000	\$30000	\$11750	\$0
	State:	\$0	\$6300	\$6300	\$6300	\$6538	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$36,300	\$36,300	\$36,300	\$18,288	\$0
Total FFY 2021-2032 Cost		\$127,188					

PennDOT Project Id: 74912

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

Title: I-80 Bridge Replacements
State Route: 80
Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/3/22

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

Actual Construction Bid Date:

Location: Interstate 80 Bridges in Marion Township, Centre County.

Project Description: Interstate 80 Bridge Replacements over SR 1010 and T-476 in Marion Township, Centre County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	185	\$0	\$6,914	\$9,000	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$6914	\$9000	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$6,914	\$9,000	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$15,914					

Clarion

PennDOT Project Id: 90021

Project Administrator: PennDOT
Improvement Type: Bridge Improvement
Municipality: Beaver (TWP)

Title: I-80 Canoe Creek Bridges
State Route: 80
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 3/1/23

Actual Construction Bid Date:

Location: Structures carrying I-80 (eastbound and westbound) over SR 4005 (Tippecanoe Road) and Canoe Creek in Beaver Township.

Project Description: Bridge rehabilitation/replacement of the existing structures carrying I-80 (eastbound and westbound) over SR 4005 (Tippecanoe Road) and Canoe Creek in Beaver Township, Clarion County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	\$2,000	\$0	\$0	\$0	\$0	\$0
Utility	185	\$200	\$0	\$0	\$0	\$0	\$0
Right of Way	185	\$0	\$265	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$30,000	\$30,000	\$43,809	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$2200	\$265	\$30000	\$30000	\$43809	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$2,200	\$265	\$30,000	\$30,000	\$43,809	\$0
Total FFY 2021-2032 Cost		\$106,274					

PennDOT Project Id: 114557

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

Title: I 80 Strattenville Resurfacing
State Route: 80
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 10/1/20

Actual Construction Bid Date:

Location: Along Interstate 80 from MM 62 to MM 72 (Jefferson County Line), in Clarion Township, Clarion County.

Project Description: Mill 1 1/2" depth (travel & passing lane only), place 1 1/2" SMA wearing, saw and seal transverse joints along Interstate 80 from MM 62 to MM 72 (Jefferson County Line), in Clarion Township, Clarion County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$5,000	\$4,590	\$0	\$0	\$0	\$0
	Federal:	\$5000	\$4590	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$5,000	\$4,590	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$9,590					

Clearfield

PennDOT Project Id: 74910

Project Administrator: PennDOT

Title: I-80 Clfd - Viaduct Highway Preservation

Improvement Type: Pavement Preservation

State Route: 80

Municipality: Bradford (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/23/20

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Clearfield County, Interstate 0080, Eastbound Seg 1160/0200 to 1374/2633, Westbound Seg 1185/2190 to 1375/2544, Lawrence, Bradford, Graham & Cooper Townships

Project Description: Highway Preservation on I-80 including concrete patching, patching and new pavement joints, superpave bituminous pavement mill and overlay, shoulder upgrades, guide rail, pavement markings and miscellaneous construction from Exit 121 to the Clearfield/Centre County Line Viaduct Bridges in Lawrence, Bradford, Graham & Cooper Townships, Clearfield County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$7,632	\$0	\$0	\$0	\$0	\$0
	Federal:	\$7632	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$7,632	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$7,632					

PennDOT Project Id: 87729

Project Administrator: PennDOT

Title: I-80 over SR 970 Interchange

Improvement Type: Reconstruct

State Route: 80

Municipality: Bradford (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/16/20

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

Actual Construction Bid Date: 1/16/20

Location: Interstate 80 over State Route 970 Eastbound and Westbound in Bradford Township, Clearfield County.

Project Description: Reconstruction of Interchange on Interstate 80 over State Route 970 at Exit 123 Eastbound and Westbound in Bradford Township in Clearfield County. Work will include a turning lane on State Route 970, drainage upgrades, pavement reconstruction, and a concrete box culvert under State Route 970 and the concrete arch culvert under I 80.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	185	\$8,500	\$5,000	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$8500	\$5000	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$8,500	\$5,000	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$13,500					

Columbia

PennDOT Project Id: 93697

Project Administrator: PennDOT

Improvement Type: Reconstruct

Municipality: Scott (TWP)

Title: I-80 East Bound Lane from Paper Mill Rd to US 11

State Route: 80

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/9/25

Actual Construction Bid Date:

Location: I-80 from Paper Mill Road to US 11, (2330/1788 to 2404/1364) in, Scott Township and South Centre Township in Columbia County.,

Project Description: Reconstruction of I-80 West Bound from Paper Mill Road to US Route 11 in Scott and South Centre Townships, Columbia County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	NHPP	\$2,500	\$2,500	\$0	\$0	\$0	\$0
Final Design	581	\$0	\$0	\$1,377	\$2,000	\$0	\$0
Utility	581	\$0	\$0	\$0	\$60	\$0	\$0
Right of Way	581	\$0	\$0	\$0	\$23	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$50,214	\$0
Federal:		\$2500	\$2500	\$0	\$0	\$50214	\$0
State:		\$0	\$0	\$1377	\$2083	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$2,500	\$2,500	\$1,377	\$2,083	\$50,214	\$0
Total FFY 2021-2032 Cost		\$58,674					

PennDOT Project Id: 97561

Project Administrator: PennDOT

Improvement Type: Reconstruct

Municipality: Hemlock (TWP)

Title: I-80 West Bound Lane from Fishing Creek to US 11

State Route: 80

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/9/25

Actual Construction Bid Date:

Location: I-80 from Fishing Creek to US 11 (Segment 2325/2149 - 2405/1110), Hemlock, Mt Pleasant, Scott, South Centre Townships, and the Town of Bloomsburg ,

Project Description: Reconstruction of I-80 West Bound from Fishing Creek to US Route 11 in Hemlock, Mt Pleasant, Scott, South Centre Townships, and the Town of Bloomsburg, Columbia County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$0	\$0	\$3,000	\$2,000	\$0	\$0
Final Design	581	\$0	\$0	\$0	\$2,251	\$0	\$0
Utility	581	\$0	\$0	\$0	\$60	\$0	\$0
Right of Way	581	\$0	\$0	\$0	\$23	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$38,273	\$0
Federal:		\$0	\$0	\$0	\$0	\$38273	\$0
State:		\$0	\$0	\$3000	\$4334	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$3,000	\$4,334	\$38,273	\$0
Total FFY 2021-2032 Cost		\$45,607					

PennDOT Project Id: 105528

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Hemlock (TWP)

Title: I-80 East Bound from Montour County to SR 4009

State Route: 80

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/23

Actual Construction Bid Date:

Location: 2282/0000 to 2330/1721, Hemlock Twp & Bloomsburg

Project Description: Mill and resurface SR 80 from Columbia County line to SR 4009 in Hemlock Twp & Bloomsburg, Columbia County

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$0	\$50	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$2,000	\$1,500	\$0	\$0
Federal:		\$0	\$0	\$2000	\$1500	\$0	\$0
State:		\$0	\$50	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$50	\$2,000	\$1,500	\$0	\$0
Total FFY 2021-2032 Cost		\$3,550					

Dauphin

PennDOT Project Id: 92931

Project Administrator: PennDOT

Improvement Type: Reconstruct

Municipality: Swatara (TWP)

Title: Eisenhower Interchange

State Route: 83

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 12/16/22

Actual Construction Bid Date:

Location: Eisenhower Interchange: I-83, I-283, US 322, and connected ramps in, Swatara and Lower Paxton Townships, Dauphin County.

Project Description: Interchange reconstruction, lane addition, and bridge rehabilitation on the Eisenhower Interchange (I-83, I-283, and US Route 322) in Swatara and Lower Paxton Townships, Dauphin County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$4,000	\$7,009	\$0	\$0	\$0	\$0
Utility	581	\$3,300	\$4,700	\$4,000	\$0	\$0	\$0
Right of Way	NHPP	\$20,000	\$20,000	\$20,000	\$14,300	\$0	\$0
Construction	NHPP	\$0	\$0	\$18,751	\$30,947	\$49,295	\$30,477
Federal:		\$20000	\$20000	\$38751	\$45247	\$49295	\$30477
State:		\$7300	\$11709	\$4000	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$27,300	\$31,709	\$42,751	\$45,247	\$49,295	\$30,477
Total FFY 2021-2032 Cost		\$226,779					

PennDOT Project Id: 97828

Project Administrator: PennDOT

Improvement Type: Reconstruct

Municipality: Harrisburg (CITY)

Title: I-83 East Shore Section 3

State Route: 83

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 1/1/22

Actual Construction Bid Date:

Location: I-83 from 17th Street to SR 3013 (29th Street) and at SR 230 (Cameron Street) in Harrisburg City and Swatara Township, Dauphin County.

Project Description: Reconstruct and widen for additional lanes on I-83 from 17th Street to SR 3013 (29th Street) and at SR 230 (Cameron Street) in Harrisburg City and Swatara Township, Dauphin County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Utility	581	\$0	\$2,000	\$0	\$0	\$0	\$0
Right of Way	581	\$10,000	\$11,000	\$12,000	\$12,000	\$0	\$0
Construction	NFP	\$0	\$61,099	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$8,901	\$0	\$0	\$0
Federal:		\$0	\$61099	\$8901	\$0	\$0	\$0
State:		\$10000	\$13000	\$12000	\$12000	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$10,000	\$74,099	\$20,901	\$12,000	\$0	\$0
Total FFY 2021-2032 Cost		\$117,000					

PennDOT Project Id: 113357

Project Administrator: PennDOT

Title: I-83 East Shore Section 3B

Improvement Type: Reconstruct

State Route: 83

Municipality: Harrisburg (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 1/1/24

Actual Construction Bid Date:

Location: I-83 from SR 230 (Cameron Sreet) to about 1500ft west of SR 3013 (29th Street) in Harrisburg City and Swatara Township, Dauphin County.

Project Description: Reconstruct and widen for additional lanes on I-83 from the SR 230 (Cameron Sreet) to about 1500ft west of SR 3013 (29th Street) in Harrisburg City and Swatara Township, Dauphin County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$0	\$4,000	\$0	\$0	\$0	\$0
Utility	581	\$0	\$0	\$2,000	\$0	\$0	\$0
Right of Way	581	\$0	\$4,000	\$1,000	\$0	\$0	\$0
Construction	NFP	\$0	\$0	\$0	\$0	\$61,099	\$0
Construction	NHPP	\$0	\$0	\$0	\$13,901	\$0	\$0
Federal:		\$0	\$0	\$0	\$13901	\$61099	\$0
State:		\$0	\$8000	\$3000	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$8,000	\$3,000	\$13,901	\$61,099	\$0
Total FFY 2021-2032 Cost		\$86,000					

PennDOT Project Id: 113378

Project Administrator: PennDOT

Title: Eisenhower Interchange B

Improvement Type: Reconstruct

State Route: 83

Municipality: Swatara (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 1/8/26

Actual Construction Bid Date:

Location: Eisenhower Interchange: I-83, I-283, US 322, and connected ramps in, Swatara and Lower Paxton Townships, Dauphin County.

Project Description: Interchange reconstruction, lane addition, and bridge rehabilitation on the Eisenhower Interchange (I-83, I-283, and US Route 322) in Swatara and Lower Paxton Townships, Dauphin County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$0	\$0	\$7,289	\$3,000	\$0	\$0
Right of Way	NHPP	\$0	\$0	\$0	\$5,900	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$25,233	\$61,865
Federal:		\$0	\$0	\$0	\$5900	\$25233	\$61865
State:		\$0	\$0	\$7289	\$3000	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$0	\$0	\$7,289	\$8,900	\$25,233	\$61,865
Total FFY 2021-2032 Cost		\$103,287					

PennDOT Project Id: 113380

Project Administrator: PennDOT

Title: Eisenhower Interchange C

Improvement Type: Reconstruct

State Route: 83

Municipality: Swatara (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 1/13/28

Actual Construction Bid Date:

Location: Eisenhower Interchange: I-83, I-283, US 322, and connected ramps in, Swatara and Lower Paxton Townships, Dauphin County.

Project Description: Interchange reconstruction, lane addition, and bridge rehabilitation on the Eisenhower Interchange (I-83, I-283, and US Route 322) in Swatara and Lower Paxton Townships, Dauphin County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$0	\$0	\$0	\$0	\$9,046	\$0
Right of Way	NHPP	\$0	\$0	\$0	\$1,500	\$0	\$0
Construction	NFP	\$0	\$0	\$0	\$0	\$0	\$61,099
Construction	NHPP	\$0	\$0	\$0	\$0	\$0	\$40,000
Federal:		\$0	\$0	\$0	\$1500	\$0	\$101099
State:		\$0	\$0	\$0	\$0	\$9046	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$0	\$0	\$0	\$1,500	\$9,046	\$101,099
Total FFY 2021-2032 Cost		\$111,645					

Delaware

PennDOT Project Id: 15477

Project Administrator: PENNDOT

Title: I95/US322 Intrchg Imp

Improvement Type: Interchange Improvement

State Route: 95

Municipality: Chester (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 4/24/25

Actual Construction Bid Date:

Location: IN CHESTER CITY, CHESTER AND UPPER CHICHESTER TWP , I95/US322 INTERCHANGE & LOCAL ACCESS

Project Description: I-95/US Route 322 Interchange Improvement
Chester City, Chester Township and Upper Chichester Township
Delaware County
Study

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$0	\$1,300	\$1,300	\$1,300	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$90,000	\$25,927
Federal:		\$0	\$0	\$0	\$0	\$90000	\$25927
State:		\$0	\$1300	\$1300	\$1300	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$1,300	\$1,300	\$1,300	\$90,000	\$25,927
Total FFY 2021-2032 Cost		\$119,827					

PennDOT Project Id: 104821

Project Administrator: PennDOT

Title: I-476 Travel Management

Improvement Type: Traffic System Management

State Route: 476

Municipality: Ridley (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 10/16/25

Actual Construction Bid Date:

Location: Radnor, Haverford, Marple, and Nether Providence Townships, Delaware County

Project Description: I-476 Travel Management

This project will provide for the active management of transportation and demand by providing operational improvements on I-476 between the PA 3 and I-95 interchanges, and on I-95 between the I-476 and US 322 interchanges in Radnor, Haverford, Marple, and Nether Providence Townships, Delaware County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	STP	\$2,250	\$0	\$0	\$0	\$0	\$0
Final Design	STP	\$3,000	\$2,500	\$0	\$0	\$0	\$0
Utility	STP	\$0	\$0	\$300	\$0	\$0	\$0
Right of Way	STP	\$0	\$0	\$250	\$0	\$0	\$0
Construction	STP	\$0	\$0	\$0	\$11,000	\$43,000	\$0
Federal:		\$5250	\$2500	\$550	\$11000	\$43000	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$5,250	\$2,500	\$550	\$11,000	\$43,000	\$0
Total FFY 2021-2032 Cost		\$62,300					

Erie

PennDOT Project Id: 102039

Project Administrator: PennDOT

Title: I-90: MP 3.5 to 7 Reconstruct - #1

Improvement Type: Reconstruct

State Route: 90

Municipality: Springfield (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 7/23/20

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-90 (American Veterans Memorial Highway) from the maintenance crossover east of US 6N (Exit 3) to milepost 7 east of SR 215 in Springfield and Girard Townships, Erie County.

Project Description: This project includes the reconstruction and bridge rehabilitation/replacement on Interstate 90 (American Veterans Memorial Highway) from the maintenance crossover east of State Route 6N (Exit 3) to milepost 7 east of State Route 215 in Springfield and Girard Townships.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Utility	581	\$125	\$0	\$0	\$0	\$0	\$0
Right of Way	581	\$375	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$8,000	\$8,000	\$8,000	\$18,726	\$0	\$0
Federal:		\$8000	\$8000	\$8000	\$18726	\$0	\$0
State:		\$500	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$8,500	\$8,000	\$8,000	\$18,726	\$0	\$0
Total FFY 2021-2032 Cost		\$43,226					

PennDOT Project Id: 102040

Project Administrator: PennDOT

Title: I-90: MP 7 to 10.5 Reconstruct - #1

Improvement Type: Reconstruct

State Route: 90

Municipality: Girard (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 7/23/20

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-90 (American Veterans Memorial Highway) before Neiger Road to past Exit 9 before Cross Station Road in Girard Township and the Borough of Platea, Erie County.

Project Description: This project includes the reconstruction and bridge replacement/rehabilitation on Interstate 90 (American Veterans Memorial Highway) before Neiger Road to past Exit 9 before Cross Station Road in Girard Township and the Borough of Platea.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$11,000	\$11,000	\$10,000	\$20,669	\$0	\$0
Federal:		\$11000	\$11000	\$10000	\$20669	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$11,000	\$11,000	\$10,000	\$20,669	\$0	\$0
Total FFY 2021-2032 Cost		\$52,669					

PennDOT Project Id: 102041

Project Administrator: PennDOT

Title: I-90: MP 10.5 to 14.5 Reconstruct - #6

Improvement Type: Reconstruct

State Route: 90

Municipality: Girard (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/1/28

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-90 (American Veterans Memorial Highway) from before Mill Road to just past Doggett Road in Girard and Fairview Townships, Erie County.

Project Description: This project includes reconstruction and bridge replacement/preservation on Interstate 90 (American Veterans Memorial Highway) from before Mill Road to just past Doggett Road in Girard and Fairview Townships

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$0	\$0	\$2,000	\$0	\$0	\$0
Final Design	581	\$0	\$0	\$0	\$3,725	\$1,593	\$0
Utility	581	\$0	\$0	\$0	\$0	\$76	\$0
Right of Way	581	\$0	\$0	\$0	\$0	\$234	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$17,500	\$34,913
Federal:		\$0	\$0	\$0	\$0	\$17500	\$34913
State:		\$0	\$0	\$2000	\$3725	\$1903	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$0	\$0	\$2,000	\$3,725	\$19,403	\$34,913
Total FFY 2021-2032 Cost		\$60,041					

PennDOT Project Id: 106297

Project Administrator: PennDOT

Title: I-90: MP 35 to 46, Preservation - #11

Improvement Type: Restoration

State Route: 90

Municipality: Greenfield (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/4/21

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Interstate 90 from the Interstate 86 Interchange at Milepost 35 to the New York State Line at Milepost 46 in Harborcreek, Greenfield, and Northeast Townships

Project Description: Interstate 90 from the Interstate 86 Interchange at Milepost 35 to the New York State Line at Milepost 46 in Harborcreek, Greenfield, and Northeast Townships, Erie County. Interstate Preservation Project mill and inlay

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$6,000	\$6,000	\$5,200	\$0	\$0	\$0
Federal:		\$6000	\$6000	\$5200	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$6,000	\$6,000	\$5,200	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$17,200					

Franklin

PennDOT Project Id: 92006

Project Administrator: PennDOT

Title: I-81 Maryland to Mile 6

Improvement Type: Resurface

State Route: 81

Municipality: Antrim (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/7/26

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-81 from Maryland line to Milepost 6, Antrim Township

Project Description: Resurface and bridge preservation on I-81 North and Southbound from Maryland line to Milepost 6 in Antrim Township.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$0	\$55	\$0	\$0	\$0	\$0
Final Design	581	\$0	\$0	\$927	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$17,956	\$0
Federal:		\$0	\$0	\$0	\$0	\$17956	\$0
State:		\$0	\$55	\$927	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$55	\$927	\$0	\$17,956	\$0
Total FFY 2021-2032 Cost		\$18,938					

Fulton

PennDOT Project Id: 91536

Project Administrator: PennDOT

Title: I-70 WB Amaranth to Bdfrd

Improvement Type: Resurface

State Route: 70

Municipality: Brush Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/6/22

Actual Construction Bid Date:

Location: I-70 westbound from Amaranth Interchange to Bedford County Line in Union and Brush Creek Townships, Fulton County.

Project Description: Mill and overlay I-70 westbound from Amaranth Interchange to Bedford County Line in Union and Brush Creek Twps, Fulton County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$0	\$11,139	\$0	\$0	\$0	\$0
Federal:		\$0	\$11139	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$11,139	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$11,139					

PennDOT Project Id: 91537

Project Administrator: PennDOT

Title: I-70 EB Amaranth to Bdfrd

Improvement Type: Resurface

State Route: 70

Municipality: Brush Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 2/15/23

Actual Construction Bid Date:

Location: On I-70 East Bound from Amaranth Interchange to Bedford County Line in Union and Brush Creek Twps, Fulton County

Project Description: Mill and Overlay on I-70 East Bound from Amaranth Interchange to Bedford County Line in Union and Brush Creek Townships, Fulton County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$0	\$0	\$10,000	\$10,000	\$8,909	\$0
Federal:		\$0	\$0	\$10000	\$10000	\$8909	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$10,000	\$10,000	\$8,909	\$0
Total FFY 2021-2032 Cost		\$28,909					

PennDOT Project Id: 112244

Project Administrator: PennDOT

Title: I-70 Amaranth Intchg to MD State Line

Improvement Type: Resurface

State Route: 70

Municipality: Bethel (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 2/15/23

Actual Construction Bid Date:

Location: On I-70 from Amaranth interchange (PA 731) to the Maryland state line, Bethel Township, Fulton County.

Project Description: Thin Hot Mix Overlay on I-70 from Amaranth interchange (PA 731) to the Maryland state line, Bethel Township, Fulton County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$0	\$100	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$3,825	\$3,825	\$0	\$0
	Federal:	\$0	\$0	\$3825	\$3825	\$0	\$0
	State:	\$0	\$100	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Period Totals:	\$0	\$100	\$3,825	\$3,825	\$0	\$0
Total FFY 2021-2032 Cost		\$7,750					

Jefferson

PennDOT Project Id: 106224

Project Administrator: PennDOT

Title: I-80 Brookville East PM

Improvement Type: Resurface

State Route: 80

Municipality: Brookville (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Along Interstate 80 from Brookville (Exit 78) to Mill Creek, west of Exit 86 in Rose and Pine Creek Townships and Brookville Borough, Jefferson County.

Project Description: Resurfacing of highway to include milling, patching, bituminous binder, leveling and wearing. along Interstate 80 from Brookville (Exit 78) to Mill Creek, west of Exit 86 in Rose and Pine Creek Townships and Brookville Borough, Jefferson County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	\$50	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$5,000	\$6,600	\$0	\$0	\$0	\$0
	Federal:	\$5050	\$6600	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Period Totals:	\$5,050	\$6,600	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$11,650					

PennDOT Project Id: 106275

Project Administrator: PennDOT

Title: I-80 North Fork Bridge Replacements

Improvement Type: New Bridge

State Route: 80

Municipality: Brookville (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 7/10/25

Actual Construction Bid Date:

Location: Interstate 80 eastbound and westbound over North Fork Creek and Water Plant Road in Brookville Borough.

Project Description: Replacement of dual-girder structures carrying Interstate 80 eastbound and westbound over North Fork Creek and Water Plant Road, as well as realignment of a portion of I-80 eastbound in Brookville Borough, Jefferson County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	\$1,700	\$1,778	\$0	\$0	\$0	\$0
Utility	185	\$0	\$0	\$273	\$0	\$0	\$0
Right of Way	185	\$0	\$0	\$500	\$593	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$134,331	\$0
Construction	185	\$0	\$0	\$0	\$0	\$14,926	\$0
Federal:		\$0	\$0	\$0	\$0	\$134331	\$0
State:		\$1700	\$1778	\$773	\$593	\$14926	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$1,700	\$1,778	\$773	\$593	\$149,257	\$0
Total FFY 2021-2032 Cost		\$154,101					

PennDOT Project Id: 114556

Project Administrator: PennDOT

Title: I 80 Joint Repair

Improvement Type: Pavement Preservation

State Route: 80

Municipality: Union (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 10/1/20

Actual Construction Bid Date:

Location: Along Interstate 80 in Jefferson County from Clarion/Jefferson County Line to Mile Marker 84 in Rose, Union and Pine Creek Townships, Jefferson County,

Project Description: Mill and fill the centerline and edgeline joint along Interstate 80 in Jefferson County from Clarion/Jefferson County Line to Mile Marker 84 in Rose, Union and Pine Creek Townships, Jefferson County

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$3,283	\$0	\$0	\$0	\$0	\$0
Federal:		\$3283	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$3,283	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$3,283					

Lackawanna

PennDOT Project Id: 69181

Project Administrator: PennDOT

Title: I-84 ov LackRR/Roaring & 435

Improvement Type: Bridge Replacement

State Route: 84

Municipality: Dunmore (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 2/27/20

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

Actual Construction Bid Date: 2/27/20

Location: Lackawanna County, Dunmore Borough, I-84 eastbound and westbound

Project Description: Bridge Replacement on I-84 EB and WB over Lackawanna County Railroad and Roaring Brook; Bridge Replacement on I-84 over State Route 435, and Interchange Improvement on I 84 and SR 0435 (Exit 2) in Dunmore Borough, Lackawanna County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$17,000	\$15,000	\$17,000	\$17,000	\$52,250	\$0
Federal:		\$17000	\$15000	\$17000	\$17000	\$52250	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$17,000	\$15,000	\$17,000	\$17,000	\$52,250	\$0
Total FFY 2021-2032 Cost		\$118,250					

PennDOT Project Id: 87736

Project Administrator: PennDOT

Title: I-81 NB/SB Moosic-Scranton I-4R Lacka

Improvement Type: Reconstruct

State Route: 81

Municipality: Moosic (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/13/26

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

Actual Construction Bid Date:

Location: Lackawanna County, Moosic Borough and Scranton City, I-81 (American Legion Memorial Highway), SR 307 (Moosic Street), SR 3016 (Davis Street), SR 3102 (River Street), SR 8005 (Ramp A Road)

Project Description: Interstate reconstruction on I-81 (American Legion Memorial Highway) from the Luzerne County Line to Exit 185, Central Scranton Expressway; and bridge reconstruction/rehabilitation on SR 307 (Moosic Street), SR 3016 (Davis Street), SR 3102 (River Street), SR 8005 (Ramp A Road) over various roads and waterways in Moosic Borough and Scranton City, Lackawanna County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	NHPP	\$4,944	\$4,944	\$4,944	\$0	\$0	\$0
Preliminary Engineering	581	\$549	\$549	\$549	\$0	\$0	\$0
Final Design	NHPP	\$0	\$4,774	\$4,774	\$4,774	\$0	\$0
Final Design	581	\$0	\$530	\$530	\$530	\$0	\$0
Utility	581	\$0	\$0	\$0	\$0	\$113	\$0
Right of Way	185	\$0	\$0	\$0	\$0	\$927	\$0
Right of Way	581	\$0	\$0	\$0	\$0	\$3,710	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$70,000	\$332,396
Federal:		\$4944	\$9718	\$9718	\$4774	\$70000	\$332396
State:		\$549	\$1079	\$1079	\$530	\$4750	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$5,493	\$10,797	\$10,797	\$5,304	\$74,750	\$332,396
Total FFY 2021-2032 Cost		\$439,537					

PennDOT Project Id: 91540

Project Administrator: PennDOT

Title: I-84 E&W Mill/Fill Lacka/Wayne

Improvement Type: Resurface

State Route: 84

Municipality: Jefferson (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 7/9/20

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Lackawanna County Interstate 84 (Eastbound and Westbound) starting east of the I-84 and I-380 interchange in Lackawanna County and extending through Wayne County, ending at the Pike County line.

Project Description: Resurfacing and Bridge Replacement/Preservation on 6 structures in Lackawanna County Interstate 84 (Eastbound and Westbound) starting east of the I-84 and I-380 interchange in Lackawanna County and extending through Wayne County, ending at the Pike County line.

Project is in Jefferson, Madison, Salem, and Sterling Townships.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$0	\$7,000	\$7,000	\$9,022	\$0	\$0
Federal:		\$0	\$7000	\$7000	\$9022	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$7,000	\$7,000	\$9,022	\$0	\$0
Total FFY 2021-2032 Cost		\$23,022					

PennDOT Project Id: 92435

Project Administrator: PennDOT

Improvement Type: Reconstruct

Municipality: Scranton (CITY)

Title: I-81 NB/SB Preservation Pavement Replacement

State Route: I-81 Lacka

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 8/25/22

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Lackawanna County, City of Scranton and Dunmore Borough, I-81 North and South from Scranton Expressway Exit to Olyphant Avenue; I-84 East and West from Elmhurst Exit

Project Description: (#2) to interchange with I-81 Interstate reconstruction and rehabilitation on I-81 northbound/southbound from Exit 185 (Central Scranton Expressway) to Exit 186 (East Drinker Street); and on I-84 eastbound/westbound from I-81 to Exit 2 (Elmhurst, PA 435) in the City of Scranton and Dunmore Borough, Lackawanna County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$1,400	\$0	\$0	\$0	\$0	\$0
Final Design	NHPP	\$1,590	\$1,500	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$7,500	\$10,000	\$27,520	\$0
Federal:		\$1590	\$1500	\$7500	\$10000	\$27520	\$0
State:		\$1400	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$2,990	\$1,500	\$7,500	\$10,000	\$27,520	\$0
Total FFY 2021-2032 Cost		\$49,510					

PennDOT Project Id: 93807

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Roaring Brook (TWP)

Title: I-84 EB/WB Mill/Fill Lackawanna

State Route: 84

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 7/9/20

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Lackawanna County, Roaring Brook, Jefferson, and Elmhurst Townships, Interstate 84 (Fallen Trooper Memorial Highway)

Project Description: Resurfacing on I-84 between Roaring Brook and Rock Bottom Creek, I-380 at the I-84 interchange (including bridge preservation work), and SR 8008 (Ramp D Road) at the I-84/I-380 interchange in various townships, Lackawanna County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$4,000	\$4,000	\$4,000	\$2,317	\$0	\$0
Federal:		\$4000	\$4000	\$4000	\$2317	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$4,000	\$4,000	\$4,000	\$2,317	\$0	\$0
Total FFY 2021-2032 Cost		\$14,317					

PennDOT Project Id: 106682

Project Administrator: PennDOT

Improvement Type: Reconstruct

Municipality: Moosic (BORO)

Title: Scranton Beltway/Turnpike

State Route: 81

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 4/1/22

Actual Construction Bid Date:

Location: Lackawanna and Luzerne Counties, Borough of Dupont, Pittston Township, South Abington Township, I-81 and I-476 (The Turnpike),

Project Description: This project will link Interstate 81 and the Pennsylvania Turnpike's Northeastern Extension (I-476), creating a beltway around the City of Scranton. The project will widen I-81 to six lanes and provide new ramps to connect I-81 and the Turnpike (I-476), south of Scranton in the Borough of Dupont and Pittston Township, in Luzerne County and to the north of Scranton in South Abington Township, Lackawanna County.

This is a joint project between the Pennsylvania Turnpike Commission and the Pennsylvania Department of Transportation (PennDOT). New highway-speed connections from I-81 to Turnpike (I-476) in northbound and southbound directions.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$0	\$0	\$10,000	\$10,000	\$20,000	\$0
	Federal:	\$0	\$0	\$10000	\$10000	\$20000	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$10,000	\$10,000	\$20,000	\$0
Total FFY 2021-2032 Cost		\$40,000					

PennDOT Project Id: 112437

Project Administrator: PennDOT

Title: I-84 High Priority Bridge Repairs

Improvement Type: Bridge Rehabilitation

State Route: 84

Municipality: Roaring Brook (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 7/9/20

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

Actual Construction Bid Date:

Location: Lackawanna County, South Abington, Roaring Brook Townships, Interstate 84 (Fallen Trooper Memorial Hwy)

Project Description: Bridge preservation on Interstate 84 (Fallen Trooper Memorial Highway) over Lackawanna County Rail Authority in South Abington, Roaring Brook Townships, Lackawanna County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$4,000	\$4,000	\$7,689	\$0	\$0	\$0
	Federal:	\$4000	\$4000	\$7689	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$4,000	\$4,000	\$7,689	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$15,689					

PennDOT Project Id: 114418

Project Administrator: PennDOT

Title: I-84 High Priority Bridge Repairs

Improvement Type: Bridge Rehabilitation

State Route: 84

Municipality: Jefferson (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: Lackawanna County, Jefferson Township, Interstate 84 (Fallen Troopers Memorial Highway)

Project Description: Bridge rehabilitation on Interstate 84 (Fallen Troopers Memorial Highway) over State Route 2005 (Aberdeen Road) in Jefferson Township, Lackawanna County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$1,000	\$3,111	\$0	\$0	\$0	\$0
	Federal:	\$1000	\$3111	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,000	\$3,111	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$4,111					

PennDOT Project Id: 87757

Project Administrator: PennDOT

Title: I-79/ Butler Co/Mercer

Improvement Type: Resurface

State Route: 79

Municipality: Plain Grove (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/9/23

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Located on I-79, from Butler County Line to Mercer County Line in Plain Grove Township, Lawrence County. , ,

Project Description: Mill and Overlay on I-79, from Butler County Line to Mercer County Line in Plain Grove Township, Lawrence County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	NHPP	\$739	\$0	\$0	\$0	\$0	\$0
Final Design	NHPP	\$0	\$850	\$0	\$0	\$0	\$0
Utility	NHPP	\$0	\$0	\$60	\$0	\$0	\$0
Right of Way	NHPP	\$0	\$0	\$300	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$6,320	\$6,000	\$0
Federal:		\$739	\$850	\$360	\$6320	\$6000	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$739	\$850	\$360	\$6,320	\$6,000	\$0
Total FFY 2021-2032 Cost		\$14,269					

PennDOT Project Id: 109287

Project Administrator: PennDOT

Title: I-376, SR 422 to SR 224

Improvement Type: Resurface

State Route: 376

Municipality: Union (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/15/23

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Located on I-376, from SR 422 to SR 224 in Union Township, Lawrence County.

Project Description: 2" Mill & Inlay on I-376, from SR 422 to SR 224 in Union Township, Lawrence County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	NHPP	\$250	\$0	\$0	\$0	\$0	\$0
Final Design	NHPP	\$0	\$250	\$0	\$0	\$0	\$0
Utility	NHPP	\$0	\$50	\$0	\$0	\$0	\$0
Right of Way	NHPP	\$0	\$100	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$1,600	\$0	\$0
Federal:		\$250	\$400	\$0	\$1600	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$250	\$400	\$0	\$1,600	\$0	\$0
Total FFY 2021-2032 Cost		\$2,250					

PennDOT Project Id: 11551

Project Administrator: PENNDOT

Title: I-78 Lehigh ASR- Cedar Crest to Lehigh St.

Improvement Type: Restoration

State Route: 78

Municipality: Salisbury (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 5/7/20

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Cedar Crest to Lehigh St. on Interstate 78, City of Allentown and Salisbury Townships , Lehigh County

Project Description: This project involves the treatment of ASR for mainline and shoulders of (I-78) with Ultra Thin Bonded Wearing Course and Stone Matrix Asphalt overlay, bituminous milling, concrete patching, MASH standard guiderail, reflective tape pavement markers, line painting, and bridge rehabilitation/preservation activities, and bridge preservation activities, along with other miscellaneous construction items.

The project is located in the City of Allentown and Salisbury Townships, Lehigh County; from segment 0554/1405 & 0555/1388 to segment 0574/0205 & 0575/0227 for a construction distance of approximately 3.54 miles (18,691 FT).

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$5,000	\$2,750	\$0	\$0	\$0	\$0
	Federal:	\$5000	\$2750	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$5,000	\$2,750	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$7,750					

PennDOT Project Id: 72822

Project Administrator: PennDOT

Title: I-78 EB - 309 S to Saucon Viaduct ASR

Improvement Type: Restoration

State Route: 78

Municipality: Upper Saucon (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 5/7/20

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-78 EB, 309 S to Saucon Viaduct , Lehigh and Northampton County

Project Description: This project involves the treatment of ASR of EB mainline and shoulders of (I-78) with Ultra Thin Bonded Wearing Course and Stone Matrix Asphalt overlay, bituminous milling, concrete patching, MASH standard guiderail, reflective tape pavement markers, line painting, and bridge preservation activities, along with other miscellaneous construction items.

The project is located in Lehigh and Northampton County; Upper and Lower Saucon Townships and City of Bethlehem from segment 0604/1900 & to segment 0664/0000 for a construction distance of approximately 5.63 miles (29,726 FT).

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$6,000	\$4,300	\$0	\$0	\$0	\$0
	Federal:	\$6000	\$4300	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$6,000	\$4,300	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$10,300					

PennDOT Project Id: 86006

Project Administrator: PennDOT

Title: I-78 - Lehigh St to 309 South Interchange

Improvement Type: Resurface

State Route: 78

Municipality: Allentown (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 5/11/23

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-78, Exit 57 (Lehigh Street) to Exit 60 (SR 309 South Interchange), Lehigh County

Project Description: This project involves concrete patching and Ultra-Thin Bonded Wearing Course overlay of (I-78) WB and EB mainline and shoulders, and line painting along with rehabilitation/replacement of the drainage system along this corridor.

The Summit Lawn (SR 8001), Emaus Ave (SR 8003), and Quakertown Ramps (SR 8028) involve an overlay with Ultra-Thin Bonded Wearing Course, concrete patching, and line painting along with other miscellaneous construction items.

The project is located in Lehigh County; Salisbury and Upper Saucon Townships and City of Allentown from segment 0580/0000 & 0581/0000 to segment 0604/1900 & 0605/1742 including SR 8001, SR 8003 and SR 8028 for a construction distance of approximately 7.18 miles (37,910 FT).

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$1,060	\$1,000	\$0	\$0	\$0	\$0
Final Design	581	\$0	\$618	\$0	\$0	\$0	\$0
Utility	581	\$0	\$0	\$53	\$0	\$0	\$0
Right of Way	581	\$0	\$0	\$53	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$9,030	\$9,000	\$0
Federal:		\$0	\$0	\$0	\$9030	\$9000	\$0
State:		\$1060	\$1618	\$106	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$1,060	\$1,618	\$106	\$9,030	\$9,000	\$0
Total FFY 2021-2032 Cost		\$20,814					

PennDOT Project Id: 87646

Project Administrator: PennDOT

Title: I-78 PM 2 - Lehigh

Improvement Type: Resurface

State Route: 78

Municipality: Upper Macungie (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/25/21

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-78 from Segment 0504 Offset 0000, just west of the SR 0022 interchange, to Segment 0540 Offset 1000, just east of the SR 0309 interchange; in Upper Macungie and Lower Macungie Townships, Lehigh County.

Project Description: Pavement rehabilitation, traffic barrier, and drainage improvements from just west of the US Route 22 split to just east of the US 309 merge in Upper and Lower Macungie Townships in Lehigh County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$5,000	\$4,800	\$4,000	\$0	\$0	\$0
Federal:		\$5000	\$4800	\$4000	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$5,000	\$4,800	\$4,000	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$13,800					

PennDOT Project Id: 92780

Project Administrator: PennDOT

Title: I-78 Recon-Berks County Line to SR 100

Improvement Type: Reconstruct

State Route: 78

Municipality: Weisenberg (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 2/18/27

Actual Construction Bid Date:

Location: Interstate 78, Berks County Line to SR 100 Interchange, Includes SR 100 and SR 863 Interchanges, Lehigh County

Project Description: This project consists of the reconstruction of Interstate 78 from the Berks County Line to SR 100 Interchange, in Weisenberg and Upper Macungie Townships. Full reconstruction will include drainage system improvements, guide rail, safety barriers, signing, pavement marking, delineators and truck climbing lanes. Reconstruction of the I-78 and SR 100 interchange, ramps will be reconfigured.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	185	\$2,914	\$3,414	\$3,914	\$0	\$0	\$0
Preliminary Engineering	581	\$3,000	\$3,500	\$4,000	\$0	\$0	\$0
Final Design	581	\$0	\$0	\$0	\$6,000	\$11,508	\$0
Utility	581	\$0	\$0	\$0	\$0	\$3,096	\$0
Right of Way	581	\$0	\$0	\$0	\$0	\$12,383	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$40,000	\$240,000
Federal:		\$0	\$0	\$0	\$0	\$40000	\$240000
State:		\$5914	\$6914	\$7914	\$6000	\$26987	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$5,914	\$6,914	\$7,914	\$6,000	\$66,987	\$240,000
Total FFY 2021-2032 Cost		\$333,729					

Luzerne

PennDOT Project Id: 67443

Project Administrator: PennDOT

Title: I-81 Dorrance Bridges

Improvement Type: Bridge Replacement

State Route: 81

Municipality: Dorrance (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/16/21

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

Actual Construction Bid Date:

Location: Luzerne County, Dorrance Township, I-81 (American Legion Memorial Highway)

Project Description: Interstate bridge replacement on I-81 over SR 3007 at Exit 155, over SR 3010 and over Big Wapwallopen Creek; and extension of box culvert carrying I-81 over Tributary Wapwallopen Creek in Dorrance Township, Luzerne County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	\$1,340	\$0	\$0	\$0	\$0	\$0
Right of Way	185	\$103	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$8,500	\$8,500	\$8,750	\$0	\$0	\$0
Federal:		\$8500	\$8500	\$8750	\$0	\$0	\$0
State:		\$1443	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$9,943	\$8,500	\$8,750	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$27,193					

PennDOT Project Id: 81910

Project Administrator: PennDOT

Title: I-81 NB Grinding Luz

Improvement Type: Restoration

State Route: 81

Municipality: West Hazleton (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/12/23

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Luzerne County, Butler, Dorrance, and Rice Townships, West Hazleton Borough, I-81 (American Legion Memorial Highway)

Project Description: Interstate resurfacing on I-81 (American Legion Memorial Highway) from Black Creek to Mile Marker 164; and bridge replacement/preservation on five structures in Butler, Dorrance, Sugarloaf, Hanover and Rice Townships, and West Hazleton Borough, Luzerne County:

1. I-81 Bridge over Nescopeck Creek in Butler Township
2. I-81 Bridge over Turnback 3040 (Township Road) in Butler Township
3. I-81 Bridge over I-80 Westbound in Butler Township
4. I-81 Bridge over Blytheburn Drive in Rice Township
5. I-81 Bridge over Little Wapwallopen Creek in Rice Township

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$0	\$0	\$0	\$500	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$41,000	\$21,601
Federal:		\$0	\$0	\$0	\$0	\$41000	\$21601
State:		\$0	\$0	\$0	\$500	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$500	\$41,000	\$21,601
Total FFY 2021-2032 Cost		\$63,101					

PennDOT Project Id: 91587

Project Administrator: PennDOT

Title: I-80 EB over I-81 NB/SB

Improvement Type: Bridge Improvement

State Route: 80

Municipality: Butler (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 10/21/21

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

Actual Construction Bid Date:

Location: Luzerne County, Butler Township, Interstate 80

Project Description: Bridge rehabilitation/replacement on Interstate 80 Eastbound, over Interstate 81, in Butler Township, Luzerne County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	\$1,150	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$5,400	\$5,868	\$0	\$0	\$0
Construction	185	\$0	\$600	\$652	\$0	\$0	\$0
Federal:		\$0	\$5400	\$5868	\$0	\$0	\$0
State:		\$1150	\$600	\$652	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$1,150	\$6,000	\$6,520	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$13,670					

PennDOT Project Id: 106049

Project Administrator: PennDOT

Title: Interstate 81 over Railroad

Improvement Type: Bridge Improvement

State Route: 81

Municipality: West Hazleton (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 10/21/21

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

Actual Construction Bid Date:

Location: Luzerne County, Butler Township and West Hazleton Borough, I-81 (American Legion Memorial Highway)

Project Description: Bridge rehabilitation/replacement on two structures on I-81 (American Legion Memorial Highway) over Norfolk Southern Railroad and Black Creek in Butler Township and West Hazleton Borough, Luzerne County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	\$1,000	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$5,400	\$5,492	\$0	\$0	\$0
Construction	185	\$0	\$600	\$610	\$0	\$0	\$0
Federal:		\$0	\$5400	\$5492	\$0	\$0	\$0
State:		\$1000	\$600	\$610	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$1,000	\$6,000	\$6,102	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$13,102					

PennDOT Project Id: 107495

Project Administrator: PennDOT

Title: I-80 Eastbound Reconstruction

Improvement Type: Restoration

State Route: 80

Municipality: Butler (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/8/24

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Luzerne County, in Butler, Dennison and Foster Townships, and White Haven Borough, I-80

Project Description: Interstate 80 eastbound reconstruction and bridge rehabilitation/replacement on I-80 EB/WB over SR 309, County Road, Nescopeck Creek, and Linesville Creek, in Butler, Dennison and Foster Townships and White Haven Borough, Luzerne County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	\$0	\$0	\$2,000	\$2,120	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$60,777	\$0
Federal:		\$0	\$0	\$2000	\$2120	\$60777	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$2,000	\$2,120	\$60,777	\$0
Total FFY 2021-2032 Cost		\$64,897					

PennDOT Project Id: 111613

Project Administrator: PennDOT

Title: Interstate 81 over West Foothills Drive

Improvement Type: Bridge Improvement

State Route: 81

Municipality: Butler (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 10/21/21

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

Actual Construction Bid Date:

Location: Luzerne County, Butler Township, Interstate 81 (American Legion Memorial Highway)

Project Description: Bridge replacement / rehabilitation on Interstate 81 (American Legion Memorial Highway) over West Foothills Road, Butler Township, Luzerne County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	\$1,000	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$5,363	\$0	\$0	\$0	\$0
Construction	185	\$0	\$596	\$0	\$0	\$0	\$0
Federal:		\$0	\$5363	\$0	\$0	\$0	\$0
State:		\$1000	\$596	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$1,000	\$5,959	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$6,959					

PennDOT Project Id: 111769

Project Administrator: PennDOT

Improvement Type: Bridge Improvement

Municipality: Black Creek (TWP)

Title: I-80 EB/WB over Nescopeck Creek

State Route: 80

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 10/21/21

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

Actual Construction Bid Date:

Location: Luzerne County, Black Creek Township, Interstate 80

Project Description: Bridge rehabilitation/replacement on Interstate 80, Eastbound, Westbound, over Nescopeck Creek, in Black Creek Township, Luzerne County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	185	\$3,257	\$0	\$0	\$0	\$0	\$0
Final Design	185	\$1,369	\$1,000	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$8,100	\$8,100	\$9,760	\$0	\$0
Construction	185	\$0	\$900	\$900	\$1,084	\$0	\$0
Federal:		\$0	\$8100	\$8100	\$9760	\$0	\$0
State:		\$4626	\$1900	\$900	\$1084	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$4,626	\$10,000	\$9,000	\$10,844	\$0	\$0
Total FFY 2021-2032 Cost		\$34,470					

PennDOT Project Id: 111770

Project Administrator: PennDOT

Improvement Type: Bridge Improvement

Municipality: Sugarloaf (TWP)

Title: I-80 EB/WB over SR 93

State Route: 80

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 10/21/21

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

Actual Construction Bid Date:

Location: Luzerne County, Sugarloaf Township, Interstate 80

Project Description: Bridge rehabilitation/replacement on Interstate 80 Eastbound, Westbound over State Route 93, in Sugarloaf Township, Luzerne County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	185	\$1,777	\$0	\$0	\$0	\$0	\$0
Final Design	185	\$800	\$681	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$6,300	\$6,711	\$0	\$0	\$0
Construction	185	\$0	\$700	\$746	\$0	\$0	\$0
Federal:		\$0	\$6300	\$6711	\$0	\$0	\$0
State:		\$2577	\$1381	\$746	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$2,577	\$7,681	\$7,457	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$17,715					

PennDOT Project Id: 112285

Project Administrator: PennDOT

Title: I-81 NB/SB Mill/Fill Southern Luz

Improvement Type: Resurface

State Route: 81

Municipality: Hazle (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/2/20

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: Luzerne County Hazle Township, West Hazleton Borough, Interstate 81 (American Legion Memorial Highway)

Project Description: Highway Resurfacing on Interstate 81(American Legion Memorial Highway) from Schuylkill County Line to Mile Marker 144 West Hazleton Borough, Hazle Township, Luzerne County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$4,000	\$7,650	\$0	\$0	\$0	\$0
	Federal:	\$4000	\$7650	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$4,000	\$7,650	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$11,650					

PennDOT Project Id: 114154

Project Administrator: PennDOT

Title: Luzerne I-81 Bridge Preservation

Improvement Type: Bridge Preservation Activities

State Route: 81

Municipality: Hanover (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/14/21

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

Actual Construction Bid Date:

Location: Luzerne County, Ashley Borough and Hanover and Wilkes Barre Townships, I-81 (American Legion Memorial Highway)

Project Description: I-81 (American Legion Memorial Highway) bridge preservation at eight locations in Ashley Borough and Hanover and Wilkes Barre Townships, Luzerne County:

- 1) I-81 Bridge over State Route 8011 in Hanover Township.
- 2) I-81 Bridge over State Route 8011 Ramp A in Hanover Township.
- 3) I-81 Bridge over State Route 6309 in Ashley Borough.
- 4) I-81 Bridge over State Route 2003 (Hazelton Street) in Ashley Borough.
- 5) I-81 Bridge over Luzerne County Rail Authority in Ashley Borough.
- 6) I-81 Bridge over Luzerne County Rail Authority in Hanover Township.
- 7) I-81 Bridge over Johnson Street, Allan Street, and Branch of Spring Run Creek in Wilkes Barre Township.
- 8) I-81 Bridge over Johnson Street, Allan Street, and Branch of Spring Run Creek in Wilkes Barre Township.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$4,736	\$4,736	\$0	\$0	\$0	\$0
Construction	185	\$526	\$526	\$0	\$0	\$0	\$0
	Federal:	\$4736	\$4736	\$0	\$0	\$0	\$0
	State:	\$526	\$526	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$5,262	\$5,262	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$10,524					

PennDOT Project Id: 115097

Project Administrator: PennDOT

Title: Partnership 81

Improvement Type: Bridge Replacement

State Route: 81

Municipality: Hanover (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: Luzerne County, Ashley Borough and Hanover and Wilkes Barre Townships, I-81 (American Legion Memorial Highway)

Project Description: I-81 (American Legion Memorial Highway) bridge rehabilitation/replacement at eight locations in Ashley Borough and Hanover and Wilkes Barre Townships, Luzerne County

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	NHPP	\$1,643	\$3,285	\$1,643	\$0	\$0	\$0
Preliminary Engineering	581	\$183	\$365	\$183	\$0	\$0	\$0
Final Design	NHPP	\$0	\$0	\$0	\$3,780	\$8,550	\$0
Final Design	581	\$0	\$0	\$0	\$420	\$950	\$0
Construction	NHPP	\$0	\$0	\$0	\$16,200	\$99,000	\$37,890
Construction	581	\$0	\$0	\$0	\$1,800	\$11,000	\$4,210
Federal:		\$1643	\$3285	\$1643	\$19980	\$107550	\$37890
State:		\$183	\$365	\$183	\$2220	\$11950	\$4210
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$1,826	\$3,650	\$1,826	\$22,200	\$119,500	\$42,100
Total FFY 2021-2032 Cost		\$191,102					

Lycoming

PennDOT Project Id: 105532

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Williamsport (CITY)

Title: Market St to Warrensville Rd WB

State Route: 180

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/24

Actual Construction Bid Date:

Location: I 180 from 0335/1237 to 0371/1059, Loyalsock Twp & Williamsport

Project Description: Mill and resurface I-180 from Market St to Warrensville Rd Westbound in Loyalsock Township and Williamsport, Lycoming County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$0	\$0	\$25	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$1,600	\$0	\$0
Federal:		\$0	\$0	\$0	\$1600	\$0	\$0
State:		\$0	\$0	\$25	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$25	\$1,600	\$0	\$0
Total FFY 2021-2032 Cost		\$1,625					

Mercer

PennDOT Project Id: 91569

Project Administrator: PennDOT

Improvement Type: Reconstruct

Municipality: Shenango (TWP)

Title: I-80: MM0 to MM5 Reconstruct - #3

State Route: 80

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 2/1/22

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-80 (Z H Confair Highway) from the Ohio/Pennsylvania line to MM 5 (West Middlesex) in Shenango Township, Mercer County.

Project Description: This project includes 10 miles of rehabilitation/reconstruction on I-80 (Z H Confair Highway) from the Ohio/Pennsylvania line to Mile Mark 5 (West Middlesex) in Shenango Township, Mercer County. Work includes highway reconstruction along with bridge rehabilitations and preservations.

Interstate 80 (Z H Confair Highway) from the Ohio/Pennsylvania line to Mile Marker 5 (West Middlesex) in Shenango Township.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	\$300	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$10,000	\$15,000	\$15,000	\$40,000	\$0
Federal:		\$300	\$10000	\$15000	\$15000	\$40000	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$300	\$10,000	\$15,000	\$15,000	\$40,000	\$0
Total FFY 2021-2032 Cost		\$80,300					

Monroe

PennDOT Project Id: 57921

Project Administrator: PennDOT

Title: I-80/Exit 308 Realignment

Improvement Type: Interchange Improvement

State Route: 80

Municipality: East Stroudsburg (BORO)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 8/20/20

Actual Construction Bid Date:

Location: I-80/SR2017 Interchange in East Stroudsburg Borough, Monroe County.

Project Description: The reconstruction of the Exit 308 Interchange of Interstate 80 includes ramps upgrades via acceleration and deceleration roadway lengthening and the replacement of the bridge carrying SR 2017 (Prospect Street) over I-80.

The dual bridges carrying I-80 over Lincoln Avenue/Forge Road and an active railroad track will also be replaced to accommodate future widening of I-80 to six lanes.

SR 2017 (Prospect Street) to be widened with the addition of turning lanes and the installation of new traffic signals.

Project design also includes construction of two roundabouts, one at I-80 and SR 2017 (Prospect Street) interchange, and second on the eastern side of I-80 at Green Tree Drive.

Project lies within the Borough of East Stroudsburg, Monroe County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NFP	\$51,099	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$20,000	\$0	\$0	\$0	\$0	\$0
Federal:		\$71099	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$71,099	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$71,099					

PennDOT Project Id: 76357

Project Administrator: PennDOT

Title: I-80 Reconstruction-Monroe

Improvement Type: Reconstruct

State Route: 80

Municipality: Stroud (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 10/6/22

Actual Construction Bid Date:

Location: I-80 west of Exit 303 (Ninth Street) in Stroud Township through Stroudsburg Borough to east of Exit 307 (Park Avenue / Broad Street in East Stroudsburg Borough, Monroe County.

Project Description: The I-80 Reconstruction Project includes 3.5 miles of full roadway reconstruction, widening, and interchange reconfiguration from just west of the 303 interchange to east of exit 307 and the Brodhead Creek bridge in Stroud Township, Stroudsburg Borough and East Stroudsburg Borough, Monroe County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	\$10,000	\$10,000	\$8,660	\$0	\$0	\$0
Utility	581	\$0	\$0	\$3,361	\$0	\$0	\$0
Right of Way	581	\$0	\$0	\$10,759	\$11,636	\$23,500	\$0
Construction	NHPP	\$0	\$0	\$0	\$30,000	\$160,000	\$360,655
Federal:		\$10000	\$10000	\$8660	\$30000	\$160000	\$360655
State:		\$0	\$0	\$14120	\$11636	\$23500	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$10,000	\$10,000	\$22,780	\$41,636	\$183,500	\$360,655
Total FFY 2021-2032 Cost		\$628,571					

PennDOT Project Id: 87649

Project Administrator: PennDOT

Title: I-80 - I-380 to Tannersville Resurface

Improvement Type: Resurface

State Route: 80

Municipality: Pocono (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/8/21

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-80, I-380 Interchange to Bartonsville, Monroe County

Project Description: This project involves the milling and resurfacing of EB & WB mainline and shoulders of (I-80) with stone matrix asphalt mixture design, bituminous milling, concrete and bituminous patching, Type 6-SP shoulders, all-weather pavement markers, line painting, MASH standard guiderail, and bridge preservation activities, along with other miscellaneous construction items.

The Scotrun (SR 8006) and Tannersville (SR 8008) interchange work involves the milling and resurfacing with superpave asphalt mixture design, bituminous milling and patching, line painting along with other miscellaneous construction items.

The project is located in Monroe County; Pocono, Stroud, and Hamilton Townships from segment 2940/0 & segment 2941/0 to 3014/2640 & 3015/2658 including SR 8006 and SR 8008 for a construction distance of approximately 16.52 miles (87,266 FT)

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$4,950	\$4,950	\$4,950	\$0	\$0	\$0
Construction	581	\$550	\$550	\$550	\$0	\$0	\$0
Federal:		\$4950	\$4950	\$4950	\$0	\$0	\$0
State:		\$550	\$550	\$550	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$5,500	\$5,500	\$5,500	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$16,500					

PennDOT Project Id: 112292

Project Administrator: PennDOT

Title: SR 380 Tobyhanna Ramps and I/C

Improvement Type: Interchange Improvement

State Route: 380

Municipality: Coolbaugh (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 4/22/21

Actual Construction Bid Date:

Location: Between Milepost 8 and Milepost 9 on Interstate 380, Coolbaugh Township, Monroe County

Project Description: Interchange restoration of Tobyhanna Ramps with Interstate 380 including the acceleration and deceleration lanes between Milepost 8 and Milepost 9 on Interstate 380 in Coolbaugh Township, Monroe County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$4,000	\$4,000	\$0	\$0	\$0	\$0
	Federal:	\$4000	\$4000	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$4,000	\$4,000	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$8,000					

PennDOT Project Id: 112351

Project Administrator: PennDOT

Title: I 80 Phase 2 - Reconstruction (Bartonsville)

Improvement Type: Reconstruct

State Route: 80

Municipality: Hamilton (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/13/28

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-80 Monroe County, Seg 2990 Offset 0000 to Seg 3030 Offset 2640, Seg 2991 Offset 0000 to Seg 3031 Offset 2640, Pocono, Hamilton, and Stroud Twps.

Project Description: The project is reconstruction of Interstate 80 from the SR 4012 (Warner Street) Bridge over Interstate 80 (Seg 2990 Offset 0000 & Seg 2991 Offset 0000) to beyond SR 33 Interchange (Seg 3030 Offset 2640 & Segment 3031 Offset 2640) including SR 33 Interchange. All Bridges on and over I-80 will be rehab or reconstructed to accommodate I 80 widening. I-80 will be widened to match the improvements planned in Stroudsburg and East Stroudsburg. for a total project length of 11.41 miles. This project will receive MASH guiderail replacement, glare screen barrier, and ITS updates along the corridor.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$0	\$1,000	\$3,000	\$5,000	\$6,000	\$0
Final Design	581	\$0	\$0	\$0	\$0	\$10,000	\$0
Utility	581	\$0	\$0	\$0	\$0	\$2,844	\$0
Right of Way	581	\$0	\$0	\$0	\$0	\$11,718	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$30,000	\$245,522
	Federal:	\$0	\$0	\$0	\$0	\$30000	\$245522
	State:	\$0	\$1000	\$3000	\$5000	\$30562	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$1,000	\$3,000	\$5,000	\$60,562	\$245,522
Total FFY 2021-2032 Cost		\$315,084					

Montgomery

PennDOT Project Id: 106662

Project Administrator: PennDOT

Title: I-76 Integrated Corridor Management

Improvement Type: Miscellaneous

State Route: 76

Municipality: Upper Merion (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 7/11/24

Actual Construction Bid Date:

Location: Montgomery County

Project Description: I-76 Integrated Corridor Management
Montgomery County
Corridor Management

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	\$12,000	\$0	\$0	\$0	\$0	\$0
Utility	NHPP	\$15,000	\$0	\$0	\$0	\$0	\$0
Right of Way	NHPP	\$0	\$6,400	\$6,400	\$6,400	\$0	\$0
Construction	NHPP	\$0	\$0	\$15,000	\$20,000	\$80,000	\$78,535
Federal:		\$27000	\$6400	\$21400	\$26400	\$80000	\$78535
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$27,000	\$6,400	\$21,400	\$26,400	\$80,000	\$78,535
Total FFY 2021-2032 Cost		\$239,735					

Northampton

PennDOT Project Id: 75849

Project Administrator: PennDOT

Title: Dual Bridges over Easton Road

Improvement Type: Bridge Preservation Activities

State Route: 78

Municipality: Lower Saucon (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/23

Air Quality Exempt Reason: SDX - Resulting prjct which is likely to be exempt

Actual Construction Bid Date:

Location: SR over 2006, Lower Saucon Township

Project Description: This project involves an engineering study for substructure conditions on dual structures that carry I-78 over SR 2006 in Lower Saucon Township, Northampton County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	185	\$6,390	\$0	\$0	\$0	\$0	\$0
Final Design	NHPP	\$3,097	\$0	\$0	\$0	\$0	\$0
Final Design	185	\$344	\$0	\$0	\$0	\$0	\$0
Utility	185	\$0	\$983	\$0	\$0	\$0	\$0
Right of Way	185	\$0	\$700	\$775	\$0	\$0	\$0
Construction	185	\$0	\$0	\$0	\$12,500	\$36,650	\$0
Federal:		\$3097	\$0	\$0	\$0	\$0	\$0
State:		\$6734	\$1683	\$775	\$12500	\$36650	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$9,831	\$1,683	\$775	\$12,500	\$36,650	\$0
Total FFY 2021-2032 Cost		\$61,439					

PennDOT Project Id: 109318

Project Administrator: PennDOT

Title: I-78 - Easton Rd to SR 33

Improvement Type: Concrete Rehabilitation

State Route: 78

Municipality: Lower Saucon (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/13/22

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: SR 2006 (Easton Rd) overpass to SR 33 Interchange, Lower Saucon Township, Northampton County

Project Description: Highway preservation / restoration on concrete slabs SR 2006 (Easton Rd) overpass to SR 33 Interchange Lower Saucon Township, Northampton County

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	NHPP	\$1,000	\$2,713	\$1,413	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$9,000	\$7,809	\$0	\$0
	Federal:	\$1000	\$2713	\$10413	\$7809	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,000	\$2,713	\$10,413	\$7,809	\$0	\$0
Total FFY 2021-2032 Cost		\$21,935					

Philadelphia

PennDOT Project Id: 47811

Project Administrator: PENNDOT

Title: I-95: Bridge St DESIGN

Improvement Type: Interchange Improvement

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: CITY OF PHILADELPHIA

Project Description: This project provides for design of I-95 Reconstruction SR 0095 Section BSR, also known as the Bridge Street Ramps Section, and will eliminate the lane drop at the James St. Ramp in the southbound direction and will eliminate the add lane at the Bridge St Acceleration Ramp in the northbound direction. The proposed SR 0095 will have four lanes in each direction from Orthodox St. to Levick St. with exclusive acceleration/ deceleration lanes at the interchanges. The project will consist of six dual structures, and the Bridge Street Acceleration Ramp Bridge. All retaining walls supporting SR 0095 will be totally reconstructed to support the new widened roadway and ramps. In addition, the project consists of 1.7 miles of reconstruction and realignment along SR 0095, as well as 0.7 miles of reconstruction along Tacony Street from Aramingo Ave. to the west to just prior to Van Kirk St. to the east. Approximately 1.2 miles of reconstruction along Aramingo Ave. is anticipated from Frankford Creek to the south to the Amtrak Railroad Bridge to the north. A portion of Aramingo Ave. will also be widened from Orthodox St. to Tacony St. along the SR 0095 side of Aramingo Ave. The Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Ave. adjacent to the Frankford Creek Bridge. Additional ramps will be constructed between the Betsy Ross Bridge and the SR 0095/Aramingo Ave Interchange to accommodate all traffic movements from the Betsy Ross Bridge and from SR 0095 (MPMS 79903 - SR00095, Sec BR0). These new ramps will serve to accommodate the increased traffic volumes from the removal of the two ramps at the Bridge St. Interchange. One of the ramps to be removed is a deceleration ramp from SR 0095 NB to Aramingo Ave. NB. The other ramp to be removed is an acceleration ramp from Aramingo Ave. SB to SR 0095 SB. The project also consists of relocating the SR 0095 SB deceleration ramp at the Bridge St. Interchange. The ramp is being moved farther north to allow the ramp to meet current design standards and tie into a new road called Relocated Carver Street which outlets vehicles onto Tacony Street. In addition this project will incorporate new traffic signals at 12 intersections and modifications to traffic signals at 5 intersections.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

This project is integral to the Delaware Valley Freight Corridors Initiative.

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	\$4,500	\$0	\$4,500	\$4,500	\$10,170	\$0
Final Design	581	\$500	\$0	\$500	\$500	\$1,130	\$0
Right of Way	NHPP	\$0	\$0	\$0	\$1,260	\$1,800	\$0
Right of Way	581	\$0	\$0	\$0	\$140	\$200	\$0
	Federal:	\$4500	\$0	\$4500	\$5760	\$11970	\$0
	State:	\$500	\$0	\$500	\$640	\$1330	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$5,000	\$0	\$5,000	\$6,400	\$13,300	\$0
Total FFY 2021-2032 Cost		\$29,700					

PennDOT Project Id: 47812

Project Administrator: PENNDOT

Title: I-95: BetsyRoss DESIGN

Improvement Type: Interchange Improvement

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: CITY OF PHILADELPHIA

Project Description: This project provides for the design of I-95 Reconstruction SR 0095 Section BRI, also known as the Betsy Ross Interchange. Section consists of reconstructing 1.1 miles of the SR 0095 mainline roadway starting from south side of the Wheatshaf Lane crossing, adjoining Section AFC, and ending north of Orthodox Street at the south side of the Margaret Street/Lefevre Street crossing, adjoining Section BSR. The lane drops (from 3 to 4) on SR 0095 will be eliminated from the Betsy Ross Interchange crossing to the Margaret Street/Lefevre Street crossing. Within Section BRI, the NB and SB collector-distributor roads, the Ramp X SB on ramp and Ramp Y NB on ramp will be demolished and removed. The proposed SR 0095 mainline will have four lanes in each direction from Wheatshaf Lane to Orthodox Street/Pearce Street crossing. On the SR 0095 mainline, the project includes reconstruction of three dual structures (the dual structures over Frankford Creek; the dual viaduct structures over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the dual structures over Orthodox and Pearce Streets). Section BRI includes the minor rehabilitation of the Conrail Shared Assets railroad bridges crossing SR 0095 and Ramps A and C.

In addition, the Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Avenue adjacent to the Frankford Creek Bridge and to accommodate increased traffic volumes from the consolidation of the Bridge Street Interchange. In the Betsy Ross Interchange area, Section BRI also includes reconstruction of eleven connecting bridge structure ramps (Ramp A from SR 0095 NB to Betsy Ross Bridge; Ramp B from Betsy Ross Bridge to SR 0095 SB; Ramp C from SR 0095 NB to Aramingo Avenue; Ramp D from Adams Avenue Connector to SR 0095 SB; Ramp EE from SR 0095 SB to Betsy Ross Bridge; Ramp F from SR 0095 SB to Aramingo Avenue.

This project is funded by a portion of a \$51,254,972 TEA-21 Earmark (PA ID# 228/FED ID# 1847)

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

This project is integral to the Delaware Valley Freight Corridors Initiative.

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (Section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	\$0	\$0	\$5,400	\$5,400	\$18,540	\$0
Final Design	581	\$0	\$0	\$600	\$600	\$2,060	\$0
Federal:		\$0	\$0	\$5400	\$5400	\$18540	\$0
State:		\$0	\$0	\$600	\$600	\$2060	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$6,000	\$6,000	\$20,600	\$0
Total FFY 2021-2032 Cost		\$32,600					

PennDOT Project Id: 47813

Project Administrator: PENNDOT

Title: I-95: Ann St - Wheatshaf

Improvement Type: Reconstruct

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: I-95 Southbound from Ann St. to Frankford Creek, City of Philadelphia

Project Description: This project provides for design of I-95 Reconstruction SR 0095 Section AFC. From Ann Street to Tioga Street, the project will include construction of a new NB off-ramp at Castor Avenue and removal of the existing NB off-ramp at Westmoreland Street, widening of Allegheny Avenue (from Richmond Street to Bath Street), and improvements to Delaware Avenue (from Allegheny Avenue to Castor Avenue). From Tioga Street to the railroad bridge (south of Frankford Creek), the project will include reconstruction of the NB off-ramp to the Betsy Ross Bridge over Castor Avenue, and reconstruction the NB on-ramp from Castor Avenue.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	185	\$410	\$410	\$820	\$820	\$0	\$0
Preliminary Engineering	581	\$590	\$590	\$1,180	\$1,180	\$0	\$0
Final Design	185	\$615	\$615	\$1,230	\$2,050	\$14,801	\$0
Final Design	581	\$885	\$885	\$1,770	\$2,950	\$21,299	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$2500	\$2500	\$5000	\$7000	\$36100	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$2,500	\$2,500	\$5,000	\$7,000	\$36,100	\$0
Total FFY 2021-2032 Cost		\$53,100					

PennDOT Project Id: 79827

Project Administrator: PennDOT

Title: I-95S: Columbia-Ann St N (C)

Improvement Type: Widen

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 12/14/17

Actual Construction Bid Date: 12/14/17

Location: Philadelphia

Project Description: Reconstruction and widening of I-95 Southbound from Columbia Avenue to North of Ann Street and the reconstruction of the Southbound Girard Ave Interchange Ramps in the City of Philadelphia, Philadelphia County. This phase includes demolition and replacement of nine bridges.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$30,000	\$30,000	\$30,000	\$30,000	\$25,630	\$0
Federal:		\$30000	\$30000	\$30000	\$30000	\$25630	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$30,000	\$30,000	\$30,000	\$30,000	\$25,630	\$0
Total FFY 2021-2032 Cost		\$145,630					

PennDOT Project Id: 79828

Project Administrator: PennDOT

Title: I-95: Race - Shackamaxon

Improvement Type: Reconstruct

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 7/18/24

Actual Construction Bid Date:

Location: CITY OF PHILADELPHIA

Project Description: Reconstruction, rehabilitation and widening of I-95 between Race Street and Shackamaxon Street and the reconstruction of the Northern Vine Street Interchange ramp connections with I-95, in the City of Philadelphia, Philadelphia County. This project includes rehabilitation, deck replacement, demolition, and replacement of eight bridges.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Utility	NHPP	\$0	\$0	\$7,200	\$7,552	\$0	\$0
Utility	581	\$0	\$0	\$800	\$839	\$0	\$0
Right of Way	NHPP	\$4,500	\$0	\$0	\$0	\$0	\$0
Right of Way	581	\$500	\$0	\$0	\$0	\$0	\$0
Construction	NFP	\$0	\$0	\$0	\$0	\$61,099	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$105,000	\$36,774
Federal:		\$4500	\$0	\$7200	\$7552	\$166099	\$36774
State:		\$500	\$0	\$800	\$839	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$5,000	\$0	\$8,000	\$8,391	\$166,099	\$36,774
Total FFY 2021-2032 Cost		\$224,264					

PennDOT Project Id: 79904

Project Administrator: PennDOT

Title: I-95: Betsy Ross Rmps A&B (C)

Improvement Type: Widen

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 12/12/19

Actual Construction Bid Date: 12/12/19

Location: Philadelphia County

Project Description: The BR2 section is a part of the I-95 Reconstruction, I-95 Section BRI, also known as the Betsy Ross Interchange. Section BR2 project includes construction for the replacements of both Ramp A and Ramp B structures in the Betsy Ross Interchange including approach roadway work in the City of Philadelphia. See MPMS #47812 for an overall description of the I-95 Section BRI section.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NFP	\$10,000	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$20,000	\$18,901	\$0	\$0	\$0
Federal:		\$10000	\$20000	\$18901	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$10,000	\$20,000	\$18,901	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$48,901					

PennDOT Project Id: 79905

Project Administrator: PennDOT

Title: I-95: Betsy RossMainln NB

Improvement Type: Widen

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 10/19/23

Actual Construction Bid Date:

Location: Philadelphia County

Project Description: I-95: Betsy Ross Mainline Northbound
Philadelphia County
Widening/Reconstruction

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Utility	581	\$0	\$0	\$1,093	\$0	\$0	\$0
Right of Way	581	\$0	\$0	\$3,000	\$3,556	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$20,000	\$155,000	\$130,964
Federal:		\$0	\$0	\$0	\$20000	\$155000	\$130964
State:		\$0	\$0	\$4093	\$3556	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$4,093	\$23,556	\$155,000	\$130,964
Total FFY 2021-2032 Cost		\$313,613					

PennDOT Project Id: 79908

Project Administrator: PennDOT

Title: I-95: Kennedy-Levick (C)

Improvement Type: Widen

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 10/10/19

Actual Construction Bid Date: 10/10/19

Location: Philadelphia County

Project Description: Widen & reconstruct SR 0095 from the relocated Carver Street Bridge to Levick Street. Construct the new Southbound off-ramp to Tacony Street and Arsenal Business Center, remove the existing Southbound off-ramp to James Street, remove the existing Carver Street Bridge, reconstruct Tacony St. north of Bridge Street. Utility impacts under I-95 are anticipated. Bridges to be replaced include Carver, Van Kirk & Comly Street bridges. A new traffic signal will be installed at the intersection of Carver Street and Tacony Street.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

This project is integral to the Delaware Valley Freight Corridors Initiative.

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$25,000	\$25,000	\$26,000	\$0	\$0	\$0
Federal:		\$25000	\$25000	\$26000	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$25,000	\$25,000	\$26,000	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$76,000					

PennDOT Project Id: 79910

Project Administrator: PennDOT

Title: I-95: Margaret-Kennedy

Improvement Type: Widen

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 8/25/22

Actual Construction Bid Date:

Location: Philadelphia County

Project Description: This phase of I-95 Section BSR covers the I-95 reconstruction from just north of Margaret Street to Kennedy Street, and the removal of the northbound I-95 on-ramp at Bridge Street and the removal of the southbound I-95 off-ramp at James Street, which were relocated in the Section BS1 project (MPMS #79908) in the City of Philadelphia. This project includes work to: (1) reconstruct northbound and southbound I-95 (four lanes in each direction) from just north of Margaret Street to Kennedy Street. The viaduct that carries I-95 over Tacony Street and Bridge Street will be replaced; (2) removal of the Bridge Street northbound on-ramp and the James Street southbound off-ramp; (3) reconstruct Tacony Street from Buckius Street to Kennedy Street; (4) modify the traffic signals at Bridge and Tacony Streets, and Bridge and James Streets; reconstruct Bridge Street to reduce the street width and add pedestrian and bicyclist safety features, and construct stormwater outfall(s) to Old Frankford Creek. For an overall description of SR 95 Section BSR section see MPMS #47811.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Utility	581	\$0	\$0	\$3,000	\$3,901	\$0	\$0
Right of Way	581	\$0	\$0	\$2,000	\$2,700	\$2,510	\$0
Construction	NHPP	\$0	\$0	\$20,000	\$30,000	\$150,000	\$62,254
Federal:		\$0	\$0	\$20000	\$30000	\$150000	\$62254
State:		\$0	\$0	\$5000	\$6601	\$2510	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$25,000	\$36,601	\$152,510	\$62,254
Total FFY 2021-2032 Cost		\$276,365					

PennDOT Project Id: 79912

Project Administrator: PennDOT

Title: I-95: Allegheny & Castor Ave Intr Connection

Improvement Type: Widen

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 11/5/20

Actual Construction Bid Date:

Location: Philadelphia County

Project Description: Project includes the local road improvements in support of I-95 AF3 and AF4 (mainline I-95) in the City of Philadelphia. The project will optimize signal timings on the local roadway network including Aramingo Avenue, Allegheny Avenue, and Castor Avenue; pavement rehabilitation and reconstruction on Delaware Avenue between Castor Avenue and Allegheny Avenue; the additional of auxiliary lanes at the intersections of Aramingo and Ontario and Aramingo and Venango; new traffic signals at the intersections of Allegheny/Bath, Castor Avenue/I-95 ramp. The project will also include improvements to the Philadelphia Water Department Outfalls from I-95 to the Delaware River to accommodate stormwater management for the reconstruction of I-95. New signing, pavement markings, and lighting will be constructed on Allegheny Avenue, Delaware Avenue, and Castor Avenue which will serve as the connection between the split interchanges (NB interchange at Castor Avenue, SB interchange at Allegheny).

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Right of Way	NHPP	\$4,008	\$0	\$0	\$0	\$0	\$0
Right of Way	581	\$445	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$15,000	\$15,000	\$10,685	\$0	\$0	\$0
Federal:		\$19008	\$15000	\$10685	\$0	\$0	\$0
State:		\$445	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$19,453	\$15,000	\$10,685	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$45,138					

PennDOT Project Id: 80014

Project Administrator: CITY OF PHILADELPHIA

Title: I-95: Cottman On-Ramp

Improvement Type: Reconstruct

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/24/21

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: CITY OF PHILADELPHIA

Project Description: I-95: Utility Relocation and Surface Streets
This project will complete the relocation of the large sanitary box sewer, Ramp F, and the reconstruction of Wissinoming Street in the City of Philadelphia, Philadelphia County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$500	\$500	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$15,000	\$15,000	\$15,000	\$18,654	\$0
Federal:		\$0	\$15000	\$15000	\$15000	\$18654	\$0
State:		\$500	\$500	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$500	\$15,500	\$15,000	\$15,000	\$18,654	\$0
Total FFY 2021-2032 Cost		\$64,654					

PennDOT Project Id: 92289

Project Administrator: PennDOT

Title: I-95 Consultant Mgmt

Improvement Type: Miscellaneous

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: I-95 in Bucks, Delaware and Philadelphia Counties

Project Description: Contract to hire a consultant to provide engineering and design assistance to PennDOT to advance necessary projects for I-95 in Bucks, Delaware and Philadelphia Counties.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	NHPP	\$1,800	\$1,800	\$1,800	\$1,800	\$0	\$0
Preliminary Engineering	581	\$200	\$200	\$200	\$200	\$0	\$0
Federal:		\$1800	\$1800	\$1800	\$1800	\$0	\$0
State:		\$200	\$200	\$200	\$200	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$2,000	\$2,000	\$2,000	\$2,000	\$0	\$0
Total FFY 2021-2032 Cost		\$8,000					

PennDOT Project Id: 98207

Project Administrator: PennDOT

Title: I-95 Congestion Managemnt

Improvement Type: Miscellaneous

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: M10 - Purch new buses & cars for rplcmnt or mnr expan.

Actual Construction Bid Date:

Location: I-95 in Bucks, Delaware, and Philadelphia counties

Project Description: This project will provide for Congestion Management Activities related to the reconstruction of I-95 through Bucks, Delaware, and Philadelphia counties, via a series of investments to enhance the capacity of the SEPTA regional rail lines parallel and closest to the I-95 corridor. This is to further the ongoing congestion mitigation as the construction activity increases on the corridor. Mainline work will expand on sections CP2 and GR2, to GR3, and GR4 to include the BSR/BRI and AFC sections in the near future. Actual effects of I-95 construction phasing is being monitored, and ridership is currently at capacity for the parallel regional rail. Enhancement of the capacity of SEPTA regional rail would be effective in relieving congestion construction zones. Improvements may include purchase of additional rolling stock; improvements for additional parking at regional rail stations; and yard, interlocking and storage improvements. Efforts may begin with the purchase of available rolling stock.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Planning/Research/Adminis	NHPP	\$6,500	\$10,000	\$16,500	\$10,000	\$0	\$0
Federal:		\$6500	\$10000	\$16500	\$10000	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$6,500	\$10,000	\$16,500	\$10,000	\$0	\$0
Total FFY 2021-2032 Cost		\$43,000					

PennDOT Project Id: 103553

Project Administrator: PennDOT

Title: I-95: Race-Shackamaxon 2

Improvement Type: Reconstruct

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 7/14/22

Actual Construction Bid Date:

Location: I-95 Race St to Shackamaxon South, City of Philadelphia,

Project Description: Reconstruction and rehabilitation of I-95 Southbound between Race Street and Shackamaxon Street and the reconstruction of the northern Vine Street Interchange ramp connections with I-95 Southbound in the City of Philadelphia, Philadelphia County. This project also includes widening of shoulders and rehabilitation, deck replacement, demolition and replacement of ten (10) bridges.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Utility	NHPP	\$4,635	\$4,635	\$0	\$0	\$0	\$0
Utility	581	\$515	\$515	\$0	\$0	\$0	\$0
Right of Way	NHPP	\$4,500	\$4,500	\$0	\$0	\$0	\$0
Right of Way	581	\$500	\$500	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$20,000	\$20,000	\$125,000	\$20,658
Federal:		\$9135	\$9135	\$20000	\$20000	\$125000	\$20658
State:		\$1015	\$1015	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$10,150	\$10,150	\$20,000	\$20,000	\$125,000	\$20,658
Total FFY 2021-2032 Cost		\$205,958					

PennDOT Project Id: 103555

Project Administrator: PennDOT

Title: I-95 Corridor ITS

Improvement Type: Traffic System Management

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 1/28/21

Actual Construction Bid Date:

Location: I-95 Corridor , City of Philadelphia

Project Description: Traffic signal interconnection and implementation of ITS devices along the US Route 1/Roosevelt Boulevard from 9th Street to Woodhaven Road in the City of Philadelphia. ITS devices are used to control the flow of traffic and may include but are not limited to tag readers, CCTV cameras, dynamic/variable message signs (DMS/VMS), and variable speed limit system, which will be installed along the US-1/Roosevelt Boulevard and the roadway section that leads to the I-95 Corridor. Gaps in fiber connectivity will be addressed as necessary. Enhancement and expansion of the Regional Traffic Management Center at the PennDOT District 6 Office in King of Prussia will also be evaluated for implementation.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Utility	NHPP	\$450	\$0	\$0	\$0	\$0	\$0
Utility	581	\$50	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$13,765	\$10,000	\$10,000	\$0	\$0
Federal:		\$450	\$13765	\$10000	\$10000	\$0	\$0
State:		\$50	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$500	\$13,765	\$10,000	\$10,000	\$0	\$0
Total FFY 2021-2032 Cost		\$34,265					

PennDOT Project Id: 103557

Project Administrator: PennDOT

Title: I-95N Ann St-Wheatsheaf Lane

Improvement Type: Reconstruct

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 10/24/24

Actual Construction Bid Date:

Location: I-95 Allegheny Ave. South of Frankford Crk,

Project Description: Project will reconstruct I-95 from Tioga Street to the railroad bridge (south of Frankford Creek), including reconstruction of the northbound on-ramp to the Betsy Ross Bridge over Castor Avenue, and the relocation of the northbound off - Ramp from Westmoreland Street to Castor Avenue. In the City of Philadelphia, Philadelphia County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Utility	NHPP	\$0	\$0	\$955	\$955	\$0	\$0
Utility	581	\$0	\$0	\$106	\$106	\$0	\$0
Right of Way	NHPP	\$0	\$0	\$4,050	\$4,050	\$0	\$0
Right of Way	581	\$0	\$0	\$450	\$450	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$140,000	\$87,218
Federal:		\$0	\$0	\$5005	\$5005	\$140000	\$87218
State:		\$0	\$0	\$556	\$556	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$5,561	\$5,561	\$140,000	\$87,218
Total FFY 2021-2032 Cost		\$238,340					

PennDOT Project Id: 103561

Project Administrator: PennDOT

Title: I95 Betsy Ross Int. Drainage

Improvement Type: Concrete Rehabilitation

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: S2 - Hazard elimination program

Actual Construction Bid Date:

Location: In the City of Philadelphia

Project Description: I-95 Betsy Ross Interchange Drainage
This phase of I-95 Section BRI is for drainage and stormwater management improvements to comply with Philadelphia Water Department requirements. This section includes additional stormwater outfalls to Frankford Creek as may become necessary. In the City of Philadelphia, Philadelphia County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$0	\$0	\$0	\$3,649	\$4,000	\$0
Federal:		\$0	\$0	\$0	\$3649	\$4000	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$3,649	\$4,000	\$0
Total FFY 2021-2032 Cost		\$7,649					

PennDOT Project Id: 114876

Project Administrator: PennDOT

Title: Studies Line Item

Improvement Type: Administration

State Route: 95

Municipality: Philadelphia (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: X1 - Actvty's not leading to constr. (plan & tech study)

Actual Construction Bid Date:

Location: City of Philadelphia

Project Description: Study Line Item

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Study	NHPP	\$0	\$0	\$2,000	\$2,000	\$4,000	\$0
	Federal:	\$0	\$0	\$2000	\$2000	\$4000	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$2,000	\$2,000	\$4,000	\$0
Total FFY 2021-2032 Cost		\$8,000					

Pike

PennDOT Project Id: 85766

Project Administrator: PennDOT

Title: I-84 E&W I-4R MP 40 - E46

Improvement Type: Reconstruct

State Route: 84

Municipality: Dingman (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/3/20

Actual Construction Bid Date:

Location: Pike County, Dingman Township, I-84 (Fallen Trooper Memorial Highway)

Project Description: Interstate roadway reconstruction on I-84 (Fallen Trooper Memorial Highway) from SEG 394/OFF 2304 to Sawkill Creek; and bridge replacement/repair on 10 structures in Dingman Township, Pike County:

1. I-84 Bridge over Township Road 430 (Tunnel Road) in Dingham Township
2. I-84 Bridge over Raymondskill Creek in Dingham Township
3. I-84 Bridge over Raymondskill Creek in Dingham Township
4. I-84 Bridge over Sum Brook in Dingham Township
5. I-84 Bridge over Sum Brook in Dingham Township
6. I-84 Bridge over vehicle underpass in Dingham Township
7. I-84 Bridge over vehicle underpass in Dingham Township
8. I-84 Bridge over SR 2011 (Sawkill Road) in Dingham Township
9. I-84 Bridge over SR 2011 (Sawkill Road) in Dingham Township
10. SR 2009 Bridge over I-84 in Dingham Township

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$15,000	\$15,000	\$15,000	\$15,000	\$28,580	\$0
	Federal:	\$15000	\$15000	\$15000	\$15000	\$28580	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$15,000	\$15,000	\$15,000	\$15,000	\$28,580	\$0
Total FFY 2021-2032 Cost		\$88,580					

PennDOT Project Id: 87795

Project Administrator: PennDOT

Title: I-84 E&W I-4R E26 to E34

Improvement Type: Reconstruct

State Route: 84

Municipality: Palmyra (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 6/10/21

Actual Construction Bid Date:

Location: Pike County, Palmyra and Blooming Grove Townships, I-84 (Fallen Trooper Memorial Highway)

Project Description: Interstate roadway reconstruction on I-84 (Fallen Trooper Memorial Highway) from the Palmyra Rest Area to Exit 34; and bridge rehabilitation/replacement on eleven structures in Palmyra and Blooming Grove Townships, Pike County:

1. I-84 Bridge over SR/TR 390 in Palmyra Township
2. I-84 Bridge over SR/TR 390 in Palmyra Township
3. I-84 Bridge over Egypt Creek in Palmyra Township
4. I-84 Bridge over Tributary to Blooming Grove Creek in Blooming Grove Township
5. I-84 Bridge over Tributary to Blooming Grove Creek in Blooming Grove Township
6. I-84 Bridge over a private road in Blooming Grove Township
7. I-84 Bridge over a private road in Blooming Grove Township
8. I-84 Bridge over North Branch of Mountain Run Creek in Blooming Grove Township
9. I-84 Bridge over North Branch of Mountain Run Creek in Blooming Grove Township
10. I-84 Bridge over Shohola Creek in Blooming Grove Township
11. I-84 Bridge over Shohola Creek in Blooming Grove Township

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$45,858	\$24,550	\$29,092	\$12,500	\$0	\$0
	Federal:	\$45858	\$24550	\$29092	\$12500	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Period Totals:	\$45,858	\$24,550	\$29,092	\$12,500	\$0	\$0
Total FFY 2021-2032 Cost		\$112,000					

Schuylkill

PennDOT Project Id: 85911

Project Administrator: PennDOT

Title: I-81 - Pine Grove to Minersville Resurface

Improvement Type: Resurface

State Route: 81

Municipality: Tremont (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 4/1/21

Actual Construction Bid Date:

Location: I-81, Pine Grove to Minersville, Schuylkill County

Project Description: This project involves the milling and resurfacing of NB & SB mainline and shoulders of (I-81) with stone matrix asphalt mixture design, bituminous milling, bituminous patching, Type 6-SP shoulders, MASH guiderail, Reflective tape pavement markings, line painting, and bridge preservation activities, along with other miscellaneous construction items.

The Tower City/Tremont Ramps (SR 8005) involve the milling and resurfacing with superpave asphalt mixture design, bituminous milling and patching, line painting along with other miscellaneous construction items.

The project is located in Schuylkill County; Frailey and Tremont Townships including SR 8005 for a construction distance of approximately 13.65 miles (72,072 FT).

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$10,000	\$4,500	\$0	\$0	\$0	\$0
	Federal:	\$10000	\$4500	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2021	2022	2023	2024	2025 - 2028	2029 - 2032
	Period Totals:	\$10,000	\$4,500	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$14,500					

Susquehanna

PennDOT Project Id: 75917

Project Administrator: PennDOT

Title: NTier Interstate 4R

Improvement Type: Bridge Replacement

State Route: 81

Municipality: New Milford (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 10/21/21

Actual Construction Bid Date:

Location: I-81 (American Legion Memorial Highway), SR 1029 (Randolph Road), SR 171 (State Street), SR 8011 (Ramp A,B,C,D.) in New Milford and Great Bend Townships, New Milford and Great Bend Boroughs, Susquehanna County.

Project Description: Interstate roadway reconstruction on I-81 (American Legion Memorial Highway) from SEG 2234/OFF 1429 to New York State Line; and bridge replacement of eleven structures in New Milford and Great Bend Townships, and New Milford and Great Bend Boroughs, Susquehanna County:

1. I-81 Bridge over SR 1014 (Susquehanna Street) in New Milford Borough
2. I-81 Bridge over SR 1014 (Susquehanna Street) in New Milford Borough
3. I-81 Bridge over SR 1010 and Susquehanna River in Great Bend Township
4. I-81 Bridge over SR 1010 and Susquehanna River in Great Bend Township
5. I-81 Bridge over SR/TR 171 (Exit 230) in Great Bend Township
6. I-81 Bridge over SR/TR 171 (Exit 230) in Great Bend Township
7. I-81 Bridge over D and H Railroad in Great Bend Township
8. I-81 Bridge over D and H Railroad in Great Bend Township
9. I-81 Bridge over Trowbridge Creek in Great Bend Township
10. I-81 Bridge over Trowbridge Creek in Great Bend Township
11. SR 1029 Bridge over I-81 in Great Bend Township

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	\$900	\$0	\$0	\$0	\$0	\$0
Final Design	581	\$100	\$0	\$0	\$0	\$0	\$0
Utility	NHPP	\$540	\$0	\$0	\$0	\$0	\$0
Utility	581	\$60	\$0	\$0	\$0	\$0	\$0
Right of Way	NHPP	\$2,318	\$0	\$0	\$0	\$0	\$0
Right of Way	581	\$258	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$10,000	\$20,000	\$25,000	\$114,744	\$0
Federal:		\$3758	\$10000	\$20000	\$25000	\$114744	\$0
State:		\$418	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$4,176	\$10,000	\$20,000	\$25,000	\$114,744	\$0
Total FFY 2021-2032 Cost		\$173,920					

PennDOT Project Id: 75976

Project Administrator: PennDOT

Title: I-81 Exit 219

Improvement Type: Interchange Improvement

State Route: 81

Municipality: New Milford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 3/25/21

Actual Construction Bid Date:

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

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

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	\$1,605	\$800	\$0	\$0	\$0	\$0
Utility	581	\$280	\$0	\$0	\$0	\$0	\$0
Right of Way	581	\$617	\$500	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$9,000	\$9,000	\$8,841	\$0	\$0
Federal:		\$1605	\$9800	\$9000	\$8841	\$0	\$0
State:		\$897	\$500	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$2,502	\$10,300	\$9,000	\$8,841	\$0	\$0
Total FFY 2021-2032 Cost		\$30,643					

Venango

PennDOT Project Id: 109821

Project Administrator: PennDOT

Title: I-80 MM27 to MM34 - #8

Improvement Type: Surface Treatment Micro-surfacing

State Route: 80

Municipality: Barkeyville (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 12/10/20

Actual Construction Bid Date:

Location: I-80 from mile marker 27 to mile marker 34 in in the Boroughs of Barkeyville and Clintonville and Irwin and Clinton Townships, Venango County.

Project Description: Micro surface overlay on I-80 (Z H Confair Highway) from the Mercer/Venango line at milepost 27.6 to Exit 35 at milepost 34.5 in the Boroughs of Barkeyville and Clintonville and Irwin and Clinton Townships, Venango County.

Interstate 80 (Z H Confair Highway) from the Mercer/Venango line at milepost 27.6 to Exit 35 at milepost 34.5 in the Boroughs of Barkeyville and Clintonville and Irwin and Clinton Townships

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$6,000	\$5,000	\$0	\$0	\$0	\$0
	Federal:	\$6000	\$5000	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2021 \$6,000	2022 \$5,000	2023 \$0	2024 \$0	2025 - 2028 \$0	2029 - 2032 \$0
Total FFY 2021-2032 Cost		\$11,000					

Washington

PennDOT Project Id: 91555

Project Administrator: PennDOT

Title: I79: Marianna to Laboratory Hill

Improvement Type: Resurface

State Route: 79

Municipality: Amwell (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/8/21

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: I-79 from Marianna Exit to Laboratory Hill Exit

Project Description: This project is highway and bridge preservation of Interstate 79 from the Marianna Exit to the Laboratory Hill Exit in Amwell and South Strabane Townships, Washington County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$5,000	\$5,000	\$0	\$0	\$0	\$0
	Federal:	\$5000	\$5000	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2021 \$5,000	2022 \$5,000	2023 \$0	2024 \$0	2025 - 2028 \$0	2029 - 2032 \$0
Total FFY 2021-2032 Cost		\$10,000					

PennDOT Project Id: 106919

Project Administrator: PennDOT

Title: I70: Belle Vernon Bridge to Bentleyville

Improvement Type: Reconstruct

State Route: 70

Municipality: Fallowfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

S19

Actual Construction Bid Date:

Location: SR 0070: 0340/0000 to 0374/2632, 0381/0000 to 0401/1571, , ,

Project Description: This project is the reconstruction of Interstate 70 from the Belle Vernon Bridge to Bentleyville in Twilight and Speers Boroughs, and Fallowfield Township Washington County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	\$2,700	\$2,700	\$3,564	\$0	\$0	\$0
Final Design	581	\$300	\$300	\$396	\$0	\$0	\$0
Utility	581	\$0	\$0	\$0	\$4,052	\$4,052	\$0
Right of Way	581	\$0	\$0	\$0	\$0	\$6,956	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$54,000	\$93,216
Construction	581	\$0	\$0	\$0	\$0	\$6,000	\$10,357
Federal:		\$2700	\$2700	\$3564	\$0	\$54000	\$93216
State:		\$300	\$300	\$396	\$4052	\$17008	\$10357
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$3,000	\$3,000	\$3,960	\$4,052	\$71,008	\$103,573
Total FFY 2021-2032 Cost		\$188,593					

Westmoreland

PennDOT Project Id: 31895

Project Administrator: PENNDOT

Title: Yukon & Madison Interchanges

Improvement Type: Interchange Improvement

State Route: 70

Municipality: South Huntingdon (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 12/5/19

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

Actual Construction Bid Date: 12/5/19

Location: I-70 approximately 5,500 ft. west of the Yukon Interchange and 2,500 ft. west of the Madison Interchange, South Huntingdon, Sewickley and Hempfield Townships, Westmoreland County.

Project Description: This project is the reconstruction of the I-70 at Yukon (Exit 53) and Madison (Exit 54) interchanges located in South Huntingdon, Sewickley and Hempfield Townships, Westmoreland County and the replacement of the structure carrying I-70 over Sewickly Creek and Westmoreland Industrial Development Corporation RR located in South Huntingdon and Sewickley Townships, Westmoreland County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$15,000	\$15,000	\$15,000	\$15,000	\$30,000	\$0
Federal:		\$15000	\$15000	\$15000	\$15000	\$30000	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$15,000	\$15,000	\$15,000	\$15,000	\$30,000	\$0
Total FFY 2021-2032 Cost		\$90,000					

PennDOT Project Id: 75978

Project Administrator: PennDOT

Title: I-70 @ PA 51 Interchange

Improvement Type: Interchange Improvement

State Route: 70

Municipality: Rostraver (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/27/22

Air Quality Exempt Reason: R3 - Interchange reconfiguration projects

Actual Construction Bid Date:

Location: I-70 at PA 51, in Rostraver Township, Westmoreland County.

Project Description: This project is the reconstruction of the PA 51 interchange (including the overpass and acceleration/deceleration ramps) located on I-70 in Rostraver Township, Westmoreland County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	\$2,744	\$1,500	\$0	\$0	\$0	\$0
Utility	185	\$1,500	\$1,500	\$2,305	\$0	\$0	\$0
Right of Way	185	\$0	\$2,500	\$2,500	\$2,426	\$0	\$0
Construction	NHPP	\$0	\$10,000	\$15,000	\$30,000	\$85,689	\$0
Federal:		\$0	\$10000	\$15000	\$30000	\$85689	\$0
State:		\$4244	\$5500	\$4805	\$2426	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$4,244	\$15,500	\$19,805	\$32,426	\$85,689	\$0
Total FFY 2021-2032 Cost		\$157,664					

PennDOT Project Id: 88508

Project Administrator: PennDOT

Title: I-70 Arnold City Interch

Improvement Type: Interchange Improvement

State Route: 70

Municipality: Rostraver (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/10/21

Air Quality Exempt Reason: R3 - Interchange reconfiguration projects

Actual Construction Bid Date:

Location: I-70, MP 43.0 to Arnold City Interchange, in Rostraver Township, Westmoreland County.

Project Description: This project is the reconstruction of the Arnold City Interchange (including the overpass bridge and acceleration/deceleration ramps) on I-70 located in Rostraver Township, Westmoreland County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	\$1,183	\$0	\$0	\$0	\$0	\$0
Utility	185	\$1,652	\$0	\$0	\$0	\$0	\$0
Right of Way	185	\$1,652	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$15,000	\$15,000	\$54,413	\$0
Federal:		\$0	\$0	\$15000	\$15000	\$54413	\$0
State:		\$4487	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$4,487	\$0	\$15,000	\$15,000	\$54,413	\$0
Total FFY 2021-2032 Cost		\$88,900					

York

PennDOT Project Id: 92924

Project Administrator: PennDOT

Title: North York Widening #3 (Exit 21 & 22)

Improvement Type: Reconstruct

State Route: 83

Municipality: Manchester (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 7/13/23

Actual Construction Bid Date:

Location: I-83 Exit 21 and Exit 22 Interchanges, Springettsbury, Spring Garden and Manchester Townships and North York Borough, York County

Project Description: Bridge Replacements, Reconstructing, Widening and Interchange Improvements on I-83 Exit 21 and Exit 22 Interchanges in Springettsbury, Spring Garden and Manchester Townships and North York Borough, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$2,000	\$4,000	\$0	\$0	\$0	\$0
Utility	581	\$100	\$0	\$0	\$0	\$0	\$0
Right of Way	NHPP	\$1,000	\$0	\$0	\$0	\$0	\$0
Construction	NFP	\$0	\$0	\$61,099	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$27,901	\$0
Federal:		\$1000	\$0	\$61099	\$0	\$27901	\$0
State:		\$2100	\$4000	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$3,100	\$4,000	\$61,099	\$0	\$27,901	\$0
Total FFY 2021-2032 Cost		\$96,100					

PennDOT Project Id: 111664

Project Administrator: PennDOT

Title: Market Street Bridge over Mill Creek

Improvement Type: Bridge Replacement

State Route: 462

Municipality: Springettsbury (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 10/1/20

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

Actual Construction Bid Date:

Location: SR 462 (Market Street) over Mill Creek in Springettsbury Township, York County

Project Description: Bridge replacement on Market Street (SR 462) over Mill Creek in Springettsbury Township, York County

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$5,040	\$0	\$0	\$0	\$0	\$0
Federal:		\$5040	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$5,040	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$5,040					

PennDOT Project Id: 112540

Project Administrator: PennDOT

Title: Mill Creek Relocation

Improvement Type: Environmental Mitigation

State Route: 83

Municipality: Springettsbury (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 11/4/21

Air Quality Exempt Reason: X9 - Plantings, landscaping, etc.

Actual Construction Bid Date:

Location: Along I-83 from Eberts Lane to I-83 over Mill Creek, Springettsbury Township

Project Description: Mill Creek Stream relocation along I-83 from Eberts Lane to I-83 over Mill Creek in Springettsbury Township.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$425	\$0	\$0	\$0	\$0	\$0
Utility	581	\$70	\$0	\$0	\$0	\$0	\$0
Right of Way	581	\$2,000	\$2,500	\$2,500	\$0	\$0	\$0
Construction	NHPP	\$0	\$3,920	\$0	\$0	\$0	\$0
Federal:		\$0	\$3920	\$0	\$0	\$0	\$0
State:		\$2495	\$2500	\$2500	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$2,495	\$6,420	\$2,500	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$11,415					

PennDOT Project Id: 112548

Project Administrator: PennDOT

Title: Sherman Street & Eberts Lane

Improvement Type: Bridge Replacement

State Route: 1033

Municipality: Springettsbury (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 8/26/21

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

Actual Construction Bid Date:

Location: SR 1033 over relocated Mill Creek and Eberts Lane over Mill Creek, Springettsbury and Spring Garden Township, York County

Project Description: New Bridge and Bridge Replacement on SR 1033 over relocated Mill Creek and Eberts Lane over Mill Creek in Springettsbury and Spring Garden Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$500	\$500	\$0	\$0	\$0	\$0
Utility	581	\$190	\$0	\$0	\$0	\$0	\$0
Right of Way	581	\$760	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$7,336	\$3,304	\$0	\$0	\$0
Federal:		\$0	\$7336	\$3304	\$0	\$0	\$0
State:		\$1450	\$500	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$1,450	\$7,836	\$3,304	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$12,590					

PennDOT Project Id: 112549

Project Administrator: PennDOT

Title: North York Widening #1 (Exit 19)

Improvement Type: Reconstruct

State Route: 83

Municipality: Springettsbury (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 7/25/24

Actual Construction Bid Date:

Location: I-83 from 1/2 mile North of Exit 18 to I-83 over Eberts Lane, Springettsbury and Spring Garden Township, York County

Project Description: Reconstruction, Widening and Bridge Replacements and Exit 19 Interchange Improvements from I-83 from 1/2 mile North of Exit 18 to I-83 over Eberts Lane in Springettsbury and Spring Garden Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$0	\$6,000	\$1,000	\$0	\$0	\$0
Utility	581	\$0	\$0	\$3,300	\$0	\$0	\$0
Right of Way	581	\$0	\$0	\$0	\$5,100	\$1,500	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$45,000	\$42,200
Federal:		\$0	\$0	\$0	\$0	\$45000	\$42200
State:		\$0	\$6000	\$4300	\$5100	\$1500	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$0	\$6,000	\$4,300	\$5,100	\$46,500	\$42,200
Total FFY 2021-2032 Cost		\$104,100					

PennDOT Project Id: 112550

Project Administrator: PennDOT

Title: North York Widening #2 (Codus Creek Bridge)

Improvement Type: Reconstruct

State Route: 83

Municipality: Springettsbury (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 11/4/21

Actual Construction Bid Date:

Location: I-83 from Mill Creek to I-83 over the Codorus Creek, Springettsbury and Spring Garden Township, York County

Project Description: Bridge Replacement, Reconstruction and Widening on I-83 from Mill Creek to I-83 over the Codorus Creek in Springettsbury and Spring Garden Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$2,500	\$0	\$0	\$0	\$0	\$0
Utility	581	\$1,000	\$0	\$0	\$0	\$0	\$0
Right of Way	581	\$2,000	\$2,000	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$15,000	\$15,000	\$15,000	\$35,850	\$0
Federal:		\$0	\$15000	\$15000	\$15000	\$35850	\$0
State:		\$5500	\$2000	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$5,500	\$17,000	\$15,000	\$15,000	\$35,850	\$0
Total FFY 2021-2032 Cost		\$88,350					

Fund Category Appendix

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

**2021 INTERSTATE MANAGEMENT
TWELVE YEAR PROGRAM
PROJECT LIST**

Interstate

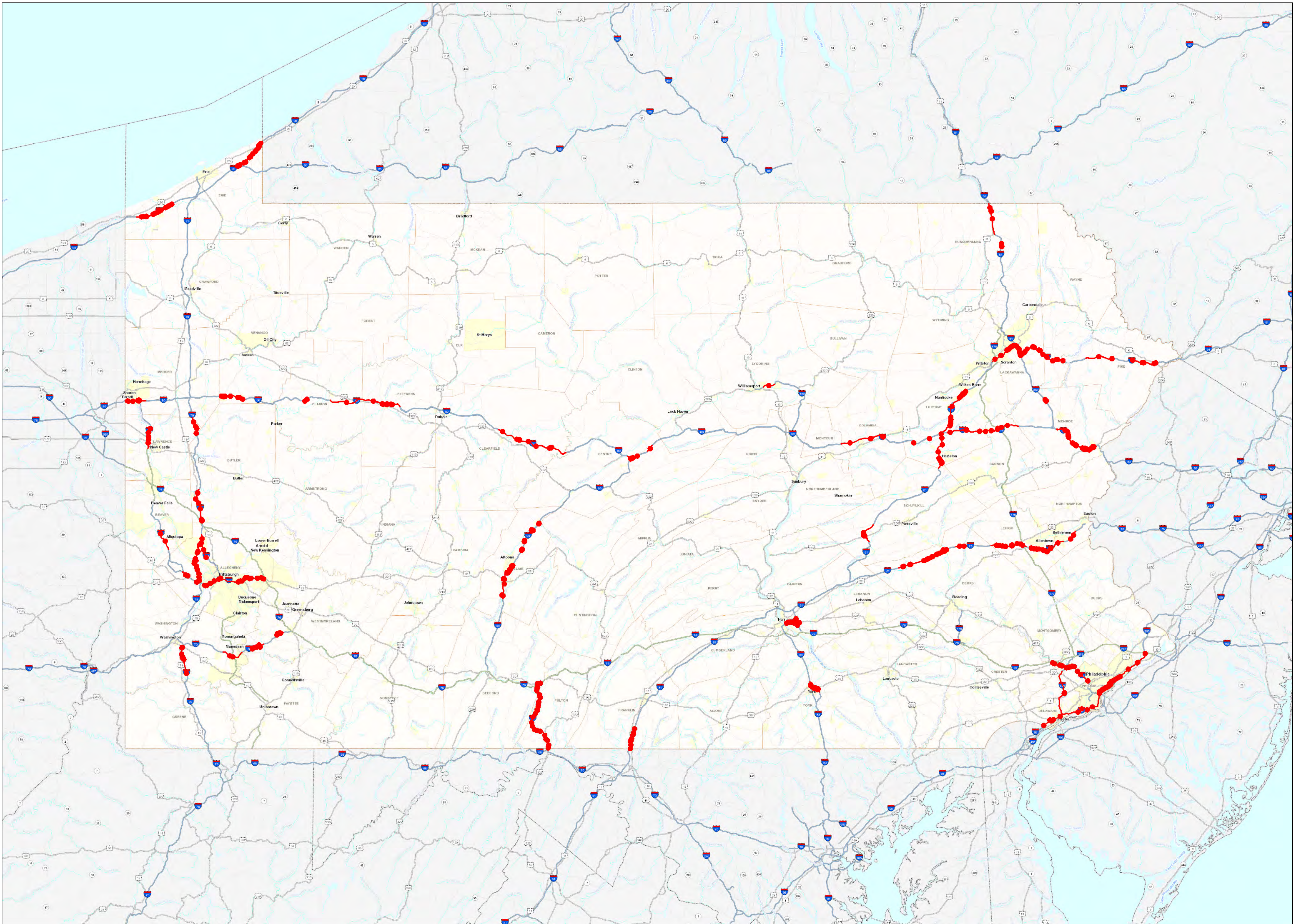
Table with columns: County, District, S.R., Section, Project, Project Title, Phase, Area, Year, Fed., Federal, St., State, Local, Total, and Milestones. Rows include projects like Neville Island Bridge, Commercial Street Bridge, and various interchange and flooding projects across Allegheny, Bedford, and Berks counties.

* Includes Conversion Amount

+ Indicates phase qualifies for TOLL funds

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

**2021 INTERSTATE MANAGEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
PROJECT MAP**



**2021 INTERSTATE MANAGEMENT
REGIONAL PROJECTS TO INTERSTATE TIP
PROJECT LIST**

2021-2032 IM Program - Regional to Interstate Projects

District	County	MPMS	Title	Phase	2021	2022	2023	2024	2025	2026	2027	2028	2029-2032	Total
1	Crawford	109812	I-79 MM 154 - 165 #12	PE	231,855	0	0	0	0	0	0	0	0	231,855
1	Crawford	109812	I-79 MM 154 - 165 #12	FD	0	298,513	0	0	0	0	0	0	0	298,513
1	Crawford	109812	I-79 MM 154 - 165 #12	CON	0	0	10,000,000	10,000,000	6,607,902	0	0	0	0	26,607,902
3	Northumberland	97549	I-180 from SR 54 to SR 147	CON	3,500,000	3,500,000	4,315,000	0	0	0	0	0	0	11,315,000
3	Montour	97547	I-80 West Bound Lane from SR 3013 to SR 3006	FD	0	250,000	0	0	0	0	0	0	0	250,000
3	Montour	97547	I-80 West Bound Lane from SR 3013 to SR 3006	CON	0	0	3,460,302	3,460,302	3,460,302	0	0	0	0	10,380,906
3	Montour	97556	I-80 EB from SR 3013 to SR 54	CON	0	0	2,000,000	4,553,029	4,553,029	2,553,029	0	0	0	13,659,087
3	Lycoming	105530	Warrensville Rd to Fairfield Rd	FD	25,000	0	0	0	0	0	0	0	0	25,000
3	Lycoming	105530	Warrensville Rd to Fairfield Rd	CON	2,300,000	0	0	0	0	0	0	0	0	2,300,000
3	Lycoming	105533	Fairfield Rd toTurkeyRn	FD	25,000	0	0	0	0	0	0	0	0	25,000
3	Lycoming	105533	Fairfield Rd toTurkeyRn	CON	2,650,000	0	0	0	0	0	0	0	0	2,650,000
6	Philadelphia	17821	I-95: Shackamaxon-Ann	PE	0	250,000	1,000,000	0	0	0	0	0	0	1,250,000
6	Philadelphia	17821	I-95: Shackamaxon-Ann	FD	5,785,714	5,785,714	5,785,714	5,785,714	5,785,714	5,785,714	5,785,714	0	0	40,499,998
6	Philadelphia	46959	I-95 Design Support Serv	PE	1,000,000	1,000,000	1,000,000	1,000,000	0	0	0	0	0	4,000,000
6	Philadelphia	107698	I-76 Bridge Repair	CON	5,336,250	5,336,250	5,336,250	5,336,250	0	0	0	0	0	21,345,000
6	Philadelphia	107709	I-95 Bridge Repairs	CON	3,945,345	3,945,345	3,945,345	3,945,345	0	0	0	0	0	15,781,380
6	Philadelphia	92581	I95 Delaware Line-Phila NB	CON	6,500,000	6,500,000	0	0	0	0	0	0	0	13,000,000
8	York	106531	I-83 Newberrytown South Resurf	PE	50,000	0	0	0	0	0	0	0	0	50,000
8	York	106531	I-83 Newberrytown South Resurf	CON	4,000,000	4,000,000	3,200,000	0	0	0	0	0	0	11,200,000
8	Cumberland	112268	I-81 Resurfacing Exit 59 to Wade Bridge	PE	0	50,000	0	0	0	0	0	0	0	50,000
8	Cumberland	112268	I-81 Resurfacing Exit 59 to Wade Bridge	CON	0	0	7,248,422	7,248,422	7,248,422	0	0	0	0	21,745,266
8	Lebanon	112290	I-78 Patching I-81 to PA 72	PE	10,000	0	0	0	0	0	0	0	0	10,000
8	Lebanon	112290	I-78 Patching I-81 to PA 72	CON	0	2,400,000	0	0	0	0	0	0	0	2,400,000
10	Jefferson	106029	I-80 Brookville West Reconstruction	PE	800,000	745,000	0	0	0	0	0	0	0	1,545,000
10	Jefferson	106029	I-80 Brookville West Reconstruction	FD	0	2,500,000	2,105,000	0	0	0	0	0	0	4,605,000
10	Jefferson	106029	I-80 Brookville West Reconstruction	UTL	0	530,000	500,000	0	0	0	0	0	0	1,030,000
10	Jefferson	106029	I-80 Brookville West Reconstruction	ROW	0	0	1,500,000	817,500	0	0	0	0	0	2,317,500
10	Jefferson	106029	I-80 Brookville West Reconstruction	CON	0	0	0	15,000,000	15,000,000	15,000,000	18,378,166	0	0	63,378,166
10	Clarion	106030	I-80 Strattanville Reconstruction	PE	0	0	0	0	1,900,156	0	0	0	0	1,900,156
10	Clarion	106030	I-80 Strattanville Reconstruction	FD	0	0	0	0	3,179,183	1,000,000	0	0	0	4,179,183
10	Clarion	106030	I-80 Strattanville Reconstruction	UTL	0	0	0	0	0	944,811	900,000	0	0	1,844,811
10	Clarion	106030	I-80 Strattanville Reconstruction	ROW	0	0	0	0	0	1,500,000	959,748	0	0	2,459,748
10	Clarion	106030	I-80 Strattanville Reconstruction	CON	0	0	0	0	0	0	20,000,000	30,000,000	41,133,653	91,133,653
10	Butler	112279	I 80 Clarion County Bridge Preservation	CON	1,275,000	0	0	0	0	0	0	0	0	1,275,000
10	Jefferson	112281	I 80 Jefferson County Bridge Preservation	PE	50,000	0	0	0	0	0	0	0	0	50,000
10	Jefferson	112281	I 80 Jefferson County Bridge Preservation	CON	1,450,000	0	0	0	0	0	0	0	0	1,450,000
10	Jefferson	106223	I-80 Brookville East Reconstruction	PE	1,500,000	0	0	0	0	0	0	0	0	1,500,000
10	Jefferson	106223	I-80 Brookville East Reconstruction	FD	0	2,500,000	0	0	0	0	0	0	0	2,500,000
10	Jefferson	106223	I-80 Brookville East Reconstruction	UTL	0	2,000,000	0	0	0	0	0	0	0	2,000,000
10	Jefferson	106223	I-80 Brookville East Reconstruction	ROW	0	1,125,126	1,125,126	0	0	0	0	0	0	2,250,252
10	Jefferson	106223	I-80 Brookville East Reconstruction	CON	0	0	0	10,000,000	10,000,000	10,000,000	10,000,000	8,000,000	0	48,000,000

2021 INTERSTATE SPIKE PROJECT LISTS
NHPP-STP-STATE FUNDS

2021 Program - Interstate Spike Projects (NHPP)

MPMS	District	County	Project Title	Phase	2021	2022	2023	2024	2025	2026	2027	2028	2029-2032	Total
3142	2	Centre	Exit 161 Bellefonte Int	CON	0	10,000,000	10,000,000	5,000,000	0	0	0	0	0	25,000,000
93494	5	Berks	I-78 Rt 61 Bridge Replace	CON	32,650,000	19,550,000	0	0	0	0	0	0	0	52,200,000
111664	8	York	Market Street Bridge over Mill Creek	CON	5,040,000	0	0	0	0	0	0	0	0	5,040,000
87795	4	Pike	I-84, I-84 E&W I-4R E26-E34	CON	45,858,000	19,550,000	25,092,000	0	0	0	0	0	0	90,500,000
106682	4	Lackawanna	Scranton Beltway/Turnpike	CON	0	0	10,000,000	10,000,000	10,000,000	10,000,000	0	0	0	40,000,000
92931	8	Dauphin	I-83 Eisenhower Interchange	ROW	20,000,000	20,000,000	20,000,000	14,300,000	0	0	0	0	0	74,300,000
92931	8	Dauphin	I-83 Eisenhower Interchange	CON	0	0	18,751,488	30,947,000	29,147,000	17,948,000	15,000,000	15,000,000	30,476,512	157,270,000
113378	8	Dauphin	I-83 Eisenhower Interchange B	ROW	0	0	0	5,900,000	0	0	0	0	0	5,900,000
113378	8	Dauphin	I-83 Eisenhower Interchange B	CON	0	0	0	0	0	0	12,098,000	13,135,000	61,865,000	146,990,000
113380	8	Dauphin	I-83 Eisenhower Interchange C	ROW	0	0	0	1,500,000	0	0	0	0	0	1,500,000
113380	8	Dauphin	I-83 Eisenhower Interchange C	CON	0	0	0	0	0	0	0	0	40,000,000	129,230,000
113381	8	Dauphin	I-83 Eisenhower Interchange D	ROW	0	0	0	0	900,000	0	0	0	0	900,000
113381	8	Dauphin	I-83 Eisenhower Interchange D	CON	0	0	0	0	0	0	0	0	34,463,488	80,871,000
106662	6	Montgomery	I-76 Integrated Corridor Management	CON	0	0	15,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	78,535,000	193,535,000
106662	6	Montgomery	I-76 Integrated Corridor Management	FD	12,000,000	0	0	0	0	0	0	0	0	12,000,000
106662	6	Montgomery	I-76 Integrated Corridor Management	UTL	15,000,000	0	0	0	0	0	0	0	0	15,000,000
106662	6	Montgomery	I-76 Integrated Corridor Management	ROW	0	6,400,000	6,400,000	6,400,000	0	0	0	0	0	19,200,000
92924	8	York	I-83, North York Widening	ROW	1,000,000	0	0	0	0	0	0	0	0	1,000,000
92924	8	York	I-83, North York Widening	CON	0	0	0	0	17,901,000	10,000,000	0	0	0	27,901,000
112548	8	York	Sherman Street & Eberts Lane	CON	0	7,336,488	3,303,512	0	0	0	0	0	0	10,640,000
112540	8	York	Mill Creek Relocation	CON	0	3,920,000	0	0	0	0	0	0	0	3,920,000
112550	8	York	North York Widening #2 (Codus Creek Bridge)	CON	0	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	5,850,000	0	0	80,850,000
112549	8	York	North York Widening # (Exit 19)	CON	0	0	0	0	0	15,000,000	15,000,000	15,000,000	42,200,000	87,200,000
99874	11	Allegheny	Pkwy East Corridor Transp	CON	0	0	0	0	10,000,000	10,000,000	10,000,000	10,000,000	20,000,000	60,000,000
97828	8	Dauphin	I-83 East Shore (Section 3)	CON	0	0	8,901,000	0	0	0	0	0	0	8,901,000
113357	8	Dauphin	I-83 East Shore (Section 3B)	CON	0	0	0	13,901,000	0	0	0	0	0	13,901,000
113376	8	Dauphin	I-83 East Shore (Section 3C)	CON	0	0	0	0	0	0	0	0	75,000,000	200,000,000

2021 Program - Interstate Spike Projects (STP)

MPMS	District	County	Project Title	Phase	2021	2022	2023	2024	2025	2026	2027	2028	2029-2032	Total
104821	6	Delaware	I-476 Travel Management	PE	2,250,000	0	0	0	0	0	0	0	0	2,250,000
104821	6	Delaware	I-476 Travel Management	FD	3,000,000	2,500,000	0	0	0	0	0	0	0	5,500,000
104821	6	Delaware	I-476 Travel Management	UTL	0	0	300,000	0	0	0	0	0	0	300,000
104821	6	Delaware	I-476 Travel Management	ROW	0	0	250,000	0	0	0	0	0	0	250,000
104821	6	Delaware	I-476 Travel Management	CON	0	0	0	11,000,000	11,000,000	11,000,000	11,000,000	10,000,000	0	54,000,000
105438	11	Allegheny	I-376, Commercial Street Bridge	CON	0	0	0	0	15,000,000	15,000,000	20,901,000	0	0	50,901,000

2021 Program - Interstate Spike Projects (State)

MPMS	District	County	Project Title	Phase	2021	2022	2023	2024	2025	2026	2027	2028	2029-2032	Total
92931	8	Dauphin	Eisenhower Interchange	FD	4,000,000	7,008,900	0	0	0	0	0	0	0	11,008,900
92931	8	Dauphin	Eisenhower Interchange	UTL	3,300,000	4,700,000	4,000,000	0	0	0	0	0	0	12,000,000
113378	8	Dauphin	Eisenhower Interchange B	FD	0	0	7,289,300	3,000,000	0	0	0	0	0	10,289,300
113380	8	Dauphin	Eisenhower Interchange C	FD	0	0	0	0	6,046,100	3,000,000	0	0	0	9,046,100
113381	8	Dauphin	Eisenhower Interchange D	FD	0	0	0	0	0	0	9,937,900	0	0	9,937,900
97828	8	Dauphin	I-83 East Shore (Section 3)	UTL	0	2,000,000	0	0	0	0	0	0	0	2,000,000
97828	8	Dauphin	I-83 East Shore (Section 3)	ROW	10,000,000	11,000,000	12,000,000	12,000,000	0	0	0	0	0	45,000,000
113357	8	Dauphin	I-83 East Shore (Section 3B)	FD	0	4,000,000	0	0	0	0	0	0	0	4,000,000
113357	8	Dauphin	I-83 East Shore (Section 3B)	UTL	0	0	2,000,000	0	0	0	0	0	0	2,000,000
113357	8	Dauphin	I-83 East Shore (Section 3B)	ROW	0	4,000,000	1,000,000	0	0	0	0	0	0	5,000,000
113376	8	Dauphin	I-83 East Shore (Section 3C)	FD	0	0	0	0	3,500,000	1,500,000	0	0	0	5,000,000
113376	8	Dauphin	I-83 East Shore (Section 3C)	UTL	0	0	0	0	0	2,000,000	0	0	0	2,000,000
113376	8	Dauphin	I-83 East Shore (Section 3C)	ROW	0	0	0	0	0	5,000,000	0	0	0	5,000,000
92924	8	York	I-83, North York Widening	FD	2,000,000	4,000,000	0	0	0	0	0	0	0	6,000,000
92924	8	York	I-83, North York Widening	UTL	100,000	0	0	0	0	0	0	0	0	100,000
112548	8	York	Sherman Street & Eberts Lane	FD	500,000	500,000	0	0	0	0	0	0	0	1,000,000
112548	8	York	Sherman Street & Eberts Lane	UTL	190,000	0	0	0	0	0	0	0	0	190,000
112548	8	York	Sherman Street & Eberts Lane	ROW	760,000	0	0	0	0	0	0	0	0	760,000
112540	8	York	Mill Creek Relocation	FD	425,000	0	0	0	0	0	0	0	0	425,000
112540	8	York	Mill Creek Relocation	UTL	70,000	0	0	0	0	0	0	0	0	70,000
112540	8	York	Mill Creek Relocation	ROW	2,000,000	2,500,000	2,500,000	0	0	0	0	0	0	7,000,000
112550	8	York	North York Widening #2 (Codorus Creek Bridge)	FD	2,500,000	0	0	0	0	0	0	0	0	2,500,000
112550	8	York	North York Widening #2 (Codorus Creek Bridge)	UTL	1,000,000	0	0	0	0	0	0	0	0	1,000,000
112550	8	York	North York Widening #2 (Codorus Creek Bridge)	ROW	2,000,000	2,000,000	0	0	0	0	0	0	0	4,000,000
112549	8	York	North York Widening #1 (Exit 19)	FD	0	6,000,000	1,000,000	0	0	0	0	0	0	7,000,000
112549	8	York	North York Widening #1 (Exit 19)	UTL	0	0	3,300,000	0	0	0	0	0	0	3,300,000
112549	8	York	North York Widening #1 (Exit 19)	ROW	0	0	0	5,099,540	1,500,460	0	0	0	0	6,600,000
105438	11	Allegheny	I-376, Commercial Street Bridge	PE	2,000,000	2,000,000	0	0	0	0	0	0	0	4,000,000
105438	11	Allegheny	I-376, Commercial Street Bridge	FD	0	0	4,500,000	1,500,000	0	0	0	0	0	6,000,000
105438	11	Allegheny	I-376, Commercial Street Bridge	UTL	0	0	0	500,000	0	0	0	0	0	500,000
105438	11	Allegheny	I-376, Commercial Street Bridge	ROW	0	0	0	600,000	0	0	0	0	0	600,000
97027	11	Allegheny	I-376/Carnegie Interchange	PE	500,000	500,000	0	0	0	0	0	0	0	1,000,000
97029	11	Allegheny	I-376/Greentree Interchange	PE	500,000	500,000	0	0	0	0	0	0	0	1,000,000
99874	11	Allegheny	Pkwy East Corridor Transp	PE	3,000,000	3,000,000	0	0	0	0	0	0	0	6,000,000
99874	11	Allegheny	Pkwy East Corridor Transp	FD	0	0	7,000,000	2,000,000	0	0	0	0	0	9,000,000
99874	11	Allegheny	Pkwy East Corridor Transp	UTL	0	0	0	3,000,000	1,000,000	0	0	0	0	4,000,000
99874	11	Allegheny	Pkwy East Corridor Transp	ROW	0	0	0	4,000,000	2,000,000	0	0	0	0	6,000,000
110601	99	Central Office	INFRA Support	CON	0	500,000	500,000	500,000	500,000	1,000,000	3,000,000	0	0	6,000,000

Appendix G – 2021-2024 Statewide TIP Projects

2021 STATEWIDE ITEMS TRANSPORTATION IMPROVEMENT PROGRAM SUMMARY

Prepared by PennDOT's Center for Program Development and Management, provided statewide as part of regional Transportation Improvement Program Public Comment Period



April 30, 2020

2021 Statewide Program

Statewide Items (STWD Items) – The Statewide Items Transportation Improvement Program (TIP) contains approximately \$330M per year of transportation funding and is managed in PennDOT’s Center for Program Development and Management (CPDM) as a stand-alone TIP. It is comprised of a variety of statewide and multi-region projects, spending line items for routine transportation related work, and reserve line items that hold funds for a variety of programs and Statewide Managed Programs.

Statewide and multi-region projects generally have a scope of work that includes locations throughout Pennsylvania or with locations that span across more than one planning region or engineering district. Statewide projects may also include research or demonstration projects funded with a specified allocation of state or federal funding. Other examples include projects coordinated with the Pennsylvania Turnpike Commission or other state agencies or commissions, projects coordinated with county and local government agencies, and projects coordinated with other business partners and associations. Statewide projects are of a statewide nature and would not typically be funded on a Metropolitan Planning Organization (MPO) or Rural Planning Organization (RPO) Highway and Bridge TIP.

Routine spending line items generally have predictable costs each year and cover various aspects of project development, construction and asset management. They include funding for planning, Pooled Fund Studies, inter-agency environmental review, accounts for take-up of right-of-way claims for project closeout, training for, and inspection of, state and local bridges and other structures, the Local Technical Assistance Program, Disadvantaged Business Enterprise Supportive Services, Traffic Monitoring Site installation and repair, costs related to the deployment of Transportation Systems Management and Operations projects, costs associated with the Rapid Bridge Replacement program, and oversight and management of Statewide Managed Programs.

Reserve line items on the Statewide Items TIP are used to maintain fiscal constraint of the overall Statewide Transportation Improvement Program (STIP). They provide a STIP fiscal balancing facility to use when adding or removing projects, or when existing projects have cost savings or overruns, whether those projects are on the Statewide Items TIP, or not. Reserve line items are held for state and federal highway and bridge funds, and a variety of other programs and funds types. For example, the Multimodal Reserve is used to fund state multimodal projects on regional TIPs. The Transit Flex Reserve holds highway funds that are flexed to transit and used each year to add regional transit projects as determined by the Pennsylvania Public Transit Association in cooperation with PennDOT’s Bureau of Public Transit. The DCNR Rec Trail Reserve provides funds for the Recreational Trails program. This program is operated by the Department of Conservation and Natural Resources in cooperation with CPDM. Projects for education and administration of the program, as well as the Rec Trails projects themselves, are maintained on the STWD Items TIP.

Statewide Managed Programs

Statewide Managed Programs are cooperatively developed by PennDOT Central Office and Engineering Districts, MPO and RPOs, Federal Highway Administration (FHWA), and any other interested stakeholders. Programs are managed continuously in coordination with involved parties. The RRX Reserve, HSIP Set-aside Reserve, TAP Reserve, TIIF Reserve, the Secretary’s Discretionary (Spike)

Reserves are all held on the STWD Items TIP and serve to balance the STIP with projects programmed on regional TIPS.

Rail-Highway Crossing Safety Program (RRX) – Pennsylvania is allocated \$7.196M each year in federal Section 130 funding for Rail-Highway Crossing Safety program. The RRX Program provides funding to eliminate hazards associated with at-grade highway and railroad crossings. Funding is used for installation of gates and flashing light warning systems, to upgrade existing warning systems, and for the removal of at-grade crossings. The RRX Reserve line Item is held on the STWD Items TIP, and projects are programmed on regional TIPS with the fund code RRX.

The RRX program is developed by PennDOT CPDM and Bureau of Project Delivery staff in coordination with District Grade Crossing Engineers/Administrators (DGCE/As) at the annual Statewide Grade Crossing meeting held in October. Projects without regular obligation, or with Advance Construction (AC) obligation, are carried on the draft STIP. New projects are cash-flowed to later years. Regular obligation of carry-over projects prior to draft STIP adoption frees up funding to advance new projects.

RRX funding may only be used on open, public heavy (passenger and freight) rail crossings. Projects are prioritized first at locations in the top 25% highest hazard rating from the FRA Web Accident Prediction System (WBAPS). Other crossings along the same rail line can be included to form larger corridor projects. Local or railroad safety concerns, or MPO/RPO concerns communicated through their DGCE/A, which may not be identified in WBAPS are also considered. These include issues such as increased train traffic, limited sight-distance, near-miss history or antiquated warning devices. A list of 2021 Draft RRX Program projects is included with this document.

Highway Safety Improvement Program (HSIP) Set-aside – The purpose of the HSIP is to achieve a significant reduction in fatalities and serious injuries on all public roads. Implementation of the Strategic Highway Safety Plan (SHSP) through data driven safety analysis supports achieving these reductions. Pennsylvania receives \$101.3M in HSIP funding each year, of which, \$35M is designated for the HSIP Set-aside. Utilization of low-cost safety improvements system-wide also supports fatal and serious injury reductions. The HSIP Set-aside is used to implement the low-cost, systematic safety countermeasures identified in the Roadway Departure Safety Implementation Plan (RDIP) and the Intersection Safety Implementation Plan (ISIP). The HSIP Set-aside is also used to advance larger safety projects by providing additional funding where necessary. The HSIP Set-aside Reserve line Item is held on the STWD Items TIP, and projects are programmed on regional TIPS with the fund code sHSIP.

HSIP funding proposals may be submitted by an MPO/RPO, and are reviewed for eligibility through an approval workflow involving District and Central Office safety and planning staff prior to programming on a TIP. A conference call was held in February 2019 with the Districts and in April 2019 with the MPOs/RPOs to outline the schedule and application requirements for the FFY 2021 HSIP Set-aside. Set-aside funding application were accepted from August 1 – September 30, 2019. A data-driven safety analysis in the form of Benefit/Cost (B/C) Life Cycle analysis or Highway Safety Manual (HSM) analysis was required. Priority locations were recommended to be identified through HSM Network Screening, Speed Management Action Plan locations, or Road Safety Audit locations. Evaluation criteria were weighted, and each project was scored and ranked. Evaluation criteria included B/C analysis, HSM analysis, fatal and injury crashes, application of systematic improvements, improvement on local roads, and deliverability.

Recommended projects meet eligibility requirements, were selected based on evaluation criteria scoring, and demonstrate a significant potential safety return for the cost, within the current available funding. Carryover projects were approved in prior rounds of funding, or separately by the Program Management Committee (PMC) which is the central decision-making body for transportation improvement projects within PennDOT and was structured to cover impacts of changes to the capital funds program. Projects not recommended for funding will remain as candidate proposals to be considered as regional or Set-aside program funds become available. FHWA has reviewed and concurs with the proposed program of projects. The HSIP Set-aside continually monitored by Central Office CPDM and Bureau of Maintenance and Operations staff to maximize funding and project delivery. A list of 2021 Draft HSIP Set-aside Program projects is included with this document.

Transportation Alternatives Set-aside (TAP) – The Transportation Alternatives Set-aside of the Surface Transportation Block Grant Program (TA Set-aside) provides \$25 million a year for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.

The Fixing America's Surface Transportation (FAST) Act further sub-allocates TA Set-aside funding based upon population. Funds available for any area of the state, urban areas with populations of 5,001 to 200,000 and areas with population of 5,000 or less are centrally managed by PennDOT. PennDOT Central Office, with coordination and input from PennDOT Districts and MPOs/RPOs, selects projects through a statewide competitive application process. Projects are evaluated using PennDOT's Core Principles, which are found in [Design Manual 1](#). These Principles encourage transportation investments that are tailored to important local factors, including land use, financial concerns, and overall community context. Project deliverability, safety, and the ability to support EJ principles and enhance local or regional mobility are also considered during project evaluation. The planning and programming responsibilities for these TA Set-aside funds are handled by PennDOT CPDM and funding is fiscally constrained to an annual funding level by Financial Guidance.

Selected projects are added to regional TIPs utilizing a Statewide Line Item to maintain fiscal constraint. Projects selected under previous application rounds without regular obligation or with AC obligation will be carried over from the current Program. The balance of funds from any carryover projects will remain in a Statewide Line Item on the Statewide Program until there is a new or continuing Federal Authorization that includes updated provisions for the program. Additional information about the TA Set-aside can be found on PennDOT's [TA Set-aside Funding Site](#).

A separate regional allocation of funding is available for urbanized areas with populations over 200,000. These funds are available for MPOs to administer competitive applications rounds to select eligible projects for inclusion on their regional TIPs. Funding is fiscally constrained based on annual funding amounts provided in Financial Guidance. The MPOs/RPOs will coordinate with the PennDOT CPDM TA Set-aside state coordinator prior to initiating a project selection round.

Transportation Infrastructure Investment Fund (TIIF) – \$25 million per year in state highway capital funds is made available for improvements to eligible state-owned transportation facilities associated with economic development opportunities (designated as e581 on the TIPs). Project funding is authorized by the Governor of Pennsylvania through the office of the Secretary of the Department of Community and Economic Development (DCEd). DCEd works closely with PennDOT and the office of

the Deputy Secretary for Planning to ensure project eligibility. Approved projects are administered in cooperation with PennDOT Districts and CPDM and programmed on regional TIPs. A list of 2021 Draft TIF Program projects is included with this document.

Secretary's Discretionary (Spike) Reserves – Financial Guidance includes a Set-aside of several types of highway funding reserved for the Secretary of Transportation's discretion, commonly referred as "Spike". The Secretary's Spike funding is fiscally constrained to an annual funding level provided by Financial Guidance. The Spike funding planning and programming responsibilities are handled by PennDOT CPDM, based on direction provided from the Secretary.

Historically, the Secretary of Transportation has selected projects to receive Spike funding to offset the impact of high-cost projects, implement special initiatives, or advance statewide priority projects. The Spike funding decisions typically continue previous Spike commitments, with any new project selections aligning with the Department's strategic direction and investment goals. Selected Spike projects are included in regional TIPs or the Interstate Management TIP, utilizing Reserve Line Items from the STWD Items TIP to maintain overall STIP fiscal constraint. Spike projects are indicated with a lower-case "s" before the fund code (ex. sNHPP).

Transportation Systems Management and Operations (TSMO) – TSMO is a set-aside from the Spike funds with a focus on ensuring a high-quality, well-functioning intelligent transportation system. Promotes and supports implementation of TSMO strategies to resolve key mobility and safety issues. Application period was from November 1, 2019 through December 13, 2019. The first approved project was the Central Office application for the continuation of the INRIX data as this is a statewide effort with the data available and used by all of the Regional Traffic Management Centers (RTMCs/TMCs) for their traffic operation efforts. Secondly, we approved all applications pertaining to the replacement of antiquated ITS devices, as this continues to be our primary mission. We believe that we must bring the existing ITS infrastructure to today's standards so that we may develop a plan to replace devices based upon their life-cycle.

Next, we focused our attention to non-interstate projects as we are trying to promote more local projects with the MPO/RPOs. The remaining funds were distributed based on the following priorities: 1. TSMO Efforts; 2. New Devices; and 3. Communications.

Selected projects were shared with FHWA on January 15, 2020. Selected projects were shared with MPO/RPOs and Districts on February 6, 2020.

The Statewide TIP will be included with regional TIP public comment periods. Upon approval of the STIP, Statewide projects and initiatives will be monitored and managed based on scope changes and project schedules. Statewide Items project lists are included below.

**2021 STATEWIDE ITEMS TRANSPORTATION
IMPROVEMENT PROGRAM PROJECT LIST**

**2021 STATEWIDE ITEMS TRANSPORTATION
IMPROVEMENT PROGRAM PUBLIC
NARRATIVE REPORT**

Central Office

PennDOT Project Id: 10

Project Administrator: PENNDOT
Improvement Type: Administration
Municipality:

Title: DBE Supportive Services
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide

Project Description: Funding for PennDOT's Bureau of Equal Opportunity Disadvantaged Business Enterprise Supportive Services.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	DBE	\$676	\$676	\$676	\$676	\$1,690	\$169
Construction	581	\$169	\$169	\$169	\$169	\$1,690	\$676
Federal:		\$676	\$676	\$676	\$676	\$1690	\$169
State:		\$169	\$169	\$169	\$169	\$1690	\$676
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$845	\$845	\$845	\$845	\$3,380	\$845
Total FFY 2021-2032 Cost		\$7,605					

PennDOT Project Id: 59763

Project Administrator: PennDOT
Improvement Type: Transit System Improvement
Municipality:

Title: Transit Flex Reserve
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide

Project Description: Statewide reserve of funds available for transfer (flex) to Transit. Pennsylvania Act 3 of 1997 provides that \$25 million per year of Federal highway funding will be flexed to transit agencies to fund transit projects. \$17,083,000 of this is flexed directly to Southeastern Pennsylvania Transportation Authority (SEPTA), and \$6,172,200 is flexed directly to the Port Authority of Allegheny CO. The remaining funds are held in the Transit Flex Reserve to fund projects as determined by the Pennsylvania Public Transit Association (PPTA).

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	STP	\$1,745	\$1,745	\$1,745	\$1,745	\$6,979	\$6,979
Federal:		\$1745	\$1745	\$1745	\$1745	\$6979	\$6979
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$1,745	\$1,745	\$1,745	\$1,745	\$6,979	\$6,979
Total FFY 2021-2032 Cost		\$20,938					

PennDOT Project Id: 60469

Project Administrator: PennDOT
Improvement Type: Miscellaneous
Municipality:

Title: TIIF Reserve
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide

Project Description: Transportation Infrastructure Investment Fund - \$25 million per year in Highway Capital state funds for eligible transportation improvements associated with economic development opportunities. Approvals to utilize this funding is at the discretion of the Governor's office and PennDOT Executive Leadership.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	581	\$16,590	\$5,402	\$14,978	\$21,225	\$100,000	\$100,000
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$16590	\$5402	\$14978	\$21225	\$100000	\$100000
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$16,590	\$5,402	\$14,978	\$21,225	\$100,000	\$100,000
Total FFY 2021-2032 Cost		\$258,195					

PennDOT Project Id: 60560

Project Administrator: PennDOT

Title: TAP Reserve

Improvement Type: Transportation Enhancement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Statewide Reserve of funds for Transportation Alternatives Program (TAP) projects.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	TAP	\$523	\$305	\$6,313	\$18,309	\$73,236	\$73,236
	Federal:	\$523	\$305	\$6313	\$18309	\$73236	\$73236
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$523	\$305	\$6,313	\$18,309	\$73,236	\$73,236
Total FFY 2021-2032 Cost		\$171,922					

PennDOT Project Id: 74548

Project Administrator: PennDOT

Title: Pooled Fund Studies LI

Improvement Type: Research

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: PennDOT's contribution to the Federal Transportation Pooled Fund program. More information on the program can be found at <http://www.pooledfund.org/>.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Planning/Research/Adminis	SPR	\$500	\$500	\$500	\$500	\$2,000	\$2,000
	Federal:	\$500	\$500	\$500	\$500	\$2000	\$2000
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$500	\$500	\$500	\$500	\$2,000	\$2,000
Total FFY 2021-2032 Cost		\$6,000					

PennDOT Project Id: 77786

Project Administrator: PennDOT
Improvement Type: Restoration
Municipality:

Title: State Highway Reserve
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide

Project Description: State Highway Reserve

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	581	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$100,000
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$25000	\$25000	\$25000	\$25000	\$100000	\$100000
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$100,000
Total FFY 2021-2032 Cost		\$300,000					

PennDOT Project Id: 82335

Project Administrator: PennDOT
Improvement Type: Miscellaneous
Municipality:

Title: State Bridge Reserve
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide

Project Description: State Bridge Reserve

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	185	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$100,000
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$25000	\$25000	\$25000	\$25000	\$100000	\$100000
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$100,000
Total FFY 2021-2032 Cost		\$300,000					

PennDOT Project Id: 84337

Project Administrator: PennDOT
Improvement Type: Miscellaneous
Municipality:

Title: State (15%) Reserve
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide

Project Description: Statewide Reserve for the Secretary's discretionary funding (spike).

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	581	\$0	\$721	\$94	\$0	\$362	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$721	\$94	\$0	\$362	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$721	\$94	\$0	\$362	\$0
Total FFY 2021-2032 Cost		\$1,177					

PennDOT Project Id: 84371

Project Administrator: PennDOT
Improvement Type: Administration
Municipality:

Title: Bridg Insp Training LI
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide - Bridges

Project Description: Statewide funding for bridge inspection training.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	STP	\$480	\$480	\$480	\$480	\$1,920	\$1,920
Construction	582	\$120	\$120	\$120	\$120	\$480	\$480
	Federal:	\$480	\$480	\$480	\$480	\$1920	\$1920
	State:	\$120	\$120	\$120	\$120	\$480	\$480
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$600	\$600	\$600	\$600	\$2,400	\$2,400
Total FFY 2021-2032 Cost		\$7,200					

PennDOT Project Id: 84372

Project Administrator: PennDOT
Improvement Type: Miscellaneous
Municipality:

Title: Federal SRTS Reserve
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide

Project Description: Federal Safe Routes to School Reserve.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	SRTSF	\$1,500	\$1,500	\$1,500	\$1,500	\$0	\$0
	Federal:	\$1500	\$1500	\$1500	\$1500	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,500	\$1,500	\$1,500	\$1,500	\$0	\$0
Total FFY 2021-2032 Cost		\$6,000					

PennDOT Project Id: 87583

Project Administrator: PennDOT
Improvement Type: Administration
Municipality:

Title: Env Rev US Army Corps
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide - Environmental Review

Project Description: State Contract with US Army Corps Engineers for environmental reviews..

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	STP	\$520	\$520	\$520	\$520	\$2,080	\$2,080
Preliminary Engineering	581	\$130	\$130	\$130	\$130	\$520	\$520
Federal:		\$520	\$520	\$520	\$520	\$2080	\$2080
State:		\$130	\$130	\$130	\$130	\$520	\$520
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$650	\$650	\$650	\$650	\$2,600	\$2,600
Total FFY 2021-2032 Cost		\$7,800					

PennDOT Project Id: 87584

Project Administrator: PennDOT
Improvement Type: Administration
Municipality:

Title: Env Rev US F&WS
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide - Environmental Review

Project Description: State Contract with US Fish and Wildlife Service for environmental reviews..

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	STP	\$281	\$290	\$298	\$298	\$1,193	\$1,193
Preliminary Engineering	581	\$70	\$72	\$75	\$75	\$298	\$298
Federal:		\$281	\$290	\$298	\$298	\$1193	\$1193
State:		\$70	\$72	\$75	\$75	\$298	\$298
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$351	\$362	\$373	\$373	\$1,491	\$1,491
Total FFY 2021-2032 Cost		\$4,441					

PennDOT Project Id: 87585

Project Administrator: PennDOT
Improvement Type: Administration
Municipality:

Title: Env Rev PHMC
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide - Environmental Review

Project Description: State Contract with PA Historic and Museum Commission for environmental reviews..

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	STP	\$287	\$295	\$304	\$304	\$1,217	\$1,217
Preliminary Engineering	581	\$72	\$74	\$76	\$76	\$304	\$304
Federal:		\$287	\$295	\$304	\$304	\$1217	\$1217
State:		\$72	\$74	\$76	\$76	\$304	\$304
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$359	\$369	\$380	\$380	\$1,521	\$1,521
Total FFY 2021-2032 Cost		\$4,530					

PennDOT Project Id: 87586

Project Administrator: PennDOT
Improvement Type: Administration
Municipality:

Title: Env Rev PA Fish/Boat
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide - Environmental Review

Project Description: State Contract with PA Fish and Boat Commission for environmental reviews.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	STP	\$183	\$188	\$194	\$194	\$775	\$775
Preliminary Engineering	581	\$46	\$47	\$48	\$48	\$194	\$194
Federal:		\$183	\$188	\$194	\$194	\$775	\$775
State:		\$46	\$47	\$48	\$48	\$194	\$194
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$229	\$235	\$242	\$242	\$969	\$969
Total FFY 2021-2032 Cost		\$2,886					

PennDOT Project Id: 87587

Project Administrator: PennDOT
Improvement Type: Administration
Municipality:

Title: Env Rev PA Game Comm
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide - Environmental Review

Project Description: State Contract with PA Game Commission for environmental review

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	STP	\$64	\$64	\$64	\$64	\$255	\$255
Preliminary Engineering	581	\$16	\$16	\$16	\$16	\$64	\$64
Federal:		\$64	\$64	\$64	\$64	\$255	\$255
State:		\$16	\$16	\$16	\$16	\$64	\$64
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$80	\$80	\$80	\$80	\$319	\$319
Total FFY 2021-2032 Cost		\$958					

PennDOT Project Id: 87588

Project Administrator: PennDOT
Improvement Type: Administration
Municipality:

Title: Env Rev PA DEP
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide - Environmental Review

Project Description: State Contract with PA Department of Environmental Protection for environmental reviews.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	STP	\$1,189	\$1,224	\$1,261	\$1,261	\$5,044	\$5,044
Preliminary Engineering	581	\$297	\$306	\$315	\$315	\$1,261	\$1,261
Federal:		\$1189	\$1224	\$1261	\$1261	\$5044	\$5044
State:		\$297	\$306	\$315	\$315	\$1261	\$1261
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$1,486	\$1,530	\$1,576	\$1,576	\$6,305	\$6,305
Total FFY 2021-2032 Cost		\$18,778					

PennDOT Project Id: 88614

Project Administrator: PennDOT
Improvement Type: Bridge Preservation Activities
Municipality:

Title: 179 Fund Closeout
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide

Project Description: Line item for close out of carryover appropriation 179 (Act 26) funds. Funds are to replace 5% Local share for county owned bridge projects in disadvantaged counties in the Commonwealth.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	179	\$250	\$250	\$250	\$250	\$1,000	\$1,000
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$250	\$250	\$250	\$250	\$1000	\$1000
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$250	\$250	\$250	\$250	\$1,000	\$1,000
Total FFY 2021-2032 Cost		\$3,000					

PennDOT Project Id: 91407

Project Administrator: PennDOT
Improvement Type: Administration
Municipality:

Title: Env Rev PA DCNR
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide - Environmental Review

Project Description: State Contract with PA Department of Conservation and Natural Resources for environmental reviews.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	STP	\$98	\$101	\$104	\$104	\$414	\$414
Preliminary Engineering	581	\$24	\$25	\$26	\$26	\$104	\$104
Federal:		\$98	\$101	\$104	\$104	\$414	\$414
State:		\$24	\$25	\$26	\$26	\$104	\$104
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$122	\$126	\$130	\$130	\$518	\$518
Total FFY 2021-2032 Cost		\$1,544					

PennDOT Project Id: 94921

Project Administrator: PennDOT
Improvement Type: Administration
Municipality:

Title: State Inventory/Inspect
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide - Bridges

Project Description: Statewide funding for the inventory and inspection of walls and signs on and off the Federal-aid System (based on two-year cycle inspections).

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	STP	\$1,920	\$1,920	\$1,920	\$1,920	\$7,680	\$7,680
Final Design	582	\$480	\$480	\$480	\$480	\$1,920	\$1,920
Federal:		\$1920	\$1920	\$1920	\$1920	\$7680	\$7680
State:		\$480	\$480	\$480	\$480	\$1920	\$1920
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$2,400	\$2,400	\$2,400	\$2,400	\$9,600	\$9,600
Total FFY 2021-2032 Cost		\$28,800					

PennDOT Project Id: 101924

Project Administrator: PennDOT
Improvement Type: Planning
Municipality:

Title: Planning Reserve
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide

Project Description: Statewide reserve for Statewide Planning & Research (SPR) funds.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Planning/Research/Adminis	SPR	\$64,272	\$66,844	\$69,517	\$72,298	\$289,192	\$289,192
Planning/Research/Adminis	581	\$8,034	\$8,355	\$8,690	\$9,037	\$36,148	\$36,148
Planning/Research/Adminis	LOC	\$8,034	\$8,355	\$8,690	\$9,037	\$36,148	\$36,148
Federal:		\$64272	\$66844	\$69517	\$72298	\$289192	\$289192
State:		\$8034	\$8355	\$8690	\$9037	\$36148	\$36148
Local/Other:		\$8034	\$8355	\$8690	\$9037	\$36148	\$36148
Period Totals:		\$80,340	\$83,554	\$86,897	\$90,372	\$361,488	\$361,488
Total FFY 2021-2032 Cost		\$1,064,139					

PennDOT Project Id: 101969

Project Administrator: PennDOT

Improvement Type: Safety Improvement

Municipality:

Title: HSIP Set Aside Reserve

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Statewide Reserve for Highway Safety Improvement Program (HSIP) funds. The funds are used to advance statewide low-cost, systematic safety improvements.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	HSIP	\$0	\$0	\$27,354	\$35,000	\$140,000	\$140,000
	Federal:	\$0	\$0	\$27354	\$35000	\$140000	\$140000
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$27,354	\$35,000	\$140,000	\$140,000
Total FFY 2021-2032 Cost		\$342,354					

PennDOT Project Id: 102620

Project Administrator: PennDOT

Improvement Type: Miscellaneous

Municipality:

Title: STP Reserve

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Statewide reserve for discretionary Surface Transportation Program (STP) funds.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	STP	\$400	\$0	\$0	\$0	\$363	\$0
	Federal:	\$400	\$0	\$0	\$0	\$363	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$400	\$0	\$0	\$0	\$363	\$0
Total FFY 2021-2032 Cost		\$763					

PennDOT Project Id: 102623

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality:

Title: RBR Reserve

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Statewide reserve for contingencies related to PennDOT's Public, Private, Partnership (P3) Rapid Bridge Replacement (RBR) project.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	581	\$2,500	\$2,500	\$2,500	\$2,500	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$2500	\$2500	\$2500	\$2500	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$2,500	\$2,500	\$2,500	\$2,500	\$0	\$0
Total FFY 2021-2032 Cost		\$10,000					

PennDOT Project Id: 102893

Project Administrator: PennDOT

Title: Multimodal Reserve

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Statewide reserve for PennDOT's Multimodal Transportation funds.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	411	\$78,792	\$80,344	\$80,344	\$81,958	\$334,612	\$348,861
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$78792	\$80344	\$80344	\$81958	\$334612	\$348861
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$78,792	\$80,344	\$80,344	\$81,958	\$334,612	\$348,861
Total FFY 2021-2032 Cost		\$1,004,911					

PennDOT Project Id: 104411

Project Administrator: PennDOT

Title: T1IF Oversight and Mngmt

Improvement Type: Administration

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Statewide funding to support the oversight and management of approved Transportation Infrastructure Investment Fund (T1IF) projects.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$3,400	\$3,400	\$3,400	\$3,400	\$13,600	\$13,600
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$3400	\$3400	\$3400	\$3400	\$13600	\$13600
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$3,400	\$3,400	\$3,400	\$3,400	\$13,600	\$13,600
Total FFY 2021-2032 Cost		\$40,800					

PennDOT Project Id: 104412

Project Administrator: PennDOT
Improvement Type: Administration
Municipality:

Title: TAP Oversight & Mngmt
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide

Project Description: Statewide funding to support the oversight and management of approved Statewide Transportation Alternatives Program (TAP) projects.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	STP	\$2,000	\$2,000	\$2,000	\$2,000	\$8,000	\$8,000
	Federal:	\$2000	\$2000	\$2000	\$2000	\$8000	\$8000
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$2,000	\$2,000	\$2,000	\$2,000	\$8,000	\$8,000
Total FFY 2021-2032 Cost		\$24,000					

PennDOT Project Id: 106136

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality:

Title: P3 RBR Payments
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/30/18

Actual Construction Bid Date: 1/30/18
Location: Statewide

Project Description: Milestone and availability payments for PennDOT's Public, Private Partnership (P3) Rapid Bridge Replacement (RBR) project.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	185	\$30,915	\$31,025	\$31,115	\$31,225	\$94,240	\$63,735
Construction	581	\$30,915	\$31,025	\$31,115	\$31,225	\$94,240	\$63,735
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$61830	\$62050	\$62230	\$62450	\$188480	\$127470
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$61,830	\$62,050	\$62,230	\$62,450	\$188,480	\$127,470
Total FFY 2021-2032 Cost		\$564,510					

PennDOT Project Id: 106544

Project Administrator: PennDOT
Improvement Type: Administration
Municipality:

Title: Municipal Safety LTAP
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:
Location: Statewide

Project Description: Local Technical Assistance Program (LTAP) contract tasks for PennDOT Directed Technical Assistance and Local Safe Roads Program for delivery of local road low-cost safety improvements.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	HSIP	\$404	\$0	\$0	\$0	\$0	\$0
	Federal:	\$404	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$404	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$404					

PennDOT Project Id: 107082

Project Administrator: PennDOT

Title: LTAP Line Item

Improvement Type: Administration

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Statewide reserve for administration of Pennsylvania's Local Technical Assistance Programs (LTAP).

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Planning/Research/Adminis	SPR	\$310	\$310	\$310	\$310	\$1,860	\$0
	Federal:	\$310	\$310	\$310	\$310	\$1860	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$310	\$310	\$310	\$310	\$1,860	\$0
Total FFY 2021-2032 Cost		\$3,100					

PennDOT Project Id: 107087

Project Administrator: PennDOT

Title: DCNR Rec Trails Reserve

Improvement Type: Pedestrian Facilities

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Department of Conservation and Natural Resources (DCNR) Statewide Recreational Trails Program reserve.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	REC	\$1,991	\$1,991	\$1,991	\$1,991	\$0	\$0
Construction	LOC	\$509	\$509	\$509	\$509	\$0	\$0
	Federal:	\$1991	\$1991	\$1991	\$1991	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$509	\$509	\$509	\$509	\$0	\$0
	Period Totals:	\$2,500	\$2,500	\$2,500	\$2,500	\$0	\$0
Total FFY 2021-2032 Cost		\$10,000					

PennDOT Project Id: 110068

Project Administrator: PennDOT

Title: MIRE FDE Local Road Data Collection

Improvement Type: Administration

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE) collection and integration to inventory all public roads in Pennsylvania by Sept. 30, 2026 for use in Highway Safety analysis.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	HSIP	\$2,448	\$552	\$0	\$0	\$0	\$0
	Federal:	\$2448	\$552	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$2,448	\$552	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$3,000					

PennDOT Project Id: 111145

Project Administrator: PennDOT

Title: TSMO Reserve

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Reserve line item for selected statewide TSMO projects.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	STP	\$0	\$20	\$4,375	\$5,000	\$20,000	\$20,000
	Federal:	\$0	\$20	\$4375	\$5000	\$20000	\$20000
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$20	\$4,375	\$5,000	\$20,000	\$20,000
Total FFY 2021-2032 Cost		\$49,395					

PennDOT Project Id: 112699

Project Administrator: PennDOT

Title: INRIX 2019 - 2021

Improvement Type: Traffic Control Center

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide,

Project Description: Purchase of INRIX speed data for statewide traffic operations. This information is required for the travel time messages posted on DMS (Dynamic Message Signs).

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Planning/Research/Adminis	STP	\$693	\$1,025	\$0	\$0	\$0	\$0
	Federal:	\$693	\$1025	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$693	\$1,025	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$1,718					

PennDOT Project Id: 113174

Project Administrator: PennDOT

Title: 2019 SHRP 2 Traff Incdnt Mgmt Responder Training

Improvement Type: Safety Improvement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: 10 Traffic Incident Management Responder training programs

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Planning/Research/Adminis	HSIP	\$32	\$0	\$0	\$0	\$0	\$0
	Federal:	\$32	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$32	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$32					

PennDOT Project Id: 113973

Project Administrator: PennDOT

Title: HSM Analysis Tool Updates & HSIP-IP Report

Improvement Type: Safety Improvement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Upgrades to the Highway Safety Manual (HSM) tool to allow HSIP applicants to perform HSM analysis for HSIP funding applications as required for spot location projects.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Planning/Research/Adminis	HSIP	\$750	\$0	\$0	\$0	\$0	\$0
	Federal:	\$750	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$750	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$750					

PennDOT Project Id: 114113

Project Administrator: PennDOT

Improvement Type: RR Warning Devices

Municipality:

Title: Norfolk Southern Yield Signs

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Yield sign upgrade to 345 Norfolk Southern passive crossing locations statewide.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	RRX	\$300	\$0	\$0	\$0	\$0	\$0
	Federal:	\$300	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$300	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$300					

PennDOT Project Id: 114537

Project Administrator: PennDOT

Improvement Type: Safety Improvement

Municipality:

Title: Norfolk Southern Statewide LED Upgrades

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Purchase of LED lights to upgrade 508 Norfolk Southern crossings statewide.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	RRX	\$638	\$387	\$636	\$0	\$0	\$0
	Federal:	\$638	\$387	\$636	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$638	\$387	\$636	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$1,661					

PennDOT Project Id: 114543

Project Administrator: PennDOT

Improvement Type: Safety Improvement

Municipality:

Title: Norfolk Southern Statewide Circuitry Upgrade

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Purchase of upgraded circuitry equipment for Norfolk Southern crossings statewide.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	RRX	\$0	\$0	\$119	\$713	\$2,395	\$0
	Federal:	\$0	\$0	\$119	\$713	\$2395	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$119	\$713	\$2,395	\$0
Total FFY 2021-2032 Cost		\$3,227					

PennDOT Project Id: 114552

Project Administrator: PennDOT

Title: Historic Truss Bridge Preservation

Improvement Type: Historic Preservation

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Historic Truss Bridge Preservation Line Item

Project Description: Historic Truss Bridge Preservation Line Item

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	STP	\$0	\$0	\$1,000	\$1,000	\$8,000	\$8,000
	Federal:	\$0	\$0	\$1000	\$1000	\$8000	\$8000
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$1,000	\$1,000	\$8,000	\$8,000
Total FFY 2021-2032 Cost		\$18,000					

PennDOT Project Id: 114961

Project Administrator: PennDOT

Title: State Bridge Inspection

Improvement Type: Administration

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Statewide inventory and inspection of state on and off the Federal-aid System (based on two-year cycle inspections).

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$24,400	\$25,132	\$25,886	\$26,663	\$106,652	\$106,652
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$24400	\$25132	\$25886	\$26663	\$106652	\$106652
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$24,400	\$25,132	\$25,886	\$26,663	\$106,652	\$106,652
Total FFY 2021-2032 Cost		\$315,385					

PennDOT Project Id: 114973

Project Administrator: PennDOT

Improvement Type: Administration

Municipality:

Title: Local Bridge Inspection

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Statewide

Project Description: Statewide funding for the inventory and inspection of locally owned bridges (based on two-year cycle inspections). The inspection of local bridges performed by state forces per Act 10-A of 1986.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	NHPP	\$2,800	\$3,640	\$4,732	\$6,152	\$24,608	\$24,608
Final Design	STP	\$2,800	\$3,640	\$4,732	\$6,152	\$24,608	\$24,608
Final Design	PRIV	\$1,400	\$1,820	\$2,366	\$3,076	\$12,304	\$12,304
Federal:		\$5600	\$7280	\$9464	\$12304	\$49216	\$49216
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$1400	\$1820	\$2366	\$3076	\$12304	\$12304
Period Totals:		\$7,000	\$9,100	\$11,830	\$15,380	\$61,520	\$61,520
Total FFY 2021-2032 Cost		\$166,350					

Fund Category Appendix

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

**2021 STATEWIDE ITEMS TWELVE
YEAR PROGRAM PROJECT LIST**

**2021 TRANSPORTATION INFRASTRUCTURE
INVESTMENT FUND (TIIF)
PROJECT LIST**

2021 Transportation Infrastructure Investment Fund (TIIF) projects

Dist	County	Planning Partner	Project	Title	Phase	2021 Tot	2022 Tot	2023 Tot	2024 Tot	2025 Tot	2026 Tot	2027 Tot	2028 Tot	2029-32 Tot	Total
1	Erie	Erie	108952	Central Bayfront Parkway Multimodal	CON	0	10,000,000	5,000,000	0	0	0	0	0	0	15,000,000
2	Elk	North Central	113951	City of St.Mary's SR 120 Connector	FD	145,000	0	0	0	0	0	0	0	0	145,000
2	Elk	North Central	113951	City of St.Mary's SR 120 Connector	UTL	35,000	0	0	0	0	0	0	0	0	35,000
2	Elk	North Central	113951	City of St.Mary's SR 120 Connector	ROW	330,000	0	0	0	0	0	0	0	0	330,000
2	Elk	North Central	113951	City of St.Mary's SR 120 Connector	CON	0	2,721,624	0	0	0	0	0	0	0	2,721,624
3	Lycoming	Williamsport	98166	Fairfield Crossing	CON	1,950,000	1,000,000	0	0	0	0	0	0	0	2,950,000
4	Lackawanna	Scranton/W-B	113723	Roadway Improvements SR 632	CON	0	0	0	2,275,000	0	0	0	0	0	2,275,000
4	Lackawanna	Scranton/W-B	113723	Roadway Improvements SR 632	FD	0	225,000	0	0	0	0	0	0	0	225,000
4	Lackawanna	Scranton/W-B	113723	Roadway Improvements SR 632	UTL	0	50,000	0	0	0	0	0	0	0	50,000
4	Lackawanna	Scranton/W-B	113723	Roadway Improvements SR 632	ROW	0	100,000	0	0	0	0	0	0	0	100,000
5	Northampton	Lehigh Valley	112129	Amazon Offsite Improvements	CON	2,500,000	2,500,000	0	0	0	0	0	0	0	5,000,000
6	Chester	DVRPC	111761	US 30 Bus Gateway Imp	CON	1,200,000	0	0	0	0	0	0	0	0	1,200,000
6	Delaware	DVRPC	103734	Town Center at Marple Preserve TIIF	CON	0	0	1,500,000	1,500,000	0	0	0	0	0	3,000,000
6	Delaware	DVRPC	111762	PA 3: Ellis to St Albans(C)	CON	2,000,000	0	0	0	0	0	0	0	0	2,000,000
8	Dauphin	Harrisburg	111750	Hershey West End Roadway	CON	0	1,500,000	1,500,000	0	0	0	0	0	0	3,000,000
8	Lancaster	Lancaster	113877	SR 272 and SR 8032 Improvements	CON	0	800,000	800,000	0	0	0	0	0	0	1,600,000
10	Indiana	SPC	111796	Indian Springs Road/Rustic Lodge Road Intersection	CON	0	0	1,221,905	0	0	0	0	0	0	1,221,905
10	Indiana	SPC	111796	Indian Springs Road/Rustic Lodge Road Intersection	UTL	0	87,613	0	0	0	0	0	0	0	87,613
10	Indiana	SPC	111796	Indian Springs Road/Rustic Lodge Road Intersection	ROW	0	175,226	0	0	0	0	0	0	0	175,226
10	Indiana	SPC	111796	Indian Springs Road/Rustic Lodge Road Intersection	PE	250,000	0	0	0	0	0	0	0	0	250,000
12	Fayette	SPC	112312	Dunbar Business Park Trans Impvmts	CON	0	438,416	0	0	0	0	0	0	0	438,416
99	Central Office	STWD Items	60469	TIIF Reserve	CON	16,590,000	5,402,121	14,978,095	21,225,000	25,000,000	25,000,000	25,000,000	25,000,000	100,000,000	258,195,216
					total	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	100,000,000	300,000,000

**2021 RAIL-HIGHWAY CROSSING
(RRX) PROJECT LIST**

2021 Rail-Highway Crossing (RRX) Program

Dist	County	Planning Partner	Project	Title	Phase	2021 Tot	2022 Tot	2023 Tot	2024 Tot	2025 Tot	2026 Tot	2027 Tot	2028 Tot	2029-32 Tot	Total
1	Crawford	Northwest	106162	Mt Pleasant Rd RR Crossing	CON	118,500	200,000	0	0	0	0	0	0	0	318,500
1	Crawford	Northwest	111140	Mead Ave RR Crossing	CON	0	0	100,000	150,000	0	0	0	0	0	250,000
1	Crawford	Northwest	113216	Shaw's Landing RRX	CON	0	250,000	125,000	0	0	0	0	0	0	375,000
1	Erie	Erie	111147	Huntley Road RR Crossing	CON	0	150,000	200,000	0	0	0	0	0	0	350,000
1	Erie	Erie	113215	Bayfront Parkway RRX	CON	0	400,000	400,000	500,000	0	0	0	0	0	2,600,000
1	Erie	Erie	114480	Norfolk Southern Erie County Circuitry Upgrade	CON	0	129,000	500,000	500,000	0	0	0	0	0	1,129,000
1	Mercer	SVTS	106281	Bessemer & Lake Erie RR Corridor	CON	0	0	0	0	500,000	500,000	0	0	0	1,000,000
1	Venango	Northwest	113217	13th Street Franklin RRX	CON	0	250,000	250,000	0	0	0	0	0	0	500,000
2	Centre	Centre	113890	Struble Rd RR Warn Device	CON	200,000	175,000	0	0	0	0	0	0	0	375,000
2	Centre	Centre	114006	High St Circuitry Upgrade	CON	300,000	100,000	0	0	0	0	0	0	0	800,000
2	Clearfield	North Central	93329	Philipsburg Add Center Ln	CON	350,000	0	0	0	0	0	0	0	0	828,000
2	Clearfield	North Central	110875	Cooper Rd, RR Warn Device	CON	0	0	100,000	150,000	0	0	0	0	0	500,000
2	Clearfield	North Central	110876	SR 219, Main St, RR Warn Devices	CON	0	0	0	250,000	0	0	0	0	0	500,000
2	Clearfield	North Central	114046	Liberty Blvd RR Device Upgrade	CON	0	300,000	400,000	0	0	0	0	0	0	700,000
2	Clinton	SEDA-COG	111078	Spook Hollow RR Warning Device	CON	150,000	150,000	0	0	0	0	0	0	0	600,000
2	Elk	North Central	110879	Stony Hill Rd, RR Warn Devices	CON	250,000	0	0	0	0	0	0	0	0	500,000
2	Juniata	SEDA-COG	111074	River Road RR Warning Device	CON	150,000	150,000	0	0	0	0	0	0	0	800,528
2	McKean	North Central	102728	Owens Hwy RR Warning Dev	CON	175,000	0	0	0	0	0	0	0	0	350,000
2	McKean	North Central	111079	WNYPA Corridor RR Warning Device	CON	844,236	862,095	0	0	0	0	0	0	0	3,469,549
2	Mifflin	SEDA-COG	112195	Juniata Street RR Warn Dev	CON	350,000	0	0	0	0	0	0	0	0	700,000
3	Columbia	SEDA-COG	110889	NSHR Corridor RRX	CON	394,999	0	0	0	0	0	0	0	0	1,789,998
3	Lycoming	Williamsport	112607	Lycoming & Centre Cntys RRX Imps	CON	400,000	400,000	0	0	0	0	0	0	0	1,600,000
4	Lackawanna	Scranton/W-B	106131	SR 3014 Dalton Street Railroad Lights /Gates	CON	0	0	0	300,000	0	0	0	0	0	300,000
4	Lackawanna	Scranton/W-B	106134	SR 3017 Main Street Railroad Lights /Gates	CON	0	0	0	300,000	0	0	0	0	0	300,000
4	Lackawanna	Scranton/W-B	111112	Archbald Corridor	CON	0	79,000	300,000	250,000	0	0	0	0	0	629,000
4	Luzerne	Scranton/W-B	103196	CP Pittston / Dupont Corridor	CON	500,000	477,505	0	0	0	0	0	0	0	1,877,505
4	Luzerne	Scranton/W-B	106127	SR 2027 McAlpine Street over Mill Creek	CON	0	0	300,000	0	0	0	0	0	0	300,000
4	Luzerne	Scranton/W-B	106130	SR 2031 Stephenson Street Railroad Lights /Gates	CON	135,000	0	0	0	0	0	0	0	0	341,000
4	Luzerne	Scranton/W-B	106324	Commerce Boulevard Crossing	CON	0	0	50,000	250,000	0	0	0	0	0	300,000
4	Luzerne	Scranton/W-B	111134	C and H Corridor	CON	0	0	0	50,000	450,000	0	0	0	0	500,000
5	Berks	Reading	106140	Reading NS RRX Corridor	CON	0	0	0	0	300,000	292,018	0	0	0	592,018
5	Lehigh	Lehigh Valley	102868	Ruppsville Rd	CON	0	270,200	0	0	0	0	0	0	0	270,200
5	Lehigh	Lehigh Valley	102870	Penn Ave Alburdis RRX	CON	0	0	281,377	0	0	0	0	0	0	281,377
5	Lehigh	Lehigh Valley	102979	Canal Rd Allentown RRX	CON	0	0	350,000	0	0	0	0	0	0	350,000
5	Lehigh	Lehigh Valley	106142	Union Street RR Upgrade	CON	150,000	100,000	0	0	0	0	0	0	0	496,500
5	Monroe	NEPA	109712	Summit Avenue RRXing Upgrade	CON	240,000	0	0	0	0	0	0	0	0	480,000
5	Northampton	Lehigh Valley	98094	Broad St Nazareth RRX	CON	0	32,423	350,000	350,000	0	0	0	0	0	732,423
5	Northampton	Lehigh Valley	102864	Bethlehem Corr. Safety	CON	0	0	660,000	500,000	0	0	0	0	0	1,160,000
5	Northampton	Lehigh Valley	102869	SR 512 (Midway Street) NS RRX	CON	0	0	0	0	0	284,109	0	0	0	284,109

2021 Rail-Highway Crossing (RRX) Program

Dist	County	Planning Partner	Project	Title	Phase	2021 Tot	2022 Tot	2023 Tot	2024 Tot	2025 Tot	2026 Tot	2027 Tot	2028 Tot	2029-32 Tot	Total
6	Bucks	DVRPC	36475	Mill St. Grade Xing	CON	0	0	0	230,000	0	0	0	0	0	230,000
6	Delaware	DVRPC	103217	Main Street Darby Boro.	CON	0	0	70,149	298,851	0	0	0	0	0	369,000
6	Delaware	DVRPC	113251	Highland Ave. Railroad Preemption	CON	0	0	0	200,000	0	0	0	0	0	200,000
6	Montgomery	DVRPC	106326	Union Street Grade X-ing	CON	20,000	0	0	0	0	0	0	0	0	320,000
6	Montgomery	DVRPC	111129	Cannon Ave. Grade Xing	CON	0	0	10,000	300,000	0	0	0	0	0	310,000
8	Franklin	Franklin	102974	South Third St Crossing	CON	2,000	0	0	0	0	0	0	0	0	2,000
8	Lancaster	Lancaster	114225	New Holland Borough Crossings	CON	0	500,000	500,000	500,000	525,000	0	0	0	0	2,025,000
8	York	York	114226	Hokes Mill Road Crossing	CON	0	225,000	200,000	0	0	0	0	0	0	425,000
9	Blair	Altoona	106320	Church Street Railroad Grade Xing	CON	0	309,270	300,000	0	0	0	0	0	0	609,270
9	Cambria	Johnstown	110459	Bedford St Grade Crossing Impr	CON	206,367	300,000	0	0	0	0	0	0	0	1,012,734
9	Somerset	S. Alleghenies	103035	CSX Grade Xing Improvemnt	CON	0	0	0	0	1,000,000	1,760,000	0	0	0	2,760,000
9	Somerset	S. Alleghenies	106261	Windber Borough 15th St Grade Crossing	CON	0	0	0	50,000	150,000	0	0	0	0	200,000
9	Somerset	S. Alleghenies	106262	Somerset Ave Grade Crossing	CON	0	0	0	50,000	200,000	0	0	0	0	250,000
9	Somerset	S. Alleghenies	106263	Mount Davis Road Grade Crossing	CON	0	0	0	25,100	200,000	0	0	0	0	225,100
10	Butler	SPC	105574	Zelienople Railroad Corridor	CON	0	0	0	0	677,500	0	0	0	0	677,500
10	Butler	SPC	110766	Maple Avenue Crossing	CON	0	50,000	200,000	0	0	0	0	0	0	250,000
10	Jefferson	North Central	105576	Rikers Road Crossing	CON	0	0	0	225,200	0	0	0	0	0	225,200
10	Jefferson	North Central	109387	South Park Street Crossing	CON	0	0	0	50,000	150,000	0	0	0	0	200,000
10	Jefferson	North Central	110767	Mitchell Avenue Crossing	CON	0	50,000	200,000	0	0	0	0	0	0	250,000
11	Allegheny	SPC	106073	McElheny Road Crossing (AVRR)	CON	248,000	0	0	0	0	0	0	0	0	496,000
11	Allegheny	SPC	108118	Bridge Street RR Etna (NS)	CON	370,946	199,054	0	0	0	0	0	0	0	1,010,000
11	Beaver	SPC	106078	NS RR Crossings in Darlington and Big Beaver	CON	0	0	0	100,000	500,000	0	0	0	0	600,000
12	Fayette	SPC	106060	Dawson Corridor	CON	0	300,000	350,000	250,000	0	0	0	0	0	1,800,000
12	Washington	SPC	103187	Besco St. Grade Crossing	CON	0	0	0	0	0	328,000	0	0	0	328,000
12	Washington	SPC	106063	Elco Corridor	CON	0	0	0	0	150,000	500,000	0	0	0	650,000
12	Washington	SPC	112651	Maple Glenn Road and PA 88 RRX	CON	358,357	400,000	0	0	0	0	0	0	0	1,516,714
12	Westmoreland	SPC	103190	Vine Street Grade Xing	CON	0	0	0	0	0	337,700	0	0	0	337,700
12	Westmoreland	SPC	110463	Hillis Street Grade Crossing	CON	345,000	0	0	0	0	0	0	0	0	690,000
12	Westmoreland	SPC	113267	New Kensington Cooridor	CON	0	0	244,415	653,878	701,123	744,999	0	0	0	2,344,415
99	Central Office	STWD Items	98255	RRX Reserve	CON	0	0	0	0	0	1,746,460	7,196,000	7,196,000	28,784,000	44,922,460
99	Central Office	STWD Items	114113	Norfolk Southern Yield Signs	CON	300,000	0	0	0	0	0	0	0	0	600,000
99	Central Office	STWD Items	114537	Norfolk Southern Statewide LED Upgrades	CON	637,595	387,453	635,706	0	0	0	0	0	0	1,660,754
99	Central Office	STWD Items	114543	Norfolk Southern Statewide Circuitry Upgrade	CON	0	0	119,353	712,971	1,692,377	702,714	0	0	0	3,227,415
					total	7,196,000	7,196,000	7,196,000	7,196,000	7,196,000	7,196,000	7,196,000	7,196,000	28,784,000	86,352,000

**2021 HIGHWAY SAFETY IMPROVEMENT
PROGRAM (HSIP) SET-ASIDE PROJECT LIST**

2021 HSIP Set-aside Program

Dist	County	Planning Partner	Project	Title	Phase	2021 Tot	2022 Tot	2023 Tot	2024 Tot	2025 Tot	2026 Tot	2027 Tot	2028 Tot	2029-32 Tot	Total
6	Montgomery	DVRPC	110961	Old Skippack Rd. Roundabout	UTL	26,500	0	0	0	0	0	0	0	0	26,500
6	Montgomery	DVRPC	110971	Main St. Safety Improv	CON	491,884	4,281,948	0	0	0	0	0	0	0	4,773,832
6	Montgomery	DVRPC	110971	Main St. Safety Improv	UTL	34,099	0	0	0	0	0	0	0	0	34,099
6	Montgomery	DVRPC	110971	Main St. Safety Improv	ROW	68,198	0	0	0	0	0	0	0	0	68,198
6	Montgomery	DVRPC	114944	Bethlehem Pike Safety Improvements	PE	0	267,000	0	0	0	0	0	0	0	267,000
6	Montgomery	DVRPC	114944	Bethlehem Pike Safety Improvements	FD	0	114,000	0	0	0	0	0	0	0	114,000
6	Montgomery	DVRPC	114944	Bethlehem Pike Safety Improvements	CON	0	1,496,994	0	0	0	0	0	0	0	1,496,994
6	Montgomery	DVRPC	114948	Lancaster Ave & Remington Rd Int. Improvements	PE	0	130,000	0	0	0	0	0	0	0	130,000
6	Montgomery	DVRPC	114948	Lancaster Ave & Remington Rd Int. Improvements	FD	0	90,000	0	0	0	0	0	0	0	90,000
6	Montgomery	DVRPC	114948	Lancaster Ave & Remington Rd Int. Improvements	UTL	0	50,000	0	0	0	0	0	0	0	50,000
6	Montgomery	DVRPC	114948	Lancaster Ave & Remington Rd Int. Improvements	ROW	0	100,000	0	0	0	0	0	0	0	100,000
6	Montgomery	DVRPC	114948	Lancaster Ave & Remington Rd Int. Improvements	CON	0	1,202,219	0	0	0	0	0	0	0	1,202,219
6	Philadelphia	DVRPC	106993	Frankford Avenue Signal Improvements	CON	1,000,000	607,235	0	0	0	0	0	0	0	1,607,235
6	Philadelphia	DVRPC	110958	Castor Ave. Roundabout	UTL	45,700	0	0	0	0	0	0	0	0	45,700
6	Philadelphia	DVRPC	110958	Castor Ave. Roundabout	CON	0	500,000	262,200	0	0	0	0	0	0	762,200
6	Philadelphia	DVRPC	114942	Roosevelt Blvd IHSDM Study	STUDY	950,000	0	0	0	0	0	0	0	0	950,000
8	Cumberland	Harrisburg	114559	Systemic Low-Cost Improvements for Stop Controlled	PE	41,166	0	0	0	0	0	0	0	0	41,166
8	Cumberland	Harrisburg	114559	Systemic Low-Cost Improvements for Stop Controlled	FD	27,444	0	0	0	0	0	0	0	0	27,444
8	Cumberland	Harrisburg	114559	Systemic Low-Cost Improvements for Stop Controlled	CON	136,821	137,622	0	0	0	0	0	0	0	274,443
8	Cumberland	Harrisburg	114562	Systemic Roadway Departure Low Cost Safety Improve	PE	79,347	0	0	0	0	0	0	0	0	79,347
8	Cumberland	Harrisburg	114562	Systemic Roadway Departure Low Cost Safety Improve	FD	103,700	0	0	0	0	0	0	0	0	103,700
8	Cumberland	Harrisburg	114562	Systemic Roadway Departure Low Cost Safety Improve	ROW	100,000	0	0	0	0	0	0	0	0	100,000
8	Cumberland	Harrisburg	114562	Systemic Roadway Departure Low Cost Safety Improve	CON	0	171,691	1,253,737	0	0	0	0	0	0	1,425,428
8	York	York	114564	York County Low Cost Signal Improvements	PE	97,694	0	0	0	0	0	0	0	0	97,694
8	York	York	114564	York County Low Cost Signal Improvements	FD	65,126	0	0	0	0	0	0	0	0	65,126
8	York	York	114564	York County Low Cost Signal Improvements	CON	0	651,298	0	0	0	0	0	0	0	651,298
9	Blair	Altoona	114782	D9 2021 I-99 Blair HT-CMB	PE	100,000	0	0	0	0	0	0	0	0	100,000
9	Blair	Altoona	114782	D9 2021 I-99 Blair HT-CMB	CON	2,340,000	0	0	0	0	0	0	0	0	2,340,000
10	Butler	SPC	110783	10-2 SR 3021 Corridor Improvements	FD	200,000	0	0	0	0	0	0	0	0	200,000
10	Butler	SPC	110783	10-2 SR 3021 Corridor Improvements	CON	0	6,500,000	0	0	0	0	0	0	0	6,500,000
10	Butler	SPC	110826	PA 68 Zelenople Curve	CON	785,000	0	0	0	0	0	0	0	0	785,000
11	Allegheny	SPC	106773	Liberty Ave	FD	450,000	0	0	0	0	0	0	0	0	450,000
11	Allegheny	SPC	106773	Liberty Ave	CON	0	2,880,000	0	0	0	0	0	0	0	2,880,000
12	Washington	SPC	113755	Districtwide Cable Median Guiderail	CON	620,000	0	0	0	0	0	0	0	0	620,000
12	Washington	SPC	113757	SR 136/SR 1055 Flashing Beacon	CON	500,000	0	0	0	0	0	0	0	0	500,000
12	Westmoreland	SPC	113758	US 22/PA 819 Intersection Improvements	CON	500,000	0	0	0	0	0	0	0	0	500,000
99	Central Office	STWD Items	101969	HSIP Set Aside Reserve	CON	0	0	27,354,063	35,000,000	35,000,000	35,000,000	35,000,000	35,000,000	140,000,000	342,354,063
99	Central Office	STWD Items	106544	Municipal Safety LTAP	PE	404,157	0	0	0	0	0	0	0	0	2,712,471
99	Central Office	STWD Items	110068	MIRE FDE Local Road Data Collection	CON	2,448,012	551,988	0	0	0	0	0	0	0	3,000,000
99	Central Office	STWD Items	113174	2019 SHRP 2 Traff Incdnt Mgmt Responder Training	PRA	31,600	0	0	0	0	0	0	0	0	63,200
99	Central Office	STWD Items	113973	HSM Analysis Tool Updates & HSIP-IP Report	PRA	750,000	0	0	0	0	0	0	0	0	1,500,000
					total	\$35,000,000	\$35,000,000	\$35,000,000	\$35,000,000	\$35,000,000	\$35,000,000	\$35,000,000	\$35,000,000	\$140,000,000	423,878,014

**2021 TRANSPORTATION
ALTERNATIVE PROGRAM
(TAP) PROJECT LIST**

2021 Transportation Alternatives (TAP) Set-aside Program

Dist	County	Planning Partner	Project	Title	Phase	2021 Tot	2022 Tot	2023 Tot	2024 Tot	2025 Tot	2026 Tot	2027 Tot	2028 Tot	2029-32 Tot
1	Erie	Erie	111428	Downtown Erie Active Transportation Proj	CON	250,000	0	0	0	0	0	0	0	0
1	Erie	Erie	111429	PA 699: Pedestrian Safety Improvements	CON	0	429,480	0	0	0	0	0	0	0
1	Mercer	SVTS	111435	Springfield Twp Multimodal Trail Ph 2	CON	574,920	0	0	0	0	0	0	0	0
1	Venango	Northwest	98571	Allegheny Blvd. Multimodal Trail Project	CON	500,000	500,000	0	0	0	0	0	0	0
1	Venango	Northwest	111433	Franklin Ped Streetscape Safety Project	CON	400,000	496,760	0	0	0	0	0	0	0
2	Centre	Centre	111453	Atherton St. Pedestrian & Streetscape Improvements	CON	0	935,000	0	0	0	0	0	0	0
2	McKean	North Central	111457	Mount Jewett Route 6 Enhancements	CON	500,000	480,540	0	0	0	0	0	0	0
2	Mifflin	SEDA-COG	111461	Brown Township Streetscape	CON	834,610	0	0	0	0	0	0	0	0
3	Lycoming	Williamsport	111625	Miller's Run Greenway Project Phase II	CON	682,000	0	0	0	0	0	0	0	0
3	Lycoming	Williamsport	111628	Willow Street Green Infrastructure Pathway	CON	0	500,000	500,000	0	0	0	0	0	0
3	Montour	SEDA-COG	111599	Danville North Branch Canal Trail LeveeTrail	CON	0	620,629	0	0	0	0	0	0	0
3	Tioga	Northern Tier	105066	Marsh Creek Greenway	CON	0	750,000	750,000	0	0	0	0	0	0
3	Union	SEDA-COG	111606	Bull Run Greenway Phs 1 - Kidsburg	CON	500,000	500,000	0	0	0	0	0	0	0
4	Lackawanna	Scranton/W-B	111469	Dickson City Main Street; Enterprise Street Imp	CON	500,000	491,100	0	0	0	0	0	0	0
4	Lackawanna	Scranton/W-B	111472	Lack River Heritage Trail to Steamtown Ped Bridge	CON	500,000	500,000	0	0	0	0	0	0	0
4	Luzerne	Scranton/W-B	111473	Pittston North Main Street Streetscape	CON	500,000	499,897	0	0	0	0	0	0	0
4	Luzerne	Scranton/W-B	111478	Wilkes University Pedestrian Safety Imp PH III	CON	675,000	481,616	0	0	0	0	0	0	0
4	Susquehanna	Northern Tier	111462	Northern D&H Rail-Trail Improvements	CON	758,920	600,000	0	0	0	0	0	0	0
5	Lehigh	Lehigh Valley	110967	Geiger's Covered Bridge Rehabilitation	CON	74,100	0	0	0	0	0	0	0	0
5	Lehigh	Lehigh Valley	111442	Allentown Jordan Creek Greenway Trail	CON	1,000,000	0	0	0	0	0	0	0	0
5	Lehigh	Lehigh Valley	111443	D&L Trail Catasauqua to Canal Park	CON	838,188	0	0	0	0	0	0	0	0
5	Monroe	NEPA	111446	Tobyhanna Hike & Bike	CON	550,000	0	0	0	0	0	0	0	0
6	Bucks	DVRPC	111464	Shady Retreat SRTS Trail	CON	0	0	985,000	0	0	0	0	0	0
6	Bucks	DVRPC	111468	Lower Makefield Trail	CON	350,000	350,000	0	0	0	0	0	0	0
6	Chester	DVRPC	111474	My School on the Move	CON	111,000	0	0	0	0	0	0	0	0
6	Chester	DVRPC	111477	State Road Sidewalks	CON	0	0	1,280,300	0	0	0	0	0	0
6	Delaware	DVRPC	111486	Octoraro Trail Phase 1	CON	663,000	500,000	0	0	0	0	0	0	0
6	Delaware	DVRPC	111487	Walkable Chadds Ford	CON	0	0	1,000,000	0	0	0	0	0	0
6	Delaware	DVRPC	111488	Ridge Road Stormwater	CON	400,000	0	0	0	0	0	0	0	0
6	Montgomery	DVRPC	107996	Abington Township Trail	CON	450,000	0	0	0	0	0	0	0	0
6	Montgomery	DVRPC	108006	Limerick Township Trail	CON	500,000	470,000	0	0	0	0	0	0	0
6	Montgomery	DVRPC	108008	Tookany Creek Trail Phase 3	CON	700,000	0	0	0	0	0	0	0	0
6	Montgomery	DVRPC	111490	Whitpain Trail Network	CON	642,000	0	0	0	0	0	0	0	0
6	Montgomery	DVRPC	111491	Corinthian Trail	CON	0	0	739,704	0	0	0	0	0	0
6	Montgomery	DVRPC	111492	Limekiln Pike Sidewalk	CON	0	0	750,000	0	0	0	0	0	0
6	Montgomery	DVRPC	111493	Lower Salford Sidewalk	CON	0	0	505,000	0	0	0	0	0	0
6	Montgomery	DVRPC	111494	Kriebel Road Trail	CON	446,000	400,000	0	0	0	0	0	0	0
6	Montgomery	DVRPC	111495	Main Street/SR 29 Ped Improvements	CON	0	0	682,000	0	0	0	0	0	0
6	Philadelphia	DVRPC	79830	N Dela GreenTrail Sec1	CON	500,000	500,000	0	0	0	0	0	0	0

**2021 SECRETARY'S DISCRETIONARY
(SPIKE) PROJECT LIST
NHPP-STP-STATE FUNDS**

2021 Spike Projects (NHPP)

MPMS	Planning Partner	District	County	Project Title	Phase	2021	2022	2023	2024	2025	2026	2027	2028	2029-2032	Total
3142	Interstate	2	Centre	Exit 161 Bellefonte Int	CON	0	10,000,000	10,000,000	5,000,000	0	0	0	0	0	25,000,000
93494	Interstate	5	Berks	I-78 Rt 61 Bridge Replace	CON	32,650,000	19,550,000	0	0	0	0	0	0	0	52,200,000
94682	Lehigh Valley	5	Lehigh	Wire Mill Bridge	CON	4,000,000	0	0	0	0	0	0	0	0	4,000,000
111664	Interstate	8	York	Market Street Bridge over Mill Creek	CON	5,040,000	0	0	0	0	0	0	0	0	5,040,000
90839	Franklin	8	Franklin	US 30, Rocky Mountain Creek Bridge	CON	3,400,000	0	0	0	0	0	0	0	0	3,400,000
87795	Interstate	4	Pike	I-84, I-84 E&W I-4R E26-E34	CON	45,858,000	19,550,000	25,092,000	0	0	0	0	0	0	90,500,000
14698	DVRPC	6	Chester	US 422, Reconstruction (M2B)	CON	29,000,000	27,000,000	0	0	0	0	0	0	0	56,000,000
113994	Johnstown	9	Cambria	US22 Interchanges	CON	0	6,000,000	0	0	0	0	0	0	0	6,000,000
106682	Interstate	4	Lackawanna	Scranton Beltway/Turnpike	CON	0	0	10,000,000	10,000,000	10,000,000	10,000,000	0	0	0	40,000,000
92931	Interstate	8	Dauphin	I-83 Eisenhower Interchange	ROW	20,000,000	20,000,000	20,000,000	14,300,000	0	0	0	0	0	74,300,000
92931	Interstate	8	Dauphin	I-83 Eisenhower Interchange	CON	0	0	18,751,488	30,947,000	29,147,000	17,948,000	15,000,000	15,000,000	30,476,512	157,270,000
113378	Interstate	8	Dauphin	I-83 Eisenhower Interchange B	ROW	0	0	0	5,900,000	0	0	0	0	0	5,900,000
113378	Interstate	8	Dauphin	I-83 Eisenhower Interchange B	CON	0	0	0	0	0	0	12,098,000	13,135,000	61,865,000	146,990,000
113380	Interstate	8	Dauphin	I-83 Eisenhower Interchange C	ROW	0	0	0	1,500,000	0	0	0	0	0	1,500,000
113380	Interstate	8	Dauphin	I-83 Eisenhower Interchange C	CON	0	0	0	0	0	0	0	0	40,000,000	129,230,000
113381	Interstate	8	Dauphin	I-83 Eisenhower Interchange D	ROW	0	0	0	0	900,000	0	0	0	0	900,000
113381	Interstate	8	Dauphin	I-83 Eisenhower Interchange D	CON	0	0	0	0	0	0	0	0	34,463,488	80,871,000
110070	Lehigh Valley	5	Northampton	22 from Farmersville Rd to 512	CON	0	10,000,000	5,500,000	0	0	0	0	0	0	15,500,000
9128	Scranton W/B	4	Luzerne	PA 115 over I-81	CON	0	13,191,512	10,000,000	0	0	0	0	0	0	23,191,512
106662	Interstate	6	Montgomery	I-76 Integrated Corridor Management	CON	0	0	15,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	78,535,000	193,535,000
106662	Interstate	6	Montgomery	I-76 Integrated Corridor Management	FD	12,000,000	0	0	0	0	0	0	0	0	12,000,000
106662	Interstate	6	Montgomery	I-76 Integrated Corridor Management	UTL	15,000,000	0	0	0	0	0	0	0	0	15,000,000
106662	Interstate	6	Montgomery	I-76 Integrated Corridor Management	ROW	0	6,400,000	6,400,000	6,400,000	0	0	0	0	0	19,200,000
92924	Interstate	8	York	I-83, North York Widening	ROW	1,000,000	0	0	0	0	0	0	0	0	1,000,000
92924	Interstate	8	York	I-83, North York Widening	CON	0	0	0	0	17,901,000	10,000,000	0	0	0	27,901,000
112548	Interstate	8	York	Sherman Street & Eberts Lane	CON	0	7,336,488	3,303,512	0	0	0	0	0	0	10,640,000
112540	Interstate	8	York	Mill Creek Relocation	CON	0	3,920,000	0	0	0	0	0	0	0	3,920,000
112550	Interstate	8	York	North York Widening #2 (Codorus Creek Bridge)	CON	0	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	5,850,000	0	0	80,850,000
112549	Interstate	8	York	North York Widening # (Exit 19)	CON	0	0	0	0	0	15,000,000	15,000,000	15,000,000	42,200,000	87,200,000
14581	DVRPC	6	Chester	US 1: PA 896 - PA 41	CON	0	0	0	15,000,000	15,000,000	0	0	0	0	30,000,000
99874	Interstate	11	Allegheny	Pkwy East Corridor Transp	CON	0	0	0	0	10,000,000	10,000,000	10,000,000	10,000,000	20,000,000	60,000,000
97828	Interstate	8	Dauphin	I-83 East Shore (Section 3)	CON	0	0	8,901,000	0	0	0	0	0	0	8,901,000
113357	Interstate	8	Dauphin	I-83 East Shore (Section 3B)	CON	0	0	0	13,901,000	0	0	0	0	0	13,901,000
113376	Interstate	8	Dauphin	I-83 East Shore (Section 3C)	CON	0	0	0	0	0	0	0	0	75,000,000	200,000,000
107551	DVRPC	6	Chester	SR30/SR10 to Business 30 Int. Imp	CON	0	0	0	0	0	10,000,000	10,000,000	10,000,000	10,000,000	40,000,000
107553	DVRPC	6	Chester	SR 30 & Airport Rd Interchnage Imp	CON	0	0	0	0	0	0	10,000,000	10,000,000	10,000,000	30,000,000
107554	DVRPC	6	Chester	US30 & PA 82 Interchange Imp	CON	0	0	0	0	0	0	10,000,000	10,000,000	10,000,000	30,000,000
109618	Lancaster	8	Lancaster	US 222 Reconstruction/Widening 1	CON	0	0	0	0	10,000,000	10,000,000	0	0	0	20,000,000
102466	STWD Items	99	Central Office	Reserve Line Item	CON	0	0	0	0	0	0	0	0	0	0
						167,948,000	157,948,000	147,948,000	137,948,000	127,948,000	117,948,000	107,948,000	103,135,000	412,540,000	1,801,840,512

2021 Spike Projects (STP)

MPMS	Planning Partner	District	County	Project Title	Phase	2021	2022	2023	2024	2025	2026	2027	2028	2029-2032	Total
111768	Altoona	9	Blair	Frtown Br Juniata River Bridge	CON	0	883,550	0	0	0	0	0	0	0	883,550
111660	S. Alleghenies	9	Bedford	Shuster Way Heritage Trail	CON	0	0	0	0	815,000	705,000	980,000	0	0	2,500,000
91288	SPC	10	Butler	Balls Bend	CON	8,000,000	0	4,864,410	0	0	0	0	0	0	12,864,410
91845	SPC	11	Allegheny	PA 28/Highland Park Br Interchange	CON	8,706,000	1,154,450	2,894,590	5,795,000	0	0	0	0	0	18,550,040
105438	Interstate	11	Allegheny	I-376, Commercial Street Bridge	CON	0	0	0	0	15,000,000	15,000,000	20,901,000	0	0	50,901,000
86225	SPC	12	Greene	Greene County #75	PE	0	0	240,000	0	0	0	0	0	0	240,000
86225	SPC	12	Greene	Greene County #75	FD	0	0	180,000	0	0	0	0	0	0	180,000
86225	SPC	12	Greene	Greene County #75	UTL	0	0	10,000	0	0	40,000	0	0	0	50,000
86225	SPC	12	Greene	Greene County #75	ROW	0	0	0	0	0	70,000	0	0	0	70,000
86225	SPC	12	Greene	Greene County #75	CON	0	0	0	0	0	0	1,100,000	0	0	1,100,000
112595	SPC	12	Greene	Greene County #73	PE	0	0	0	210,000	0	0	0	0	0	210,000
112595	SPC	12	Greene	Greene County #73	FD	0	0	0	150,000	0	0	0	0	0	150,000
112595	SPC	12	Greene	Greene County #73	UTL	0	0	0	10,000	0	0	0	0	0	10,000
114552	STWD Items	99	Statewide	Historic Truss Bridge Preservation	CON	0	0	1,000,000	1,000,000	2,000,000	2,000,000	2,000,000	2,000,000	8,000,000	18,000,000
111145	STWD Items	99	Statewide	TSMO Reserve	CON	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	20,000,000	60,000,000
102620	STWD Items	99	Statewide	STP Reserve	CON	0	0	0	0	0	0	362,632	0	0	362,632
						44,510,000	44,330,000	44,099,000	43,815,000	43,815,000	43,815,000	43,815,000	43,815,000	175,260,000	527,274,000

2021 Program - Spike Projects (State)

MPMS	Planning Partner	District	County	Project Title	Phase	2021	2022	2023	2024	2025	2026	2027	2028	2029-2032	Total
99603	Northwest	1	Crawford	US 322: Pine Rd to US 6	CON	0	0	0	0	1,900,000	0	0	0	0	1,900,000
85535	North Central	2	Potter	T-300 over Oswayo Creek	FD	40,000	0	0	0	0	0	0	0	0	40,000
85535	North Central	2	Potter	T-300 over Oswayo Creek	UTL	10,000	0	0	0	0	0	0	0	0	10,000
85535	North Central	2	Potter	T-300 over Oswayo Creek	ROW	10,000	0	0	0	0	0	0	0	0	10,000
85535	North Central	2	Potter	T-300 over Oswayo Creek	CON	0	75,000	0	0	0	0	0	0	0	75,000
4383	North Central	2	McKean	T-437 Oswayo Creek	FD	40,000	0	0	0	0	0	0	0	0	40,000
4383	North Central	2	McKean	T-437 Oswayo Creek	UTL	10,000	0	0	0	0	0	0	0	0	10,000
4383	North Central	2	McKean	T-437 Oswayo Creek	ROW	10,000	0	0	0	0	0	0	0	0	10,000
4383	North Central	2	McKean	T-437 Oswayo Creek	CON	0	100,000	0	0	0	0	0	0	0	100,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	FD	40,000	0	0	0	0	0	0	0	0	40,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	UTL	10,000	0	0	0	0	0	0	0	0	10,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	ROW	10,000	0	0	0	0	0	0	0	0	10,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	CON	0	100,000	0	0	0	0	0	0	0	100,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	FD	40,000	0	0	0	0	0	0	0	0	40,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	UTL	10,000	0	0	0	0	0	0	0	0	10,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	ROW	10,000	0	0	0	0	0	0	0	0	10,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	CON	0	150,000	0	0	0	0	0	0	0	150,000
95989	North Central	2	Cameron	T-330 Salt Run	FD	30,000	0	0	0	0	0	0	0	0	30,000
95989	North Central	2	Cameron	T-330 Salt Run	ROW	10,000	0	0	0	0	0	0	0	0	10,000
95989	North Central	2	Cameron	T-330 Salt Run	UTL	10,000	0	0	0	0	0	0	0	0	10,000
95989	North Central	2	Cameron	T-330 Salt Run	CON	0	75,000	0	0	0	0	0	0	0	75,000
110175	SEDA-COG	2	Mifflin	T-420 over Kish Creek	FD	40,000	0	0	0	0	0	0	0	0	40,000
110175	SEDA-COG	2	Mifflin	T-420 over Kish Creek	UTL	10,000	0	0	0	0	0	0	0	0	10,000
110175	SEDA-COG	2	Mifflin	T-420 over Kish Creek	ROW	10,000	0	0	0	0	0	0	0	0	10,000
110175	SEDA-COG	2	Mifflin	T-420 over Kish Creek	CON	0	250,000	0	0	0	0	0	0	0	250,000
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	FD	40,000	0	0	0	0	0	0	0	0	40,000
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	UTL	10,000	0	0	0	0	0	0	0	0	10,000
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	ROW	10,000	0	0	0	0	0	0	0	0	10,000
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	CON	0	100,000	0	0	0	0	0	0	0	100,000
112784	Centre	2	Centre	State College Area Connector	PE	5,000,000	5,000,000	0	0	0	0	0	0	0	10,000,000
112784	Centre	2	Centre	State College Area Connector	FD	0	0	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	0	0	40,000,000
112784	Centre	2	Centre	State College Area Connector	UTL	0	0	0	0	10,000,000	10,000,000	9,000,000	0	0	29,000,000
112784	Centre	2	Centre	State College Area Connector	ROW	0	0	0	0	10,000,000	10,000,000	8,000,000	0	0	28,000,000
112784	Centre	2	Centre	State College Area Connector	CON	0	0	0	0	0	0	0	40,000,000	160,000,000	550,000,000
7588	SEDA-COG	3	Snyder	CSV T Pre Con Phases	FD	4,000,000	0	0	0	0	0	0	0	0	4,000,000
7588	SEDA-COG	3	Snyder	CSV T Pre Con Phases	UTL	3,000,000	0	0	0	0	0	0	0	0	3,000,000
7588	SEDA-COG	3	Snyder	CSV T Pre Con Phases	ROW	1,775,000	0	0	0	0	0	0	0	0	1,775,000
7588	SEDA-COG	3	Snyder	CSV T Pre Con Phases	CON	1,125,000	0	0	0	0	0	0	0	0	1,125,000
76401	SEDA-COG	3	Snyder	CSV T SS Earthwork-Southern Section Con #1	CON	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	31,761,058	231,761,058
76403	SEDA-COG	3	Snyder	CSV T SS Paving-Southern Section Con #3	CON	0	0	13,951,308	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	0	63,951,308
76404	SEDA-COG	3	Snyder	CSV T SS - PA 61 Connector-Section Con #4	CON	0	0	0	14,275,460	10,000,000	10,000,000	10,000,000	0	0	44,275,460
102810	SEDA-COG	3	Northumberland	CSV T - Ridge Road Improvements	CON	0	0	0	5,000,000	5,000,000	5,070,562	0	0	0	15,070,562
102811	SEDA-COG	3	Snyder	CSV T ITS	CON	0	0	0	5,500,000	5,500,000	5,603,297	0	0	0	16,603,297
76400	SEDA-COG	3	Union	CSV T Paving-North Section Con #3	CON	7,450,000	0	0	0	0	0	0	0	0	7,450,000
110337	SEDA-COG	3	Union	T-357 ov N Branch of Buffala Creek Bridge Removal	FD	50,000	0	0	0	0	0	0	0	0	50,000
110337	SEDA-COG	3	Union	T-357 ov N Branch of Buffala Creek Bridge Removal	UTL	10,000	0	0	0	0	0	0	0	0	10,000
110337	SEDA-COG	3	Union	T-357 ov N Branch of Buffala Creek Bridge Removal	ROW	10,000	0	0	0	0	0	0	0	0	10,000
110337	SEDA-COG	3	Union	T-357 ov N Branch of Buffala Creek Bridge Removal	CON	0	150,000	0	0	0	0	0	0	0	150,000
103841	SEDA-COG	3	Montour	T-308 over Beaver Run Bridge Removal	FD	30,000	0	0	0	0	0	0	0	0	30,000
103841	SEDA-COG	3	Montour	T-308 over Beaver Run Bridge Removal	ROW	10,000	0	0	0	0	0	0	0	0	10,000
103841	SEDA-COG	3	Montour	T-308 over Beaver Run Bridge Removal	CON	0	80,000	0	0	0	0	0	0	0	80,000
106671	SEDA-COG	2,3	Various	T-392 over Mud Run Bridge	FD	30,000	0	0	0	0	0	0	0	0	30,000
106671	SEDA-COG	2,3	Various	T-392 over Mud Run Bridge	ROW	10,000	0	0	0	0	0	0	0	0	10,000
106671	SEDA-COG	2,3	Various	T-392 over Mud Run Bridge	CON	0	585,000	0	0	0	0	0	0	0	585,000
98983	Williamsport	3	Lycoming	Main St to Southern Ave	CON	0	0	0	0	0	0	5,000,000	0	0	5,000,000

2021 Program - Spike Projects (State)

MPMS	Planning Partner	District	County	Project Title	Phase	2021	2022	2023	2024	2025	2026	2027	2028	2029-2032	Total
114079	Northern Tier	4	Susquehanna	Susquehanna County Paving	CON	0	0	0	0	0	0	2,000,000	0	0	2,000,000
72814	Reading	5	Berks	US 422 Reconstruction	CON	0	0	0	0	0	0	0	0	144,648,942	144,648,942
96470	NEPA	5	Schuylkill	PA 61 St. Clair to Frackville Reconstruction	CON	0	0	1,300,000	1,000,000	2,700,000	3,500,000	0	0	0	8,500,000
96423	Lehigh Valley	5	Northampton	Pave PA 33 I-78 to US 22	CON	0	0	0	0	0	0	8,000,000	0	0	8,000,000
92931	Interstate	8	Dauphin	Eisenhower Interchange	FD	4,000,000	7,008,900	0	0	0	0	0	0	0	11,008,900
92931	Interstate	8	Dauphin	Eisenhower Interchange	UTL	3,300,000	4,700,000	4,000,000	0	0	0	0	0	0	12,000,000
113378	Interstate	8	Dauphin	Eisenhower Interchange B	FD	0	0	7,289,300	3,000,000	0	0	0	0	0	10,289,300
113380	Interstate	8	Dauphin	Eisenhower Interchange C	FD	0	0	0	0	6,046,100	3,000,000	0	0	0	9,046,100
113381	Interstate	8	Dauphin	Eisenhower Interchange D	FD	0	0	0	0	0	0	9,937,900	0	0	9,937,900
97828	Interstate	8	Dauphin	I-83 East Shore (Section 3)	UTL	0	2,000,000	0	0	0	0	0	0	0	2,000,000
97828	Interstate	8	Dauphin	I-83 East Shore (Section 3)	ROW	10,000,000	11,000,000	12,000,000	12,000,000	0	0	0	0	0	45,000,000
113357	Interstate	8	Dauphin	I-83 East Shore (Section 3B)	FD	0	4,000,000	0	0	0	0	0	0	0	4,000,000
113357	Interstate	8	Dauphin	I-83 East Shore (Section 3B)	UTL	0	0	2,000,000	0	0	0	0	0	0	2,000,000
113357	Interstate	8	Dauphin	I-83 East Shore (Section 3B)	ROW	0	4,000,000	1,000,000	0	0	0	0	0	0	5,000,000
113376	Interstate	8	Dauphin	I-83 East Shore (Section 3C)	FD	0	0	0	0	3,500,000	1,500,000	0	0	0	5,000,000
113376	Interstate	8	Dauphin	I-83 East Shore (Section 3C)	UTL	0	0	0	0	0	2,000,000	0	0	0	2,000,000
113376	Interstate	8	Dauphin	I-83 East Shore (Section 3C)	ROW	0	0	0	0	0	5,000,000	0	0	0	5,000,000
92924	Interstate	8	York	I-83, North York Widening	FD	2,000,000	4,000,000	0	0	0	0	0	0	0	6,000,000
92924	Interstate	8	York	I-83, North York Widening	UTL	100,000	0	0	0	0	0	0	0	0	100,000
112548	Interstate	8	York	Sherman Street & Eberts Lane	FD	500,000	500,000	0	0	0	0	0	0	0	1,000,000
112548	Interstate	8	York	Sherman Street & Eberts Lane	UTL	190,000	0	0	0	0	0	0	0	0	190,000
112548	Interstate	8	York	Sherman Street & Eberts Lane	ROW	760,000	0	0	0	0	0	0	0	0	760,000
112540	Interstate	8	York	Mill Creek Relocation	FD	425,000	0	0	0	0	0	0	0	0	425,000
112540	Interstate	8	York	Mill Creek Relocation	UTL	70,000	0	0	0	0	0	0	0	0	70,000
112540	Interstate	8	York	Mill Creek Relocation	ROW	2,000,000	2,500,000	2,500,000	0	0	0	0	0	0	7,000,000
112550	Interstate	8	York	North York Widening #2 (Codus Creek Bridge)	FD	2,500,000	0	0	0	0	0	0	0	0	2,500,000
112550	Interstate	8	York	North York Widening #2 (Codus Creek Bridge)	UTL	1,000,000	0	0	0	0	0	0	0	0	1,000,000
112550	Interstate	8	York	North York Widening #2 (Codus Creek Bridge)	ROW	2,000,000	2,000,000	0	0	0	0	0	0	0	4,000,000
112549	Interstate	8	York	North York Widening #1 (Exit 19)	FD	0	6,000,000	1,000,000	0	0	0	0	0	0	7,000,000
112549	Interstate	8	York	North York Widening #1 (Exit 19)	UTL	0	0	3,300,000	0	0	0	0	0	0	3,300,000
112549	Interstate	8	York	North York Widening #1 (Exit 19)	ROW	0	0	0	5,099,540	1,500,460	0	0	0	0	6,600,000
58137	Adams	8	Adams	Eisenhower Drive Extension	CON	0	0	0	0	0	0	5,000,000	0	0	5,000,000
100343	Lebanon	8	Lebanon	Allentown Blvd/ Trib Racc	CON	0	0	0	0	750,000	250,000	0	0	0	1,000,000
108154	S. Alleghenies	9	Bedford	US 30 - Scenic Rd to SR 4010	CON	0	0	0	0	0	3,300,000	0	0	0	3,300,000
98132	North Central	10	Jefferson	T-385 Dobson Road Bridge	FD	30,000	0	0	0	0	0	0	0	0	30,000
98132	North Central	10	Jefferson	T-385 Dobson Road Bridge	ROW	10,000	0	0	0	0	0	0	0	0	10,000
98132	North Central	10	Jefferson	T-385 Dobson Road Bridge	CON	0	80,000	0	0	0	0	0	0	0	80,000
25944	North Central	10	Jefferson	T-396 Seldom Seen Bridge	FD	30,000	0	0	0	0	0	0	0	0	30,000
25944	North Central	10	Jefferson	T-396 Seldom Seen Bridge	ROW	10,000	0	0	0	0	0	0	0	0	10,000
25944	North Central	10	Jefferson	T-396 Seldom Seen Bridge	CON	0	100,000	0	0	0	0	0	0	0	100,000
91796	SPC	11	Allegheny	Streets Run Road	CON	0	0	0	0	0	0	0	12,000,000	8,000,000	20,000,000
100789	SPC	11	Allegheny	Saw Mill Run Blvd: PA 88 to US 19	CON	0	0	0	0	0	0	0	8,000,000	10,000,000	18,000,000
100956	SPC	11	Allegheny	West End Bridge	CON	0	0	0	0	0	0	0	8,080,000	56,920,000	65,000,000
105438	Interstate	11	Allegheny	I-376, Commercial Street Bridge	PE	2,000,000	2,000,000	0	0	0	0	0	0	0	4,000,000
105438	Interstate	11	Allegheny	I-376, Commercial Street Bridge	FD	0	0	4,500,000	1,500,000	0	0	0	0	0	6,000,000
105438	Interstate	11	Allegheny	I-376, Commercial Street Bridge	UTL	0	0	0	500,000	0	0	0	0	0	500,000
105438	Interstate	11	Allegheny	I-376, Commercial Street Bridge	ROW	0	0	0	600,000	0	0	0	0	0	600,000
97027	Interstate	11	Allegheny	I-376/Carnegie Interchange	PE	500,000	500,000	0	0	0	0	0	0	0	1,000,000
97029	Interstate	11	Allegheny	I-376/Greentree Interchange	PE	500,000	500,000	0	0	0	0	0	0	0	1,000,000
99874	Interstate	11	Allegheny	Pkwy East Corridor Transp	PE	3,000,000	3,000,000	0	0	0	0	0	0	0	6,000,000
99874	Interstate	11	Allegheny	Pkwy East Corridor Transp	FD	0	0	7,000,000	2,000,000	0	0	0	0	0	9,000,000
99874	Interstate	11	Allegheny	Pkwy East Corridor Transp	UTL	0	0	0	3,000,000	1,000,000	0	0	0	0	4,000,000
99874	Interstate	11	Allegheny	Pkwy East Corridor Transp	ROW	0	0	0	4,000,000	2,000,000	0	0	0	0	6,000,000

2021 Program - Spike Projects (State)

MPMS	Planning Partner	District	County	Project Title	Phase	2021	2022	2023	2024	2025	2026	2027	2028	2029-2032	Total
110601	Interstate	99	Central Office	INFRA Support	CON	0	500,000	500,000	500,000	500,000	1,000,000	3,000,000	0	0	6,000,000
106136	STWD Items	99	Central Office	P3 RBR Payments	CON	15,457,500	15,512,500	15,557,500	15,612,500	15,640,000	15,700,000	15,750,000	15,810,000	63,735,000	341,700,000
						15,457,500	15,512,500	15,557,500	15,612,500	15,640,000	15,700,000	15,750,000	15,810,000	63,735,000	341,700,000
105813	STWD Items	99	Central Office	HNTB P3 Support	PE	0	0	0	0	0	0	0	0	0	0
98968	STWD Items	99	Central Office	P3 Bridge Initiative	PE	0	0	0	0	0	0	0	0	0	0
98968	STWD Items	99	Central Office	P3 Bridge Initiative	UTL	0	0	0	0	0	0	0	0	0	0
98968	STWD Items	99	Central Office	P3 Bridge Initiative	ROW	0	0	0	0	0	0	0	0	0	0
98968	STWD Items	99	Central Office	P3 Bridge Initiative	CON	0	0	0	0	0	0	0	0	0	0
106679	STWD Items	99	Central Office	P3 Rail Carryover	PE/CON	0	0	0	0	0	0	0	0	0	0
102623	STWD Items	99	Central Office	RBR Reserve	CON	2,500,000	2,500,000	2,500,000	2,500,000	0	0	0	0	0	10,000,000
84337	STWD Items	99	Central Office	Reserve Line Item	CON	0	721,100	94,392	0	23,440	76,141	262,100	0	0	1,177,173
						116,250,000	120,300,000	127,050,000	134,700,000	134,700,000	134,700,000	134,700,000	134,700,000	538,800,000	2,231,750,000

**2021 TRANSPORTATION SYSTEMS
MANAGEMENT AND OPERATIONS (TSMO)
PROJECT LIST**

2021 Program - TSMO Projects (Spike STP)

MPMS	Planning Partner	District	County	Project Title	Phase	2021	2022	2023	2024	2025	2026	2027	2028	2029-2032	Total
114779	SVTS	1	Mercer	I-80/SR 19 Interchange ITS Addition - TSMO	CON	0	105,000	0	0	0	0	0	0	0	105,000
114778	SVTS	1	Mercer	I-80 Mercer County ITS Addition - TSMO	CON	0	225,000	0	0	0	0	0	0	0	225,000
114783	Erie MPO	1	Erie	I-90 Western Erie ITS Addition - TSMO	CON	0	205,000	0	0	0	0	0	0	0	205,000
114784	Northwest RPO	1	Crawford	I-79 Northern Crawford County ITS Addition - TSMO	CON	0	175,000	0	0	0	0	0	0	0	175,000
114785	Northwest RPO	1	Venango	I-80 Barkeyville ITS Addition - TSMO	CON	50,000	0	0	0	0	0	0	0	0	50,000
114189	North Central RPO	2	Clearfield	SR 255 Signal/ITS Project	CON	0	0	625,000	0	0	0	0	0	0	625,000
101960	Centre MPO	2	Centre	Atherton Street Phase III	CON	250,000	100,000	0	0	0	0	0	0	0	350,000
110086	Lehigh Valley MPO	5	Lehigh	22-LUI	CON	386,250	200,000	0	0	0	0	0	0	0	586,250
115014	NEPA	5	Schuylkill	Move Existing Message Board	CON	40,000	0	0	0	0	0	0	0	0	40,000
115024	NEPA	5	Schuylkill	Upgrade Analog CCTVs to Digital	CON	0	23,570	0	0	0	0	0	0	0	23,570
115312	Lehigh Valley MPO	5	Lehigh	LVTS Upgrade Analog CCTVs to Digital	CON	0	49,285	0	0	0	0	0	0	0	49,285
115311	Reading MPO	5	Berks	RATS Upgrade Analog CCTVs to Digital	CON	0	32,145	0	0	0	0	0	0	0	32,145
94900	Reading MPO	5	Berks	RATS Freeway Service Patrol	CON	161,515	100,000	0	0	0	0	0	0	0	261,515
68190	Lehigh Valley MPO	5	Lehigh	Lehigh Valley Freeway Service Patrol	CON	143,639	150,000	0	0	0	0	0	0	0	293,639
114949	DVRPC	6	Montgomery	Replacement of Antiquated Dynamic Message Signs	CON	534,884	500,000	0	0	0	0	0	0	0	1,034,884
114960	DVRPC	6	Delaware	I-476 Ramp Meter Upgrade	CON	265,300	200,000	0	0	0	0	0	0	0	465,300
114855	York MPO	8	York	TSMO York Co US 30 Camera Gaps	CON	85,747	0	0	0	0	0	0	0	0	85,747
114853	HATS	8	Cumberland	HATS TSMO	CON	636,878	500,000	0	0	0	0	0	0	0	1,136,878
114856	Adams MPO	8	Adams	TSMO Adams County Devices	CON	400,701	400,000	0	0	0	0	0	0	0	800,701
114773	S. Alleghenies RPO	9	Bedford	2020 S. Alleghenies TSMO Retrofit	CON	80,000	80,000	0	0	0	0	0	0	0	160,000
114774	Altoona MPO	9	Blair	2020 Altoona TSMO Install	PE	70,000	65,000	0	0	0	0	0	0	0	135,000
114775	S. Alleghenies RPO	9	Somerset	2020 S. Alleghenies TSMO Install	CON	85,000	85,000	0	0	0	0	0	0	0	170,000
114842	SPC	10	Indiana	SR 22 ITS Enhancement Project - TSMO	CON	142,224	0	0	0	0	0	0	0	0	142,224
114843	SPC	10	Armstrong	Route 28 AVE ITS Project - TSMO	CON	166,036	100,000	0	0	0	0	0	0	0	266,036
113607	SPC	11	Beaver	I-376 Beaver County ITS	PE	75,000	75,000	0	0	0	0	0	0	0	150,000
115279	SPC	11	Allegheny	Park and Ride Space Availability Information System	CON	143,750	150,000	0	0	0	0	0	0	0	293,750
115277	SPC	11	Allegheny	Western Regional Traffic Management Center Upgrades	PE/CON	90,000	85,000	0	0	0	0	0	0	0	175,000
115214	SPC	12	Washington	D12 I-70 Cameras Exit 39-43	CON	147,000	130,000	0	0	0	0	0	0	0	277,000
115218	SPC	12	Washington	D12 I-70 Fiber Installation-1	CON	124,088	110,000	0	0	0	0	0	0	0	234,088
115220	SPC	12	Washington	D12 I-70 Fiber Installation-2	CON	124,088	110,000	0	0	0	0	0	0	0	234,088
112699	STWD Items	99	Statewide	INRIX 2020-2021*	PRA	692,900	1,025,000	0	0	0	0	0	0	0	1,717,900
111145	STWD Items	99	Statewide	TSMO Reserve	CON	105,000	20,000	4,375,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	20,000,000	49,500,000
						5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	20,000,000	60,000,000

Appendix H – WATS 2021-2024 TIP Project Selection Matrix

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Appendix J – WATS 2019 TYP Survey Results



State Transportation
Commission

2021 TWELVE YEAR PROGRAM UPDATE REGIONAL TRANSPORTATION SURVEY SUMMARY

WILLIAMSPORT AREA TRANSPORTATION STUDY (WATS)

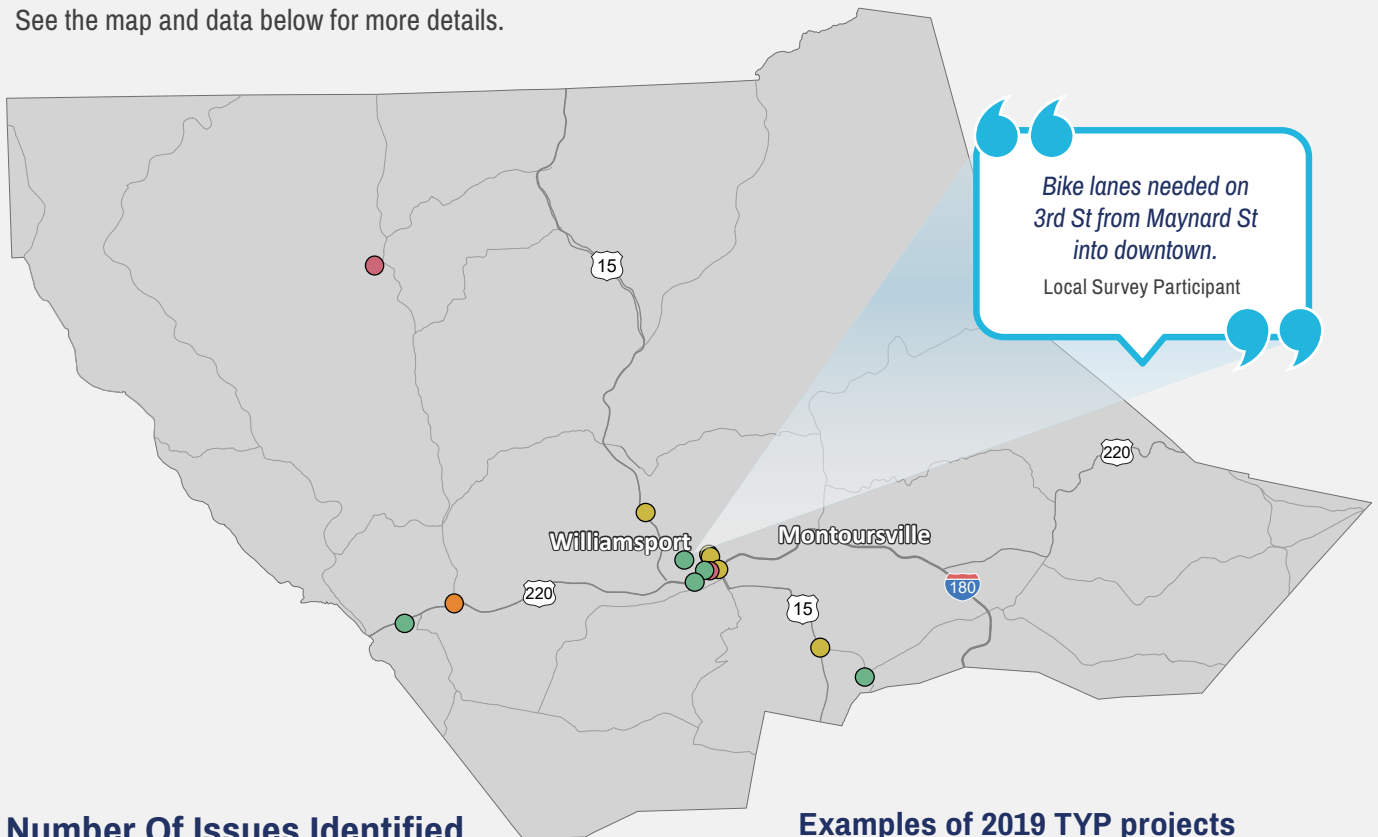
A CLOSER LOOK AT YOUR REGION

The State Transportation Commission's 45-day open public comment period for the 2021 Twelve Year Program (TYP) Update was held March 11 through April 26, 2019. During the comment period, the public had the opportunity to take the Transportation Survey and participate in an online public meeting on either a webinar platform or Facebook Live. All public feedback received was analyzed to better understand public priorities and transportation trends.

Transportation Issues Identified

Statewide, survey participants mapped about **2,500** transportation concerns. **14** of these are located within the **WATS region**.

During the mapping exercise, some discovered their concerns were already addressed by projects on the 2019 TYP. See the map and data below for more details.



Number Of Issues Identified

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



Examples of 2019 TYP projects that addressed public concerns

Little Pine Creek Road Bridge Restoration
Route 2014 Reconstruction



State Transportation
Commission

2021 TWELVE YEAR PROGRAM UPDATE REGIONAL TRANSPORTATION SURVEY SUMMARY

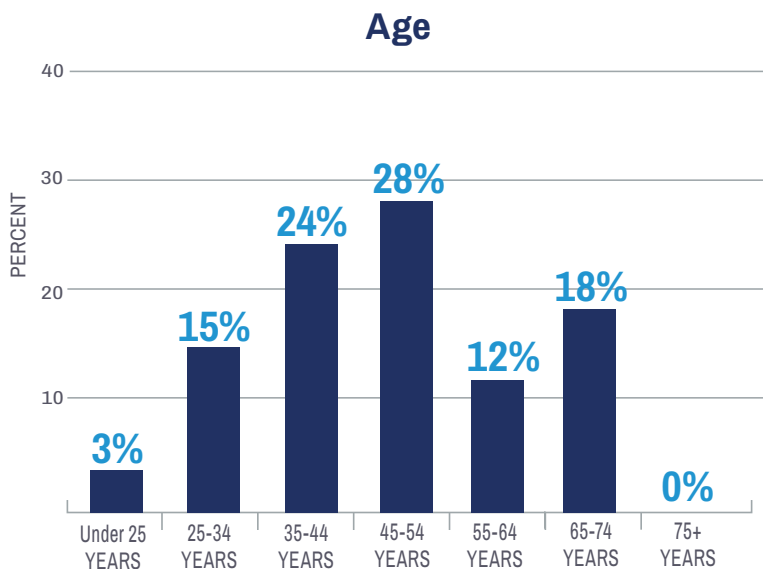
WILLIAMSPORT AREA TRANSPORTATION STUDY (WATS)

ABOUT THE SURVEY PARTICIPANTS IN YOUR REGION

Over 6,000 individuals participated in the online survey statewide, and **34** of the survey participants identified with the **WATS** region through feedback provided. Learn more about the participants from this region.

Male	18	53%
Female	15	44%
Third gender/nonconforming	0	0%
Prefer to self describe	0	0%
Prefer not to answer	1	3%

Responses to demographic questions were optional.



Top Transportation Modes



DRIVE ALONE



WALKING



CARPOL/
RIDESHARE

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 highways



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 BICYCLING

Safe bicycle routes and facilities throughout the commonwealth to get you where you need to go



7 PASSENGER RAIL

Intercity and commuter rail service across Pennsylvania with out-of-state connections



8* TRANSIT

Accessible and timely public transportation that covers an extensive service area and crosses regions



9* FREIGHT

Modern highways, railways, airports and waterways to support the economy and ensure the efficient movement of goods and services



10 AVIATION

Modern facilities, operations and a wide range of commercial airline choices at airports

* NOTE: Transit and Freight were ranked equally

2021 TWELVE YEAR PROGRAM UPDATE

2017 vs 2019 REGIONAL SURVEY RESULTS COMPARISON



WILLIAMSPORT AREA TRANSPORTATION STUDY (WATS)

State Transportation Commission

2017



86
SURVEY
PARTICIPANTS



14
MAPPED ISSUES
5 RESOLVED

2019



34
SURVEY
PARTICIPANTS



14
MAPPED ISSUES
3 RESOLVED

About the Survey Participants

2017

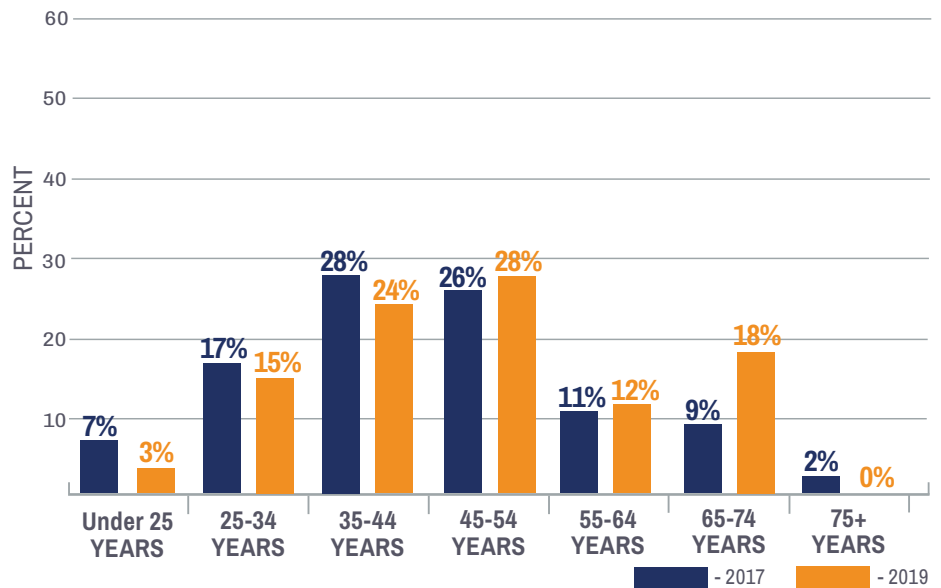
Male	45%
Female	54%
Third gender/nonconforming	*N/A
Prefer to self describe	*N/A
Prefer not to answer	1%

2019

Male	53%
Female	44%
Third gender/nonconforming	0%
Prefer to self describe	0%
Prefer not to answer	3%

*N/A = Not Available

AGE GROUPS OF RESPONDENTS



Top Transportation Modes

2017



DRIVE ALONE



WALKING



CARPPOOL/
RIDESHARE

2019



DRIVE ALONE



WALKING



CARPPOOL/
RIDESHARE

Highest Ranked Priorities

2017

RANKED #1



ROAD PAVEMENT

RANKED #2



BRIDGES

RANKED #3



TRAFFIC FLOW

2019

RANKED #1



BRIDGES

RANKED #2



ROAD PAVEMENT

RANKED #3



INTERSTATE HIGHWAY

Appendix K – Public Comment Period and Public Meeting Advertisement

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Appendix L – Summary of Public Comment

Comment No. 1: At some bus stops, shelters are provided for riders to stand/sit out of inclement weather. What are the criteria for such placement, and can this be re-evaluated periodically so that more might be favorably considered for inclusion-in-place? I have in mind the stop at Memorial Ave. and Oliver St., where riders from the Memorial Homes Apartment building often stand, and sometimes I see them sitting on the curb, or on the curbing of the parking lot there.

Action Taken: WATS MPO reached out to River Valley Transit/City of Williamsport, and informed them of the concerns/suggested improvements.

Comment No. 2: Some bus stops have benches but no shelter. For example, the one at the Elm Park entrance on W. 4th St. near the OLLB historic complex, might more stops be considered for benches?

Action Taken: WATS MPO reached out to River Valley Transit/City of Williamsport, and informed them of the concerns/suggested improvements.

Comment No. 3: Litter often is seen at the above two stops. Some stops have trash barrel containers, for example, the one on the south side of W. 4th St., at the Smoke Shop across from the nearby Saffron Restaurant near Grier St. May more stops be considered for trash barrel placement? Who is responsible for trash barrel contents pick-up?

Action Taken: WATS MPO reached out to River Valley Transit/City of Williamsport, and informed them of the concerns/suggested improvements.

Comment No. 4: At stops where no barrel exists, but where litter abounds, such as the stop at the Old Webster School on Memorial Ave., near Beeber St., whose responsibility is it to keep such grounds clean? I know some riders put their trash into receptacles near the bus driver inside, but not all do, and thus much is deposited on the landscape.

Action Taken: WATS MPO reached out to River Valley Transit/City of Williamsport, and informed them of the concerns/suggested improvements.

Comment No. 5: How might WATS and riders be encouraged to be more mindful about landscape aesthetics?

Action Taken: WATS MPO reached out to River Valley Transit/City of Williamsport, and informed them of the concerns/suggested improvements.

Comment No. 6: At the May 6, 2020 Draft 2021-2024 Transportation Improvement Program (TIP) Public Meeting a representative from the Center for Independent Living of North Eastern PA raised a concern about access to the Central Pennsylvania Food Bank at 3301 Wahoo Drive, Williamsport, PA during the COVID-19 Stay-at-Home order. Their concern was there is no bus stop directly in front of the Central Pennsylvania Food Bank facility, the nearest stop is located at W 4th Street and Trenton Ave.

(approx. a quarter mile away) which can make accessing supplies from Central Pennsylvania Food Bank challenging to residents who use River Valley Transit buses.

Action Taken: WATS MPO reached out to River Valley Transit/City of Williamsport, and informed them of the concerns/suggested temporary bus stop at Central Pennsylvania Food Bank.

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Appendix M – 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 § 450.334 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 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 § 450.324 and the FTA policy on the documentation of financial capacity, published in FTA Circular 7008.1A; 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) 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 2021-2024 TIP and the WATS MPO LRTP (See [Appendix B – WATS Public Participation Plan](#)).

We, the undersigned, hereby certify that the foregoing resolution was adopted in accordance with the WATS Bylaws, by the WATS MPO at their June 15, 2020 publicly advertised meeting, and that said resolution is now in full force and effect.

WATS MPO Secretary

WATS MPO Chairperson

Appendix N – WATS TIP Modification Procedures

MEMORANDUM OF UNDERSTANDING

WILLIAMSPORT AREA TRANSPORTATION STUDY, (WATS) METROPOLITAN PLANNING ORGANIZATION (MPO) PROCEDURES FOR 2021-2024 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 2021-2024 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) and Statewide Programs developed by PennDOT. Statewide Programs are coordinated initiatives, projects or funds that include but are not limited to the Secretary of Transportation's SPIKE, the Rapid Bridge Replacement (HSIP) set-a-side, Highway-Rail Grad Crossing Safety (RRX), Surface Transportation Block Grant Multi-modal (MTF), Recreational (Rec) Trails, and Keystone Corridor projects. The Interstate projects. The Commonwealth's Twelve Year Program (TYP), required by state law, includes the STIP/TIPs in first four-year period.

How and When is a STIP/TIP Developed?

For more information on the development of the STIP/TIP, see *Pennsylvania's 2019 Transportation Program General and Procedural Guidance* dated July 31, 2019 (See [Appendix P](#)).

STIP/TIP Administration

FHWA and FTA will only authorized projects and approve grants for projects that are programmed in the current approved STIP. If WATS, RVT, 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 actions. If necessary, 23 CFR § 450.328 permits the use of alternative procedures by the cooperating parties to effectively manage actions encountered during a give TIP cycle. Cooperating parties include PennDOT, WATS, FHWA, FTA, and RVT. Any alternative procedures must be agreed upon, and documented in the TIP.

STIP/WATS TIP revisions must be consistent with PennDOT's Transportation Investment Plan priorities, 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 as well as the PennDOT's Connects policy. Pennsylvania's Transportation Investment Plan is PennDOT's ongoing assessments, target settings, and re-evaluations of data associated with the STIP/WATS TIP investment decisions, ensuring that each dollar invested is being directed to meet strategic decisions, and that enhances to overall performance of the Commonwealth's transportation system. The Investment Plan establishes regional targets which were set with a continued focus on maintaining assets with the following priorities: Bridges on the National Highway System (NHS), Roadway conditions on the NHS, Bridges on the balance of the system, and Roadway conditions on the balance of the 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 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.

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. During a WATS 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 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.

Pennsylvania STIP/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 project, deletes a project that utilizes federal funds, 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/WATS TIP, and does not have previous obligations from a prior STIP/WATS TIP. Federally funded Statewide Program projects are excluded from this provision;
- Adds a new phase(s) to an existing project, deletes a project phase(s), increases or decreases a project phase(s) that utilizes federal funds where the revision exceeds the following thresholds:
 - \$2 million for WATS
- 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 estimate that exceeds the thresholds established between PennDOT and WATS (not to exceed any federally funded threshold contained in this MOU)
 - Results 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 request PennDOT Central Office approval using the e-STIP process. A Fiscal Constraint Chart (FCC) must be provided that depicts the transfer of funds from one source to another, demonstrating fiscal constraint. The FCC summarizes the before, requested adjustments, after changes, and detailed comments explaining the reasons for the adjustment(s), and provides any PMC materials that may have been prepared, along with an updated TIP. PennDOT's Central Office will review, approve, and forward to the appropriate federal agency for the review and approval, with a courtesy copy to the other federal agency. 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.

The initial submission and approval process of the federally funded Statewide Program or increases/decreases exceeding the thresholds above will be considered an amendment (subsequent placement of these individual projects or line items on the WATS 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 Program Management Committee (PMC) and FHWA is required.

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

- Shifts federally funded projects, a federally funded project phase(s), or federal funds to existing federally-funded projects or a federally funded project phase(s) in the approved STIP/WATS TIP and must maintain year-to-year STIP/TIP fiscal constraint requirements;
- Adds a project from a funding initiative or line item that utilizes 100% state or non-federal funding; or WATS TIP placement of the federally funded Statewide Program;
- Adds a project for emergency repairs to roadways or bridges, except those involving substantial, functional, location, or capacity changes;
- Draws down or returns funding from an existing STIP/WATS TIP reserve line item and does not exceed the threshold established in this MOU. 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 but does not exceed the above thresholds.

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

Administrative Modifications do not require federal approval. PennDOT and 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 a 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 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 a 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 [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, 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.

STIP/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 PA Statewide Procedures 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.

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, 2020, and remain in effect until September 30, 2022, 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 June 15, 2020 public meeting**

WATS MPO Chairperson

General Manager, River Valley Transit

Director, PennDOT Center for Program Development and Management

WATS MPO Secretary

Appendix P - Pennsylvania's 2021 Transportation Program General and Procedural Guidance

July 31, 2019

**PENNSYLVANIA'S 2021
TRANSPORTATION PROGRAM
GENERAL AND PROCEDURAL
GUIDANCE**

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2021 Transportation Program General and Procedural Guidance

INTRODUCTION

The purpose of this General and Procedural Guidance document is to meet federal and state requirements for the development and documentation of the Pennsylvania 2021-2024 Statewide Transportation Improvement Program (STIP) and the regional Transportation Improvement Programs (TIPs). This includes, but is not limited to, [23 USC Section 134](#), [23 USC Section 135](#), [23 CFR 450.200](#), [23 CFR 450.300](#), and [23 CFR 490](#), as well as [PA Consolidated Statute \(CS\) Title 74](#) and [PA Code Title 67](#). As referenced in the 2019 STIP Planning Finding (Appendix 1), these regulations guide the development process of the 2021 Transportation Program within the context of multiple inter-related, intergovernmental planning functions. The [Moving Ahead for Progress in the 21st Century](#) (MAP-21) Act requires the use of a performance-based approach to transportation planning. Performance-Based Planning and Programming (PBPP) refers to the application of performance management within the planning and programming process to achieve the desired performance outcomes for Pennsylvania's transportation system.

The Pennsylvania Department of Transportation (PennDOT) undertakes these activities together with other agencies, stakeholders, and the public to ensure that transportation investment decisions align with established targets and goals. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

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

This guidance document is a collaborative product jointly developed by PennDOT [PennDOT Executives, the Center for Program Development and Management (CPDM), Bureau of Maintenance and Operations (BOMO), Bureau of Project Delivery (BPD), Bureau of Public Transportation (BPT), Bureau of Equal Opportunity (BEO), and Engineering Districts], the Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), and Federal Partners, including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

This guidance reflects the performance-based planning approach to transportation planning, underscores the importance of the 3C process and identifies opportunities for collaboration. This guidance also lays out requirements for the documentation of the TIP development process and describes how project selection and prioritization will support Transportation Performance Management (TPM). With these changes, the regional TIPs will continue to evolve into more narrative-based planning documents, similar to the regional LRTPs.

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This document will oversee the development process of the 2021 Transportation Program (STIP, TIPs, and TYP) and demonstrate the implementation of the TAMP. The transportation planning process is by its very nature fluid and subject to change. By working closely together, PennDOT, the MPOs/RPOs, and FHWA/FTA will strive to continuously improve the program development process. Therefore, this guidance document will be updated every two years to reflect changes in state or federal legislation, regulation, or policy. This document includes numerous hyperlinks and appendices that support program development. Additional supporting information and examples can be found on PennDOT's [2021 Program Update](#) SharePoint page.

REQUIREMENTS

This guidance document provides references and links included in the text as support tools that users may find helpful in developing a broader understanding of the program development process.

The planning context for program development is a complex process that involves multiple elements, including planning and programming rules and regulations, transportation plans, data systems, and other programs that support and inform the program development process. To help understand the complex planning requirements for all stakeholders, PennDOT, in cooperation with the MPOs/RPOs and FHWA/FTA, developed the [Guidebook for Pennsylvania's MPOs and RPOs](#). This guidebook provides a core source of information for planning and programming in Pennsylvania, including an initial documentation of roles, responsibilities and requirements.

The initial part of the program development process is the update of the Financial Guidance and General and Procedural Guidance documents. Representation from PennDOT Central Office, PennDOT Districts, the MPOs/RPOs, and FHWA/FTA participate in work groups to update these documents. These two documents are the foundation of the program update process. The 2021 Transportation Program development schedule is available in Appendix 2.

[PA Act 120 of 1970](#), enacted from Senate Bill 408, created PennDOT and the State Transportation Commission (STC). The STC is a 15-member body, chaired by the Pennsylvania Secretary of Transportation, which serves as the Board of Directors to PennDOT. The STC provides policy driven direction with respect to the development of Pennsylvania's TYP. PennDOT and STC work together with the MPOs/RPOs to develop several transportation planning documents, including the TYP. To satisfy the requirements of Act 120, PennDOT must prepare, update, and submit Pennsylvania's TYP to the STC for approval every two years.

The TYP is the Commonwealth's official transportation program and is a multimodal, fiscally-constrained program of transportation improvements spanning a 12-year period. The TYP is divided into three four-year periods, with the first four years corresponding to the STIP and the regional TIPs. The TYP must be consistent with federal programming documents, such as the statewide and regional LRTPs.

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Twelve Year Program Cycle for FFY 2021-2032

FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032
1st Four Years (STIP/TIPs)				2nd Four Years				3rd Four Years			
← TYP →											

Pennsylvania is required under [49 USC 5304\(g\)](#) and [23 USC 135\(g\)](#) to develop a STIP. Pennsylvania’s STIP is a fiscally-constrained four-year program of highway, bridge and transit projects. The STIP is developed in cooperation with the MPOs/RPOs and public transportation agencies in the state and is consistent with the regional TIPs. The transportation projects on the STIP are consistent with the statewide and regional LRTPs. All projects that use Federal-aid funds must be listed in the STIP.

The STIP is the entire transportation program for the Commonwealth, which includes the Interstate and Statewide programs as well as the regional TIPs:



The Pennsylvania STIP is comprised of 26 individual TIPs:

- MPO TIPs (19)
- RPO TIPs (4)
- Independent County TIP (1)
- Statewide Items TIP (1)
- Interstate Management (IM) Program TIP (1)

PennDOT is responsible for statewide planning, while the MPOs/RPOs are responsible for transportation planning in their regions. Federal planning requirements [49 USC 5303\(j\)](#) and [23 USC 134\(j\)](#) require each MPO to develop a TIP at the local level. In Pennsylvania, the TIP is the first four years of the TYP. PennDOT has developed agreements with RPOs that position them as equals to MPOs. Therefore, in Pennsylvania, RPOs are held to the same requirements as MPOs with regards to the planning and programming process, which includes the development of individual TIPs. PennDOT takes the lead in developing the independent county TIP. Each MPO/RPO TIP is a fiscally-constrained program of upcoming transportation projects that reflect regional and local priorities over the next four years. Federal law requires TIPs to be updated at least every four years. In Pennsylvania the STIP/TIPs are updated every two years during the TYP process, based on the requirements of Act 120.

Within Pennsylvania, the characteristics of the PennDOT Engineering Districts and MPOs/RPOs vary greatly, between the land area and population of the region, the number of transportation resources present, and the staff available to support operations. PennDOT, the MPOs/RPOs, transit agencies, and

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FHWA/FTA recognize this and agree to work cooperatively to meet the federal and state program requirements.

The STIP and MPO/RPO TIPs are developed based upon mutual trust, data sharing, open communication and coordination at each program development step, which results in a consensus between PennDOT, the MPOs/RPOs, FHWA/FTA, and other interested stakeholders regarding the most effective use of limited transportation resources. Each MPO/RPO, in coordination with their PennDOT CPDM representatives and their PennDOT District(s), will document the process used for regional TIP development. This documentation should include a timeline as well as the individual roles and responsibilities of the MPO/RPO, PennDOT District(s) and Central Office. An example of SPC's regional program development timeline is included in Appendix 3.

Public Participation

Public outreach is a key component of updating the TYP. The release of the [2019 Transportation Performance Report](#) (TPR) by the STC on February 21, 2019 was the official start of the 2021 TYP update process in Pennsylvania. PennDOT, the STC and the MPOs/RPOs welcomed the public to review the TPR prior to providing input and feedback on transportation priorities to help identify projects for the 2021 TYP. The 2021 TYP update open public comment period took place from March 11 to April 26, 2019. During this comment period, the public was encouraged to take an online transportation survey to share their transportation priorities and concerns on STC's [Public Outreach](#) page and attend an [Online Public Meeting](#) hosted by the Secretary of Transportation and the STC Chair. During the Public Meeting, the findings of the 2019 TPR were presented and the public was given the opportunity to ask transportation questions.

To increase public participation and gather as much feedback as possible, PennDOT, the STC and the MPOs/RPOs reinforced this public outreach effort by informing stakeholders and the public about the Transportation Survey and encouraging participation through both social and traditional media.

PennDOT CPDM and the STC has shared the public feedback collected through the transportation survey with the BPT, Districts and MPOs/RPOs, who will consider these results in their project selection process for the TIP. The same process is utilized for the respective regional portions of the TYP. STC's [From Planning to Projects](#) transportation program infographic is an interactive guide that offers additional information about the TYP Update Planning Process.

An integral part of the program development process involves meaningful public outreach and involvement. A Public Participation Plan (PPP) is a key element to ensure that all transportation related activities are communicated and involve all members of the public, including traditionally underserved and protected populations. PennDOT Central Office, in coordination with the MPOs/RPOs and FHWA/FTA, develops and utilizes a [Statewide PPP](#) in accordance with [23 CFR 450.210](#).

FHWA provides guidance to the MPOs/RPOs regarding [public involvement](#) requirements. The MPOs/RPOs are responsible for developing their own regional PPPs that outline the processes by which they ensure adequate involvement and input from various stakeholders, including elected officials, transportation agencies and service providers, businesses, special interest groups, disadvantaged populations, and the public. The MPOs/RPOs must post their own regional PPPs on their respective

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websites. The MPO/RPO PPPs must specifically identify how the MPOs/RPOs will notify the public of meetings, ensure access to meetings, and demonstrate how they will consider and respond to public input.

PPPs must also comply with [Title VI of the Civil Rights Act of 1964](#) that “prohibits exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on grounds of race, color, or national origin.” Furthermore, PennDOT must comply with other federal and Commonwealth statutes and authorities that prohibit discrimination based on an individual or group’s sex, religious creed, and/or disability. [PennDOT’s Title VI Compliance and Implementation Plan](#) defines the policies and procedures by which the Department administers its Title VI activities and ensures its programs’ compliance with Title VI requirements, within its ranks and among its federal-aid sub-recipients.

PennDOT BEO, in coordination with PennDOT CPDM and FHWA, has crafted a template that can be used by the MPOs/RPOs as a general Title VI policy statement and complaint procedural notice. MPOs/RPOs that already maintain a Title VI Policy statement that addresses the principle points articulated in this template may maintain their pre-existing statements or choose to modify this template to meet their organizational needs. Any Title VI statement should include the organization’s name and Title VI Coordinator contact information. The Title VI Coordinator should be fully versed in the organization’s complaint and accommodation procedures and designated as the point of contact for public concerns and requests.

FHWA, in coordination with PennDOT, recommends that this template or a comparable statement be applied as an appendix or preface to the TIP document that is made available for public comment. FHWA and PennDOT also recommend applying this template or a comparable statement to other publicly facing documents and communications, including the MPO/RPO PPP and respective websites. The sample template and additional information about PennDOT’s non-discrimination policy, complaint procedures and contact information for those seeking Americans with Disabilities Act (ADA) or Limited English Proficiency (LEP) accommodation, including language taglines, can be found in Appendix 4.

Self-Certification

All Pennsylvania’s MPOs are required by [23 CFR 450.336\(a\)](#) to complete self-certification resolutions concurrent with their TIP updates, which state that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. These self-certification resolutions are part of the TIP submission documentation sent to PennDOT CPDM. Non-TMA MPOs, metropolitan areas with populations less than 200,000 as deemed by the US Census, and RPOs must include documentation to indicate compliance as part of their TIP submissions. MPOs that are in Transportation Management Areas (TMAs), metropolitan areas with populations exceeding 200,000 as deemed by the US Census, are required to have Federal certification reviews performed by FHWA/FTA every four years, in accordance with [23 CFR 450.336\(b\)](#). Based on the higher level of oversight by FHWA/FTA, the TMA MPOs aren’t asked to provide the additional compliance documents because those materials are reviewed as part of the Federal certification review process. Examples of self-certification resolutions and documentation can be found in Appendix 5 and Appendix 6.

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Project Selection

To the maximum extent practicable, project selection, evaluation, and prioritization should be a clear and transparent process. PennDOT District and CPDM staff will work with the MPOs/RPOs to document the project identification, prioritization, and selection process used for the highway/bridge portion of the Program. The MPOs/RPOs will work with public transit agencies in their regions to document the project identification, prioritization, and selection process used for the public transit portion of the Program. These project selection processes will vary by District, MPO/RPO, and public transit agency, but should reflect the key elements established in this guidance, be documented in the regional TIP development process mentioned above, and be included as part of the MPO/RPO TIP submissions.

PennDOT District and MPO/RPO staff will work together to identify candidate projects for the highway/bridge portion of the 2021 Program. Initial focus should be placed on carryover projects, which must be carried forward onto the 2021 Program from a previous Program. These include:

- Projects that are still advancing through the project delivery process
- Projects with unforeseen cost increases
- Projects with anticipated Advance Construct (AC) conversions

Highway/bridge carryover project scopes, costs, and schedules will be reviewed and updated based on information obtained through project management and from local input/outreach sources such as the STC Public Survey, MPO/RPO public involvement, [PennDOT Connects](#) (PennDOT's municipal outreach policy), and [Environmental Justice Core Elements and Analysis](#). PennDOT Districts must ensure that timely and accurate project information is input into [PennDOT's Multimodal Project Management System](#) (MPMS) and share this information with the MPOs/RPOs and PennDOT CPDM. Guidance on project public narratives can be found in Appendix 7. MPMS data entry should follow [Pub 227](#) and Appendix 8.

Clear and understandable project descriptions guarantee that details including the location and scope of work are easily understood by the public and will even reduce potential confusion during TIP Negotiations, Air Quality Conformity and funds obligation.

PennDOT District staff and MPO/RPO staff should then cooperatively meet to evaluate highway/bridge project ideas or additional needs that have been identified through the TPM process and informed by the TAMP, transportation performance measures, the statewide and regional LRTPs, and the local input/outreach sources mentioned above. PennDOT CPDM will ensure that adequate coordination meetings are occurring and appropriately documented for the STIP/TIP submission.

Based upon this continued coordination throughout the TIP development process, PennDOT District staff will create project scopes, costs, and schedules in MPMS for the mutually agreed-upon new projects. To allow for open discussion and collaboration, cooperative discussions about candidate projects under consideration should occur between the MPOs/RPOs and the Districts prior to preparation of a fiscally constrained project list.

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PennDOT Connects

Overarching guidance for PennDOT’s project development and delivery process is provided by [Design Manual Part 1A](#) (DM1A). It provides guidance on the collection, validation, sharing and documentation of the information necessary to advance a project. As detailed in DM1A, new projects must follow the PennDOT Connects collaborative planning process approach (Appendix 9). The local government outreach and collaboration achieved through the [PennDOT Connects policy](#) leads to positive outcomes, including clearer scopes of work and more accurate schedules and budgets when projects are programmed. This information is carried forward into the scoping and environmental review processes. PennDOT Connects collaboration may occur throughout the planning process. However, PennDOT Connects Project Initiation Forms (PIFs) should be completed for new TIP projects prior to programming. Additional guidance is currently being developed to address PennDOT Connects scalability for projects funded outside of Financial Guidance.

PennDOT Connects identifies community needs and contextual issues early in project planning through a collaborative process. PennDOT and the MPOs/RPOs must work with local governments to identify opportunities to incorporate community-related features into potential projects prior to adding those projects to the Program. However, this is only the beginning of the PennDOT Connects collaborative approach. While community-focused project features are identified in planning, it is often not until the Preliminary Engineering (PE) process is conducted that a determination can be made on whether these features can reasonably be incorporated into the project. Issues such as environmental impacts and other design considerations, such as right-of-way and utilities, are all considerations that factor into decision-making entering the final design of a project. Local governments must be kept informed throughout the decision-making processes involved in project development and delivery.

Long Range Transportation Plans

Pennsylvania’s current LRTP, [PA On Track](#), and [CFMP](#) were developed with the cooperation and input from dozens of state, regional and local transportation agencies. PA On Track sets goal areas that include system preservation, safety, personal and freight mobility, and investment.



Pennsylvania MPOs and RPOs are required to have their own regional LRTPs. They are maintained and updated as needed in accordance with the current federal transportation legislation requirements - at least every four years in air quality nonattainment and maintenance areas and at least every five years in attainment areas. PennDOT provides guidance to MPOs/RPOs in the development of regional LRTPs

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in its [Developing Regional Long Range Plans](#) resource document (Pub 575), which is currently being updated to include transportation performance management planning requirements. A PennDOT Connects Addendum to Pub 575 has been developed as interim, internal guidance on integrating PennDOT Connects with the LRTP process. PennDOT intends to integrate this approach into its 2019 update of Pub 575. This addendum is available in Appendix 10.

The regional LRTPs are consistent with the goals laid out in the statewide LRTP, are based on extensive public and stakeholder involvement, and include a list of fiscally constrained projects that support regional goals and objectives. These projects are prioritized with a strong emphasis on preservation and operating efficiency of the existing infrastructure for all modes to ensure consistency between regional LRTPs, comprehensive plans, and regional TIPs. The MPOs/RPOs shall make their regional LRTPs available on their websites.

Transportation Performance Management

Transportation Performance Management (TPM) requirements are a key component of the project decision making process. TPM planning requirements were established by the [Moving Ahead for Progress in the 21st Century](#) (MAP-21) Act and reaffirmed in the [Fixing America's Surface Transportation](#) (FAST) Act. Under these rules, PennDOT and its MPOs/RPOs are required to establish targets related to safety, bridge and pavement condition, air quality, freight movement, public transportation asset management and safety, and the performance of the National Highway System, and to use performance measures to track their progress toward meeting these targets. Information on these rules and other resources on performance management are available on [FHWA's Transportation Performance Management](#) webpage and through [FTA's Performance Based Planning](#) webpage.

PennDOT and the MPOs/RPOs are required to comply with [23 USC 150](#), which provides strategies for the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision making through PBPP.

[23 CFR 450.314\(h\)](#) requires PennDOT, MPOs/RPOs, and public transit agencies to create jointly agreed-upon written provisions for how they will cooperatively develop and share information related to five key elements of PBPP:

- Transportation performance data
- Selection of performance targets
- Reporting of performance targets
- Reporting of performance to be used in tracking critical outcomes for each region
- Collection of data for the State asset management plan for the National Highway System (NHS)

PennDOT, in cooperation with its MPOs/RPOs, developed the Pennsylvania Transportation Performance Management Performance-Based Planning and Programming Procedures document (Appendix 11) to serve as Pennsylvania's jointly-written provisions for the highway/bridge PBPP roles and responsibilities. It also more fully documents the roles for PennDOT and the MPOs/RPOs regarding target setting coordination, data collection, data analysis and reporting. To ensure compliance with [23 CFR 450.314](#),

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the MPOs/RPOs have provided written acknowledgement that the Pennsylvania PBPP written provisions were cooperatively developed and agreed-upon with PennDOT.

MAP-21 established three categories of performance measures, which are collectively referred to as the PM1, PM2, and PM3 measures:

- PM1 – measures of safety performance
- PM2 – measures for the condition of NHS pavements, Interstate pavements, and bridges carrying the NHS
- PM3 – measures for the performance of the NHS, freight movement on the Interstate, and the CMAQ Program

The PM1, PM2, and PM3 measures each have multiple targets. Based on the jointly-written provisions, the statewide targets for the above measures were set in coordination between PennDOT and the MPOs/RPOs. Currently, all MPOs/RPOs have adopted PennDOT's statewide targets. Documentation on the currently approved targets is available on [PennDOT's Transportation Performance Management](#) SharePoint page.

Public Transit Agencies are also required by FTA to develop performance targets related to asset management and safety. These targets are discussed in more detail on page 20.

In accordance with [23 CFR 450.218\(q\)](#), PennDOT CPDM, BPT and BOMO will describe in the STIP documentation how the Statewide Program of projects contributes to the achievement of the performance targets identified in the state performance-based plans, linking investment priorities to those targets. The narrative will document the PBPP objectives, investment strategies, performance measures and targets from the performance-based plans that are being implemented through the Program of projects in the STIP.

Similarly, in accordance with [CFR 450.326\(d\)](#), the MPOs/RPOs, in coordination with PennDOT Districts and transit agencies, will describe in their TIP documentation how their regional programs contribute to the achievement of their performance targets in the regional performance-based plans, again linking investment priorities to those targets. The narratives should document the PBPP objectives, investment strategies, performance measures and targets from the performance-based plans that are being implemented through the program of projects in the MPO/RPO TIPs.

The narrative descriptions in the STIP/TIPs should also include a description of how the other performance-based plans are being implemented through the STIP and TIPs. For example, the narrative should describe how the objectives, investment strategies, performance measures and targets from the [PennDOT TAMP](#), [Pennsylvania SHSP](#), the [Highway Safety Improvement Program](#) (HSIP), the [Pennsylvania Comprehensive Freight Movement Plan](#), TMA CMAQ Performance Plans (see [23 U.S.C. 149\(l\)](#)), regional [CMP](#) plans, transit asset management plans, and other performance-based plans are being implemented through the program of projects in the STIP/TIPs. The narrative should specifically describe these linkages and answer the following questions:

- How were the projects included in the STIP/TIPs selected/prioritized?
- How do the STIP/TIPs support achievement of the performance targets?
- How are the STIP/TIPs consistent with the other performance-based planning documents?

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Safety

Safety is a primary factor of strategic investments for Pennsylvania's transportation network at the State and Federal level. Safety is one of the four goal areas of PA On Track's strategic framework. Safety Performance Management is also part of FHWA's overall TPM program. The [Safety Performance Management Final Rule](#) establishes safety performance measure requirements for carrying out the HSIP.

To establish the current Safety Performance Measure (PM1) targets, PennDOT BOMO reviewed the State's crash and fatality data and evaluated it for overall trends, comparing these trends to what could be observed at the national and state level. They evaluated how these trends related to the Pennsylvania SHSP goals and the [National Toward Zero Death initiative](#). PennDOT BOMO and CPDM shared the statewide data with the MPOs/RPOs. MPOs/RPOs should utilize the SHSP and the regional data from the Pennsylvania Crash Information Tool (PCIT) and the Crash Data Analysis Retrieval Tool (CDART) to assist with their project identification. This information will support the MPOs/RPOs in developing and prioritizing projects with an emphasis on safety.

The purpose of HSIP funding is to achieve a significant reduction in traffic fatalities and serious injuries on public roads, including non-State-owned public roads. Projects using HSIP funding will be coordinated between the regional MPO/RPO, PennDOT District and CPDM staff, and BOMO. These projects must be consistent with the SHSP.

The [SharePoint HSIP funding site](#) provides a single point of communication for all HSIP eligibility and funding requests. Project applications are reviewed through an approval workflow involving PennDOT District and Central Office safety and planning staff. The HSIP projects are continually monitored by PennDOT CPDM, PennDOT BOMO, and FHWA to maximize funding and expedite project delivery. This approach will not only ensure that Pennsylvania is working towards the SHSP goals but will also allow the PennDOT Districts and MPOs/RPOs to quantify the safety improvements of the selected projects relative to the safety performance targets.

All projects utilizing HSIP funds should be evaluated based on Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systematic improvements, improvements on high risk rural roads, and deliverability. Specifically, as part of PennDOT's HSIP application process, a data-driven safety analysis in the form of B/C analysis or HSM analysis is required. These analysis options are explored in more detail at the following locations:

- [Highway Safety Benefit-Cost Analysis Guide](#)
- [Highway Safety Benefit-Cost Analysis Tool: Reference Guide](#)
- [HSM Analysis \[Crash Modification Factor \(CMF\) Clearinghouse\]](#)

Guidance on performing a data-driven safety analysis can be found in the following locations:

- [PennDOT Publication 638 – District Highway Safety Guidance Manual](#)
- [PennDOT Publication 638A – Pennsylvania Safety Predictive Analysis Methods Manual](#)
- [PennDOT Safety Website](#)
- [AASHTO Highway Safety Manual](#)
- [FHWA Crash Costs for Highway Safety Analysis](#)

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More information on HSIP project eligibility and requirements, including federal share pro rata, can be found at the following links:

- [FHWA – Project Eligibility](#)
- [FHWA – Eligibility Guidance](#)
- [23 USC 120 – Federal Share Payable](#)
- [23 USC 148 – Highway Safety Improvement Program](#)

Pennsylvania sets aside \$35 million of HSIP funds per Federal Fiscal Year (FFY) to advance projects statewide. The HSIP set-aside is managed as a statewide program by PennDOT CPDM in coordination with BOMO. Projects are evaluated, ranked, and selected based on their potential significant safety return on investment and their deliverability.

Pavement and Bridge Asset Management

Preserving Pennsylvania’s pavement and bridges is a critical part of the strategic investment strategy for Pennsylvania’s transportation network at the State and Federal level. System preservation is another goal area of PA On Track’s strategic framework. With limitations on available resources, the preservation of pavement and bridge assets using sound asset management practices is critical. Asset management is a key piece of FHWA’s TPM program and is a vital force behind infrastructure performance. TPM is the approach to managing transportation system performance outcomes, while asset management is the application used to manage the condition of the infrastructure assets.

PennDOT’s TAMP, required by [23 U.S.C. 119](#) and [23 CFR 515.13\(b\)\(2\)](#), formally defines its framework for asset management, which is a data-driven approach coupled with a risk-based methodology. It outlines the investment strategies for infrastructure condition targets and documents asset management objectives for addressing risk, maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals identified in [23 U.S.C. 150\(b\)](#). The TAMP is developed by PennDOT BOMO’s Asset Management Division in consultation with PennDOT Executive leadership, CPDM, Bureau of Planning and Research (BPR), PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), the MPOs/RPOs and FHWA/FTA.

The TAMP projects the levels of future investment necessary to meet the asset condition targets and contrasts them with expected funding levels. This helps PennDOT to make ongoing assessments and to reevaluate data associated with its investment decisions for this Program update as well as future updates. Analyses done during the development of the TAMP were utilized to establish the current Pavement and Bridge Condition Performance Measure (PM2) targets.

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

PennDOT’s asset management systems forecast condition and investment needs by asset class and work type using deterioration models and cost matrices developed for PennDOT infrastructure and based on

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

As part of its asset management strategy, PennDOT strives to maintain as many highway and bridge assets as possible in a state of good repair, per [23 CFR 515.9 \(d\)\(1\)](#). PennDOT defines its desired state of good repair as meeting the FHWA minimum condition thresholds for pavements and bridges: no more than 5 percent of NHS Interstate lane-miles shall be rated in poor condition ([23 CFR part 490.315\(a\), Subpart C](#)) and no more than 10 percent of total NHS bridge deck area shall be rated as poor ([23 U.S.C. 119\(f\)\(1\)](#)). However, the ability to achieve these condition thresholds is funding dependent.

Within its asset management framework, it was necessary for PennDOT to transition away from a “worst-first” programming methodology to a true overall risk-based prioritization and selection of projects for its system assets based on LLCC. “Worst-first” prioritization focuses work on the poorest condition assets at the expense of rehabilitation and preventative maintenance on other assets in better condition. PennDOT’s revised strategy reflects its asset management motto and guiding principle: “The right treatment at the right time.” This is reflective of Federal TAMP requirements that are centered on investing limited funding resources in the right place at the right time to produce the most cost-effective life cycle performance for a given investment, per [23 CFR 515.7](#) and [23 CFR 515.9](#).

PennDOT will use its PAMS and BAMS systems to assist with prioritizing preservation activities to extend asset life. This methodology will allow PennDOT to manage assets to both specific targets and to the lowest practical life-cycle cost and help it to make progress toward achieving its targets for asset condition and performance. Implementation of these improved asset management practices will begin with the Interstate Highway System and then progress to the non-Interstate NHS and other state-owned and local networks.

The bridge condition classification of poor has replaced the previous structurally deficient (SD) condition ranking. The SD ranking was a major component of PennDOT’s old Bridge Risk Score, which was not a prioritization tool for network level risk. Rather, it was a combination of project level risk and structure condition that was only applied to a small subset of the overall bridge population. PennDOT has developed a new Bridge Risk Score to assist in prioritizing preservation, rehabilitation and replacement. It does not include condition in the calculation so that risk can be addressed independently and provides each bridge structure with a score in the same scale in relation to the network. BAMS utilizes the new risk score to prioritize bridges within a LLCC-based work selection. The software looks at all possible work for a given year, determines the best projects based on LLCC logic, and then prioritizes based on the new Risk Score.

PennDOT BOMO will provide support to PennDOT CPDM, the PennDOT Districts and the MPOs/RPOs for project programming to achieve LLCC. PennDOT CPDM will work with the BOMO Asset Management Division to provide each PennDOT District and MPO/RPO with a list of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT’s pavement and bridge asset management systems for each MPO/RPO region. These outputs will serve as a guide to assist in the prioritization and selection of new projects to be considered for the Program update.

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While the TAMP and PM2 measures currently only focus on the NHS, PennDOT and the MPOs/RPOs must ensure that projects are selected and prioritized for the entire state-owned and locally-owned Federal-aid network. In coordination with PennDOT Districts, the MPOs/RPOs should consider and document how the following was utilized as part of their program development process:

- regional highway and bridge system assets
- existing conditions on the NHS
- projected future conditions on the NHS
- development of strategies/priorities to continue to improve the system at the LLCC
- planning and programming of projects as part of fiscal constraint

The TAMP is a living document. It is meant to evolve over time as conditions, funding availability, risks, constraints, and federal laws or requirements change. Future updates of Pennsylvania's TAMP will consider expanding the pavement and bridge inventory to include non-NHS pavements and bridges as well as additional NHS and non-NHS assets, once the data to fully analyze these assets becomes available.

As Pennsylvania transitions to LLCC, projects currently included in the STIP/TIPs, TYP and L RTPs will need to be reviewed and evaluated and prioritized to reflect current asset condition data and funding levels as well as shifting needs, including unanticipated changes in demand and impacts related to extreme weather events. PennDOT BOMO will work with PennDOT CPDM, PennDOT Districts and the MPOs/RPOs to recommend the prioritization of certain bridge projects over certain roadway projects and vice versa to prevent bridge or pavement conditions from falling below FHWA minimum condition thresholds, when possible. This prioritization will be undertaken using a combination of advanced asset management tools, professional engineering judgment by Central Office and District personnel, and local MPO/RPO input. Flexible Federal and State funding may need to be utilized to help achieve NHS performance targets, if available. This will be based on coordination between PennDOT BOMO, PennDOT CPDM and the MPOs/RPOs, in consideration of other required performance measures and state initiatives.

As part of the regional TIP development process mentioned above, the MPOs/RPOs must document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information will be used by PennDOT BOMO to improve future asset management system recommendations.

System Performance

Pennsylvania's transportation system is critical to the efficient movement of people and goods. State and Federal initiatives are in place to maintain and improve system mobility. Personal and Freight Mobility is another goal area of PA On Track's strategic framework. Improving reliability and traffic flow are also part of FHWA's overall TPM program. [FHWA's System Performance/Freight/CMAQ Final Rule](#) established performance measure requirements for system performance, freight, and congestion, known as the PM3 measures.

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The PM3 measures are used by PennDOT and the MPOs/RPOs to evaluate the system reliability of the Interstate and non-Interstate NHS to help carry out the National Highway Performance Program (NHPP), to assess goods movement on the Interstate NHS to help implement the National Highway Freight Program (NHFP), and to measure traffic congestion and on-road mobile source emissions on the NHS to help carry out the Congestion Mitigation and Air Quality (CMAQ) program.

The current PM3 Targets were established using historic trends for each measure in combination with regional mobility goals established in the statewide and regional LRTPs. At this time, limited historical information may hinder the assessment of trends for the traffic congestion and reliability measures. The assessment of trends may also include the evaluation of data used within the CMP, Transportation Systems Management and Operations (TSMO), and CMAQ processes.

Data for the reliability and delay measures are taken from the National Performance Management Research Data Set (NPMRDS). The Regional Integrated Transportation Information System (RITIS) is the current platform for reporting the PM3 travel time measures. RITIS provides a portfolio of analytical tools and features for summarizing the measures and evaluating trends. The [CENSUS American Community Survey](#) (ACS) and [FHWA CMAQ Public Access System](#) provide the data sources for the Non-Single Occupant Vehicle (SOV) and emission measures, respectively. The VMT are derived from the Highway Performance Monitoring System (HPMS). Segment-level metrics for the reliability and delay measures are also submitted by PennDOT to HPMS annually.

PennDOT BOMO will review the State's reliability and delay data and evaluate it for overall trends and provide PennDOT CPDM with statewide data to share with the MPOs/RPOs. PennDOT BOMO and CPDM will work together to develop additional regional performance measure summaries to share with the MPOs/RPOs to aid in regional target assessment and progress. This may consist of tables or online maps of travel congestion and reliability measures.

With support from the MPOs/RPOs, PennDOT CPDM and BOMO will monitor the impacts of completed transportation projects that are considered of regional significance. Such projects may include capacity enhancements or traffic signal coordination projects on primary roadways. These project impacts will help assess the benefits of historic funding and the potential benefits of future investments on traffic congestion and reliability. Identifying project impacts will require the evaluation of performance measures before construction, during construction and after project completion.

PennDOT and the MPOs/RPOs will continue to integrate the PM3 performance measures into the project identification and selection processes, including the MPO CMPs, PennDOT TSMO, and PennDOT/MPO/RPO LRTP project prioritization processes. The methods for integration will remain flexible for each agency.

Transportation Systems Management and Operations

The mission of [PennDOT's TSMO Program](#) is to move people and goods from Point A to Point B, as efficiently, safely, and reliably as possible. TSMO is a way to address the reliability, mobility, and congestion of roadways by using operations-focused strategies instead of building extra capacity. Higher reliability means more consistent travel times on NHS roadways. TSMO strategies must first be

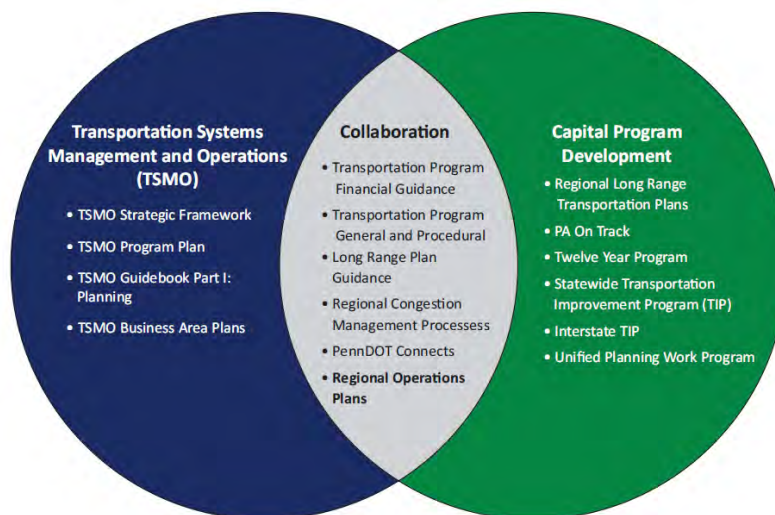
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considered before the implementation of a capacity-adding project. TSMO strategies may be implemented through independent projects or as part of other projects. All projects must consider impacts to the PM3 performance measures to ensure that the targets are being met.

Significant causes of congestion and unreliable travel are non-recurring events, such as crashes, and transportation network disruptions, such as severe weather and other special events. TSMO enables agencies to target the underlying operational causes of congestion and unreliable travel through innovative solutions that typically cost less and are quicker to implement than adding capacity. TSMO expands the range of mobility choices available to system users, including shared mobility and nonmotorized options. The connection between TSMO and planning is increasingly critical as connected and automated vehicles, advances in intelligent transportation systems (ITS), and other developing technologies impact transportation networks.

PennDOT has developed a [TSMO Guidebook](#) on how to implement its approach to integrating TSMO into planning and programming and how to connect operations-related planning efforts with other Pennsylvania planning efforts. Stakeholders are encouraged to consider the applicability of TSMO solutions for every project as part of the design process outlined in PennDOT’s DM-1 manual.

TSMO Relationship with the Planning Process

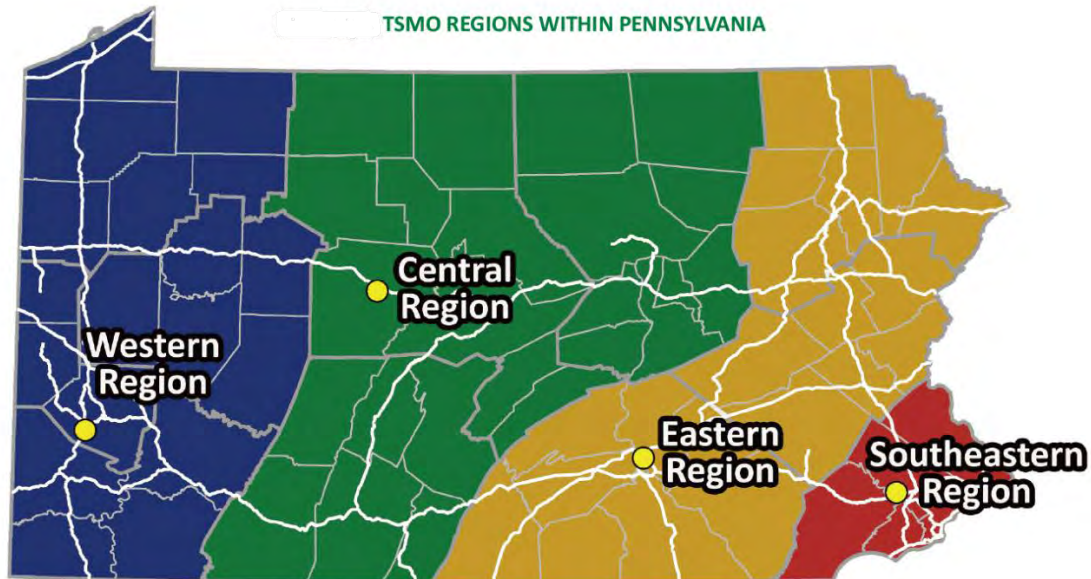


TSMO projects should be consistent with [FHWA operations guidance](#), as well as Regional Operations Plans (ROPs) and ITS Architectures. ROPs play a significant role in regional LRTP and TIP/TYP processes by helping to prioritize projects that incorporate TSMO solutions. Keeping ROPs up-to-date is critical to ensure that they maintain the proper role in implementing TSMO-related projects in a systematic manner, rather than through ad-hoc additions to other capital projects.

Through the ROP development process, the existing ITS and Operations infrastructure needs, visions and goals are identified in order to ultimately prioritize future operations-focused projects and performance measures that are in harmony with regional, state and federal policies.

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Previously, nine ROPs were created across Pennsylvania, but the number of ROPs has been reduced to four to correspond with Pennsylvania's TSMO regions and better align the planning of operations with PennDOT's four Regional Traffic Management Centers (RTMC).



The RTMC manages the ROPs with support from the various MPOs/RPOs in the region. Each ROP identifies the regional approach to traffic operations and sets the stage for regional implementation of TSMO strategies. ROPs generally have an update cycle of every four or five years. The ROPs will, at a minimum, identify which projects could be undertaken within the next four years, aligning these projects for potential inclusion on the TIP.

The National Highway Freight Program

The National Highway Freight Program (NFP) was authorized under the FAST Act to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several important goals, as specified by [23 USC 167](#):

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity.
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas.
- Improving the state of good repair of the NHFN.
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability.
- Improving the efficiency and productivity of the NHFN.
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity.
- Reducing the environmental impacts of freight movement on the NHFN.

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NFP funds are financially constrained to an annual funding level provided as part of Financial Guidance and have strategically been allocated to the IM Program. Pennsylvania's [CFMP](#) must include a list of fiscally constrained NFP funded projects. PennDOT CPDM will prioritize and select projects to utilize NFP funding that are consistent with the CFMP. Factors from the CFMP such as freight bottlenecks and freight efficiency projects, projects identified by MPOs/RPOs, and project schedules and costs will be used to prioritize project selection. Initial programming consideration will be given to currently programmed projects without regular obligation. If any changes to the projects and/or NFP funding within the projects are necessary based on the Program update, the CFMP will be updated concurrently.

Congestion Mitigation and Air Quality Program

The purpose of the CMAQ program is to give priority to cost-effective transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for the ozone, carbon monoxide (CO), and particulate matter (PM_{2.5}) criteria pollutants. Financial Guidance directs CMAQ funding only to those areas designated as in maintenance or nonattainment of the current NAAQS. Previous "insufficient data" and "orphan maintenance" (as currently defined for the 1997 ozone NAAQS maintenance areas) counties no longer receive CMAQ funding. A map of the transportation conformity areas in Pennsylvania can be found in Appendix 12.

PennDOT CPDM works with the MPOs/RPOs and District Offices to identify projects that may be funded through the CMAQ program, based on CMAQ eligibility requirements and project cost effectiveness. Currently, the Delaware Valley Regional Planning Commission (DVRPC) and the Southwestern Pennsylvania Commission (SPC) have formal processes to solicit and administer their CMAQ programs that include project identification, screening and selection procedures (including adherence to federal requirements regarding emissions impact quantification, consideration of cost effectiveness measures, and prioritization of projects).

For CMAQ-eligible areas covered by a MPO that do not have a formal process, namely all areas except DVRPC and SPC, a simplified evaluation, selection, and eligibility determination process such as the one outlined below is recommended:

- MPO and PennDOT District staff will conduct coordination meetings or conference calls to identify candidate projects for potential CMAQ funding consideration.
- PennDOT CPDM, in coordination with FHWA, has developed an Excel template for MPOs to evaluate candidate CMAQ projects. The template will be available on the [PennDOT Planning Partners](#) SharePoint page.
- MPO and PennDOT District staff will select CMAQ projects using the criteria provided in the template. These criteria will include eligibility classification, qualitative assessments of emission benefits (using FHWA's [Cost-Effectiveness Tables](#)), project cost, deliverability/project readiness, and other factors. MPO and PennDOT District staff should use the template to assist in the documentation of their project selection process.
- PennDOT CPDM and FHWA will cooperatively review the selected projects to verify their CMAQ eligibility.

All projects selected for CMAQ funding should give priority to cost-effective projects using the above process, which requires consideration of a quantitative emission analysis. PennDOT CPDM will provide support to PennDOT District and MPO staff in completing the analyses. Available tools for emission

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analyses include the Pennsylvania Air Quality Off-Network Estimator (PAQONE) tool and the [FHWA CMAQ Emissions Calculator Toolkit](#).

Projects with proposed CMAQ funding are coded as such in MPMS and identified accordingly throughout the project evaluation, selection and program development processes. Once the project has been reviewed by PennDOT CPDM, approved by FHWA/FTA and programmed on the STIP/TIPs, PennDOT CPDM can move forward with obligating the CMAQ funding.

PennDOT CPDM prepares an annual report to FHWA using project information from the MPMS system. This information is compiled annually on a nationwide level and is submitted by FHWA to Congress. It provides a list of obligated projects and emissions analyses for those projects, which ensures that only CMAQ-eligible projects are being funded.

Additional FHWA CMAQ resources:

- [Interim Program Guidance Under MAP-21](#)
- [Fast Act – CMAQ Factsheet](#)
- [Regional AQ Project Review and Classification Guidelines](#)
- [Project Eligibility](#)

Congestion Management Process

Projects that help to reduce congestion will also help to improve air quality. This approach is coordinated with a region's CMP, which helps to identify corridor-based strategies to mitigate traffic congestion reflected in the peak-hour excessive delay (PHED) and percentage of non-single occupant vehicle (SOV) performance measures.

The CMP is a regional planning tool designed to provide a systematic way for helping manage congestion and provide information on transportation system performance. It identifies congested corridors and recommends strategies for congestion mitigation. The CMP includes methods to monitor and evaluate the performance of the multimodal transportation system along with a process for periodic assessment of the effectiveness of implemented strategies.

A CMP is required for the TMAs. It is prepared by the MPO for that area and is a systematic process for managing congestion that brings congestion management strategies to the funding and implementation stages of the project delivery process. The goal of the CMP is to improve the performance and reliability of the multimodal transportation system in the MPO's region.

In TMAs designated as ozone or carbon monoxide non-attainment areas, the CMP becomes even more important. The limited number of capacity-adding projects to be considered for advancement in non-attainment TMAs must be consistent with the region's CMP. Federal law prohibits projects that result in a significant increase in carrying capacity for SOVs from being programmed in such areas, unless these projects are addressed in the regional CMP.

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Environmental Justice

Another key consideration in the project selection and prioritization process is Environmental Justice (EJ). [Executive Order 12898](#) requires Federal agencies and Federal aid recipients to adhere to the following core principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

To develop a single consistent EJ analysis that can be applied statewide, the South Central MPOs in PennDOT District 8 generated a proposed methodology to evaluate the potential impacts of transportation plans and programs on EJ populations. The South Central PA MPO EJ Study, referred to as the [Unified EJ Guide](#), includes several noteworthy practices adopted from MPOs around the country.

FHWA PA Division and FTA Region III have identified [Core Elements](#) from the study and recommend that PennDOT and the MPOs/RPOs incorporate these elements into their planning processes for program updates to meet the spirit and intent of [Executive Order 12898](#), [Environmental Order 5610.2\(a\)](#), [FHWA Order 6640.23A](#), and FTA's [Environmental Justice Circular 4703.1](#):

- identification of EJ populations
- assessment of conditions and identification of needs
- evaluation of burdens and benefits
- identification and addressing of disproportionate and adverse impacts, which will inform future planning efforts

FHWA and FTA encourage PennDOT and the MPOs/RPOs to integrate and scale the Core Elements into their planning processes to best meet their regional transportation system, demographics, and staff capacity. If a region elects not to utilize the Core Elements, the region's EJ methodology and analysis will be evaluated on a case-by-case basis by PennDOT CPDM and BEO, in coordination with FHWA/FTA.

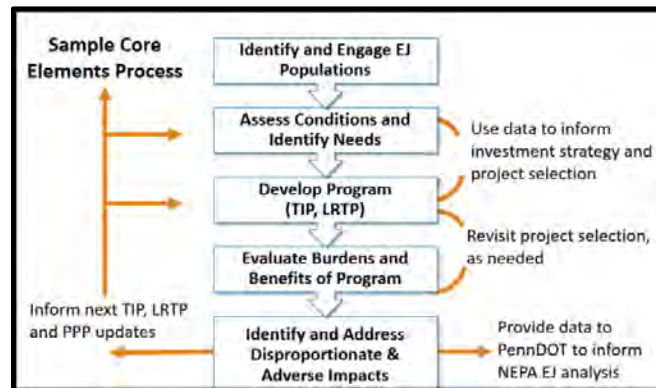
As the first implementation step of this statewide effort, PennDOT CPDM has generated regional EJ profiles and base data and made these available to each MPO/RPO on the [PennDOT Planning Partners](#) SharePoint page. Moving forward, webinars will be set up for the evaluation of the EJ Base Data as it relates to assessing conditions and identifying needs. PennDOT CPDM will conduct training in Fall 2019 to prepare MPO/RPO staff to utilize the data to complete an EJ burdens and benefits analysis and integrate this information into their project selection and prioritization criteria.

The EJ analysis should be completed during program development and shared as part of the public comment period documentation. If disproportionately high and adverse impacts are identified, the MPO/RPO should work with PennDOT, FHWA and FTA to develop and document strategies to avoid, minimize or mitigate these impacts. It is important to note that determinations of disproportionately

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high and adverse effects take into consideration the mitigation and enhancement measures that are planned for the proposed action.

The Core Elements process should be comprehensive and continuous, with each task informing and cycling back to influence the next stage. The outcomes of the analysis and feedback received in each outreach cycle should be considered by the MPOs/RPOs and PennDOT in future project selection processes and provided to PennDOT District staff to inform the project-level EJ analysis:



Transit

In July 2016, FTA issued a [final rule](#) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally-funded capital assets used in providing public transportation services. The TAM rule divides transit agencies (see Appendix 13) into two categories based on size and mode:

- Tier I
 - Operates Rail Fixed Guideway (Section 5337) **OR**
 - Operates over 100 vehicles across all fixed route modes **OR**
 - Operates over 100 vehicles in one non-fixed route mode
- Tier II
 - Urban and Rural Public Transportation (Section 5307, 5310, and 5311 eligible) **OR**
 - Operates up to and including 100 vehicles across all fixed route modes **OR**
 - Operates up to and including 100 vehicles in one non-fixed route mode

The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding (Tier II), and additionally allows other Tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining Tier II systems in Pennsylvania, except for the Centre Area Transportation Authority (CATA), elected to participate in the PennDOT Group Plan.

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

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Transit agencies update CPT data annually to provide a current picture of asset inventory and performance. From this data, PennDOT BPT updates performance targets for both the statewide inventory of Tier II agencies and for each individual agency in the plan based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT BPT then reports this information to FTA and shares it with the MPOs/RPOs, along with investment information on priority capital projects anticipated for the following year. Agencies that are Tier I or non-participating Tier II use similar CPT data to set independent TAM performance targets and report these directly to the MPOs/RPOs.

Consistent with available resources, transit agencies will be responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

FISCAL CONSTRAINT

An early part of the program development process is for PennDOT, FHWA/FTA and the MPOs/RPOs to jointly develop the [2021 Program Financial Guidance](#) document, first through a Work Group, and later through agreement by all parties. This Guidance provides sufficient information to begin identifying projects, performing project technical evaluations, and negotiating and reaching consensus on the fiscally-constrained regional programs.

Financial Guidance provides funding levels available for the development of the STIP/TYP for all anticipated federal and state funding sources. For highways and bridges, federal funding assumptions are based on the FAST Act, which provides for modest growth through FFY 2020, after which no growth is assumed. State revenues are based on the latest budget estimates for highway and bridge capital appropriations. Allocations are provided to each MPO/RPO for highway and bridge funds based on jointly developed formulas. Allocations are also provided for the IMP, NFP, and Railway-Highway Crossings Program (Section 130/RRX). These continue to be centrally-managed statewide programs. In addition, a portion of highway funding is reserved for distribution at the Secretary of Transportation's discretion.

Transit Financial Guidance includes both federal and state resources. Federal funding is based on FAST Act levels. State funding is based on projected funding source revenues and applied by formulas established in [Act 44 of 2007](#), as amended by [Act 89 of 2013](#). In addition, as part of an agreement between the Commonwealth and the transit agencies, a total of \$25 million per year in federal highway funding is reserved to be flexed to the transit agencies.

To program these funds, each transit agency works closely with PennDOT BPT to develop annual consolidated capital applications (CCA) and annual consolidated operating applications (COA). The CCA process includes federal, state, and local funds and prioritizes investments based on asset condition and replacement cycles in the CPT. This process promotes a true asset management approach where the assets in most need of replacement and/or rehabilitation are prioritized to receive funding, which allows transit agencies to move these assets toward a state-of-good-repair.

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Operating allocations are formula-based, as discussed above, and PennDOT BPT works with agencies annually through the COA process to identify anticipated expenses and revenues and program federal, state, and local funds to meet anticipated operating deficits.

An important part of the project prioritization and selection process is to ensure that the Program of projects meets fiscal constraint, which means that the included projects can reasonably be expected to receive funding within the time allotted for Program implementation. The identified revenues are those that are reasonably anticipated to be available to operate and maintain Federal-aid highways and public transportation in accordance with [23 CFR 450.218\(l\)](#) and [23 CFR 450.326\(j\)](#).

The regional TIP narratives should include reference to the Financial Guidance process and the distribution of funds along with a form of visual documentation to demonstrate regional fiscal constraint. An example of such a visual aid is the fiscal constraint tab from the TIP Checklist (Appendix 14).

The regional TIPs shall also contain system-level estimates of state and local revenue sources beyond Financial Guidance that are reasonably expected to be available to operate and maintain the Federal-aid highways (as defined by [23 USC 101\(a\)\(6\)](#)) and public transportation (as defined by title [49 USC Chapter 53](#)). PennDOT CPDM will provide regional estimated totals for state programs not included in Financial Guidance. MPOs/RPOs can work with local stakeholders to identify supplemental information that is readily available. Transit providers will supply estimates of county/city/local revenue sources/contributions. This information should be integrated into the regional TIPs. Statewide information will be included with the STIP.

Line Items

As part of the program development process, PennDOT CPDM, PennDOT Districts and the MPOs/RPOs should consider the inclusion of reserve line items. Every effort should be made as part of the program development process to identify projects for all available funding in the first 2 years of the TIP, to ensure project delivery and maximum utilization of funding. Line items should be used primarily for contingency purposes such as unforeseen project costs, including Accrued Unbilled Costs (AUC), unforeseen AC obligations, and other actions which might occur between program drafting and project initiation. Dedicated line items for specific regional issues such as slides and sinkholes should be included based on historical needs. Selected project categories that are air quality exempt (e.g. betterment and Section 5310) may also be grouped into regional line items for inclusion in the Program, with project specific listings to be developed later by project sponsors. The excessive use of line items for other purposes is strongly discouraged by PennDOT CPDM and FHWA.

Programming

Projects and phases of projects in the Program must be financially constrained by FFY (October 1 – September 30), with respect to the anticipated available funding and within the bounds of Financial Guidance.

The STIP/TIPs shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available within the time period contemplated for completion of the project, based on

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the project phase start and end dates. This shall also include the estimated total cost of project construction, which may extend beyond the TIP and into the TYP and LRTP, in accordance with [23 CFR 450.326 \(g\) \(2\), \(i\) and \(j\)](#). Cost estimates prepared during programming are critical in terms of setting funding, schedule, and scope for managing project development. Project cost estimates shall follow guidance provided in [Publication 352](#). All phases of projects that are not fully funded on the TIP will be carried over and shown in the last eight years of the fiscally constrained TYP. For projects to advance beyond the PE phase, the project must be fully funded within the TIP/TYP/LRTP.

Projects/phases of projects should be programmed in the FFY in which the project is anticipated to be obligated/encumbered. Programmed funding should be spread out (cash-flowed) over several fiscal years where applicable, based on the anticipated project schedule and timing of expenditures to maximize available resources.

PennDOT Districts, MPOs/RPOs and transit agencies will work to ensure that all cash flow procedures such as highway AC obligation, public transportation letters of no prejudice, and full funding grant approvals are accounted for in the program development process.

AC projects must appear on a TIP in order to be converted into a regular obligation. These AC costs need to be accounted for as part of the program development and management process. PennDOT CPDM, PennDOT Districts and the MPOs/RPOs should plan to carry sufficient federal funding for eligible projects/phases beyond the first two FFYs of the current Program, anticipating that AC conversion will be necessary.

The flexing of federal funds between highway and public transportation projects will be a collaborative decision involving local officials, the MPOs/RPOs, the public transportation agency or agencies, PennDOT, and FHWA/FTA.

The Program must account for inflation using the Year of Expenditure (YOE). Financial Guidance specifies that the YOE factor should be 3% annually. PennDOT Districts will enter cost estimates in MPMS based on present day costs. MPMS provides calculations to apply the 3% annual YOE factor to this base cost for each year of the program. The amount programmed will be based on the year where funds will be programmed for initial expenditure.

AIR QUALITY CONFORMITY

Transportation conformity is a process required by [CAA Section 176\(c\)](#), which establishes the framework for improving air quality to protect public health and the environment. The transportation conformity rule ([40 CFR Part 93](#)) provides the policy, criteria, and procedures for demonstrating conformity. The goal of transportation conformity is to ensure that FHWA and FTA funding and approvals are given to highway and transit activities that are consistent with air quality goals.

The CAA requires that regional LRTPs, TIPs and Federal projects conform to the purpose of the State Implementation Plan (SIP). Pennsylvania's SIP is a collection of regulations and documents used to reduce air pollution in areas that do not meet the NAAQS. Conformity to a SIP means that such activities will not cause or contribute to any new violations of the NAAQS, increase the frequency or severity of NAAQS violations, or delay timely attainment of the NAAQS or any required interim milestone. Conformity must be demonstrated for new or amended LRTPs or TIPs that involve non-

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exempt projects. Other administrative modifications, as defined in [23 CFR 450.104](#), do not require public review and comment, a demonstration of fiscal constraint, or a conformity determination.

Areas in maintenance or nonattainment of the current NAAQS for the criteria pollutants are required to demonstrate regional transportation air quality conformity. Per the February 16, 2018 D.C. Circuit decision in *South Coast Air Quality Management District v. EPA (Case No. 15-1115)*, areas that were in maintenance for the revoked 1997 8-hour ozone but were designated in attainment for the 2008 ozone NAAQS must also demonstrate transportation conformity without a regional emissions analysis, per [40 CFR 93.109\(c\)](#). A status table of the Pennsylvania areas requiring transportation conformity can be found in Appendix 15.

Exempt projects, as defined by the federal conformity regulations ([40 CFR 93.126](#) and [40 CFR 93.127](#)), are project types that typically do not have a significant impact on air quality and are exempt from the requirement to determine conformity. Non-exempt projects are further evaluated to determine their regional significance, which determines whether they are included in the regional emission analysis as part of the transportation conformity determination. The decision on project exemption and/or regional significance status must include an interagency consultation process with federal, state, and local transportation and air quality partners.

The MPOs/RPOs will include all regionally significant transportation projects being advanced, whether the projects are to be funded under [23 USC Chapter 1](#), [23 USC Chapter 2](#) or [49 USC Chapter 53](#), as required in [23 CFR 450.326 \(f\)](#). Regionally significant projects are transportation projects on a facility which serves regional transportation needs that would normally be included in the air quality modeling of the metropolitan/rural area's transportation network, as defined in [23 CFR 450.104](#). This includes Pennsylvania Turnpike projects and IM projects.

PennDOT CPDM, PennDOT Districts, the PTC, and the MPO/RPOs will coordinate on the identification of air quality significant projects to be included in the regional transportation conformity analyses using the PennDOT Project Review and Classification Guidelines for Regional Air Quality Conformity (see Appendix 16). PennDOT CPDM and the PennDOT Districts will be responsible for providing regional significance and exempt project coding within PennDOT's MPMS system. The PTC will provide PennDOT CPDM with a list of Turnpike projects that may require analysis. PennDOT CPDM will then distribute a list of PTC and IM projects to the applicable MPOs/RPOs to be incorporated into their regional programs.

The regional conformity requirement is separate and apart from any conformity requirements that apply to specific projects, typically as part of the [National Environmental Policy Act \(NEPA\) process](#). PennDOT CPDM is responsible for partnering in this process by ensuring that the TIPs (and by extension the STIP) are in conformance. Project-level conformity analyses and screening will be conducted by PennDOT using [PennDOT's Project-Level Air Quality Handbook](#).

PennDOT and the MPOs/RPOs conduct the conformity emission analyses using the Environmental Protection Agency's (EPA) approved emission model and available traffic data, including the regional travel demand model. If one is available, the travel demand model is often the most effective tool to complete the conformity analysis. Planning assumptions of the emission model include land use forecasts, vehicle fleet data, environmental data, and fuel characteristics.

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A transportation conformity determination shows the total emissions projected for the area, including all regionally significant TIP/LRTP projects. The total emissions must be less than the on-road mobile source emissions limits (“budgets”) established by the SIP to protect public health for the NAAQS. PennDOT CPDM has developed a conformity document template for the smaller urban and rural areas to facilitate documentation and consultation review.

Decisions on project-level air quality significance must also include an interagency consultation process with federal, state, and local transportation and air quality partners. PennDOT’s Interagency Consultation Group (ICG) reviews the proposed highway and transit project lists from each MPO/RPO before air quality conformity determination work begins by the MPOs/RPOs and/or PennDOT. The consultation review process is conducted using PennDOT’s [Air Quality](#) SharePoint site, which is maintained by PennDOT CPDM. The air quality conformity analysis is approved by FHWA/FTA, the EPA, and the Pennsylvania Department of Environmental Protection (DEP).

The MPOs/RPOs must provide their regional air quality conformity determination for public review, as specified in their public participation plans and detailed in the [federal transportation conformity requirements](#). MPOs /RPOs that do not perform their own air quality conformity analysis should allow adequate time for completion of air quality conformity analysis by PennDOT’s consultants, keeping in mind that the 30-day TIP public comment period, Board approval of the TIP, and final TIP submission to PennDOT CPDM needs to occur in accordance with the 2021 Program Update Schedule (Appendix 2). PennDOT CPDM shall verify the completion of air quality testing and analysis as part of its STIP/TIP review process.

STATEWIDE PROGRAMS

Interstate Program

The Interstate Management (IM) Program is a separate program developed and managed based on statewide needs. From a programming standpoint, the IM Program is fiscally constrained to an annual funding level that is provided as part of Financial Guidance. The IM Program planning and programming responsibilities are handled by PennDOT CPDM, in coordination with other PennDOT Central Office Bureaus, the PennDOT Districts and the MPOs/RPOs.

To more efficiently manage the significant needs of the statewide Interstate System, PennDOT formed an Interstate Steering Committee (ISC) in 2015. The ISC contains representation from PennDOT’s CPDM, BOMO, BPD, and Districts and works with FHWA and the MPOs/RPOs on the development and management of the Interstate Program. The ISC assists with project prioritization and re-evaluates projects during Program updates. The ISC meets monthly to assist with the management of the IM Program.

As part of the IM Program update process, the ISC holds District Interstate rides and presentations to get a statewide perspective of the current state of the Interstate System in Pennsylvania. Representatives from the ISC, FHWA, and PennDOT BOMO, CPDM, and Districts ride the entire Interstate System to assess current conditions and review both currently planned and potential projects. PennDOT Districts then provide presentations to the ISC with updates on conditions, challenges, best practices and needs

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in their respective areas. The presentations are provided via web conference so PennDOT Central Office and Districts, the MPOs/RPOs, and FHWA staff can participate.

Initial programming consideration will be given to currently programmed Interstate projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current Program. Once the financial magnitude of the carry-over projects has been determined, an estimate can be made on the amount of program funds available for new IM projects, with consideration of current project schedules.

The carry-over projects and any new projects will be evaluated based on current field conditions from the Interstate rides and asset management criteria provided by BOMO Asset Management. Project prioritization and selection will be consistent with the Interstate Management Program Guidelines (Chapter 13 of Publication 242), the TAMP, and system management to the network LLCC. The IM Program project prioritization and selection process will be documented as part of the STIP submission.

Railway-Highway Crossings Program

The Railway-Highway Crossings Program, also referred to as the Section 130 (RRX) Program, is another program developed and managed based on statewide needs. From a programming standpoint, the RRX Program is fiscally constrained to an annual funding level provided by Financial Guidance. The RRX Program planning and programming responsibilities are handled by PennDOT CPDM, based on coordination with PennDOT District and Central Office Grade Crossing Unit engineers, District planning and programming staff, and the MPOs/RPOs.

Initial programming consideration will be given to currently programmed projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current Program. New projects will be identified by PennDOT Districts in coordination with the MPOs/RPOs. Projects will be prioritized and selected based on locations with the highest hazard rating from the [FRA Web Accident Prediction System](#) and locations with other local or railroad safety concerns, including increased train traffic, near-miss history or antiquated warning devices. Consideration will also be given to the project development process and current project schedules when developing the RRX Program.

Selected projects will be added to regional MPO/RPO programs utilizing a Statewide Line Item from the Program to maintain fiscal constraint. The RRX Program project prioritization and selection process will be documented as part of the STIP submission.

Transportation Alternatives Set-Aside

The Transportation Alternatives Set-Aside of the Surface Transportation Block Grant Program (TA Set-Aside) provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.

The FAST Act further sub-allocates TA Set-Aside funding based upon population. Funds available for any area of the state, urban areas with populations of 5,001 to 200,000 and areas with population of 5,000

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or less are centrally managed by PennDOT. PennDOT Central Office, with coordination and input from PennDOT Districts and the MPOs/RPOs, selects projects through a statewide competitive application process. Projects are evaluated using PennDOT's Core Principles, which are found in [Design Manual 1](#). These Principles encourage transportation investments that are tailored to important local factors, including land use, financial concerns, and overall community context. Project deliverability, safety, and the ability to support EJ principles and enhance local or regional mobility are also considered during project evaluation. The planning and programming responsibilities for these TA Set-Aside funds are handled by PennDOT CPDM, and funding is fiscally constrained to an annual funding level by Financial Guidance.

Selected projects are added to regional MPO/RPO programs utilizing a Statewide Line Item to maintain fiscal constraint. Projects selected under previous application rounds without regular obligation or with AC obligation will be carried over from the current Program. The balance of funds from any carryover projects will remain in a Statewide Line Item on the Statewide Program until there is a new or continuing Federal Authorization that includes updated provisions for the TA Set-Aside program. Additional information about the TA Set-Aside can be found on PennDOT's [TA Set-Aside Funding Site](#).

A separate regional allocation of funding is available for urbanized areas with populations over 200,000. These funds are available for MPOs to administer competitive application rounds to select eligible projects for inclusion on their regional TIPs. Funding is fiscally constrained based on annual funding amounts provided in Financial Guidance. The MPOs/RPOs will coordinate with the PennDOT CPDM TA Set-Aside state coordinator prior to initiating a project selection round.

Spike Funding

Financial Guidance includes a set-aside of several flavors of highway funding reserved for the Secretary of Transportation's discretion. The Secretary's "Spike" funding is fiscally constrained to an annual funding level provided by Financial Guidance. The Spike funding planning and programming responsibilities are handled by PennDOT CPDM, based on direction provided from the Secretary.

Historically, the Secretary of Transportation has selected projects to receive Spike funding in order to offset the impact of high-cost projects, implement special initiatives, or advance statewide priority projects. The Spike funding decisions typically continue previous Spike commitments, with any new project selections aligning with the Department's strategic direction and investment goals. Selected Spike projects are added to the regional MPO/RPO, IMP, or Statewide items TIP, utilizing Statewide Line Items from the Statewide Program to maintain fiscal constraint.

PUBLIC COMMENT

As part of their regional TIP development, the MPOs/RPOs will ensure that their regional highway/bridge and transit TIPs provide the following information:

- Sufficient detailed descriptive material to clarify the design concept and scope as well as the location of the improvement. The MPO/RPO and PennDOT District(s) must collaborate on the information for the public narrative.

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- Projects or phases of projects assigned by year (e.g. FFY 2021, 2022, 2023, 2024) should be based upon the latest project schedules and consistent with [23 CFR 450.326\(g\)](#).
- Detailed project and project phase costs should be delineated between federal, state, and local shares. Each project and its associated phase costs should depict the amount to be obligated/encumbered for each funding category on a per year basis.
- Phase estimates and total costs should reflect YOY in the TIP period, per Financial Guidance.
- The estimated total project cost should be included, which may extend beyond the 4 years of the TIP into the TYP/LRTP.
- There should be identification of the agency or agencies responsible for implementing the project or phase (i.e. the specific Transit agency, PennDOT District(s), MPO/RPO, local government, or private partner). Each MPO/RPO will work with all project administrators to provide any additional information that needs to be included with each project to be listed in their regional Program.

PennDOT CPDM will provide this same information for the entire IM and Statewide items TIPs to the MPOs/RPOs.

The MPO/RPO TIPs, including the IM and Statewide items TIPs, must be made available for public comment for a minimum of 30 days and in accordance with the procedures outlined in the MPO/RPO PPPs. A formal public comment period for the regional TIPs must be established to gather all comments and concerns on the TIPs and related documents. PennDOT CPDM, PennDOT Districts and the MPOs/RPOs shall make TIP information (such as technical information and meeting notices) available in electronically accessible formats and means, such as websites and mobile devices.

Joint outreach efforts can result in a more effective program overall and more efficient use of labor across all MPOs/RPOs. Straightforward and comprehensive access to all public documentation (including the draft and final STIP, TIP and TYP project listings) should be made available to all members of the public, including those individuals with LEP. As part of their public outreach, MPOs/RPOs should take advantage of available resources, including translation services, social media tools, other online resources, and local community organizations.

All 2021 Transportation Program guidance and the 2021 Transportation Program development schedule will be placed on PennDOT's website for program development use by the MPOs/RPOs and other interested parties. PennDOT and MPO/RPO websites shall be used to keep the public well informed, giving them access to the available data used in the Program update, informing them how they can get involved in the TIP update process, giving notice regarding public participation activities, and offering the opportunity for review and comment at key TIP development decision points. To provide a central location for regional public comment opportunities, PennDOT CPDM will post the regional public comment periods and links to the MPO/RPO websites on PennDOT's website. The MPOs/RPOs must post the applicable TIP documents on their regional websites for public review and comment. The TIP Submission table on page 30 indicates the required documents that must be included for public comment.

After the public comment periods have ended, the PennDOT Districts will partner with the MPOs/RPOs to develop responses to the public comments. These responses will be documented as part of the regional TIP submissions that are sent to PennDOT CPDM.

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TIP SUBMISSION

After the individual TIPs are approved by the MPOs/RPOs, they must be formally submitted to PennDOT CPDM. The formal submission should include a cover letter and all required documentation, along with the completed TIP Checklist (Appendix 14). The TIP Checklist will be verified by PennDOT CPDM, FHWA and FTA upon review of the TIP Submission package. The MPO/RPO TIP Submission requirements are summarized below:

TIP Submissions Must Include the Following:		Include for Public Review and Comment
1	Cover Letter	
2	TIP Development/Project Selection Process Documentation	✓
3	TIP Development Timeline	✓
4	PM1, PM2, and PM3 Narrative Documentation	✓
5	Transit Performance Measures Narrative Documentation	✓
6	Highway and Bridge TIP Listing with public narrative	✓
7	Public Transportation TIP Listing with public narrative	✓
8	Interstate TIP Listing with public narrative	✓
9	Statewide TIP Listing (Spike, TAP, RXX, HSIP, other)	✓
10	TIP Financial Constraint Chart	✓
11	Public Transportation Financial Capacity Analysis (MPO Only)	
12	EJ Core Elements Documentation	✓
13	Air Quality Conformity Determination Report (if applicable)	✓
14	Air Quality Resolution (if applicable)	
15	Public Comment Period Advertisement	✓
16	Documented Public Comments received (if applicable)	
17	Title VI Policy Statement	✓
18	TIP Revision Procedures	✓
19	Self-Certification Resolution	
20	List of major projects from the previous TIP that were implemented	
21	List of major regional projects from the previous TIP that were delayed	
22	TIP Checklist	

Three hard copies and an electronic version of the regional TIP Submission must be provided to PennDOT CPDM, according to the 2021 Program Development Schedule (Appendix 2). The electronic version of the TIP Submission, including the TIP Checklist, should be submitted through [SharePoint](#). PennDOT CPDM will verify that the items on the TIP Checklist have been completed and that all required documents have been included along with each TIP submission.

PennDOT CPDM will combine the individual TIPs to create the STIP. The STIP, which is included as the first four years of the TYP, will be submitted by PennDOT CPDM to the STC for their approval at their August 2020 meeting. After STC approval, PennDOT will submit the STIP on behalf of the Governor to FHWA/FTA for their 45-day review period. FHWA/FTA will issue their approval of the STIP, which is contained in the Planning Finding document, by the end of the 45-day period, which should occur before the start of the new FFY on October 1.

2021 Transportation Program General and Procedural Guidance

PROGRAM ADMINISTRATION

After adoption, the 2021 Transportation Program must continue to be modifiable based on necessary program changes. Adjustments to the 2021 Program are enacted through procedures for STIP/TIP Modification at both the State and MPO/RPO levels. The Statewide Memorandum of Understanding (MOU), which outlines the procedures for 2021 STIP modifications, will be jointly developed by PennDOT, FHWA and FTA. The Statewide MOU sets the overarching principles agreed to between PennDOT and FHWA/FTA. Individual MOUs are then developed and adopted by the MPOs/RPOs, utilizing the Statewide MOU as a reference. The regional MOUs cannot be less restrictive than the Statewide MOU. The new procedures for TIP revision/modification must be part of the public comment period on the draft 2021 Program.

The modification procedures that were approved for the 2019 Program will be used as a starting point for the development of procedures for the 2021 Program. These procedures are required to permit the movement of projects or phases of projects within the STIP/TIP while maintaining year-by-year fiscal constraint. This process helps to ensure that the MPO/RPO TIPs and the STIP are consistent with the TYP and regional LRTPs, and vice versa. PennDOT CPDM will work with FHWA/FTA to develop and implement a streamlined revision process.

Changes to the TIPs and the delivery of completed projects are monitored by PennDOT CPDM, PennDOT Districts and the MPOs/RPOs and are the subject of various program status reports. PennDOT CPDM will track the progress of the highway Program and project implementation and share the findings with the MPOs/RPOs. PennDOT CPDM will send the MPOs/RPOs quarterly progress reports that detail current project obligations that have occurred in the current FFY.

As part of the 2019-2022 STIP Planning Finding document, FHWA/FTA issued a corrective action directing all Pennsylvania MPOs/RPOs, transit agencies, and PennDOT to cooperatively develop an Annual Listing of Obligated Projects for which Federal funds have been obligated in the previous FFY, in accordance with [23 CFR 450.334](#). The listing must include all Federally-funded projects authorized or revised to increase obligations in the preceding program year and, at a minimum, include the following for each project:

- the amount of funds requested on the TIP
- Federal funding that was obligated during the preceding year
- Federal funding remaining and available for subsequent years
- sufficient description to identify the project or phase
- identification of the agencies responsible for carrying out the project or phase

PennDOT CPDM will continue to work with the MPOs/RPOs and transit agencies to assist them in developing the regional obligation reports. The listing of projects must be published or otherwise made available by the MPOs/RPOs annually by December 29 (within 90 calendar days of the end of the previous FFY), in accordance with their public participation criteria for the TIP. The MPOs/RPOs should share the Annual Listing of Obligated Projects with their respective Boards/Committees and post it on their websites annually.

Appendix 1 – 2019 STIP Planning Finding



U.S. Department
of Transportation

Federal Transit Administration
Region III
1760 Market Street, Suite 500
Philadelphia, PA 19103
(215) 656-7100
(215) 656-7260 (fax)

Federal Highway Administration
228 Walnut Street, Room 508
Harrisburg, PA 17101-1720
(717) 221-3461
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SEP 25 2018

Ms. Leslie S. Richards
Secretary of Transportation
Commonwealth of Pennsylvania
Harrisburg, Pennsylvania

Re: Pennsylvania FFY 2019-2022 Statewide Transportation Improvement Program & Air Quality Conformity Determinations

Dear Ms. Richards:

The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) have completed our joint review of the Pennsylvania Federal Fiscal Year (FFY) 2019-2022 Statewide Transportation Improvement Program (STIP) submitted with your letter dated August 16, 2018. Based on our review of the information provided, certifications of Statewide and Metropolitan transportation planning processes for and within the Commonwealth of Pennsylvania, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), we hereby take the following actions:

1. FTA and FHWA, in concurrence with the Environmental Protection Agency (EPA), have determined that the Conformity Determinations for the FFY 2019-2022 TIPs in all nonattainment and maintenance areas of the Commonwealth, adequately address and meet the requirements as specified in the November 1993 Federal Conformity Rule and subsequent amendments. This includes all ten (10) conformity determinations for areas that are currently designated under the existing National Ambient Air Quality Standards (NAAQS) and the nine (9) areas impacted by the U.S. Court of Appeals for the D.C. Eighth Circuit decision in *South Coast Air Quality Management District v. EPA* on February 16, 2018 addressing conformity requirements for former 1997 ozone (see the attached table for the list of nonattainment/maintenance areas, applicable NAAQS, and 1997 ozone areas). These air quality conformity determination approvals for these regions will reset the 4-year timeclock to begin on the date of this letter.
2. The FTA and the FHWA approve the Pennsylvania FFY 2019-2022 STIP, which includes the individual Transportation Improvement Programs (TIPs) for all Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), and the PennDOT Interstate Management Program.

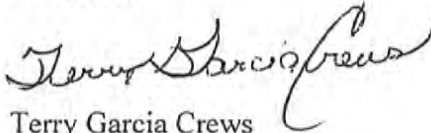
Appendix 1 – 2019 STIP Planning Finding

Re: **Pennsylvania FFY 2019-2022 Statewide Transportation Improvement Program & Air Quality Conformity Determinations** page 2

3. The FTA and FHWA find that the projects contained in the above-mentioned STIP and MPO/RPO TIPs are based on transportation planning processes that meet the requirements of the FAST Act, Fixing America's Surface Transportation Act (P.L. 114-94); 23 U.S.C. Sections 134 and 135; 49 U.S.C. Sections 5303 and 5304; and 23 CFR part 450 subpart A, B and C.
4. Based on our joint review of the overall Pennsylvania statewide, metropolitan, and rural transportation planning processes, the FTA and FHWA are issuing the FFY 2019-2022 STIP Planning Finding, as enclosed.

If you have any questions regarding this determination, please do not hesitate to contact either Timothy Lidiak, AICP, FTA Community Planner, at 215-656-7084 or timothy.lidiak@dot.gov; and/or Matt Smoker, FHWA Transportation Planning Program Manager, at 717-221-3703 or matt.smoker@dot.gov.

Sincerely,



Terry Garcia Crews
Regional Administrator
FTA Region III



Alicia Nolan
Division Administrator
FHWA Pennsylvania Division

Enclosure

cc: James Ritzman, PennDOT
Jennie Granger, PennDOT
Larry Shifflet, PennDOT
Jim Arey, PennDOT
Mike Baker, PennDOT
All Pennsylvania MPOs and RPOs
Gregory Becoat, EPA Region III

Appendix 1 – 2019 STIP Planning Finding

Pennsylvania Areas Requiring Transportation Conformity

Note: The table reflects the revocation of the 1997 PM_{2.5} NAAQS on October 24, 2016. The table includes the 1997 8-hour ozone NAAQS per the February 16, 2018 D.C Circuit decision in South Coast Air Quality Management District v. EPA (Case No. 15-1115). The impact of this court decision is only on areas that were maintenance or nonattainment of the 1997 ozone NAAQS at the time of revocation and are designated as attainment for the 2008 ozone NAAQS.

MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
Reading	2008 8-hour Ozone	Reading, PA	Berks	Marginal
Allentown	2008 8-hour Ozone	Allentown-Bethlehem-Easton, PA	Lehigh, Northampton	Marginal
	2006 24-Hour PM _{2.5}	Allentown, PA	Lehigh, Northampton	Maintenance
Harrisburg	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	Cumberland, Dauphin	Maintenance
	1997 8-hour Ozone	Harrisburg-Lebanon-Carlisle, PA	Cumberland, Dauphin, Perry	Maintenance
York	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	York	Maintenance
	1997 8-hour Ozone	York, PA	York	Maintenance
Lancaster	2008 8-hour Ozone	Lancaster, PA	Lancaster	Marginal
	2006 24-Hour PM _{2.5}	Lancaster, PA	Lancaster	Maintenance
Lebanon	2012 Annual PM _{2.5}	Lebanon County, PA	Lebanon	Moderate
	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	Lebanon	Maintenance
	1997 8-hour Ozone	Harrisburg-Lebanon-Carlisle, PA	Lebanon	Maintenance
Johnstown	1997 8-hour Ozone	Johnstown, PA	Cambria	Maintenance
	2006 24-Hour PM _{2.5}	Johnstown, PA	Cambria	Maintenance
NEPA	2008 8-hour Ozone	Allentown-Bethlehem-Easton, PA	Carbon	Marginal
	1997 8-hour Ozone	Scranton-Wilkes-Barre, PA	Monroe	Maintenance

Appendix 1 – 2019 STIP Planning Finding

MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
DVRPC	2015 8-hour Ozone	Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE	Bucks, Chester, Delaware, Montgomery, Philadelphia	Marginal
	2012 Annual PM _{2.5}	Delaware County, PA	Delaware	Moderate
	2008 8-hour Ozone	Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE	Bucks, Chester, Delaware, Montgomery, Philadelphia	Marginal
	2006 24-Hour PM _{2.5}	Philadelphia-Wilmington, PA-NJ-DE	Bucks, Chester, Delaware, Montgomery, Philadelphia	Maintenance
SPC	2012 Annual PM _{2.5}	Allegheny County, PA	Allegheny	Moderate
	2008 8-hour Ozone	Pittsburgh-Beaver Valley, PA	Allegheny, Armstrong, Beaver, Butler, Fayette, Washington, Westmoreland	Marginal
	2006 24-Hour PM _{2.5}	Pittsburgh-Beaver Valley, PA	Allegheny (P), Armstrong (P), Beaver, Butler, Greene (P), Lawrence (P), Washington, Westmoreland	Maintenance
	2006 24-Hour PM _{2.5}	Johnstown, PA	Indiana (P)	Maintenance
	2006 24-Hour PM _{2.5}	Liberty-Clairton, PA	Allegheny (P)	Moderate
	1997 8-hour Ozone	Clearfield and Indiana Cos, PA	Indiana	Maintenance
	1997 8-hour Ozone	Greene Co, PA	Greene	Maintenance
	1987 24-Hour PM ₁₀	Clairton & 4 Boroughs, PA	Allegheny (P)	Maintenance
	1971 CO	Pittsburgh, PA	Allegheny (P)	Limited Maintenance

(P) = designates partial county areas that are included in the nonattainment/maintenance area

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MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
Altoona	1997 8-hour Ozone	Altoona, PA	Blair	Maintenance
North Central	1997 8-hour Ozone	Clearfield and Indiana Cos, PA	Clearfield	Maintenance
Erie	1997 8-hour Ozone	Erie, PA	Erie	Maintenance
Franklin	1997 8-hour Ozone	Franklin Co, PA	Franklin	Maintenance
Scranton	1997 8-hour Ozone	Scranton-Wilkes-Barre, PA	Lackawanna, Luzerne	Maintenance
Northern Tier	1997 8-hour Ozone	Scranton-Wilkes-Barre, PA	Wyoming	Maintenance
	1997 8-hour Ozone	Tioga Co, PA	Tioga	Maintenance
Centre	1997 8-hour Ozone	State College, PA	Centre	Maintenance
Adams	1997 8-hour Ozone	York, PA	Adams	Maintenance
Shenango Valley	1997 8-hour Ozone	Youngstown-Warren-Sharon, OH-PA	Mercer	Maintenance

Pennsylvania FFY 2019-2022 STIP Planning Finding

Issued by FTA Region III and FHWA Pennsylvania Division for Statewide, Nonmetropolitan, and Metropolitan Transportation Planning and Programming Processes

This is the documented Planning Finding for the Pennsylvania FFY 2019-2022 Statewide Transportation Improvement Program (STIP) and all incorporated Transportation Improvement Programs (TIPs).

BACKGROUND INFORMATION

What is a Planning Finding?

1. A Planning Finding is a formal action taken by the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) to ensure that STIPs and TIPs are developed according to Statewide and metropolitan transportation planning processes consistent with required statutory and regulatory planning and related provisions.
2. A Planning Finding is a formal opportunity to highlight what works well and what needs improvement in a Statewide or metropolitan transportation planning process.
3. A Planning Finding is a prerequisite to FTA/FHWA approval of the STIP and based on a planning process that substantially meets the requirements of Title 23 and Title 49.

What are the statutory and regulatory requirements for the planning findings?

- The Fixing America's Surface Transportation Act (FAST Act) contains a statutory requirement for a Planning Finding associated with the STIP, codified in 23 U.S.C. 135 (g)(8).
 - 23 U.S.C. does not contain a similar statutory requirement for a Planning Finding associated with TIPs.
- Through regulation, the requirement for a Planning Finding applies to both the TIP (23 CFR 450.330(a)) and the STIP (23 CFR 450.220(b)).

PLANNING PROCESS OBSERVATIONS AND SUGGESTED IMPROVEMENTS

The following **Corrective Action** of the statewide and metropolitan transportation planning processes has been identified:

1. All Pennsylvania Planning Partners, transportation operators and the State must cooperatively develop an Annual Listing of Obligated Projects for which Federal funds have been obligated in the previous year in accordance with 23 CFR 450.334. This requirement applies specifically to MPOs; however, since PennDOT has developed agreements with the RPOs that position RPOs as equals with regard to MPO planning requirements, FTA and FHWA strongly recommend that the RPOs meet this

Appendix 1 – 2019 STIP Planning Finding

requirement for transparency purposes. The listing must include all Federally-funded projects authorized or revised to increase obligations in the preceding program year and at a minimum, include the following for each project:

- The amount of funds requested in the TIP
- Federal funding obligated during the preceding year
- Federal funding remaining and available for subsequent years
- Sufficient description to identify the project or phase
- Identification of the agencies responsible for carrying out the project or phase

The listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, must be published or otherwise be made available in accordance with the MPO's public participation criteria for the TIP within 90 calendar days of the end of the program year. Furthermore, cooperative procedures among the State, the MPO, and transit operators to submit the fund-obligation information necessary for this report should be set forth in the MPO Agreement [CFR 450.314(a)].

In addition, PennDOT needs to play a more active oversight role to ensure this requirement is carried out on an annual basis.

The following **Recommendations** of the statewide and metropolitan transportation planning processes have been identified:

1. Pennsylvania and PennDOT continue to stand out as a state and transportation agency with robust and highly collaborative transportation planning and programming processes at the statewide, metropolitan, and rural levels. These processes are well documented as “strengths” in numerous prior STIP Planning Findings. While those previous “strengths” still apply today; however, transportation planning is at a critical junction in time which requires that all transportation partners need to rely on our strong relationships and mutual trust to discuss how best to address these new challenges.

MAP-21 and the FAST Act, in addition to final planning and Transportation Performance Management (TPM) and Asset Management regulations, ushered in a new era in transportation planning and decision-making that uses system information to make investment and policy decisions to achieve national performance goals.

Performance Based Planning and Programming (PBPP), Asset Management, and TPM are to be applied systematically in a regular, ongoing process. TPM is an approach to managing transportation system performance outcomes. Asset Management is the application of this approach to manage the condition of the infrastructure assets that are needed to provide for mobility and safety on our national, state, and regional

transportation system. In short, asset management is the engine that drives infrastructure performance. PBPP refers to the usage of TPM and asset management into the federal 3-C (Comprehensive, Cooperative, and Continuing) planning and decision-making process.

Transportation planning today faces a cultural change in data collection, management, and analysis; in adopting targets, measurements, and in investments planning; in communicating, sharing, and reporting on system metrics; and in developing investments decisions across all transportation assets or modes. It is fundamentally necessary and self-apparent that stakeholders and decision makers at all levels of transportation planning and programming processes mutually understand and document their various roles and responsibilities. Therefore, we highly recommend that PennDOT continue to build upon its collective cooperation with the Planning Partners to re-examine the principles of the 1996 “Reengineering” concepts and to discuss how best to adapt existing planning processes (UPWP, STIP/TIP, Twelve Year Program/TYP, LRTP) while simultaneously meeting these new federal requirements. An important part of this discussion will be coming to a shared understanding of the important and valued role that each partner (PennDOT, MPO and RPOs, and FHWA and FTA) plays in the planning process.

2. For the 2018-2020 Statewide Planning & Research (SPR) Work Program and MPO/RPO Unified Planning Work Programs (UPWP), progress was made by many Planning Partners to customize the UPWP to specific tasks and priorities. Many UPWPs, however, were drafted with minimal collaboration and participation from the PennDOT Districts and FHWA. These documents were provided to FHWA shortly before Board adoption which provided limited time for FHWA review and comments. In addition, the language overall in these UPWPs can be strengthened to be more deliverable and task-based to provide for clarity, tracking, and accountability.

Prior to the next SPR Work Program and UPWP development, PennDOT, FHWA, and Planning Partners should revamp PennDOT’s Planning Priorities Letter to modify the process to reflect these specific issues. In addition, strong PennDOT guidance, oversight, and training is needed in the development of Planning Partners’ Independent Cost Allocation Plans (ICAP) and UPWP invoicing requirement and procedures.

3. In the evolution of PBPP, TPM, and asset management principles, Planning Partners should begin the process of updating their LRTP at least 30 months in advance of the adoption deadline. To kick off the LRTP update process, the Planning Partner should schedule a meeting with PennDOT District(s), the PennDOT Program Center, and FHWA to discuss the methodology, work tasks, budget, and schedule for the LRTP update process. PennDOT District and Program Center, along with FHWA, should actively participate in the LRTP update to adequately address 23 CFR 450 requirements, PBPP, TPM, and asset management principles in order to cooperatively

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document the existing and future conditions and needs of the region's transportation system as well as to develop a strategy as to where to invest resources to address infrastructure condition targets.

To support a cooperative LRTP update process, PennDOT should develop or update the PennDOT Statewide LRTP Guidance to institute the roles and responsibilities of PennDOT Districts, the PennDOT Program Center, and Planning Partners in LRTP development to specifically address the federal planning requirements. For example, the PennDOT LRTP guidance is not only required to address the federal LRTP requirements but should also emphasize the importance of the process used to develop the plan, including the need to identify the parties responsible for collecting, developing, analyzing, and supplying TPM and asset management data. Identifying how TPM targets will influence the decision makers in adopting investment strategies as well as in addressing risk and managing assets for their whole life at the lowest practicable cost. Ultimately, LRTPs need to ensure that investments decisions are performance-driven and outcome based.

Associated with the Planning Partners' LRTP development process, FHWA recommends that PennDOT should form a work group charged with the task of developing a planning version of the Agency Coordination Meetings (ACM), and which should include agency representatives who are the decision-makers at the program and planning level.

4. FHWA and FTA are committed to continue working with PennDOT and the Planning Partners in order to review and address any "improvements" or "enhancements" identified and documented in the previous STIP Planning. As always, FHWA Pennsylvania Division seeks to remain proactive, forward leaning, and to continue being on the cutting edge of nationally recognized best practices. Therefore, FHWA and FTA recommend that PennDOT, the Planning Partners, and FHWA/FTA, cooperatively develop a Work Group and Action Plan describing how these FY2019 STIP Planning Findings will be considered and/or achieved. In addition, FHWA and FTA request that PennDOT include in the Action Plan any recommendations from the 2017 STIP Planning Finding that have not yet been addressed. This PennDOT Work Group shall be identified and an action plan should be developed and agreed upon within three (3) months from the date of the STIP approval letter. At a minimum, a work group comprised of the PennDOT Program Center, PennDOT District Planners, Planning Partners, FHWA, and FTA should meet on a quarterly basis to mutually address the issues identified in this Federal Planning Finding and discuss other priorities.
5. FHWA recommends that PennDOT continue to expand membership in the State Freight Work Group, including private stakeholders, and encourages the Freight Work Group to serve in an advisory role per the guidance in 49 U.S.C. 70201. An advisory committee function will also facilitate the ability of public and private stakeholders,

Appendix 1 – 2019 STIP Planning Finding

including but not limited to, cargo carriers and logistics companies, and safety, community, energy, and environmental stakeholders, to identify and engage the appropriate freight planning organization in each State. (Carry-over from 2017 STIP Finding).

6. FTA and FHWA published the final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning on May 27, 2016, and FTA published the final rule on Transit Asset Management (TAM) on July 26, 2016. These rules establish new requirements for metropolitan planning organizations (MPOs) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by certain dates. Transit agencies were required to set their performance targets by January 1, 2017. MPOs are also required to set performance targets for each performance measure per 23 CFR § 450.306 within 180 days after the transit agency has established their performance targets and to reference the performance targets and performance based plans into their TIPs and Metropolitan Transportation Plans on or after October 1, 2018 per 23 CFR § 450.324 and 23 CFR § 450.326. These planning products must include a description of the performance measures and performance targets used in assessing the performance of the transportation system for transit asset management. State DOTs are also required to reference the performance targets and performance based plans into their new or amended planning documents on or after October 1, 2018, per 23 CFR § 450.216 and 23 CFR § 450.218. To date, these new TAM requirements have not been incorporated into several of the Pennsylvania MPO TIPs. In order to avoid any future delay in the approval of new or amended planning documents, FTA encourages the Pennsylvania Department of Transportation (PennDOT) and the MPOs to develop and incorporate these performance targets and plans into their new or amended planning documents on or after October 1, 2018.
7. The Keystone Corridor (Pennsylvania portion) is the in-State and commuter rail service funded by PennDOT and FTA on the Amtrak rail line that runs between Philadelphia and Harrisburg. Keystone Corridor projects are funded within the three contiguous large urbanized areas (UZAs) which includes Harrisburg, Lancaster, and Philadelphia. Per the Memorandum of Understanding between PennDOT, FTA, and FHWA for Pennsylvania's Statewide Procedures for 2019-2022 for STIP and TIP Revisions, the entire amount of federal funds applied to Keystone Corridor Projects shall be programmed on the TIP of the UZA from which the funds originate. FTA encourages PennDOT and the MPO that is located within the UZA from which the federal funds originate to reference any federal transit funds (that are used for capital projects on the Keystone Line) into their respective TIP.

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The following Commendations of the statewide and metropolitan transportation planning processes have been identified:

1. FHWA and FTA commend PennDOT's development and continued utilization of the Transportation Investment Plan and Scorecard of Influence. PennDOT created these tools well in advance of FHWA issuing the final rules governing PBPP, TPM, and asset management. PennDOT had the vision to begin to implement these concepts in order to make the transition to a more data driven and analytical process. The purpose of the Transportation Investment Plan is to make ongoing assessments and to reevaluate the data associated with the transportation decision-making process by ensuring that each dollar invested is being directed in a fashion that meets a "strategic direction" and that enhances the overall "performance" of the Commonwealth's transportation system. The Investment Plan focuses on the following four priority areas: • Bridges on the National Highway System (NHS) • Roadway conditions on the NHS • Bridges on the remainder of the roadway system • Roadway conditions on the remainder of the system.
2. FHWA and FTA commend Secretary Richards, PennDOT, and Planning Partners for working to make transportation planning a more collaborative process that supports community goals through the PennDOT Connects policy. The PennDOT Connects initiative reaches into community and transportation planning processes to initiate early dialogue and partnered decision-making with regard to the kinds of transportation projects that will help a community achieve its vision. PennDOT Connects aims to ensure that community collaboration happens early, and that each project is considered in a holistic way for opportunities to improve safety, mobility, access, and environmental outcomes for all modes and local contexts. Specific areas to be brought to the table include safety issues; bicycle/pedestrian accommodations; transit access; stormwater management; utility issues; local and regional plans and studies; freight-generating land uses; and locally driven perspectives.
3. FHWA and FTA commend the Planning Partners in PennDOT District 8-0 as well as the District and Program Center staff for their forward-thinking efforts to enhance communication and collaboration in planning. This is exemplified through the South-Central PA MPO Environmental Justice (EJ) Study which is led by York MPO in concert with the region's other MPOs. The Study was launched in response to the 2017 STIP Planning Finding which identified the need for an improved Environmental Justice evaluation process. Another noteworthy example of enhanced collaboration is the CMP/HSIP Taskforce which is led by the District staff in close coordination with the region's MPOs. The Taskforce serves as a forum to discuss congestion management, traffic operations, and safety planning. FHWA and FTA commend PennDOT and the region's Planning Partners for their efforts and encourage other areas of the State to explore how they can adopt similar practices to enhance regional collaboration and communication.

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4. FHWA commends PennDOT for synchronizing the State Freight Plan's Freight Investment Plan with the 2019-2022 Transportation Improvement Plan (TIP) update. This action demonstrates PennDOT's commitment to programming freight projects in every two-year STIP cycle utilizing the National Highway Freight Funds towards improving and maintaining the National Highway Freight Network.
5. FHWA commends PennDOT for forming and instituting the PennDOT Interstate Steering Committee (ISC). PennDOT formed an ISC to more efficiently manage the significant needs of the Statewide Interstate System. The ISC Workgroup contains representation from PennDOT's CPDM, the Bureau of Maintenance Operations (BOMO), the Bureau of Project Delivery (BPD), and the Districts. The ISC works with PennDOT, MPOs, RPOs, FHWA and State Transportation Commission (STC) on the development and management of the Interstate Program. They assist with project prioritization and re-evaluate projects during the STIP and TYP updates. The ISC Workgroup meets monthly to assist with the management of the IM Program.

As part of the 2019 STIP and TYP Update, the ISC-Workgroup worked with each District to provide Interstate presentations. The presentations were made in July 2017. Presentations provided updates on conditions, challenges, best practices and needs for each District. All presentations were available via web conference so other Districts, Planning Partners and FHWA could participate. In addition to the presentations, the ISC-Workgroup also held Interstate Rides. ISC Workgroup members, Central Office Asset Management and Planning staff, as well as, District staff rode all 2,740 miles of the Interstate System in May and June 2017. The District Interstate rides provided a statewide perspective of current conditions, as well as, an opportunity to review currently planned and potential projects. This information was summarized and shared with all the MPOs/RPOs at the October 2017 Annual Meeting. Throughout 2018, ISC members presented at MPO/RPO Committee Meeting to share information. PennDOT's efforts to prioritize and program projects for the Interstate System and share information and data with partners is commendable.

2021 Program Development Schedule

Activity	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20
STC releases Transportation Performance Report		2/21																				
Financial Guidance Work Group Meetings																						
General/Procedural Guidance Work Group Meetings																						
STC public comment period		3/11	4/26																			
STC online public meeting		3/20																				
Interstate Steering Committee Interstate Rides																						
EJ Regional Population Profiles Completed/Made Available to MPOs/RPOs							6/10															
2021 TYP Public Outreach Feedback Provided to STC, MPOs/RPOs and PennDOT to consider for TIP/TYP						6/19																
Draft Interstate carryover projects released																						
BOMO Asset Management provides pavement and bridge treatment considerations for the 2021 Program Update																						
Districts, MPOs/RPOs and Central Office meet to coordinate on carryover & candidate projects																						
Project updates are made in MPMS																						
Interstate Steering Committee Presentations																						
Program Update Planning Partners meeting							7/16															
Draft Financial Guidance released																						
Draft General and Procedural Guidance released																						
Spike decisions released																						
Statewide STIP MOU development/finalization																						
Validation of PennDOT Connects PIF forms conducted for new 2021 TIP projects																						
Final Financial and General and Procedural Guidance released																						
EJ conditions data (pavement, bridge, safety and transit, if available) made available to MPOs/RPOs																						

2021 Program Development Schedule

Activity	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	
Draft Interstate and Statewide Projects announced																							
TIP/TYP collaboration																							
Fall Planning Partners Meeting																							
MPOs/RPOs receive training to evaluate the EJ Core Elements Data																							
EJ Core Elements burdens and benefits analysis is conducted by MPOs/RPOs																							
MPO/RPOs submit Draft TYP/TIPs to Districts, Program Center and FHWA/FTA for review																							
Final IM and Statewide Program Distributed																							
PennDOT CPDM completes initial review of the preliminary draft TIPs																							
MPOs, RPOs, and PennDOT reach agreement on their respective portions of the program																							
Interagency air quality consultation																							
Central Office sends Draft TIPs to FHWA for eligibility review																							
MPOs, RPOs and PennDOT conduct air quality conformity analysis																							
STIP/TIP Public Comment Period																							
MPOs/RPOs adopt regional TIPs																							
MPOs/RPOs submit regional TIPs to PennDOT CPDM																							
PennDOT CPDM reviews TIP submissions for STIP submittal																							
STC approves TYP																							
PennDOT submits STIP to FHWA/FTA on behalf of Governor																							
FHWA/FTA reviews and approves air quality conformity documents and STIP																							
2021 Program Begins																							

10/1

DRAFT

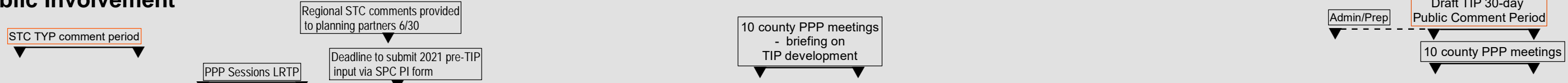
2021 TIP Update Timeline for TTC (Title I) TIP

DRAFT

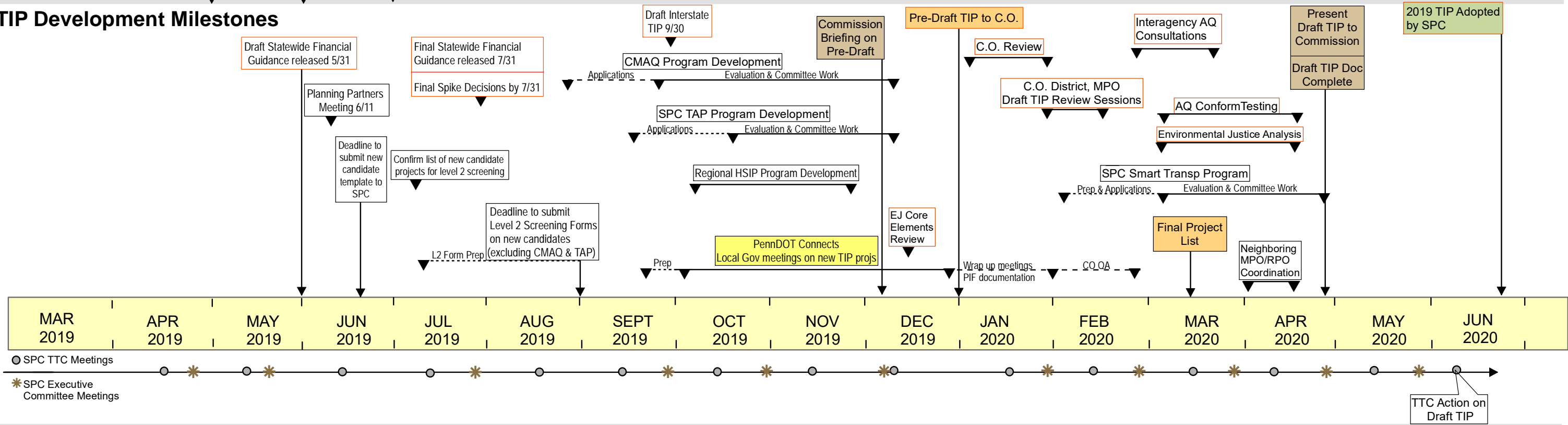


4/30/18

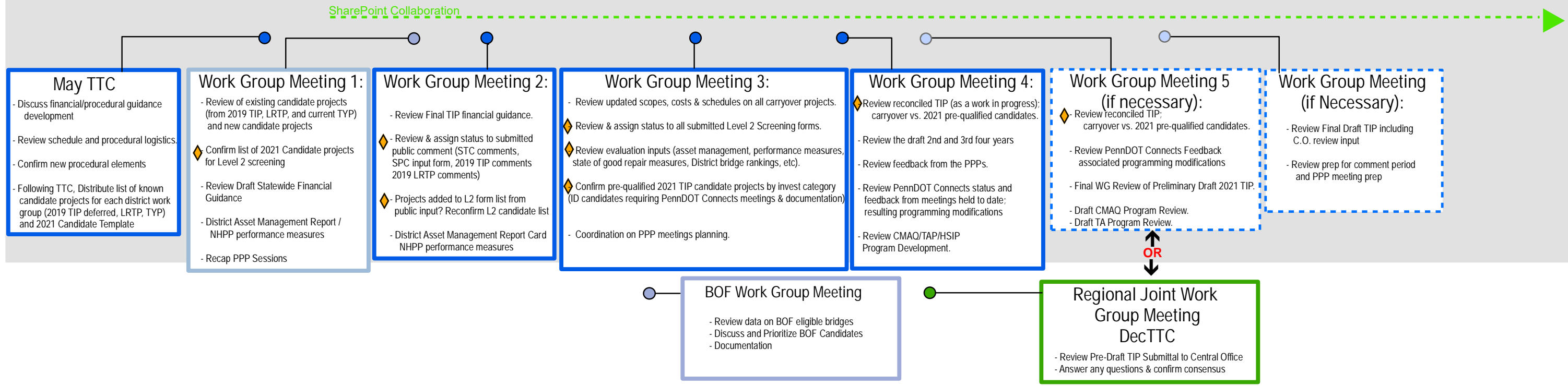
Public Involvement



TIP Development Milestones



District Project Development Work Groups



Appendix 4 – Title VI Information

Sample Title VI Language for TIP Inclusion

The following template was crafted as a general Title VI Policy statement and Complaint procedural notice. MPOs/RPOs are encouraged to amend this statement to include the organization’s name and appropriate Title VI Coordinator contact information. This template should be applied as an appendix to the TIP. PennDOT also recommends applying this or a comparable statement to other publicly facing documents and communications, such the Public Participation Plan and website materials. If you have any questions or concerns regarding this template or other aspects of your Title VI Program, please contact PennDOT’s Bureau of Equal Opportunity at (800) 468-4201 or via email at [PD, penndot_eoreports@pa.gov](mailto:penndot_eoreports@pa.gov).

_____ does not discriminate on the grounds of race, color, or national origin in its programs or activities. Furthermore, _____ will not, directly or through contractual arrangements:

- Engage in intentional discrimination because of race, color, or national origin;
- Use criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin; or,
- Intimidate, threaten, coerce, or discriminate against any individual in retaliation for exercising a right or privilege.

In addition to the aforementioned covered Title VI basis, _____ does not discriminate against individuals on the basis of disability in its services, programs or activities.

All complaints that allege exclusion from participation in, denial of benefits or discrimination on the grounds of race, color, or national origin from a program, service or activity administered by _____ shall be forwarded to the _____ Title VI Coordinator for intake and disposition consistent with the appropriate operating administration’s complaint resolution process. Members of the public may file Title VI Complaints via email to _____ (email address) or via mail at:

_____ (mailing address)

Complaints that a program, service, or activity of _____ or one of its member municipalities is not accessible to persons with disabilities should be directed to:

_____ Point of Contact Name

_____ Point of Contact Information (Mail/Phone/Email)

_____ will not place a surcharge on an individual with a disability to cover the costs of providing auxiliary aids/services or reasonable modifications of policy.

Appendix 4 – Title VI Information

PennDOT Title VI Program Complaint Procedures

PennDOT Title VI Program Notice to the Public

PennDOT complies with all applicable civil rights statutes and authorities and it is the policy of the Department to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898, and related statutes and regulations in all programs and activities. Title VI of the Civil Rights Act requires that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which PennDOT receives Federal financial assistance. Furthermore, PennDOT's Title VI Program incorporates protections listed in related statutes, regulations and authorities and will not discriminate based on an individual or group's sex, age, religious creed or disability.

Any person who believes they have been aggrieved by a discriminatory practice under the Title VI Program has a right to file a formal complaint with PennDOT. Any such complaint must be in writing and filed with the Department Title VI Program Specialist or Coordinators within 180 days following the date of the alleged discriminatory occurrence. The Title VI Program Discrimination Complaint Form can be obtained from the Bureau of Equal Opportunity by dialing 1-800-468-4201 or visiting <http://www.dot.state.pa.us/public/PubsForms/Forms/EO-478.pdf>.

Complaints may be submitted to FHWA, PennDOT and its subrecipients, the United States Department of Transportation (USDOT), and the United States Department of Justice (USDOJ).

PennDOT Americans with Disabilities Act and Reasonable Accommodations

PennDOT complies with Title II of the Americans with Disabilities Act of 1990 (ADA), Section 504 of the Rehabilitation Act of 1973, and the Pennsylvania Human Relations Act of 1955. PennDOT routinely upgrades or requires upgrades to existing non-compliant pedestrian facilities that are altered as part of all PennDOT-sponsored, or PennDOT-overseen, new construction and alteration projects in the public right-of-way. PennDOT continues to improve access by improving existing pedestrian facilities that have not been altered.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of PennDOT, should contact Ryan VanKirk at (717) 787-1338, or the Bureau of Equal Opportunity at (800) 468-4201 as soon as possible but no later than 7 days before the scheduled event.

This non-discrimination program does not require PennDOT to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

Appendix 4 – Title VI Information

Complaints that a program, service, or activity of PennDOT is not accessible to persons with disabilities should be directed to:

Equal Opportunity ADA Coordinator/Title VI Specialist
400 North Street, 5th Floor
Harrisburg, PA 17120-0094
Phone: 717-934-4199
Fax: 717-772-4026
Email: jbartash@pa.gov

Questions and concerns relating to right-of-way and ADA Accessibility should be directed to:

Highway Administration ADA Coordinator
400 North Street, 7th Floor
Harrisburg, PA 17120-0094
Phone: 717-787-1338
Fax: 717-705-2379
E-mail: rvankirk@pa.gov

If you are unsure which Department is responsible for your reasonable accommodation request, modification request, complaint, concern or inquiry, please contact PennDOT's Bureau of Equal Opportunity at 800-468-4201. PennDOT will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services as reasonable accommodations or reasonable modifications of policy.

PennDOT Limited English Proficiency Information

Authority

The Title VI prohibition of discrimination based on national origin has been interpreted to mean that no person shall be denied access to services due to Limited English Proficiency (LEP). LEP is a term that refers to a person who is not fluent in the English language, often because it is not their native language. This law applies to PennDOT services and programs as well as those provided by its municipal partners and organizations that receive funding through PennDOT.

PennDOT is committed to ensuring that all individuals requesting services provided by the Department, including those with LEP, have meaningful access to services. PennDOT works to ensure that LEP individuals are not excluded from programs and activities by providing free interpretation and translation services to the public in a number of languages. In many cases, customers requesting LEP assistance must do so in advance of any public event or meeting implemented by PennDOT. [PennDOT's Language Access Plan for Limited English Proficiency Individuals](#) outlines the Department's policies and procedures that have been instituted to ensure compliance with the law and guarantee access to programs, services and activities for PennDOT's LEP customers and members of the public.

For further information on LEP or other aspects of Title VI, please contact PennDOT's Bureau of Equal Opportunity by telephone at 717-787-5891 or 800-468-4201 or via email at penndot_eoreports@pa.gov.

Appendix 4 – Title VI Information

Language Taglines

English

ATTENTION: If you speak another language, language assistance is available to you FREE OF CHARGE. Call 800.xxx.xxxx (TTY: 711)

Español

Atención: Si habla español, tiene a su disposición servicios gratuitos de asistencia lingüística. Llame al 800.xxx.xxxx (TTY: 711)

中文

注意：如果您講廣東話或普通話，您可以免費獲得語言援助服務。請致電 800.xxx.xxxx (TTY : 711)

Tiếng Việt

CHÚ Ý: Nếu bạn nói Tiếng Việt, có các dịch vụ hỗ trợ ngôn ngữ miễn phí dành cho bạn. Gọi số 800.xxx.xxxx (TTY: 711)

한국어

주의: 한국어를 사용하시는 경우, 언어 지원 서비스를 무료로 이용하실 수 있습니다. 800.xxx.xxxx (TTY: 711) 번으로 전화해 주십시오.

Français

ATTENTION: Si vous parlez français, des services d'aide linguistique vous sont proposés gratuitement. Appelez le 800.xxx.xxxx (ATS: 711)

العربية

ملحوظة: إذا كنت تتحدث اللغة العربية، فإن خدمات المساعدة اللغوية تتوافر لك بالمجان. اتصل برقم المبرقة الكاتبة: 800.xxx.xxxx (TTY: 711)

עברית

800.468.201 התקשר. ללא תשלום, זמינים עבורך. (TTY: 711)

Appendix 4 – Title VI Information

Hmoob

LUS CEEV: Yog tias koj hais lus Hmoob, cov kev pab txog lus, muaj kev pab dawb rau koj. Hu rau 800.xxx.xxxx (TTY: 711)

Русский

ВНИМАНИЕ: Если вы говорите на русском языке, то вам доступны бесплатные услуги перевода. Звоните 800.xxx.xxxx (TTY: 711)

Tagalog

PAUNAWA: Kung nagsasalita ka ng Tagalog, maaari kang gumamit ng mga serbisyo ng tulong se wika nang walang bayad. Tumawag sa 800.xxx.xxxx (TTY: 711)

ไทย

ความสนใจ: หากคุณพูดภาษาไทยคุณสามารถขอความช่วยเหลือด้านภาษาฟรีได้ โทร 800.xxx.xxxx (TTY: 711)

ភាសាខ្មែរ

ចំណាំ: ប្រសិនបើលោកអ្នកនិយាយជាភាសាខ្មែរ

សេវាកម្មជំនួយផ្នែកភាសាមានផ្តល់ជូនសម្រាប់លោកអ្នកដោយមិនគិតថ្លៃ។ សូមទំនាក់ទំនងតាមរយៈលេខ៖ 800.xxx.xxxx (TTY: 711). ។

Deutsche

ACHTUNG: Wenn Sie Deutsch sprechen, erhalten Sie kostenlose sprachliche Unterstützungsdienste. Telefonnummer 800.xxx.xxxx (TTY: 711).

हिंदी

ध्यान दें: यदि आप हिन्दी बोलते हैं तो आपके लिए मुफ्त में भाषा सहायता सेवाएं उपलब्ध हैं। 800.xxx.xxxx पर कॉल करें (TTY: 711)

Appendix 4 – Title VI Information

日本人

注：日本語を話す人は、無料で言語サポートを利用することができます。電話番号 800.xxx.xxxx (TTY: 711)

Italiano

ATTENZIONE: se parli italiano, l'assistenza linguistica, a titolo gratuito, è a tua disposizione. Chiama il numero 800.xxx.xxxx (TTY: 711)

Português

POR FAVOR, OBSERVE: se você fala português, assistência linguística, grátis, está à sua disposição. Ligue para 800.xxx.xxxx (TTY: 711)

Nederlands

LET OP: als u Nederlands spreekt, is taalondersteuning gratis. Bel 800.xxx.xxxx (TTY: 711)

Ελληνικά

ΠΡΟΣΟΧΗ: αν μιλάτε ελληνικά, η υποστήριξη γλώσσας είναι διαθέσιμη δωρεάν. Καλέστε 800.xxx.xxxx (TTY: 711)

Polskie

UWAGA: jeśli mówisz po polsku, obsługa języków jest dostępna bezpłatnie. Zadzwoń 800.xxx.xxxx (TTY: 711)

Српски

ПАЖЊА: Ако говорите српски, на располагању вам је бесплатна помоћ. Позив 800.xxx.xxxx (TTY: 711)

Appendix 4 – Title VI Information

Hrvatski

Pažnja: Ako govorite hrvatski, besplatna vam je pomoć dostupna. Nazovite 800.xxx.xxxx (TTY: 711)

Українська

Увага: якщо ви розмовляєте по-українськи, ви можете отримати безкоштовну допомогу. Зателефонуйте за номером 800.xxx.xxxx (TTY: 711)

فارسی

توجه: اگر حرف فارسی رایگان دریافت کمک. تماس) (TTY: 711) 800xxx.xxxx.

ગુજરાતી

સુચના: જો તમે ગુજરાતી બોલતા હો, તો નિ:સુલ્ક ભાષા સહાય સેવાઓ તમારા માટે ઉપલબ્ધ છે. ફોન કરો 800.xxx.xxxx (TTY: 711)

اردو

نوٹ: اگر آپ اردو بولتے ہیں، تو آپ مفت مدد حاصل کرسکتے ہیں. 800.468.4201 کو کال کریں (ٹی ٹی آئی 711):

বাঙালি

নোট: আপনি যদি বাংলা বলতে পারেন তবে আপনি বিনামূল্যে সহায়তা পেতে পারেন। কল করুন 800.xxx.xxx (টিটিআই: 711)

ਪੰਜਾਬੀ

ਨੋਟ: ਜੇ ਤੁਸੀਂ ਪੰਜਾਬੀ ਬੋਲਦੇ ਹੋ ਤਾਂ ਤੁਸੀਂ ਮੁਫਤ ਮਦਦ ਲੈ ਸਕਦੇ ਹੋ. ਕਾਲ 800.xxx.xxxx (ਟੀ.ਟੀ.ਆਈ.: 711)

नेपाली

नोट: यदि तपाईं नेपाली बोल्नुहुन्छ भने, तपाईं नि:शुल्क मद्दत प्राप्त गर्न सक्नुहुनेछ। फोन 800.xxx.xxxx (टीटीआई: 711)

Appendix 4 – Title VI Information

Română

Atenție: Dacă vorbești limba română, poți obține ajutor gratuit. Telefon 800.xxx.xxxx (TTI: 711)

Albanian

Kujdes: Nëse ju flisni gjuhën shqipe, mund të merrni ndihmë falas. Telefoni 800.xxx.xxxx (TTI: 711)

Laotian

ຂໍ້ຄວາມລາວ: ຖ້າທ່ານເວົ້າພາສາລາວ, ທ່ານຈະໄດ້ຮັບການຊ່ວຍເຫຼືອຟຣີ. ໂທ 800.xxx.xxxx (TTY: 711)

Türk

Dikkat: Türkçe konuşursanız, ücretsiz yardım alırsınız. 800.xxx.xxxx 'i arayın (TTY: 711)

తెలుగు

శ్రద్ధ: మేరూ తెలుగు మాట్లాడితే, మేకు ఉచిత సహాయం లభిస్తోంది. కల్ చేయండి 800.xxx.xxxx (TTY: 711)

മലയാളം

ശ്രദ്ധിക്കുക: നിങ്ങൾ മലയാളം സംസാരിക്കുകയാണെങ്കിൽ നിങ്ങൾക്ക് സൗജന്യ സഹായം ലഭിക്കും. കോൾ ചെയ്യുക 800.xxx.xxxx (TTY: 711)

தமிழ்

கவனம்: நீங்கள் தமிழ் பேசினால், இலவச உதவி பெறலாம். அழைப்புக்கு 800.xxx.xxxx (TTY: 711)

မနိဗ

အာရုံစိုက်မှု: သင်မနိဗစကားပြောဆိုလျှင်, သင်အခမဲ့အကူအညီလက်ခံရယူနိုင်ပါသည်။ 800.xxx.xxxx Call (TTY: 711)

Appendix 4 – Title VI Information

Bahasa Indonesia

Perhatian: Jika Anda berbicara bahasa Indonesia, Anda dapat menerima bantuan gratis.
Hubungi 800.xxx.xxxx (TTY: 711)

አማርኛ

ማስጠንቀቂያ: በአማርኛ የሚናገሩ ከሆነ, ነጻ እርዳታ ማግኘት ይችላሉ. በ 800.xxx.xxxx ላይ መደወል (TTY: 711)

Yorùbá

Ifarabale: Ti o ba sọ ni Yorùbá, o le gba iranlọwọ oṣẹ. Pe 800.xxx.xxxx (TTY: 711)

Igbo

Ntị: Ọ bụrụ na ị na-asụ Igbo, ịnwere ike ịnweta enyemaka n'efu. Kpọọ 800.xxx.xxxx (TTY: 711)

ລາວ

ໂປດຊາບ: ຖ້າວ່າ ທ່ານເວົ້າພາສາ ລາວ, ການບໍລິການຊ່ວຍເຫຼືອດ້ານພາສາ, ໂດຍບໍ່ເສັຽຄ່າ, ແມ່ນມີພ້ອມໃຫ້ທ່ານ. ໂທ 800.xxx.xxxx (TTY: 711)

日本語

注意事項：日本語を話される場合、無料の言語支援をご利用いただけます。800.xxx.xxxx (TTY: 711).まで、お電話にてご連絡ください。

ગુજરાતી

સુચના: જો તમે ગુજરાતી બોલતા હો, તો નિ:શુલ્ક ભાષા સહાય સેવાઓ તમારા માટે ઉપલબ્ધ છે. ફોન કરો 800.xxx.xxxx (TTY: 711)

SOUTHWESTERN PENNSYLVANIA COMMISSION SELF-CERTIFICATION PROCESS

Introduction

A self-certification of the metropolitan planning process is required under 23 CFR Part 450.336: For all MPAs, concurrent with the submittal of the proposed TIP to the FHWA and the FTA, as part of the STIP approval, the State (The Commonwealth of Pennsylvania) and the MPO (The Southwestern Pennsylvania Commission) shall certify, at least every four years, that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303-5304, and 23 CFR part 450;
- II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 1101(b) of the FAST Act (Pub. L. 114–357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. 23 U.S.C. Section 324 prohibiting of discrimination based on gender;
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27, regarding discrimination against individuals with disabilities;
- XI. Executive Order 12898 (Federal Order) addressing Environmental Justice in Minority populations and Low Income Populations; and
- XII. 49 CFR part 20, prohibiting recipients of federal funds from using those funds for lobbying purposes.

Self-Certification Schedule

SPC's self-certification process for Fiscal Years 2021-2024 will begin in April of 2020. SPC staff will update and complete the self-certification checklist. The completed checklist will then be reviewed and commented upon by the SPC Transportation Technical Committee (TTC) at its May meeting. Changes will be made by SPC staff for approval in June 2020 by SPC, in conjunction with adoption of the FY2021-2024 TIP. Once the self-certification review checklist is approved, a Resolution by the Southwestern Pennsylvania Commission will be passed at their regularly scheduled June meeting. The resolution of Certification along with the completed checklist will then be forwarded to The Commonwealth of Pennsylvania, the FHWA, and the FTA.

Appendix 5 – MPO Self Cert Example (TMA)

Self-Certification Checklist

The following checklist is intended to aid the MPO in reviewing and evaluating their processes and programs for the required self-certification process.

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city? [23 U.S.C. 134(b); 49 U.S.C. 5303 (c); 23 CFR450.310(b)]
2. Does the Southwestern Pennsylvania Commission include representation by elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134(b);49 USC 5303 (c); 23 CFR 450.310(d)]
3. Does the SPC boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-year forecast period? [23 U.S.C. 134(b); 49 U.S.C. 5303 (c); 23 CFR 450.312(a)]
4. Is the transportation planning process continuous, cooperative and comprehensive? [23 CFR 450.306(b)]
5. Does the transportation planning process use a performance-based approach to transportation decision-making including established MPO performance targets? [23 CFR 450.306(d)]
6. Does SPC have an up-to-date, adopted Congestion Management Process? [23 CFR 450.322]
 - a. Is the CMP consistent with the LRTP?
 - b. Was the CMP used to develop the TIP?
 - c. Is the CMP monitored and re-evaluated to meet the needs of the area?
7. Does SPC meet the air quality conformity requirements set forth in nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93?
8. Does SPC have a process for including environmental mitigation discussions in the planning process? If so, how?
9. Does SPC have a process for including environmental, state, other transportation, historical, local land use, and economic development agencies in the planning process? If so, how?
 - a. Is there an adopted Long-Range Transportation Plan (LRTP)? [23 CFR 450.324
 - b. Does the LRTP have at-least a 20 year planning horizon (at the time of adoption)?
 - c. Does it address the ten FAST Act Planning Factors? Does it include all applicable transportation modes?
 - d. Is the plan financially constrained?
 - e. Does it include funding for operations and system maintenance?
 - f. Is the LRTP updated every four years?
 - g. Does the LRTP include required performance measures, performance targets, and a system performance report that includes an evaluation of system performance with

Appendix 5 – MPO Self Cert Example (TMA)

respect to the performance targets, describing progress in comparison with system performance recorded in previous reports

- 10.** Is there an adopted Transportation Improvement Program (TIP)? [23 CFR 450.326]
 - a. Is the TIP consistent with the LRTP?
 - b. Is the TIP fiscally constrained?
 - c. Is the TIP developed cooperatively with state and local transit operators?
 - d. Is it updated at-least every four years and adopted by SPC and the Governor of the Commonwealth of Pennsylvania?
 - e. Does the TIP provide a description of the anticipated effect of the TIP toward achieving the performance targets established under 23 CFR 450.306(d)?

- 11.** Is there an adopted Unified Planning Work Program (UPWP)? [23 CFR 450.308]
 - a. Are tasks and work products clearly defined?
 - b. Is the UPWP consistent with the LRTP
 - c. Is the work identified in the UPWP completed in a timely manner

- 12.** Does SPC have an adopted Public Participation Plan? [23 CFR 450.316]
 - a. Did the public participate in the development of the Public Participation Plan (PPP)?
 - b. Was the PPP made available for public review for at-least 45 days prior to adoption?
 - c. Is adequate public notice provided for public meetings?
 - d. Are meetings held at convenient times and at accessible locations?
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process?
 - f. Is the Public Participation Plan periodically reviewed and updated to ensure its effectiveness?

- 13.** Are plans/program documents readily available in an electronic format?

- 14.** Does the planning process meet the following requirements:
 - a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - b. Title VI of the Civil Rights Act of 1964, as amended (42 USC 200d-1), 49 CFR part 21 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
 - c. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 - d. Section 1101(b) of the FAST Act (Pub. L. 114–94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
 - e. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 etseq.) and 49 CFR parts 27, 37, and 38;
 - f. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
 - g. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;

Appendix 5 – MPO Self Cert Example (TMA)

- h.** Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- i.** All other applicable provisions of Federal law. (i.e. Executive Orders 12898 and 13166)

Appendix 6 – MPO/RPO Self Cert Example (non-TMA)

Exhibit 1

SEDA-COG MPO Self-Certification Documentation

Title VI / Environmental Justice Requirements

It is the policy of the SEDA-COG MPO to assure full compliance with Title VI of the Civil Rights Act of 1964 and Executive Order 12898 on Environmental Justice. The SEDA-COG MPO adopted its most recent Public Participation Plan (PPP) on December 12, 2014. The PPP specifies public participation principles, outreach techniques, and procedures to use when communicating with underserved populations (e.g., low income, minority, or elderly; persons with disabilities; and persons with limited English proficiency) for various SEDA-COG MPO activities. The PPP includes demographic information to identify underserved populations, and specifies outreach techniques to involve the public and enhance participation in SEDA-COG MPO programs and activities.

The PPP is evaluated on a biennial basis. Achievements since the PPP was adopted include: expanding a database of interested parties; revising Title VI complaint procedures; updating MPO demographics to include more current American Community Survey datasets and regional thresholds; preparing participation surveys for use at regular public meetings; making use of SurveyMonkey for online public surveys; crafting individual public meeting plans; adopting a Limited English Proficiency Plan; using new issues forums and Environmental Justice workshops for the 2016 Long Range Transportation Plan; and extending the reach of MPO notifications through social media.

Specific outreach activities for the development of the 2019-2022 SEDA-COG Transportation Improvement Program (TIP) are described in the Public Comment Period Summary for the TIP. This document is included in the package of information submitted to PennDOT following the MPO's adoption of the 2019-2022 TIP.

Disadvantaged Business Enterprises (DBE) Requirements

The administration of the SEDA-COG MPO's annual Unified Planning Work Program (UPWP) occurs through a legal agreement and periodic work orders executed by PennDOT and SEDA-COG. Staff services to the MPO are provided by employees of SEDA-Council of Governments through this agreement.

Contracts awarded to outside vendors for planning studies are subject to a minimum participation requirement for DBEs. SEDA-COG coordinates with PennDOT's Bureau of Equal Opportunity in establishing DBE participation percentages for contracts awarded through the SEDA-COG UPWP. SEDA-COG awarded two (2) contracts to outside vendors in 2017 for maintenance, update and support of various required plans for the region. These consultant service contracts are expected to cover a period to end June 30, 2020. One consultant agreement for planning

Appendix 6 – MPO/RPO Self Cert Example (non-TMA)

services was executed with Gannett Fleming. The Gannett Fleming consultant team included a certified DBE firm, and the scope of work included a goal of approximately 5.38% participation by the DBE firm for overall contract work. A second consultant agreement for planning services was executed with Michael Baker, International. The Michael Baker consultant team included a certified DBE firm, and the scope of work included a goal of approximately 5.38% participation by the DBE firm for overall contract work.

Americans with Disabilities Act (ADA) Requirements

The offices of the agencies that provide staff services or assistance to the SEDA-COG MPO are all ADA-compliant. All committee, subcommittee, and public meetings are held in ADA-compliant buildings. When possible, meetings are held in locations convenient to alternative transportation modes. All meeting advertisements include a request that special needs users contact SEDA-COG staff if special arrangements need to be made. An example of a newspaper advertisement is included as Attachment A.

Transportation Improvement Program (TIP) Financial Constraint and Capacity Requirements

The SEDA-COG MPO's 2017-2020 TIP was adopted in July 2016, and modified several times since the original adoption. The MPO and PennDOT utilize approved Procedures for TIP Revisions, which specify the revisions that must be formally approved by the SEDA-COG MPO, and revisions that can be completed by administrative action of the project sponsor. For each amendment that required formal action by the MPO, and for administrative actions made by the project sponsors, a fiscal constraint chart was prepared illustrating the transfer of funds and verifying that annual funding was financially constrained. An example of a fiscal constraint chart for a TIP amendment is included as Attachment B. Similar processes and procedures were approved and will be utilized to administer the 2019-2022 TIP.

Appendix 7 – Public Narrative Business Rules (SOL)



DATE: July 16, 2009

SUBJECT: Public Narrative Business Rules

TO: District Executive, District 1-0 District Executive, District 8-0
District Executive, District 2-0 District Executive, District 9-0
District Executive, District 3-0 District Executive, District 10-0
District Executive, District 4-0 District Executive, District 11-0
District Executive, District 5-0 District Executive, District 12-0
District Executive, District 6-0

FROM: James D. Ritzman, P.E.
Deputy Secretary for Planning



In order to make all projects in the Multi-Modal Project Management System (MPMS) more presentable to the public, we would like to change the Business Rules behind the Public Narrative field in MPMS. The Public Narrative needs to meet the standards for any and all reporting to the citizens of the Commonwealth and external agencies.

Listed below are the nine Business Rules that must be followed:

1. Do not abbreviate words.
2. Include local road names if referring to a four digit State Route (SR).
3. The description must include a “from and to” point for roadway work.
4. The description must include all townships, boroughs, and cities within limits of the work.
5. Make sure the project description can be understood by the general public.
6. Do not include Segments and Offsets.
7. The Public Narrative field has a maximum of 255 characters. Four good examples of a Public Narrative are as follows:
 - Widening and resurfacing of SR 3020 (Lamor Road) from Valley View Drive to Keel Ridge Road in the City of Hermitage.

Appendix 7 – Public Narrative Business Rules (SOL)

520-09-02
July 16, 2009
Page 2

- Rehabilitation of the bridge carrying SR 1010 (Woy Bridge Road) over Raystown Branch of the Juniata River in West Providence Township.
 - Resurfacing of PA 54 from the Bridge over the Reading and Blue Mountain Railroad, approximately 625 feet east of T-859 (Coles Street) in Mahanoy Township through Mahanoy City Borough to the Ryan Township Line.
 - American with Disabilities Act (ADA) compliant curb ramps at various locations in Coolbaugh, Middle Smithfield, Pocono, Polk, Smithfield, and Stroud Townships, and in the Boroughs of East Stroudsburg and Stroudsburg in Monroe County.
8. Make the appropriate changes to the Public Narrative starting with all existing Transportation Improvement Program projects, then any new MPMS projects entered into the system.
 9. Please note that the Public Narrative Business Rules are separate from and do not affect the Short Narrative field in MPMS. The purpose of the Public Narrative is to provide understandable information to the public and those outside of the transportation community. The purpose of the Short Narrative is to provide project information to contractors for the six month let schedule.

If you have additional questions or concerns regarding this policy, feel free to contact Ms. Robin Metz of my staff at (717) 783-2298 or via email at rmetz@state.pa.us.

Appendix 8 – MPMS Information (SOL)

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

DATE: June 30, 2008 4300806

SUBJECT: MPMS Information

TO: District Executives

FROM: Brian G. Thompson, P.E. /s/
Director
Bureau of Design

This letter is a time-neutral and cost-neutral effort to address MPMS data maintenance. As discussed at the May 13, 2008, ADE-Design meeting, MPMS information must be accurate and entered timely. In addition to advancing project delivery, key MPMS information is used for a multitude of reporting purposes.

Key information to maintain (update/verify) in MPMS includes the following items:

- Milestone Dates
 - Estimated Let Dates
 - When move let date, reason field is required
 - Accelerated Bridge Program (ABP) Committed Let Dates
- Cost Estimates
- Project Titles
 - Upper/lowercase, not all uppercase
- Short Narratives (used for 6-Month Letting Schedule)
 - Upper/lowercase, not all uppercase
 - First line – add project limits
 - Second line – add municipalities
 - Third line – add type of work to be done
- Improvement Descriptions and detailed Scope of Work in Long Narrative
- “Bridge Worked On” box (check) for all bridges having work done as part of the projects

For local, railroad, and other projects with estimated let dates in the past, ensure that the let dates are current. If these types of projects have been let, also provide the actual let dates and low bid information.

As a minimum, MPMS data must be updated on a monthly basis. Updating on a monthly basis will allow for accurate reporting on both a monthly and quarterly basis.

Appendix 8 – MPMS Information (SOL)

MPMS Information

Page 2

Your assistance is requested in properly maintaining MPMS information. Maintaining information in MPMS will enhance project delivery and ensure accurate data reporting. Proper MPMS maintenance will also eliminate the need for entering data into numerous spreadsheets for tracking/reporting purposes. Accurate information will also reduce District inquiries for key project information, with the exception of fourth quarter inquiries when time is more critical.

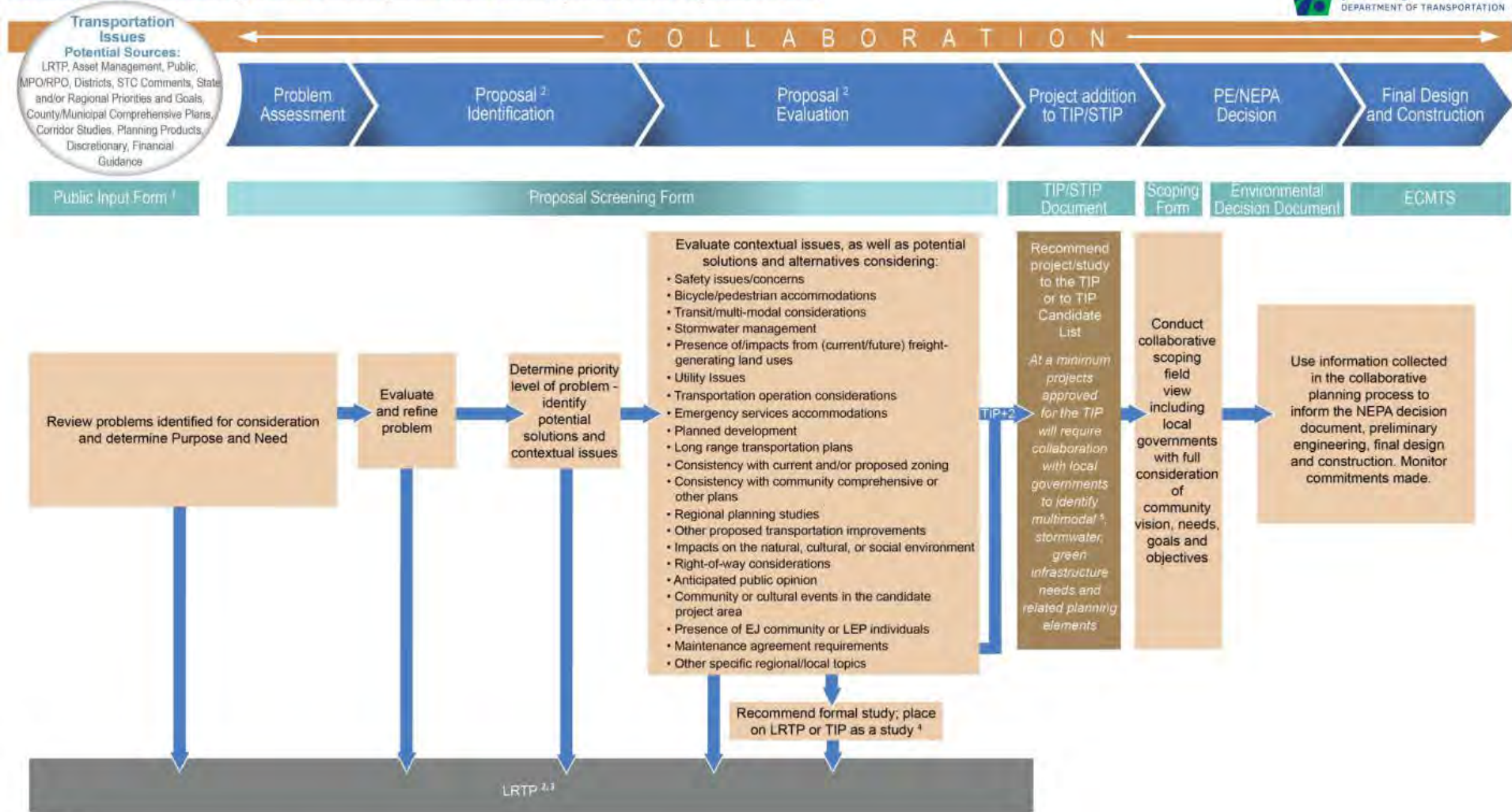
Please direct any questions concerning the above information to David J. Azzato, P.E., Design Services Division, at (717)787-5914.

4300/DJA/jab/T430-574

cc: R. H. Hogg, P.E., 8th Floor
J. D. Ritzman, P.E., 8th Floor
ADE-Design
Planning & Programming Engineers
L. Shifflet, 6th Floor
R. Metz, 6th Floor
K. Smithmyer, 6th Floor
B. G. Thompson, P.E., 7th Floor
Bureau of Design-Division Chiefs

Appendix 9 – PennDOT Design Manual 1A (Process Chart)

Transportation Program Development and Project Delivery Process



Footnotes:

1. Not required for all proposals.
2. PennDOT and the MPO/RPO may jointly decide to dismiss a proposal at any time if the proposal is determined to be a routine maintenance project or not feasible due to constructability issues.
3. Projects may also be deferred to the LTRTP Candidate List or illustrative list.
4. Studies can also be funded through the Unified Planning Work Program (UPWP).
5. Multimodal includes highway, public transit, aviation, rail, freight, and bicycle and pedestrian facilities.

March 22, 2017

Publication 10A (DM-1A)



The PennDOT Connects Addendum to Pub 575, Developing Regional Long-Range Plans

Interim, internal guidance on
integrating PennDOT Connects
with the LRTP process

*PennDOT intends to integrate this approach in its 2019 update of PennDOT [Pub 575](#),
Developing a Regional Long-Range Transportation Plan.*



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Introduction

PennDOT has placed renewed emphasis on collaborative planning through the PennDOT Connects policy, issued by Secretary Leslie S. Richards on December 19, 2016. The policy emphasizes the critical connection between the transportation system and Pennsylvania’s communities. Specifically, it underscores the need to ensure that transportation projects are consistent with the community context—at present and as planned for the future—thereby saving overall time and money, improving operations, and improving quality of life. The policy’s ultimate goal is to deliver better transportation projects that strengthen communities across Pennsylvania.

While the policy specifically commits PennDOT District offices to communicate and coordinate with local communities during project development, it also encourages similar collaboration led by Metropolitan Planning Organizations and Rural Planning Organizations (MPOs and RPOs), also known as PennDOT planning partners, during long-range transportation plan development. In fact, this transportation–community connection is at the heart of the Metropolitan Transportation Planning and Programming regulations defined in Title 23 of the Code of Federal Regulations, Part 450.300 ([23CFR § 450.300](#)) to which all MPOs/RPOs in Pennsylvania adhere.

Purpose of This Document

PennDOT Publication 575 ([Pub 575](#)) is PennDOT’s guidance for planning partners on developing a regional long-range transportation plan (LRTP). This PennDOT Connects Addendum to Pub 575 presents interim, internal guidance on how the PennDOT Connects policy should be integrated into the LRTP planning process. PennDOT’s Center for Program Management and Development intends to integrate this approach in its full update of [Pub 575](#) in 2019.

State DOTs are no longer just held accountable for the transportation system; they are also held accountable for how the system supports and improves quality of life for communities.

- Transportation Research Board,
National Cooperative Highway
Research Program (NCHRP)
Report 798:
*The Role of Planning in a 21st
Century State Department of
Transportation—Supporting
Strategic Decisionmaking,*
3/23/2016



Overview

The PennDOT Connects strategic goal is “Better Transportation, Better Communities.”

Better transportation projects are those that:

- Are clearly scoped to address a valid transportation problem or need
- Complement their local context
- Coordinate logically with other infrastructure improvements
- Achieve goals of both local and state entities
- Leverage all available resources and strengthen partnerships
- Proceed smoothly through the planning, design, and construction phases

Such projects support **better communities**—those with a high quality of life anchored by:

- A multimodal transportation system in a state of good repair
- Strategic investments in other infrastructure
- A distinctive identity and character
- Local and regional engagement
- Steady progress toward a shared vision and goals

These interrelated transportation and community goals can be advanced through early and close **collaboration**, which is the hallmark of PennDOT Connects. Specifically, the initiative aims to develop a shared understanding of transportation and community priorities among:

- Staff at various levels of government (e.g., PennDOT District staff and municipal leaders)
- Professionals in various disciplines (e.g., planners and engineers)

Collaboration involves multiple decision-makers sharing information to maximize outcomes and minimize any negative impacts for all involved.

These categories often overlap, for example when a PennDOT District Executive coordinates with a county or municipal planner.

To strengthen collaboration, PennDOT Connects builds on the working relationships that Pennsylvania’s Metropolitan Planning Organizations and Rural Planning Organizations (**MPOs and RPOs**) have forged with their PennDOT District staff and local communities in their region. PennDOT Connects establishes a role for PennDOT and MPOs/RPOs as the facilitators of integrated community and transportation planning while recognizing the responsibility and authority of local governments for land use management.

Better Outcomes through Better Collaboration

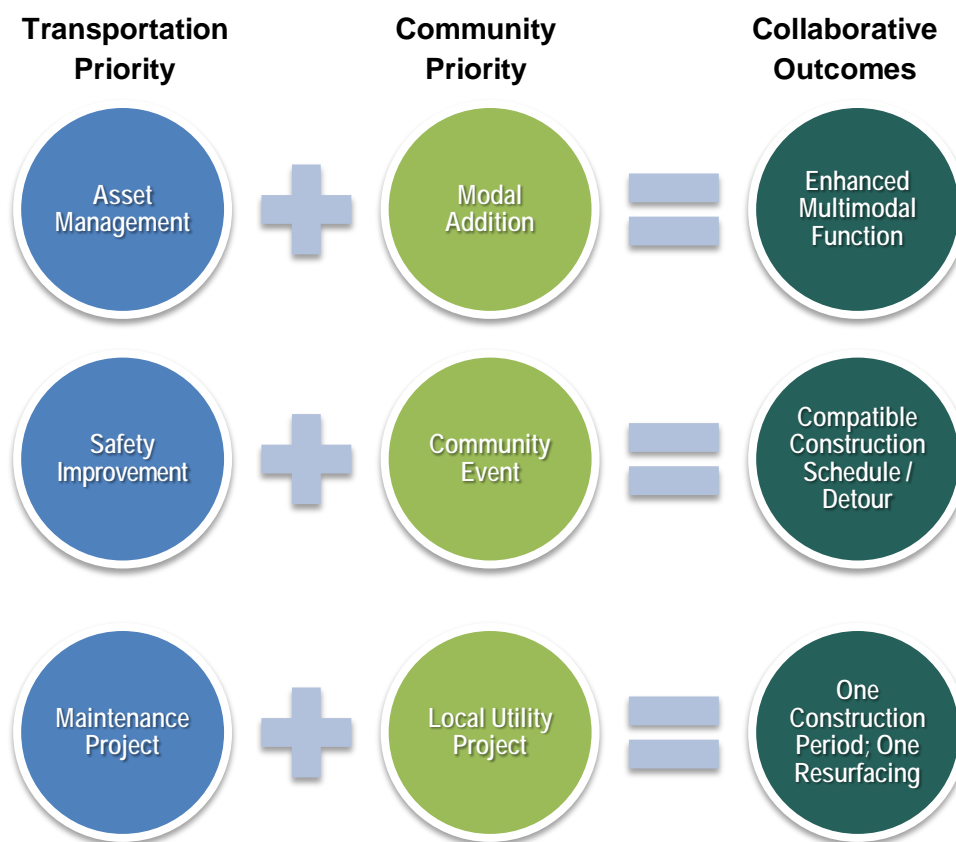
Collaboration involves multiple decision-makers sharing information to maximize outcomes and minimize any negative impacts for all involved. While decisions may be made jointly or independently, all participants have an opportunity to exchange information and perspectives on problems, priorities, and solutions.



Independently, transportation planning and community planning result in priorities for action or change. When collaborating, the priorities of one provide context for the other’s decision-making. In both long-range transportation planning and project-level planning, community priorities provide context for scoping a transportation solution and the potential for integrating or accommodating community infrastructure, character, or other needs. This early collaboration about the problem(s) and what to do about them later in design should also initiate discussion about programming time and funds from all sources.

Figure 1 conceptually illustrates that transportation priorities and community priorities can be coordinated or integrated and result in better outcomes.

Figure 1: Examples of Collaborative Outcomes



The goal of collaboration is to develop a shared understanding of transportation and community priorities in assessing conditions and a mutual respect in determining feasible solutions. This collaborative relationship is developed and occurs through:

- Communicating more consistently and effectively with communities about contextual issues and local planned improvements.



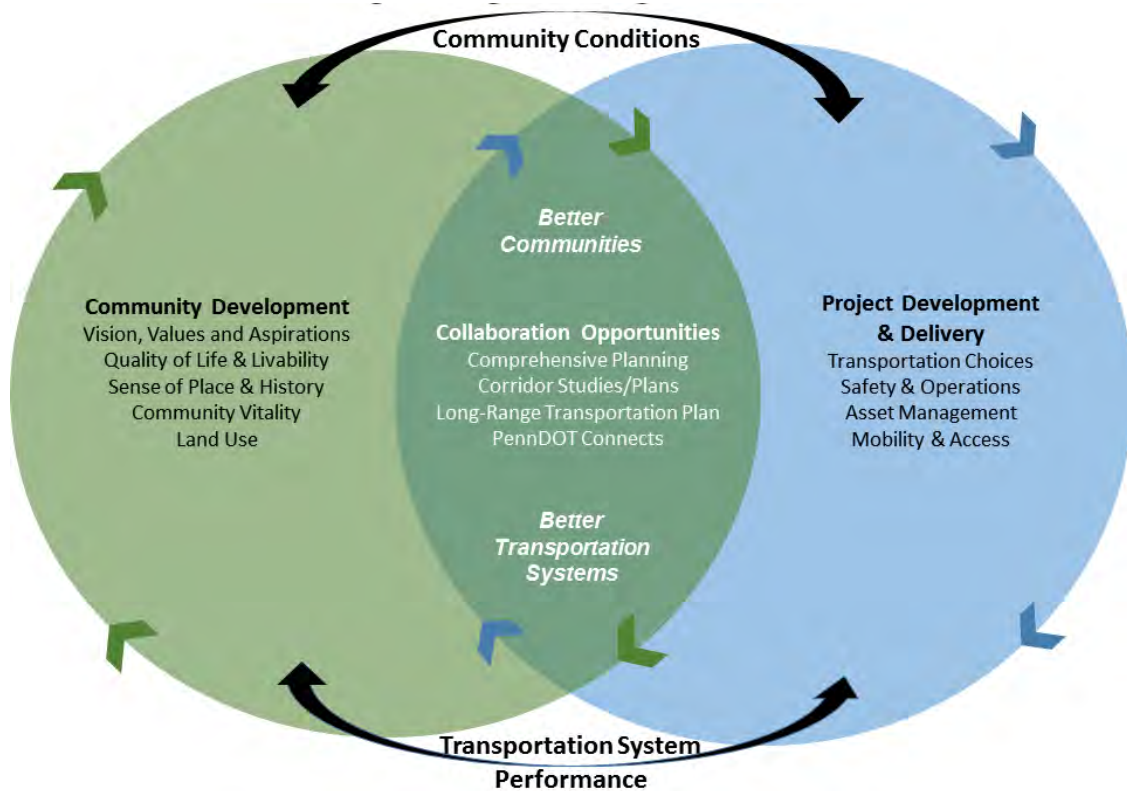
- Greater consideration and integration of multimodal facilities into traditional highway and bridge proposals.
- Drafting, iterative review, and refinement of a purpose and need statement for each transportation proposal.
- Greater use of geographic information systems for data sharing and analysis.
- Early discussions on project funding and the role of the community (municipality or other local sponsor) in funding the local share of a project or its contextual elements.
- Enhancement of PennDOT’s online platform for collaboration among PennDOT, planning partners, and other stakeholders.

As part of considering both transportation and community priorities, PennDOT Connects engages both planners and engineers throughout the planning, design, and delivery processes. Involving both planners and engineers in community comprehensive plans, corridor studies or plans, and MPO/RPO LRTPs incorporates practical considerations into local problem identification, early assessment and solution concepts. Involving both in design and delivery maintains a consistent, first-hand perspective on community priorities from scoping through construction into operations and maintenance.

The Planning & Engineering Collaboration diagram (Figure 2) illustrates that community conditions and transportation system performance influence both community development and project development and delivery. Collaboration between planners and engineers can align aspects of community planning and development with transportation project development to deliver better transportation projects that will help communities reach their goals.

Involving both planners and engineers
in the complete project life cycle
incorporates practical considerations into solution concepts
while maintaining perspective on community priorities
through project development and delivery.

Figure 2: Planning & Engineering Collaboration



Planning and engineering collaboration increases transparency and accountability in the review and decision-making about each problem, proposed project, and its community context. Through early, pre-design collaboration, project scopes, schedules, and cost estimates are more realistic before they advance to a Transportation Improvement Program (TIP), reducing the need to modify a project during or after design and to delay project delivery.



PennDOT Connects and the LRTP

While the PennDOT Connects policy specifically addresses collaboration during project development and delivery, collaboration should also be applied to the preparation or update of LRTPs as well as regional Transportation Improvement Programs (TIPs), which roll up into the Statewide Transportation Improvement Program (STIP) and Twelve-Year Plan (TYP).

Collaborative LRTP Planning Guidance from Pub 575

PennDOT’s Pub 575, Developing Long-Range Plans, introduced collaborative planning as a stakeholder and public involvement approach “to develop goals, policies, and solutions that address the issues and concerns that are most relevant to the public, not simply those identified by transportation agencies.” PennDOT Connects recognizes that counties and municipalities plan for and make changes to the community conditions of land use, infrastructure, utilities, and natural and historic resource management—the context of the transportation system—and that integrating the ongoing planning and improvement of both community conditions and the transportation system offers the potential for better outcomes.

Therefore, development of every LRTP should be characterized by early collaboration with communities as well as representatives from economic development agencies, major employers, transit service providers, trail development organizations, etc. All proposed projects being considered for inclusion on LRTPs should be shaped by collaborative planning.

Collaboration should be focused on developing a shared, thorough understanding of a transportation problem or proposed project in its full community, economic, and environmental context. This involves sharing data and documented priorities related to the problem/proposal, its location and surroundings, and purpose and need among District, MPO/RPO, and local representatives at the earliest stages of planning.

Advantages of Collaborative LRTP Development

Among other benefits, the early exchange and documentation of purpose, need, and context can support project compliance with state (PA Act 120) and federal (NEPA) environmental study requirements, and be a valuable resource as a project progresses through preliminary engineering, final design, and construction. It does not replace PennDOT’s requirement for collaborative planning once a project moves from the LRTP to the TIP. Nor does it require the completion of a PennDOT Connects proposal screening form. However, use of the form is encouraged, as it can prompt data-sharing that provides insight into proposal

Collaborative LRTP development can help:

- Meet state and federal environmental requirements
- Identify local policy enhancements—and allow time to enact them
- Provide lead time to align project resources



development, as well as provide documentation of the issues discussed and the decisions that have been made or will need to be made later in the process.

Early collaboration (or collaborative problem-solving) during LRTP development can help to identify—and allow time to enact—local policies that can manage the need for and scale and cost of improvements. This may include, for example:

- Coordination between right-of-way (ROW) requirements in municipal and/or county subdivision ordinances and potential intersection/roadway needs, resulting in lessened ROW, utility, and construction costs in the project development phase.
- Use of the Official Map at the municipal and county level, resulting in privately funded improvements including intersection and roadway improvements, signalization, roadway connections and/or realignments, bicycle/pedestrian enhancements and facilities, etc.
- Use of Act 209 impact fees to facilitate local and state roadway improvements.
- Coordination with local water, sewer, and other infrastructure planning early in the process which otherwise may impact project schedule and cost.



PENNDOT CONNECTS PRINCIPLES IN PRACTICE

Early Consideration of Funding Option Requiring Policy Change

The **North Central RPO 2045 Long-Range Transportation Plan**, excerpted below, identifies a potential infrastructure funding source that would require a change in county tax policy. The LRTP notes that early coordination on this item could align funding to help advance projects identified in the plan.

Act 89 of 2013, which brings an additional \$2.3 billion for the state's transportation infrastructure within its first 5 years, provides additional revenue to municipalities through Liquid Fuels Payments, and authorizes counties to assess a \$5 vehicle registration fee for use in funding highway and bridge improvements. ...

...Table 43 shows that if the counties in North Central exercised the option of collecting the vehicle registration fee, more than \$1.2 million could be directed toward the construction, reconstruction, maintenance and repair of and safety on public highways and bridges.

Table 43: Vehicle Registrations, by County, December 2016

	Passenger Registrations	Total Registrations	Potential Annual Revenue
Cameron	2,770	5,354	\$26,770
Clearfield	46,224	86,524	\$432,620
Elk	19,459	37,609	\$188,045
Jefferson	26,035	50,561	\$252,805
McKean	21,805	42,249	\$211,245
Potter	9,059	21,118	\$105,590
North Central Region	125,352	243,415	\$1,217,075
Pennsylvania	8,268,394	12,066,651	\$60,333,255

Source: PennDOT

To date the counties involved have not elected to move forward with this policy change as the revenue generated would be relatively low.

Finally, early collaboration also provides lead time to align various resources. For example, lead time is required for locally-sponsored portions of a project to be funded with municipal contributions or municipally-acquired grants. To aid the District, LRTPs could suggest or estimate a level of collaborative effort for each included proposal. The estimate would be based on current community planning and priorities and could be revised to reflect up-to-date conditions as a proposal moves to the TIP and becomes a project. This estimate of collaborative effort may be helpful to both MPO/RPO staff and PennDOT District project managers in scoping the project development and delivery effort.



PENNDOT CONNECTS PRINCIPLES IN PRACTICE

Building Local Match Value

The **York Area MPO 2017-2040 Long-Range Transportation Plan**, excerpted below, assumed that the cost of transportation needs exceeded anticipated funding and therefore identifies methods to reduce demand or seek other funding to supplement federal and state transportation funding.

Paths to Reduce the Bridge Funding Gap

2. County and Municipal - Promote funding for local bridges through general funds, Pennsylvania Infrastructure Bank (PIB) loans, Hazard Mitigation Grant Funds, Pennsylvania Historic Museum Commission, and agility programs (state and local level).

Paths to Reduce the Capacity Funding Gap

5. Encourage municipalities to develop more than local streets in their development patterns through the Official Map adoption process and street connectivity ordinances [thereby acquiring right-of-way at no cost].
6. Encourage municipalities to adopt Traffic Impact Fee ordinances to enable them to collect impact fees from developers [thereby accruing cash as grant matching funds].

Paths to Reduce the Enhancements Funding Gap

3. Encourage municipalities to adopt Recreation Plans and corresponding recreation impact fee to develop non-vehicular mobility options within the municipality [thereby accruing cash for developing bicycle and pedestrian paths or as grant matching funds].
5. Include pedestrian and bicycle mobility projects in Official Maps Ordinances [thereby acquiring right-of-way at no cost].

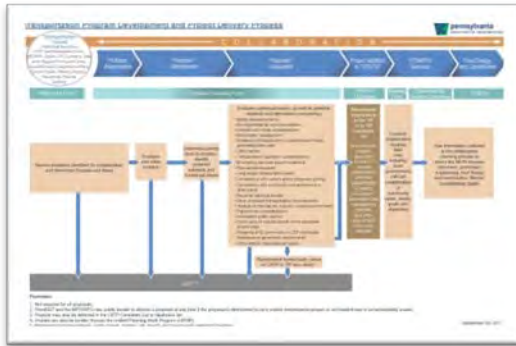
Paths to Reduce the Maintenance Funding Gap

5. Coordinate with utility companies/authorities, specifically during large utility infrastructure replacements, and also municipal public works planning and projects [thereby eliminating or reducing the cost of resurfacing].

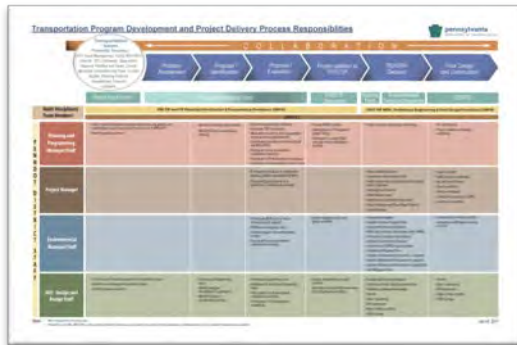


PennDOT Connects Illustrated in the PennDOT Design Manual

Collaborative planning and engineering under PennDOT Connects is illustrated in [PennDOT's Design Manual, Part 1A](#) (DM-1A, 2017 Edition). The DM-1A includes two key flow charts relevant to both planners and engineers. Thumbnails are provided below for reference and the full-size flow charts are provided in the appendix of this addendum.



The **Transportation Program Development and Project Delivery Process** diagram (DM1-A, Figure 2.2) illustrates the collaborative planning and engineering approach from identifying the transportation problem through project delivery.



The two-page **Transportation Program Development and Project Delivery Process Responsibilities** chart (DM1-A, Figure 2.3) outlines the roles and activities of District Office staff, Central Office staff, planning partners, and environmental agencies throughout the entire process.

The first phases of program development—problem assessment, proposal identification, and proposal evaluation—are applicable to the LRTP update. An additional phase of proposal prioritization may be inferred to rank proposals for addition to the TIP. Each phase, depicted below, presents opportunities for collaboration. Successful collaboration methods for each phase are discussed in the Collaboration for Project-Level Plans section of this addendum.





General LRTP Collaboration Methods

Planning partners and PennDOT Districts have collaborated successfully on program development and project delivery in many ways. PennDOT Connects aims to make this success more consistent across all projects by beginning collaborative discussions during long-range planning.

Each region's MPO/RPO and PennDOT District(s) will determine their own most effective methods for LRTP collaboration.

General methods for PennDOT Connects collaboration are suggested below. Additional methods specific to the level of detail in an LRTP are presented in the following sections. Because MPOs/RPOs vary widely in size, staff capacity, and regional culture as well as in their relationships with their respective District(s), each MPO/RPO and District will determine their own methods for LRTP collaboration.

General Methods for Communication and Meetings

1. **Conduct informational and outreach activities that build relationships.** Several MPOs host informal meetings, e.g., “Planning and Pizza” evenings, to talk with municipal officials about local needs and the LRTP and/or TIP. Others ask to present or hold discussions with municipal representatives at established organization meetings, e.g., councils of government, county municipal associations, etc. Both approaches can build trust and awareness that supports greater information-sharing and thus more accurate and thorough proposals.
2. **Prepare to make meetings productive** by stating the meeting purpose, characterizing the meeting in the context of the overall planning process, sharing advance information, and asking participants to bring specific information to the meeting. MPOs/RPOs can also encourage municipal representatives to review data in advance of a collaboration meeting.
3. **Document existing conditions and community priorities in an online GIS database.** Online, GIS-based technology is an excellent tool for depicting existing conditions and planned improvements, such as planned bicycle routes, stormwater issues/improvements, and future development areas. As such, it can greatly enhance accurate communication across large numbers of municipalities, even allowing for edits and comments on a password-protected basis. Once documented in GIS, existing conditions and planned improvements for land use, transportation, and other local planning topics can be viewed and analyzed together. Having this data in one location enables planners and engineers to “see” community priorities as a transportation proposal is drafted and refined before approval to the TIP. Later, the same information can help PennDOT’s project managers understand local priorities throughout the project development and delivery process. The MPO/RPO can develop the data for initial use in the LRTP and upload it to the PennDOT Connects System (formerly the LPN System) for project-level planning once the project advances to the TIP.



PENNDOT CONNECTS PRINCIPLES IN PRACTICE

Focus Group Meetings and Multifaceted Public Outreach

The **North Central RPO 2045 Long-Range Transportation Plan**, excerpted below, actively solicited diverse perspectives in its stakeholder and public outreach.

Focus Group Meetings

The Commission conducted nine in-person focus group meetings across the region. Stakeholders representing different areas of expertise and transportation interests (e.g., multimodal transportation, economic and workforce development, tourism and recreation, aging and veterans' partners, etc.) met with North Central staff to discuss transportation issues and concerns.

Public Review and Comment

In addition to leveraging public input received from the STC survey [see page 21] and coordinating focus group meetings, North Central distributed copies of the 2045 LRTP for public review and comment in 28 locations throughout the region. The public review distribution locations were determined through an environmental justice analysis to ensure the draft plan was made available to a broad cross-section of the regional population.

Additional Outreach Efforts

The Commission notified stakeholders of the draft plan via its regular e-mail list, which includes various county chambers of commerce, human service agencies, county planning officials, and more. The public meeting and draft plan were also promoted on the Commission's Twitter page, which has over 300 followers.

4. **Share data in user-friendly formats.** Before generating and/or compiling data for a collaborative discussion, consider what data points will be most important to shared understanding and decision-making. Also consider what format(s) may be most useful: data table (numeric or text), analytic chart, map (in print, PDF or online; by geography, corridor, or mode), etc.
5. **Meet around maps.** Transportation and community needs are place-based, so maps are a useful format for sharing and exchanging site-, corridor- or area-specific information. Transportation problems identified by PennDOT and other sources should be mapped by the community so that representatives can prepare to discuss related or nearby community priorities. Representatives can also mark locations of additional transportation problems that were not previously documented in plans, studies, etc. Providing this information in a place-based format (and in advance, for small groups) encourages participants to think about the location and the context, not only the problem.



6. **Leverage stakeholders early and often.** Establish advisory committees to the MPO/RPO to aid in gathering transportation problems, assessing contextual issues, and generating proposals. Committees can be organized by mode (pedestrian, bicycle, transit) or type (freight) and represent specific users (freight generators) or system-wide users (citizens at large). Engage existing groups, such as councils of governments (COGs), economic development agencies, etc., in advance of the LRTP update to ensure that they have time to compile needs.

PENNDOT CONNECTS PRINCIPLES IN PRACTICE

Key Bicycle and Pedestrian Areas Noted for Betterment Projects

The **Shenango Valley Area Transportation Study (SVATS) MPO and Mercer County 2016 Long-Range Transportation Plan Update**, excerpted below, included mapping of key bicycle and pedestrian corridors to facilitate coordinated improvements as part of future roadway projects.

While betterments are typically done to improve pavement and subgrade quality, they can also be used to bring bicycle and pedestrian facilities up to standards. For bicycle and pedestrian comments about a specific area that did not result in a project or study, Key Bike/Ped Corridors and Areas were designated so that amenities can be considered when scoping roadway betterments along state routes and local roads.

The map is not intended to be an exhaustive list of all important bicycle and pedestrian routes; consultation with municipalities and the public should still be performed prior to projects according to the procedures set forth by PennDOT.





Collaboration for Policy-Level Plans

LRTPs in Pennsylvania vary in their level of detail and direct use in preparing biennial TIPs. Some planning partners prepare policy-level plans that outline how anticipated problems (e.g., asset management needs) and other yet-to-be identified projects will be selected and ranked for the TIP. Collaboration for policy-level LRTPs should lay the groundwork for implementing PennDOT Connects during TIP development.

Although projects may not be listed or may be listed and not ranked in a policy-level LRTP, community needs and contextual issues should always be documented in an LRTP. These include:

- Existing and planned bicycling corridors
- Existing and planned pedestrian areas (for safety and mobility)
- Areas of existing and planned transit service
- Locations of known utility maintenance or improvement projects, especially those in rights-of-way; utilities include water, sewer, and stormwater systems or facilities as well as gas, electric, telecommunications, and broadband networks
- Locations of hazardous flooding, especially in or near rights-of-way
- Corridors where traffic volumes, traffic type, mode, or modal split are expected to change based on planned growth, redevelopment, or other change
- Areas designated, protected, or planned for protection for their special character, e.g., historic or cultural districts, open space corridors or landscapes, etc.

Policy-level LRTPs outline how anticipated problems (e.g., asset management needs) and other yet-to-be identified projects will be selected and ranked for the TIP.

This list is not exhaustive. Any community priorities for the contextual issues listed in the PennDOT Connects policy (see Figure 6 on page 33) can be documented in the LRTP as text or a table, map, or other meaningful format. Supporting details should include the source of documentation (e.g., comprehensive plan, bicycle-pedestrian plan, corridor study, etc.) with date.



PENNDOT CONNECTS PRINCIPLES IN PRACTICE

Identifying Trends, Issues, and Implications

The **Southern Alleghenies RPO 2013-2037 Long-Range Transportation Plan**, excerpted below, synthesizes modal, user and context data into clear implications for the management and improvement of the transportation network.

Trend/Issue	Implication
The region's population is aging.	An older population will have greater need for public or human services transportation.
A higher percentage of those workers living in boroughs walk to work than do those living in townships.	The need for safe sidewalks, crossings, and walkways within boroughs and local neighborhoods remains important.
Over the past decade, the region's economy has switched from a manufacturing economy to a services-based economy.	The region's economy is transitioning into more of a health and service based economy, which will require different transportation needs.
Employment projections estimate that employment in the Manufacturing industry will continue to decrease while employment in the Health Care and Social Assistance industry will continue to increase.	
Travel on the region's roadways has been declining since 2005.	Over the last five years, travel in the region has been negatively impacted by increases in unemployment and gasoline prices. As the economy begins to improve, it is expected that travel will also increase again.
The region lacks adequate passenger and rail freight opportunities.	Limited passenger rail service hinders intercity connectivity and strengthens dependence on the automobile. Limited rail freight opportunities impede economic development and goods movement as well as increase congestion on the road network.



Identification of these community priorities in GIS and shared on a map with a supporting table of details can provide a summary reference for MPOs/RPOs and Districts after the LRTP process as they populate Project Initiation Forms and as proposals are evaluated for addition to the TIP. Projects may be more clearly defined and developed based on early documentation of needs and priorities, coordination on programming, and/or local action that helps to manage the need and size of the improvement.

Policy-Level LRTP Collaboration Methods

1. **Inventory municipal planning efforts.** A table of municipal plans, studies, etc. provides a reference for how active each municipality is in its own local planning. Fields can indicate typical planning activities and adoption or approval date. An “other” column could be used to document unique plans by name and date. The currency of past planning efforts and any activity to update past plans should be verified. County planning offices may have such data available for use or working knowledge that that can be captured through interviews. See Figure 3.

PENNDOT CONNECTS PRINCIPLES IN PRACTICE

Non-Motorized Transportation Map

The **Franklin County MPO Long-Range Transportation Plan 2013-2032** notes bicycle, pedestrian, and horse and buggy as its non-motorized modes of travel and identifies locations of heaviest non-motorized use on a Non-Motorized Transportation Map, shown below.

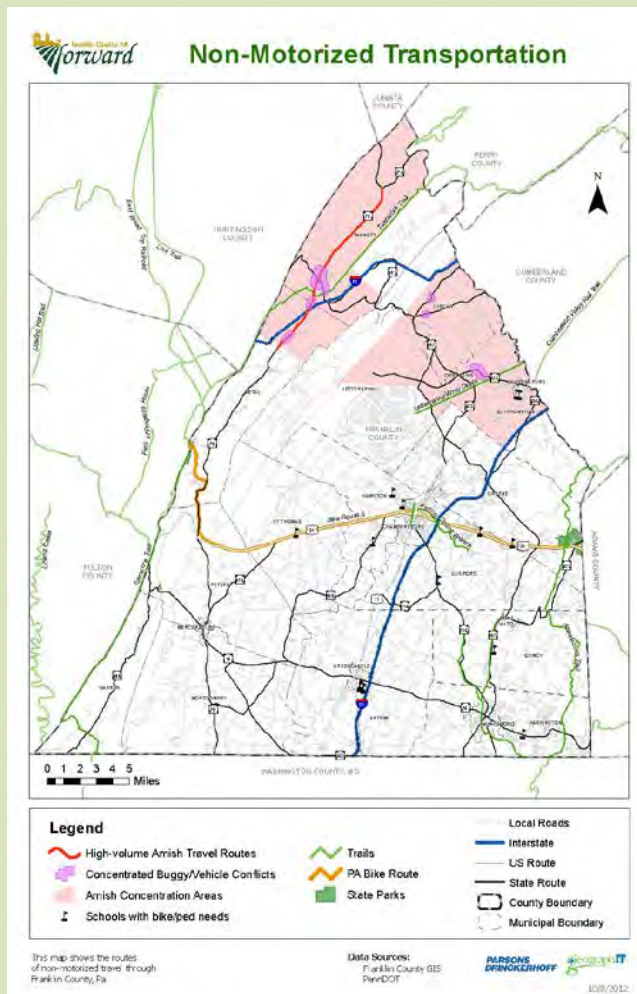




Figure 3: Sample Inventory of Municipal Planning Efforts (Fictional Examples)

Municipality	Planning Efforts					
	Comp Plan	Zoning	Subdivision/ Land Dev Stds.	Official Map	Capital Improve ments Program	Other
Apple Valley	2004	2012	2006	n/a	n/a	2015 Village Corridor Study
Bear Creek			County			2004 Act 167 Stormwater Management Plan 2008 watershed plan
Chestnut	2002	2007	2007	n/a	n/a	
Dry Run	2003		2005			1995 Sewage Facilities Plan
Eastburg	1990	2011	2010			1974 Historic District
Fairview	2006	2008	2007	2012	2013-15	2011 Economic Development Plan
Greenville	2005	2007	1990		2015-17	2007 Transit Improvement District

2. **Inventory municipal planning priorities, i.e., transportation problems and contextual issues.** A more detailed approach to a municipal planning inventory could summarize the transportation problems and communities' priorities by municipality and plan/study or by community. See Figure 4.

Either inventory might also document planning goals or themes, such as growth management, revitalization, walkability, town-gown connectivity, etc. These may provide insight into community character (present and planned) and stakeholders to consider in project-level planning.



Figure 4: Sample Inventory of Municipal Planning Priorities (Fictional Examples)

Municipality	Planning Activities						Transportation Problems; Source(s)	Contextual Issues; Source(s)
	Comp Plan	Zoning	Subdivision/ Land Dev Stds.	Official Map	Capital Improvements Program	Other		
Apple Valley	2004	2012	2006			2015	Poor pedestrian mobility across SR 1005; 2016 comp plan and 2015 village corridor study	Land use/economy - growing private college campus across SR 1005 from commuter student parking; same
Bear Creek			County				Flooding near intersection of SR 3007 and West Main St; 2004 Act 167 Stormwater Management Plan	Stream restoration; 2008 watershed plan
Chestnut	2002	2007	2007				2 local SD bridges, no shoulders; inspection reports	Trail planning; 2016-pres
Dry Run	2003		2005			1995	Bridge over US 1 to be replaced (TBD)	Public sewer extension needed to cross US 1; 1995 Sewage Facilities Plan
Eastburg	1990	2011	2010				Congestion/lack of turning lanes/air quality along PA 32 and PA 209	Historic District
Fairview	2006	2008	2007	2012	2013-15	2011 ED	I-80 Exit 101 Interchange deficiency; 2011 Economic Development Plan	Land use/economy – growing logistics hub; same
Greenville	2005	2007	1990		2015-17	2007	Lack of ped signals in downtown transit corridor (SR 2004); 2005 comp plan	Small town character with some historic resources but no organized preservation intent; same



PENNDOT CONNECTS PRINCIPLES IN PRACTICE

Bicycle – Pedestrian Connectivity Near Schools

The **Franklin County MPO Long-Range Transportation Plan 2013-2032** assessed pedestrian and bicycle connectivity in the vicinity of schools. The assessment recognized the context of each school as urban, suburban, small town or rural and assumptions (expectations) about the numbers of bicyclists and pedestrians for each. The plan then recommended that

...schools highlighted in Figure 42: Walking and Biking Connectivity to Schools [table below] and Figure 40: Non-Motorized Transportation Map [shown on [page 16](#)] should be considered for priority improvements, given the potential to serve walkers or bicyclists from adjacent residential neighborhoods.

Figure 42: Walking and Biking Connectivity to Schools

School	Municipality	Context	Connectivity
Chambersburg High School	Chambersburg	Urban	Yes
Shippensburg Middle School	Shippensburg	Suburban	Limited; adjacent to US 11
Scotland Elementary School	Greene Township	Small Town	Yes
James Buchanan Middle School	Peters Township	Rural	No

3. **Use the State Transportation Commission’s public outreach results** as available local input on transportation problems. Analyze public comments for common locations, concerns, clearly stated problems, or suggested solutions. Through municipal outreach, ask each municipality with a problem location to validate the problem before advancing it to the proposal phase: Does the municipality agree the problem is real? Does the municipality have any data to support the problem? Does anyone else have data? If not, ask if the municipality is willing to gather data or otherwise contribute to a solution if the problem is valid.



4. **Incorporate prioritization criteria that acknowledge community plans and policies, or that generally support development of a multimodal transportation system.** Such criteria might award points for consistency with an adopted community plan or completed transportation study, or for multiple modal accommodations. One of the Harrisburg Area Transportation Study’s ranking criteria is County and Local Priorities. Projects are rated as high, medium, and low for their incorporation of county and local priorities. Additional or bonus points are awarded to projects that incorporate a county or municipality’s number one priority.
5. **Present policy plans in a user-friendly format.** The Williamsport MPO partnered with a local broadcasting company to produce a video series about transportation planning and the LRTP for a general audience. A series of six video segments presented information about modal needs and planned projects “from the news desk.” The videos are posted on the Lycoming County Planning and Community Development Department’s [Transportation Planning page](#).
6. **Document meetings.** Take the time at the end of meetings (or shortly thereafter) to document who attended, what topics were discussed, what decisions were made, and what actions were needed. This information is a useful reference as a follow-up to the meeting and in the future as problems and proposals advance through the LRTP process.



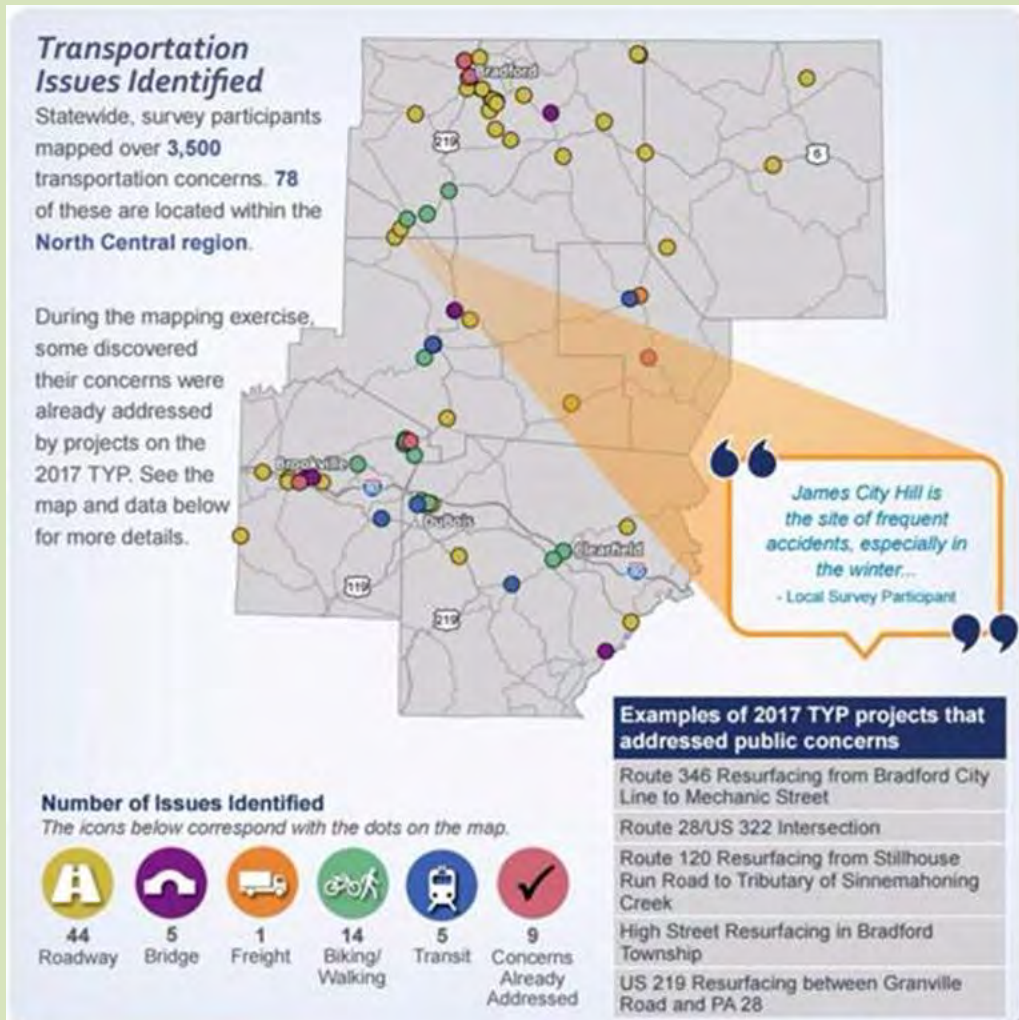
PENNDOT CONNECTS PRINCIPLES IN PRACTICE

State Transportation Commission Outreach Data

The **North Central RPO 2045 Long-Range Transportation Plan**, excerpted below, leveraged data collected by the State Transportation Commission.

Beginning with the development of the 2015 Twelve Year Program (TYP), the STC began moving away from its traditional biennial program hearing process to one that features the use of an interactive, online platform. This new methodology has resulted in a greater level of participation in the statewide planning process. A side benefit has been enormous amounts of data that can be used by the planning partners as part of their regional transportation planning efforts.

The development of the 2017 TYP was no different, and the North Central RPO was able to tap into the viewpoints and perspectives of its constituents through the STC process. Rather than field traditional county-level meetings as part of LRTP development, the RPO pulled data from the STC outreach results in identifying an array of transportation issues that exist across the region.





PENNDOT CONNECTS PRINCIPLES IN PRACTICE

Performance beyond Pavement and Bridges

The **Erie MPO 2042 Long-Range Transportation Plan** developed a Report Card to track performance of transportation investments toward its goals and objectives. The report card utilizes readily available data; the frequency of each item check aligns with the frequency of data updates—most are every two-year TIP update cycle. The Report Card checks measures such as accessibility, safety, non-motorized mode share, policies and planning, and committee development as well as pavement and bridge conditions.

Goal Area	Measure	Description	Data Sources	Frequency of Data Update	Baseline Data (2016)	Current (2017-2022)		Mid-Term (2023-2028)		Long-Term (2029-2042)		
						Trend Goal	Result	Trend Goal	Result	Trend Goal	Result	
1 - Economic Vitality	Studies	Economic development, land use studies completed	MPO	Every 2 years the UPWP is updated		✓		✓		✓		
	Tourism	Was accessibility addressed for projects near key tourist destinations?	MPO; Tourist Destinations; VisitErie	Every TIP Update		✓		✓		✓		
2 - Safety & Security	Safety	Safety improvement projects implemented	MPMS Data Extract	Every TIP Update		✓		✓		✓		
		Total crash rate, fatality, or serious injury accidents reduced where safety enhancements were made	PennDOT - crash data; or USDOT Indicators	5 years of post-implementation data				✓		✓		
	School Zone	Projects constructed to improve school zone safety enhanced through upgraded crosswalks, signing, sidewalks	PennDOT	Every 2 year grant period		✓		✓		✓		
	Railroad	At-grade rail crossings upgraded or eliminated	PennDOT; TIP Funding; Municipalities;	Every TIP Update		✓		✓		✓		
	Security	Intersections along emergency detour routes improved	PennDOT; EMA; reference against emergency detour route map		Every TIP Update		✓		✓		✓	
		Under-clearance bridges fixed	GIS		Every TIP Update		↑		↑		↑	
3 - Multimodal Accessibility & Mobility	Sidewalks and Trails	Complete greenways and countywide pedestrian and bicycle plan to prioritize trails and pedestrian and bicycle projects	MPO; PennDOT; Bicycle and pedestrian groups	Once		✓						
		An increase in mode share for non-motorized (walk or bicycle) trips	American Community Survey; USDOT Site	Every 5 years	Bicycle 0.3% Walk 3.7%	↑		↑		↑		
		Have municipalities adopted a Complete Streets policy?	MPO	Once		✓						
		# of betterments identified through LRTP completed including widening, bicycle lane striping, transit pull offs, or sidewalks	MPO, Municipality, or PennDOT knowledge on projects	Every TIP Update		↑		↑		↑		
	Transit	Transit system route/schedule update implemented and serving residents, employers, Millcreek Mall, Presque Isle	EMTA	Once		✓						
		An increase in mode share for transit trips	American Community Survey; USDOT Site	Every 5 years	Transit 1.5%							

continued next page



PENNDOT CONNECTS PRINCIPLES IN PRACTICE

Performance beyond Pavement and Bridges (continued)

Goal Area	Measure	Description	Data Sources	Frequency of Data Update	Baseline Data (2016)	Current (2017-2022)		Mid-Term (2023-2028)		Long-Term (2029-2042)	
						Trend Goal	Result	Trend Goal	Result	Trend Goal	Result
4 - Freight Accessibility & Mobility	Freight Accessibility	Freight committee established	MPO; Freight stakeholders; PennDOT	Once		✓					
	Environmental Justice	Were goals and areas of EJ concern addressed for projects during local outreach following PennDOT Connects policy?	MPO; PennDOT; EJ Groups	Every TIP Update		↑		↑		↑	
5 - Sustainability	Environmental Impacts	Were goals and areas of environmental concern addressed for projects during local outreach following PennDOT Connects policy?	MPO; PennDOT	Every TIP Update		↑		↑		↑	
	Public Access	Were any new public access points to water trails or streams added to highway or bridge projects where feasible	MPO; PennDOT; PFBC;	Every TIP Update		✓		✓		✓	
	Project Delivery	Number of LRTP recommended projects in-progress or completed	MPO; PennDOT	Every TIP Update		↑		↑		↑	
6 - Project Feasibility	Public Outreach	Were goals and areas of concern addressed for projects during local outreach following PennDOT Connects policy?	MPO	Every TIP Update		✓					
	Studies	Studies prioritized through UPWP referencing the LRTP and prioritizing studies to be completed in the UPWP	MPO	Every 2 years the UPWP is updated		✓					
	Bridges	State-Owned Bridges that are structurally deficient	PennDOT; District 1 Report Card	Annually	4.3% (25 of 577)	↓		↓		↓	
Locally-Owned Bridges that are structurally deficient		PennDOT; District 1 Report Card	Annually	37.2% (44 of 118)	↓		↓		↓		
Local bridges prioritized for rehabilitation / replacement / removal with coordination between PennDOT and MPO		PennDOT; Erie MPO	Once - kicked off and established, then on 2-year cycle		✓						
7 - Congestion & Maintenance	Pavement Quality	International Roughness Index (IRI) Overall maintained or improved	PennDOT; District 1 Report Card	Annually	107	↓		↓		↓	
		International Roughness Index (IRI) Interstates maintained or improved	PennDOT; District 1 Report Card	Annually	58	↓		↓		↓	
	Congestion / Traffic Signals	# Signals Applied for GLG Funding	PennDOT; Funding Applications	Every TIP Update		↑		↑		↑	
		Update the Congestion Mitigation Plan (CMP) in the current term	PennDOT; Funding Applications	Once in current term, then every 10 years		✓					
	Stormwater	Update the Act 167 Plan every 10 years and has stormwater been accounted for early in project phases	MPO; Municipalities	Every 10 years		✓				✓	



Collaboration for Project-Level Plans

PennDOT Connects encourages MPOs/RPOs to develop project-level LRTPs. In a project-level LRTP, an MPO/RPO and its respective District office(s) create a prioritized project listing that is consistent with transportation and community/regional goals and serves as a ready queue of project candidates for advancement to the TIP as soon as funds become available.

Only rarely should projects emerge and be immediately approved to the LRTP and TIP. Such cases should be limited to time-sensitive projects such as emergency repairs and those with limited funding opportunities.

The early or pre-TIP phases of the transportation program development and project delivery process can guide the project selection and prioritization for project-level LRTPs. Each phase includes an analysis task resulting in a decision to advance the problem to the next stage, defer the problem to a more relevant program or entity, or decline the problem. This process is detailed in [PennDOT's Design Manual, Part 1A](#) (DM-1A, 2017 Edition) and presented with an LRTP perspective here.

Project-level LRTPs include a prioritized list of projects for advancement to the TIP that are consistent with transportation and community/regional goals.

Problem Identification and Assessment



The purpose of Problem Identification and Assessment is to determine which of the identified or known transportation problems are valid and which are perceived. In a collaborative process, the MPO/RPO can bring community-identified problems and the District can bring system asset management problems to the table.

Community-Identified Transportation Problems

MPOs/RPOs can gather community-identified transportation problems (or problems/proposals) from community planning documents and/or other problem/proposal gathering tools, e.g., a local problem/project suggestion form (See Figure 4). Planning documents include comprehensive plans, capital improvements programs, corridor studies, resource management studies, multimodal studies, or other documents that demonstrate a transportation problem. These planning documents are most commonly developed, approved, and/or adopted by local officials after a thorough consensus-building and public review process. Other types of planning



documents developed by community-based organizations, such as downtown revitalization plans, or by private sources, such as traffic impacts studies (even for projects that haven't been approved or built) may also offer valid transportation problems. Community-identified problems must be documented with data to advance toward proposal development and approval.

Recommendations or action items from planning documents should be interpreted for the problems and/or proposals they represent. Plans and studies may rank recommendations as high, medium, or low priorities or as near-term and long-term priorities. Since the planning horizon for each plan or study varies, the MPO/RPO will need to determine if and how any one plan's priority levels are applied to the project selection and prioritization criteria.

Suggestions for transportation proposals or solutions, i.e., without stated problems, should be vetted during this phase.

Prioritizing problems, i.e., ranking one community's problem over another, isn't necessary at this point in the process.

When reviewing planning documents, MPOs/RPOs should also consider listing other community priorities (e.g., for water, sewer, and stormwater infrastructure, utilities, natural resource protection, and historic preservation), particularly when recommendations or action items related to mobility access or facilities are data-driven.

For MPOs that serve one or just a few counties, community planning documents may be readily available and even familiar to MPO staff. Larger MPOs and RPOs may rely on county planning offices to provide this information or may assign their consultants to research and analyze these documents.

Once compiled, the MPO/RPO can share this information with its PennDOT District(s) for joint discussion and determination of valid transportation problems.

District-Identified Asset Management Priorities and Other Problems

PennDOT District offices regularly analyze the transportation system for performance problems, needs, and concerns based on asset management/system preservation, safety, and other criteria. These problems may be ranked or prioritized, or simply be a list of facilities for which future improvement is anticipated. Comparison of these District-identified problem locations (or asset management priorities) with community-identified problem locations can foster a mutual understanding of the need and timing for improvement, focus project-level Connects outreach, and help to determine if further study would be beneficial. Both Districts and MPOs/RPOs need to approach this

Comparing PennDOT-identified asset management needs with community-identified problem locations can help focus project-level PennDOT Connects outreach.



comparison as a candid, in-house conversation of problem and priority data that is dynamic—needs and priorities can change over time, particularly in longer-term forecasts. This comparison may lead to the development of a draft or working project list, but not a project list ready for public review. It can also lay the foundation for project-level Connects discussions. PennDOT Connects promotes close coordination between Districts and MPOs/RPOs of one another’s priorities to accomplish system preservation in service to community and economic goals.

MPOs/RPOs may need to request PennDOT-identified problems (i.e., asset management priorities) well in advance of their LRTP update. For example, a list of needed bridge replacement, rehabilitation, or preservation projects generated by PennDOT’s Bridge Management System (BMS) may take several weeks to receive if an updated list that will serve the LRTP update is anticipated in the near term.

Figure 5: District-Identified Transportation Problems (Fictional Examples)

Highway Preservation Problems	Bridge Preservation Problems	Safety Problems	Operational / Other Problems
SR 2004 in Greenville	Bridge 1 on SR 3007 in Bear Creek	SR 1005 in Apple Valley	PA 32 Congestion in Eastburg
SR 1005 in Apple Valley	Bridge 3 on SR 1005 in Apple Valley	SR 3007 in Bear Creek	US 1 Lane Addition in Dry Run
PA 32 in Eastburg	Bridge 2 on PA 87 in Fairview	SR 2004 in Greenville	Parking along SR 3009 in Bear Creek
SR 3007 in Bear Creek	Bridge over US 1	SR 3024 curve in Chestnut	
US 1 in Dry Run	SR 3024 in Chestnut		

Problem Assessment

Together, MPOs/RPOs and their District(s) should evaluate the compiled transportation problems to determine which are valid (vs. perceived) and to ensure that each problem is clearly and completely defined. Reviewing community-identified problems and District-identified problems together enables comparison of community and District perspectives. It also allows potential integration of multiple problems at a single location into a single proposal. This collaboration also supports an early, shared understanding of context that could influence project scope, design, or delivery timing.

The MPO/RPO and PennDOT District staff should each review the shared information in advance of a discussion in order to prepare questions about or to provide data—in support or otherwise—for the problem (or proposal to address a problem) or related community priority. MPOs/RPOs and their District(s) can use an existing tool (such as the screening form in the PennDOT Connects System), a locally developed transportation problem/proposal form, or another agreed-upon method or format to evaluate each problem.



Decision options for the problem assessment phase are:

1. Accept the problem and advance it to the proposal stage.
2. Defer the problem to the proper entity, e.g., municipality, or to an existing program area specialist, e.g., maintenance.
3. Dismiss the problem from consideration due to insufficient evidence of a transportation problem.

Problems are validated by data. For example,

- safety problems are validated by crash data,
- deficiency problems are validated by design or performance standards,
- capacity problems are validated by congestion data, and
- mobility or connectivity problems are validated by modal facility/service data.

District-identified problems are almost always data-driven, while community-identified problems may or may not be data-supported in community planning documents. Validating certain problems may require a data request or consultation with other entities, e.g., transit service provider, airport manager, municipal zoning officer, etc.



PENNDOT CONNECTS PRINCIPLES IN PRACTICE

Undertaking Targeted Studies

The **Shenango Valley Area Transportation Study (MPO) and Mercer County 2016 Long-Range Transportation Plan Update**, excerpted below, recommended planning studies be undertaken when groups of comments focused on a particular area, but there was insufficient information to develop a specific project or set of projects to address the needs. Improvement line items were added to the mid-range and long-range sections of the plan to set aside funds to implement projects resulting from these studies.

ID	Project Name	Description
6	Greenville Pedestrian Circulation Study	Pedestrian circulation study to inventory pedestrian amenities and gaps in infrastructure in the vicinity of downtown Greenville and Thiel College, connecting the college and residential neighborhoods to local amenities, including access to the planned Shenango Trail.
8	Grove City Bike/Ped Circulation Study	A study to determine the priority bicycle and pedestrian routes in Grove City Borough and Springfield Township, connecting major parks, colleges, schools, and places of employment. Recommendations should include a clearly defined list of projects to enhance safety and accessibility in the short- and long-term; one special consideration would be the best connection to a future SR 208 trail toward the Grove City Premium Outlets.

Cost estimates for studies were developed using similarly scoped projects for comparison. The Year of Expenditure forecasting grows the costs in 2016 dollars out to their future year estimates at 3% compounded yearly. Studies were prioritized by when funding would be available for both the study and the improvements recommended through the studies. These studies were programmed to use Federal and State funds; if studies are able to be financed through other avenues such as the Unified Planning Work Program (UPWP), the studies and their recommended projects may move more quickly through development and delivery and the remaining studies may be shifted forward.



When a problem lacks validating data, the MPO/RPO and the District determine whether data is readily available, if a study is needed, or whether the problem is only a perception (e.g., “It’s hard to make a left—we need a traffic light here.”). MPOs/RPOs can prepare an analysis or study in-house using federal Unified Planning Work Program (UPWP) funds or assign a contracted consultant to provide this critical background information. An open-end contract can be used to retain a consultant for assignments such as these. If multiple problems need additional analysis and are likely to exceed available UPWP funding, these problems may need to be prioritized and conducted only as funds allow.

If community-sourced transportation problems are dismissed due to insufficient evidence of a transportation problem, the decision should be communicated back to the community. Include guidance on what additional data would be needed to support the issue should the community desire to re-submit the problem in the future.

Collaboration Methods for Problem Assessment

Methods shown for policy-level LRTPs (1-6) also apply to project-level LRTPs.

1. **Collect transportation problems/proposals from the public;** validate problems with data before advancing to the proposal phase.
2. **Conduct municipal outreach to review known problems and gather additional data, and to solicit additional transportation problems.** If the MPO/RPO employs an inventory and one or more advisory committee(s) as described above, this information should be shared with locals who can help to validate the problem and give early input on contextual issues. The MPO/RPO may ask about land use trends (occupancy, changes in use) and inquire about other planned or anticipated changes in traffic volumes and modes.
3. **Conduct public outreach for the same purposes,** to share known problems and solicit early input on contextual issues, and to solicit additional transportation problems.
4. **Include or interview current and future traffic generators,** especially freight generators/operators to ensure that the project is defined and developed in line with their demand.



PENNDOT CONNECTS PRINCIPLES IN PRACTICE

Sharing Priorities for Capital and Operational Improvements

To address all modes of transportation during development of the **Erie MPO 2042 Long-Range Transportation Plan**, excerpted below, the Erie MPO consulted with airport officials, PennDOT District 1-0 on planned highway and bridge projects, and the transit agency to obtain their planned long-term capital improvements for the LRTP project listing.

- PennDOT District 1-0 provided the list of state bridge needs with estimated costs from MPMS. PennDOT also provided a list of local bridge needs, though not prioritized and cost estimates were not confirmed as current.
- The Erie Metropolitan Transit Agency provided their project priorities, most of which are operational costs or minor equipment purchases, which makes projecting several years into the future challenging.
- PennDOT's Bureau of Aviation (BOA) compiled and updated the 8-year project listing for the Corry-Lawrence Airport and the Erie International Airport – Tom Ridge Field provided their planned capital improvements.

PENNDOT CONNECTS PRINCIPLES IN PRACTICE

Stakeholder Engagement in Advisory Subcommittees

As part of the **York Area MPO 2017-2040 Long-Range Transportation Plan** development, The York Area MPO engaged non-traditional planning participants in 10 topical subcommittees to identify infrastructure needs without regard to implementation responsibility and available funding; cost and implementation feasibility were conducted by a task force. Altogether, 52 people outside of the MPO staff, PennDOT, and rabbittransit were involved.



Proposal Identification and Evaluation



The purpose of proposal identification and evaluation is to develop a transportation improvement proposal that includes a title, brief description, preliminary Purpose and Need statement, early identification of contextual issues, and a preliminary cost estimate suitable for TIP consideration.

Proposal Identification

The purpose in a Purpose and Need statement is what the proposal is intended to accomplish—the outcome and objectives to be met by a solution. The need is the problem, issue, or deficiency that the proposal will address. Neither purpose nor need is a proposed solution. Purpose and need are only the justification for exploring options or alternatives that address the problem and its context.

A statement of Purpose and Need is not formally required until the NEPA process, but PennDOT urges MPOs/RPOs to prepare one for each proposal (or potential project, including consideration of its anticipated lifecycle). Early development of a project’s Purpose and Need can result in an early dialogue on scope, schedule, and cost estimate as well as alignment of funding, land use policies, and environmental coordination issues. More specifically, an early statement provides opportunity for consensus and ensures:

- Community needs are considered per FHWA’s Planning and Environmental Linkages (PEL).
- Consistency of the proposed project to PennDOT’s asset management principles; Governor’s directives; and national policies, laws, and performance measures.
- Understanding of local contextual issues such as potential environmental impacts, proposed mitigation options, anticipated project risks, need for resource agency

PENNDOT CONNECTS PRINCIPLES IN PRACTICE

Proposal Solicitation

Among 23 public and municipal outreach activities as part of the **Lehigh Valley Transportation Study (MPO) Long-Range Transportation Plan** developed in 2015, the Lehigh Valley Transportation Study hosted project solicitation meetings where municipalities and other project sponsors “pitched” projects to be considered for inclusion in the LRTP. Over the two-day period, 87 project pitches totaling over \$400,000,000 in funding requests were made.



coordination, local concern for the impacts related to the project, and other project-related concerns prior to advancing to the TIP/STIP.

- Consistency with land use management strategies as well as zoning and land development regulations and the traffic types, modes, and volumes such uses would generate.
- A clear link between the existing conditions and community planning in local municipalities, counties, and regions and the transportation planning and programming processes that are affected by land use decisions, and which can affect future land use decisions.
- Earlier consideration of community-identified improvements such as sidewalks, bicycle facilities, capacity for transit service, major utility maintenance, and improvements by local government.
- Sources of potential funding for project delivery are considered, such as the Transportation Alternatives Set-Aside Program, PennDOT's Multimodal Transportation Fund, DCED's Multimodal Transportation Fund, and other state, local, and private funds.

PENNDOT CONNECTS PRINCIPLES IN PRACTICE

Local Value for Historic Preservation

The **Lebanon County MPO 2017-2040 Long-Range Transportation Plan**, excerpted below, acknowledges the county's natural and cultural resources and the MPO commits to working with state and local historic preservation partners on project impact evaluation and mitigation. In advance of specific projects, PHMC prepared an assessment of documented and potential historic resources along the MPO's six congested corridors of concern. The MPO and PennDOT District 8-0 review this assessment during environmental and engineering (E&E) scoping field views for upcoming projects.

US Route 422 through Palmyra – New construction and open lots within the borough may make a potential historic district unlikely, but one should be documented and evaluated if any work is proposed on Main Street. It appears that our office has never identified a district in Palmyra, however CRGIS shows a number of buildings at the corner of Lingle Avenue that are *not* eligible for the National Register of Historic Places (NR). The 1860 map shows several hotels along Main Street. Churches, storefront buildings, mills, and pre-1965 highway commercial properties should be individually evaluated if there is no historic district.

South Annville Township between Campbelltown and Fontana is largely an intact agricultural landscape. It should be evaluated as a potential rural historic district. CRGIS maps a church and at least one historic schoolhouse in this corridor, and there are a number of unevaluated farmsteads. So even if this area is not eligible as a rural district, then individual properties may need to be evaluated using the agricultural context. Because this was a major transportation route, historic maps of this area show a variety of stores, hotels, blacksmith shops, and lime kilns along this corridor. It appears that most of those buildings that are still standing have been converted to farmhouses or sheds over the years.



The intent is to reduce costs related to delays and streamline the project delivery and program management processes.

Contextual issues, such as those listed in Figure 6, are a primary point of discussion for a specific project’s local government collaboration meeting. Contextual issues may be known far in advance of a problem advancing to a proposal or project. To the extent that they are known, contextual issues should be identified with each proposal; this can be accomplished with GIS mapping or narrative, in the absence of GIS data. Conditions can be updated and detailed as the proposal nears the TIP. Documenting the nature of known issues and communicating them to the proper entity early provides adequate lead time for coordination on integration of desired features and avoidance and/or mitigation of undesirable impacts. Contact with the local government, private-sector entity (e.g., trail development group, real estate developer, etc.), or state agency involved in other local infrastructure may be appropriate to provide a complete local perspective.

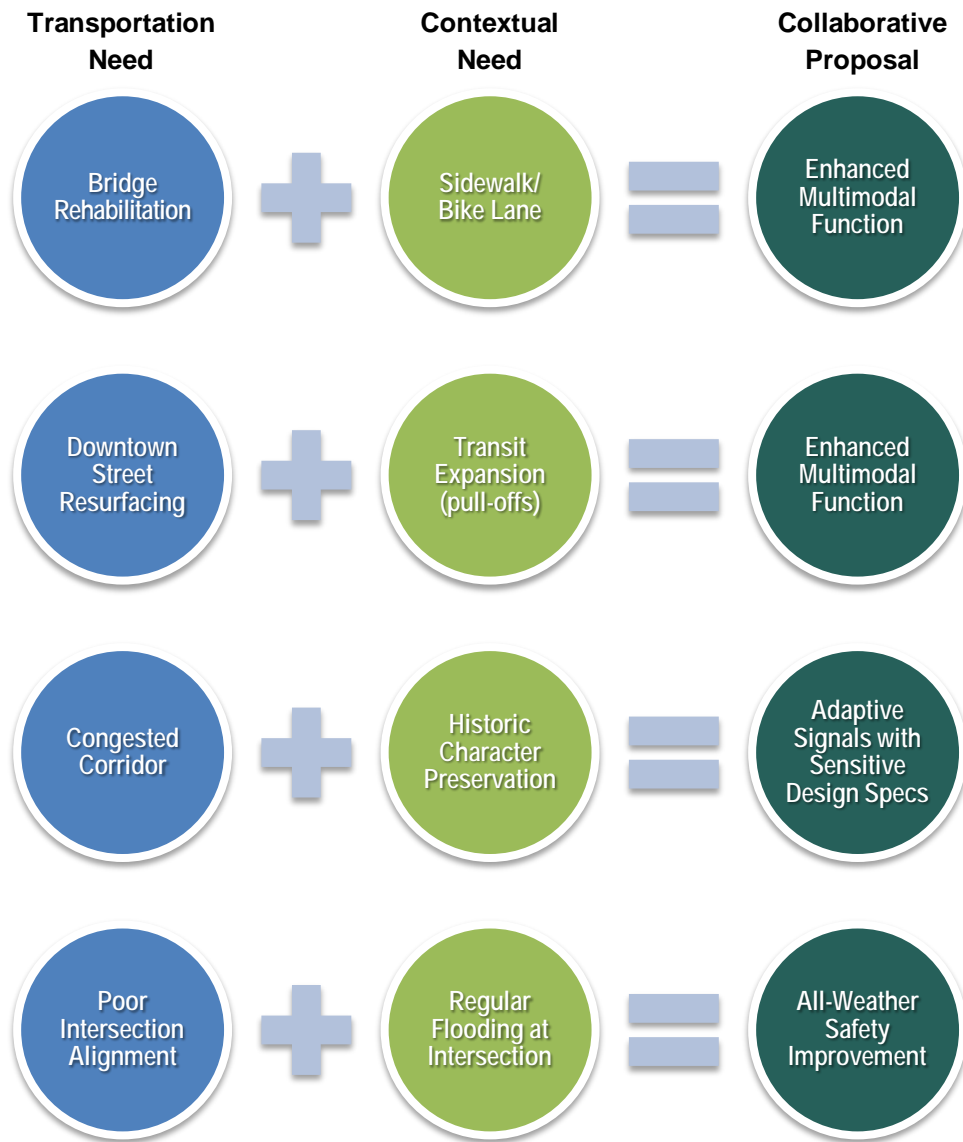
Figure 6: Contextual Issues
(included in detail in the PennDOT Connects Project Initiation Form)

1. Safety Issues/Concerns	9. Planned development	16. Right-of-way consideration
2. Bicycle/pedestrian accommodations	10. Consistency with current and/or proposed zoning	17. Anticipated public opinion
3. Transit/multimodal considerations	11. Consistency with community comprehensive or other plans	18. Community or cultural events in the candidate project area
4. Stormwater management	12. Consistency with LRTP	19. Presence of Environmental Justice (EJ) communities or Limited English Proficiency (LEP) individuals
5. Presence of/impacts from freight-generating land uses (current and future)	13. Regional planning studies	20. Maintenance agreement requirements
6. Utility issues	14. Other proposed transportation/infrastructure improvements	21. Other specific regional/local topics
7. Transportation operation considerations	15. Impacts on the natural, cultural, or social environment	
8. Emergency services accommodations		

Potential alternatives and solutions may be conceptually identified, taking into consideration what has been learned about the context and what is appropriate for the location. Figure 7 shows several practical examples of transportation and community needs integrated as a collaborative proposal purpose.



Figure 7: Examples of Collaborative Outcomes



A preliminary cost estimate for each proposal should be prepared. The estimate should be based on the problem type and magnitude, facility type, potential integration of community priorities, and potential alternatives. Cost estimates can be requested from the District, developed in-house if staff has experience with similar problems/proposals, or assigned to a contracted consultant.

The preliminary Purpose and Need statement, as well as any early-identified contextual issues and the preliminary cost estimate, can and should be reviewed and revised as the proposal moves forward, e.g., to be added to a TIP or if considerable time has passed or there are known changes to the proposal area.



Proposal Evaluation

The MPO/RPO should compile the proposal list and share it with its District(s) for joint discussion. Similar to the Problem Assessment Evaluation, the MPO/RPO and PennDOT should each review the proposal list in advance to prepare questions or to provide data relating to the proposal.

Together, MPOs/RPOs and their District(s) should evaluate each proposal and discuss its acceptance to the LRTP. Reviewing each proposal collaboratively can ensure that information is accurate and complete. MPOs/RPOs and their District(s) can use an existing tool, such as the Level 2 screening form in the PennDOT Connects System, or a locally developed transportation problem/proposal form, or another agreed-upon method or format to evaluate each problem/proposal.

Decision options for the proposal evaluation phase are:

1. Accept the proposal to the LRTP or LRTP illustrative list (to be reconsidered in the future).
2. Defer the problem/proposal to the proper entity or to an existing program-area specialist.
3. Dismiss the problem from consideration due to engineering constraints, anticipated effectiveness, or inconsistency with regional goals, policy statements, regional investment strategies, available funding, regional performance measure targets, or cost.

MPOs/RPOs and their District(s) may use an existing state or local tool or another agreed-upon method to evaluate each problem/proposal.

If a more detailed evaluation is needed, a study line item should be added to the LRTP project list.

If the MPO/RPO and District(s) feel that a proposal would benefit from a more detailed evaluation to better understand the purpose and need, local considerations, contextual issues, and potential solutions, the proposal evaluation should be suspended and a formal study line item should be added to the LRTP or TIP. Once recommendations of that study are identified, a proposal or proposals can reenter the planning process for evaluation. As stated above, an MPO/RPO open-end service agreement and UPWP funds can be used to develop conceptual alternatives/solutions and cost estimates.

Collaboration Methods for Proposal Identification and Evaluation

1. **Develop a description and preliminary cost estimate for each transportation proposal**, including purpose and need, the project- or study-area limits, known contextual constraints, and alternatives to be considered.
2. **Explore municipal buy-in to the transportation proposal, not just the problem.** Municipal buy-in or participation in the solution could include cost-sharing, in-kind services, or the adoption of supportive policy. Discuss the needs and timelines for all maintenance and improvements anticipated in the project timeline and service life. Determine what



milestones are important for coordinated scheduling, and what kinds of information, status reports, or changes warrant updates to all parties.

PENNDOT CONNECTS PRINCIPLES IN PRACTICE

Proposal Identification

The **Erie County MPO 2042 Long-Range Transportation Plan** identified potential projects through a thorough review of planning and study documents and outreach. Projects were categorized as Highway Projects, Pedestrian and Bicycle Projects, Betterments, Studies, Local Projects, and Policies. Betterments presented needs that could be incorporated into future improvement or maintenance projects, as shown below.

Title	Municipality	Description
East Grandview Boulevard	City of Erie; Millcreek Township	Upgrade pavement surface, install curb ramps, and complete missing sidewalk link when route is due for betterment.
Peach Street, State Street, 10 th Street	City of Erie; Summit Township	Construct bus pull-offs at (specified locations). Pursue public-private partnership for shelters and amenities.
Sidehill Road	North East Township	Full reconstruction and stormwater upgrades to correct slope and embankment failure and remove roadway weight restriction.
US 5 at SR 89	North East Township	Construct road diet to reduce travel speed, improve traffic and multimodal connectivity, and reduce crossing distance when the state route is due for betterment.



Proposal Prioritization



Once proposals are accepted, the MPO/RPO and PennDOT should jointly prioritize the proposals as those to be added to the fiscally constrained portion of LRTP (and as a ready queue for the TIP) and those that should be included on the list of illustrative projects. Prioritization may be made in tandem with the proposal evaluation stage.

Each MPO/RPO and its District(s) may undertake the project prioritization differently—PennDOT’s Center for Program Development and Management encourages local flexibility. If the MPO/RPO has established project prioritization criteria, these should be used to rank proposals. If not, criteria may be developed or factors such as these may be used:

- a. Asset conditions
 - i. Bridge Risk Assessment Tool
 - ii. Roadway Management System
- b. Part of the National Highway System
- c. Part of the regional core transportation system
- d. State and regional performance measures
- e. Regional goals and policy statements
- f. Regional investment strategies
- g. Fiscal realities

Any outstanding planning issues should be resolved before a proposal is added to the TIP and becomes a project. As always, a discussion on potential project funding should be part of the MPO/RPO and District consideration.

Collaboration Methods for Proposal Prioritization

1. **Conduct work sessions** with MPO/RPO staff, District staff, and Central office staff to evaluate the various problems, needs, and candidate projects for suitability in the LRTP or defer/decline them.
2. **Use Decision Lens Model** (or similar) to rank/prioritize projects by criteria customized to the MPO/RPO and agreed to by its municipal leaders. Criteria should, in some fashion, reflect the community and economic development priorities of the MPO’s/RPO’s municipalities.
3. **Rank regional modal priorities** according to their position in the planning process (level of study/plan), evidence of public support, ease of construction, and available funding sources.



4. **Document the proposals that were declined and why.** If proposals could be improved for re-consideration, include what data, policy, or action(s), would strengthen the proposal if resubmitted and convey that information back to the proposer.
5. **Document any projects deferred to municipalities,** i.e. which can be incorporated into future comprehensive plans and capital improvement or public works programs. Deferral decisions should also be communicated to the proposer and to the recipient.

Regarding methods 4 and 5, in some MPOs/RPOs, county planning offices act as a liaison between the MPO/RPO and municipalities.



PENNDOT CONNECTS PRINCIPLES IN PRACTICE

Locally Developed and Weighted Criteria

The **Harrisburg Area Transportation Study (MPO) 2040 Regional Transportation Plan**, excerpted below, uses 13 project ranking criteria to prioritize projects. Criteria were based on the federal planning factors as well as consistency with the regional growth management plan, statewide planning policies, county and municipal priorities and local commitment (local match). Projects received 1, 5 or 10 points based on the expected benefit. Projects located in a priority congestion management corridor or listed as the top priority in a county or municipal plan were eligible for bonus points.

12 Incorporate County and Municipal Priorities

General project characteristics include:

- Priority ranking assigned by Cumberland, Dauphin, Perry Counties
- Consistency with local plans

High Benefit Projects 10 points	Medium Benefit Projects 5 points	Low Benefit Projects 1 point
<ul style="list-style-type: none"> • County Priority #1 	<ul style="list-style-type: none"> • County Priority #2 	<ul style="list-style-type: none"> • County Priority #3
Municipal Priority Bonus 10 points <ul style="list-style-type: none"> • Municipal Priority #1 		

13 Local Authority Commitment

General project characteristics include:

- Source for local funding/match available (20% of total project cost or total preconstruction cost)
- Project sponsor collaborating as part of a regional group

High Benefit Projects 10 points	Medium Benefit Projects 5 points	Low Benefit Projects 1 point
<ul style="list-style-type: none"> • Local match above required % (non-federal share) available 	<ul style="list-style-type: none"> • Local match at required % (non-federal share) available 	<ul style="list-style-type: none"> • Local match not available



PENNDOT CONNECTS PRINCIPLES IN PRACTICE

Project Ranking Criteria

The **Shenango Valley Area Transportation Study (MPO) and Mercer County 2016 Long-Range Transportation Plan Update** ranked projects by 16 criteria representing transportation, economic, and environmental performance.

Criteria	Definition	Weight
Safety & Security (20.31% of total)		
Existing crashes - will project improve safety on a route listed in the top-25 high crash locations in Mercer County (HSIP, ISIP, RDIP) or local crash history?	No	0
	Yes	1
Multimodal safety - will project improve safety for pedestrians or cyclists?	No	0
	Yes	1
Safety - how many of the following issues are likely to be addressed by the project? <ul style="list-style-type: none"> • Hazardous road conditions • Roadway and shoulder width; sight distance • Emergency detour route 	None	0
	1	0.5
	2 or more	1
Accessibility / Mobility		
Mode interconnectivity - how many of the following modes are affected by the project?	1	0
	2	0.5
	3 or more	1
Recreational access - does project provide access to or provide additional recreational opportunities?	No	0
	Yes	1
Traffic Congestion		
Traffic volume - what is the average annual daily traffic (AADT)?	AADT<4,000	0
	AADT 4,000 to 8,000	0.25
	AADT 8,000 to 12,000	0.5
	AADT>12,000	1
Percent trucks - what is the overall percentage of medium/heavy duty commercial trucks?	0-5%	0
	5-10%	0.5
	10% or more	1
Congestion - does project improve congestion on a corridor included on the MPO'S Congestion Management Processes (CMP)?	No	0
	Yes	1



PENNDOT CONNECTS PRINCIPLES IN PRACTICE

Project Ranking Criteria (continued from previous page)

Criteria	Definition	Weight
Economic Vitality		
Economic competitiveness - where does project provide access to markets for people and goods?	Local	0.5
	Regional (within 1 mile of NHS route)	0.75
	National (within 1 mile of Interstate or rail terminal)	1
Tourism - how does project influence local and regional tourism? Connects local tourist destinations; improves downtown revitalization efforts; None will be addressed 0 connects to regional destinations; provides reason to stay a 2nd day	None	0
	1	0.5
	2 or more	1
Environmental Impacts		
Environmental justice (EJ) - does project benefit any disadvantaged populations?	No impact/adverse impact	0
	Positive impact	1
Environmental resource impacts - what is the level of environmental impact from this project?	Large impact	0
	Minor or no impact	1
Feasibility		
Project readiness - at what stage is the project in the planning process?	Project not started	0
	MPO approached about project	0.25
	Conceptual design	0.5
	Preliminary design	0.75
	Final design complete; PennDOT reviewing	1
Right of way (ROW) and utility - is significant ROW, utility, or railroad coordination anticipated?	Significant	0
	Minor	0.5
	None	1
Planning consistency - is the project consistent with the local comprehensive plan, completed transportation plan, and federal / state planning direction?	Supports goals of plan	0.5
	Specifically listed in plan	1
Condition		
Infrastructure condition - how many of the following conditions exist: Poor pavement condition; Poor intersection operations; Pedestrian/bicycle facilities or ADA ramps deteriorated; Poor drainage; Bridge is eligible for rehab/replacement; Poor facility access	None/good conditions	0
	1	0.5
	2 or more	1



Planning Guidance for Municipalities

PennDOT's Planning Handbooks are an excellent resource on planning methods for transportation and community planners. While these publications were developed prior to the formal PennDOT Connects initiative, they provide valuable information and guidance on planning techniques that will manage the scale of transportation improvements and/or ensure the efficient operation of the transportation improvement. The use of these techniques and the enactment of related policies by municipalities demonstrates local commitment to infrastructure that is fiscally responsible and sustainable. Planning partners should become familiar with these publications and recommend them as references to communities preparing to plan or study their land use and transportation systems.

PUB 383 Traffic Calming Handbook offers guidance to municipalities interested in establishing a traffic calming program for roadways within their jurisdiction. It discusses traffic calming from the perspectives of legal authority, liability, funding, and impacts on emergency services, among others. It recognizes the MUTCD requirements that now include many traffic calming devices, markings and signage. And it recognizes the evolution of traffic calming into complete street design that addresses the need not to just calm vehicular traffic on streets but design for pedestrians, bicycles and other alternate modes.

PUB 414 Guide to Roundabouts aims to help transportation professionals and engineers (and municipal leaders and their engineers) determine which intersections are best suited for roundabouts. The guide describes the modern roundabout and its benefits and discusses important issues regarding pedestrians, bicyclists, and education for the general public. The guide includes case studies.

PUB 573 Model Ordinance Language for Addressing Traffic Noise addresses traffic-related noise issues in communities. It offers background information on noise and a planning tool box with model ordinance provisions for use with community's existing planning tools, such as zoning.

PUB 574 Access Management - Model Ordinances for Pennsylvania Municipalities Handbook informs and guides local governments in the development and implementation of an access management program. It explains how an effectively implemented program can improve public safety and reduce traffic congestion, thereby managing the need for transportation improvements. It describes how to develop a program, including three model approaches, and how it should work with other planning activities.

PUB 616 The Transportation and Land Use Toolkit discusses the relevance of community planning tools to each mode: airports, pedestrians and bicyclists, roads and bridges, transit, and rail. The handbook offers a list of questions to be answered when developing or updating each tool as well as technical and financial resources.



PUB 662 Improving the Land Use - Transportation Connection through Local Implementation

Tools highlights 11 planning tools and 7 funding tools that municipalities can use to manage mobility, safety, and congestion hand-in-hand with land use policy and zoning regulations to minimize the traffic demand of future development and reduce the need for costly transportation improvements. The tools are organized around five common community development goals so that municipalities can easily identify the tools that are most relevant to their communities. The handbook also explains under what conditions each tool may be appropriate and factors that make the tool more or less advantageous. The appendices provide additional resources and examples from across Pennsylvania.

Pub 662 Tools for Common Goals

Chapter 4: Maintaining or Improving Community Character

Chapter 5: Funding the Maintenance of the Existing Transportation System

Chapter 6: Improving Mobility and Efficiency

Chapter 7: Encouraging Multimodal Transportation

Chapter 8: Accommodating Growth within the Transportation and Natural Environments

PUB 688 Integrating Transportation & Land Use in Comprehensive Plans Guidebook focuses on the preparation of the transportation element and improved linkages with the land use and other components of the plan through “minimum” and “recommended” methodologies. It discusses the significance of general consistency with county, MPO/RPO, and state planning and the local zoning ordinance; multi-municipal planning as a regional approach applicable to regional systems and infrastructure; data collection specific to the issues and needs of the community; the integration of transportation goals and objectives with the future land use component; and various transportation and land use management implementation tools. The appendix summarizes more than 30 best practice techniques as applied in Pennsylvania communities.

PUB 703 The Official Map: A Handbook for Preserving and Providing Public Lands and Facilities

describes the purpose and benefits of this community planning tool, identifies relevant adoption considerations, and offers technical guidance for Official Map preparation and coordination with other planning tools.

PUB 731 Improving Connectivity and System Function through Local Planning promotes a networked approach to multimodal transportation systems, whereby travelers have greater choices in route and mode. It discusses regulatory approaches for developing connectivity (i.e., through zoning, subdivision and land development, and the Official Map), including model language for a connectivity metric as a development standard, as well as management approaches to ensure mobility and safety (i.e., traffic calming and access management).



Funding Guidance for Municipalities

Municipalities and other local sponsors may also need information on available funding programs within and beyond PennDOT. The publications listed below provide relevant information about cash and non-cash contributions.

PUB 369 The Do's and Don'ts of Liquid Fuels Funds provides a two-page guide to Liquid Fuels funds allocations, expenditures, and reporting.

PUB 639 Transportation Impact Fees outlines the legislative authority, permitted uses, benefits, and conditions conducive to traffic impact fees. The guide describes the processes to establish and administer the traffic impact fee ordinance and outlines coordination with the capital improvement plan.

PUB 740 Local Project Delivery Manual explains the process of developing and delivering improvements, particularly the factors that can significantly impact schedule and cost, such as:

- Historic Bridges
- Right of Way Acquisitions
- Parks/Recreational Areas
- Endangered Species
- Archaeology
- Railroad Involvement
- Utilities
- Waterway Permitting

Municipalities that initiate requests and advance coordination on any of these factors demonstrate commitment to the project and may be able to accrue monetary value toward its local match requirement. Municipalities interested in taking early action should review the manual and contact the PennDOT District Project Manager to ensure that local actions comply with requirements and appropriate records are kept.

Smart Transportation Solutions Guidebook (no PennDOT PUB link found) provides both designers and planners with useful information to improve the planning and design of roadways that fit within the existing and planned context of the community. The guidebook offers suggested planning standards and design criteria. To understand the role of the local government in PennDOT projects, see Chapter 3: A Local Commitment.

PUB 766 PA Infrastructure Bank - Low Interest Loans for Transportation Projects - Aviation - Highway / Bridge Rail Freight Transit provides an overview of the Pennsylvania Infrastructure Bank and eligible loan projects.

PUB 781 Pennsylvania Infrastructure Bank Handbook provides a more detailed description of the low-interest loan program, the application and approval processes, and borrower responsibilities. Four case studies are included.

In addition, PennDOT's Local Technical Assistance Program (LTAP) provides municipal governments with training and technical assistance to aid in the maintenance and improvement of local roads and bridges.



Closing

PennDOT Connects requires better transportation planning—better problem identification, proposal development, community and environmental integration, and project development—to deliver transportation projects that will strengthen Pennsylvania’s communities and their economies. Better planning results from data and decision-making that incorporates both transportation system and community service perspectives. LRTPs will better complement and help to implement community planning as a result of the collaboration fostered by PennDOT Connects.



Appendix

The **Transportation Program Development and Project Delivery Process** diagram (DM1-A, Figure 2.2)

The **Transportation Program Development and Project Delivery Process Responsibilities** chart (DM1-A, Figure 2.3)



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
HARRISBURG, PENNSYLVANIA

OFFICE OF
SECRETARY OF TRANSPORTATION

March 18, 2019

Dear Planning Partners:

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act established Performance-Based Planning and Programming (PBPP) requirements as part of Transportation Performance Management rules. Title 23 Part 450 of the Code of Federal Regulations (23 CFR 450) Subpart C requires the State Department of Transportation, Metropolitan Planning Organizations (MPO) and operators of public transportation to jointly agree-upon written provisions for how they will cooperatively develop, and share information related to five key elements of PBPP:

- transportation performance data,
- the selection of performance targets,
- the reporting of performance targets,
- the reporting of performance to be used in tracking critical outcomes for the region of the MPO, and
- the collection of data for the State asset management plan for the National Highway System (NHS).

Federal regulations provided flexibility for establishing these written provisions. The provisions may be included as part of the metropolitan planning agreements or documented in some other form as cooperatively determined by the State DOT, MPOs and operators of public transportation. Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) expect that there will be documentation demonstrating that the written provisions were cooperatively developed, such as a document signed by the State DOT, MPOs and operators of public transportation; an action by the agency boards adopting the written provisions; or some other equivalent action such as a Memorandum of Understanding or a Memorandum of Agreement.

At the discretion of the State DOT, MPOs and operators of public transportation, one agreement may be developed for each of the performance measure areas (or group of performance measures) or one agreement may be developed covering all of the performance measure areas.

Pennsylvania chose to handle joint-written agreements for the FTA's Transit Asset Management Final Rule [81 FR 48890] as a separate document between the Pennsylvania Department of Transportation (PennDOT), MPOs and operators of public transportation. These agreements are all in place and will remain separate and will not be updated by this request.

PBPP
Page 2
March 18, 2019

PennDOT, in cooperation with MPOs and Rural Planning Organizations (RPO), developed the enclosed written provisions as part of the FFY 2019-2022 State Transportation Improvement Program update process for:

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

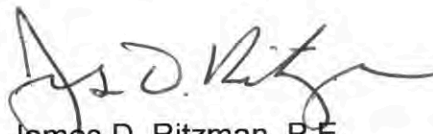
Pennsylvania chose to handle joint-written procedures for the safety PM1 initially as a separate document, which were in place by May 27, 2018. The enclosed will replace the previously separate document for PM1.

To ensure compliance with 23 CFR 450.314, please respond to this letter before May 20, 2019, by signing the enclosed acknowledgement form indicating your region has adopted these written provisions.

If any region would like to provide additional information, please provide a copy of an appendix with your response.

Should you have any questions, please contact Kristin Mulkerin, Transportation Planning Manager, at 717.783.2430 or email kmulkerin@pa.gov.

Sincerely,



James D. Ritzman, P.E.
Deputy Secretary for Planning

Enclosures

Pennsylvania Performance Based Planning and Programing
Written Provisions Acknowledgement

Per 23 CFR 450.314

The _____
Metropolitan/Rural Planning Organization

Acknowledges the attached Pennsylvania Performance Based Planning and Programming written provisions were cooperatively developed and agreed-upon between PennDOT and the Pennsylvania Metropolitan/Rural Planning Organizations.

Authorized MPO/RPO Spokesperson

Date

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America’s Surface Transportation (FAST) Act include performance management requirements. Performance-based planning will ensure that the Pennsylvania Department of Transportation (PennDOT) and Pennsylvania’s Metropolitan Planning Organizations (MPO) collectively invest Federal transportation funds efficiently towards achieving national goals. In Pennsylvania, the Rural Planning Organizations (RPO) 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. Title 23 Part 490 of the Code of Federal Regulations ([23 CFR 490](#)) outlines the national performance goals for the Federal-aid program. It establishes the seven goal areas: safety, infrastructure condition, congestion reduction, system reliability, freight, environmental sustainability and reduced project delivery delay.

The regulations require the United States Department of Transportation (DOT)/Federal Highway Administration (FHWA) to establish final rules on performance measures. The final rules address the seven areas in the legislation, identifying the following as performance measures for the system:

- pavement condition on the Interstate system and on the remainder of the National Highway System (NHS)
- performance (system reliability) of the Interstate system and the remainder of the NHS
- bridge condition on the NHS
- fatalities and serious injuries, both number and rate per vehicle mile traveled, on all public roads
- traffic congestion
- on-road mobile source emissions
- freight movement on the Interstate system

Performance Based Planning and Programming

Pennsylvania has long utilized a comprehensive planning and programming process, with a focus on collaboration between PennDOT, FHWA, and Planning Partners (MPOs/RPOs) at the county and regional levels. This approach will be applied to begin implementation of TPM and Performance Based Planning and Programming (PBPP).

PBPP requirements are outlined in Title 23 Part 450 of the Code of Federal Regulations ([23 CFR 450](#)). Subparts B & C requires the State Department of Transportation, MPO and operators of public transportation to jointly agree-upon written provisions for how they will cooperatively develop, and share information related to five key elements of PBPP:

- transportation performance data
- the selection of performance targets
- the reporting of performance targets

- the reporting of performance to be used in tracking critical outcomes for the region of the MPO
- the collection of data for the State asset management plan for the National Highway System (NHS)

PennDOT in cooperation with MPOs/RPOs developed this document to serve as Pennsylvania's jointly-written provisions for PBPP roles and responsibilities per 23 CFR 450.314(h) for:

- PM1 measures – the safety performance measures
- PM2 measures – the NHS pavements, bridges carrying the NHS, and pavements on the Interstate measures
- PM3 measures – the performance of the NHS, freight movement on the Interstate, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program

PennDOT Executives, Center for Program Development and Management (CPDM), and Bureau of Maintenance and Operations (BOMO), Bureau of Project Delivery (BPD, Engineering Districts and MPOs/RPOs will coordinate to ensure the Statewide Long Range Transportation Plan (LRTP), Statewide Transportation Improvement Program (STIP), regional Transportation Improvement Programs (TIP) and regional LRTPs are developed and amended to meet the PBPP requirements of the planning rule and the performance measure rules.

This coordination will occur when setting targets to ensure consistency to the maximum extent possible. Each MPO/RPO will need to establish targets by either adoption of the State's performance targets and support the State's efforts in achieving those targets or establish their own quantifiable performance targets.

PennDOT CPDM in coordination with BOMO will include a description of the individual performance measures and targets for those measures in Statewide LRTPs moving forward. Each MPO/RPO will also include individual performance measures and targets for those measures in their regional LRTPs moving forward. In addition to including the performance measures and targets in the Statewide and Regional LRTPs, PennDOT CPDM, BOMO, Engineering Districts and each MPO/RPOs are also required to include a system performance report. That report provides an evaluation of system performance with respect to the performance targets. PennDOT CPDM and BOMO in coordination with Engineering Districts will include progress achieved by MPOs/RPOs in meeting the MPO performance targets in comparison with system performance recorded in previous reports [23 CFR 450.216(f)(2); 23 CFR 450.324(f)(4)]. For MPOs/RPOs that voluntarily elect to develop multiple scenarios when developing the regional LRTP, the MPO/RPO must conduct an analysis as part of the systems performance report on how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets [23 CFR 450.324(f)(4)(ii)].

PennDOT and the MPOs/RPOs will include a description on progress towards each of the performance measures and targets as plans are updated. The progress explanation should

include the information that is available at the time of the plan adoption, such as information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of LRTPs, PennDOT and MPOs/RPOS must continue to include a system performance report. These reports must describe the progress of the MPO/RPOs in meeting the performance targets in comparison with system performance recorded in previous years.

Safety Performance Measures

The FHWA final rules for the *National Performance Management Measures: Highway Safety Improvement Program (Safety PM)* and *Highway Safety Improvement Program (HSIP)* were published in the Federal Register ([81 FR 13881](#) and [81 FR 13722](#)) on March 15, 2016, and became effective on April 14, 2016.

These final rules were the first in a series of three related rulemakings that together establish a set of performance measures for State DOTs and MPOs to use as required by MAP-21 and the FAST Act.

The HSIP Final Rule updates the HSIP regulation under [23 CFR Part 924](#) to be consistent with MAP-21 and the FAST Act while clarifying existing program requirements. The Safety PM Final Rule adds Part 490 to Title 23 of the Code of Federal Regulations (CFR) to implement the performance management requirements in 23 U.S.C. 150.

The Safety PM Final Rule, also referred to as PM1 Final Rule, establishes safety performance measure requirements for carrying out the HSIP and to assessing fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures used in determining five-year rolling averages to include:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

Target Setting:

Pennsylvania's Strategic Highway Safety Plan (SHSP) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets priority Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. The SHSP contains Pennsylvania's statewide goals for fatalities and serious injuries. The SHSP has been developed and will be updated in conjunction with stakeholders including federal, state, local and private sector agencies including Pennsylvania's MPOs/RPOs.

Pennsylvania established a Safety Planning workgroup with representation from PennDOT CPDM, BOMO, Engineering Districts, the MPOs/RPOs and FHWA. The group includes technical safety and planning professionals that meet regularly to discuss relative topics such as the SHSP and performance measures. PennDOT and the MPOs/RPOs will continue to utilize this workgroup to coordinate the State's safety target setting. Information discussed as part of this workgroup will be shared at Statewide Planning Partner Meetings and conference calls.

PennDOT CPDM in coordination with BOMO will be responsible for scheduling and conducting Safety Planning Workgroup calls. PennDOT CPDM will be responsible for scheduling and conducting Planning Partner meetings and conference calls, where coordination on target setting will occur.

MPOs/RPOs will be responsible for ensuring there is adequate MPO/RPO representation on the Safety Planning Workgroup. All MPOs/RPOs will ensure they participate in Planning Partner meetings and conference calls to provide input into performance measure and target coordination.

PennDOT BOMO will submit the state safety targets as part of the annual Pennsylvania Highway Safety Plan submitted to NHTSA. The state targets for the number of fatalities, number of serious injury and rate of fatalities need to be identical to those submitted to FHWA. PennDOT will include state safety targets for all five of the safety performance measures as part of the annual Pennsylvania Highway Safety Improvement Program (HSIP) report submitted to FHWA.

PennDOT CPDM will share the annual submissions and/or another type of notification of the state targets with the MPOs/RPOs in a timely manner.

All Pennsylvania MPOs/RPOs will establish targets for each performance measure and communicate adoption to PennDOT CPDM within 180 days of PennDOT establishing targets either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets. If an MPO/RPO chooses to establish their own performance targets, they would need to coordinate with PennDOT CPDM and BOMO on the selection of the targets and provide methodology, including VMT used to develop their targets to ensure consistency, to the maximum extent practicable.

Data Collection and Analysis:

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 crash database. The VMT are derived from the Highway Performance Monitoring System (HPMS).

PennDOT BOMO will review the State's crash and fatality data and evaluate it for overall trends. PennDOT BOMO will compare these trends to what can be observed at the national level.

PennDOT BOMO will assess the state and national trends to determine how they relate to the SHSP Goals and the National Toward Zero Death initiative.

PennDOT BOMO will provide CPDM statewide data to share with the MPOs/RPOs to assist them in deciding whether they are going to support the State's targets or adopt their own.

MPOs/RPOs should utilize their specific data from the Pennsylvania Crash Information Tool to further assist in their decision-making process as to whether they are going to support the State's targets or adopt their own.

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs will include safety performance measures and targets in the STIP, regional TIPs, and LRTPs.

PennDOT and the MPOs/RPOs will ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward target achievement.

PennDOT BOMO will include information on safety targets and progress towards meeting targets as part of annual Safety submissions to NHTSA and FHWA. FHWA will utilize data from a base line period for assessing significant progress. Four of the five measures will need to be met or significantly improve. FHWA will determine if Pennsylvania has met or made significant progress toward meeting its safety targets. When FHWA reports their findings to PennDOT, CPDM will share the findings with MPOs/RPOs.

When collaborating to set annual targets, PennDOT BOMO, CPDM and Engineering Districts will coordinate to provide feedback on statewide and MPO/RPO specific progress towards target achievement as it becomes available.

In accordance with 23 CFR 450.216(f), PennDOT CPDM in coordination with BOMO will include a description of the individual safety performance measures and targets for those measures for the Statewide LRTP moving forward. In addition to including safety performance measures and targets in the Statewide LRTP, PennDOT CPDM in coordination with BOMO will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. PennDOT CPDM in coordination with BOMO will include a description of progress achieved by the MPOs/RPOs in meeting the MPO/RPO performance targets in comparison with system performance recorded in previous reports [23 CFR 450.216(f)(2)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of Statewide LRTPs, PennDOT CPDM in coordination with BOMO will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

In accordance with 23 CFR 450.324(f)(3-4), MPOs/RPOs will include a description of the individual safety performance measures and targets for those measures for regional LRTPs moving forward. In addition to including performance measures and targets in the regional LRTPs, MPOs/RPOs will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. MPOs/RPOs will describe progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports [23 CFR 450.324(f)(4)(i)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of regional LRTPs, MPOs/RPOs will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

In accordance with 23 CFR 450.218(q), PennDOT CPDM in coordination with BOMO will include a narrative description in the STIP on how the program of projects contributes to the achievement of the safety performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the strategic highway safety plan (SHSP), highway safety improvement program (HSIP), and other performance-based plans are being implemented through the program of projects in the STIP.

In accordance with 23 CFR 450.326(d), MPOs/RPOs will include a narrative description in the TIP on how the program of projects contributes to the achievement of the safety performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the strategic highway safety plan (SHSP), highway safety improvement program (HSIP), and other performance-based plans are being implemented through the program of projects in the TIP.

Pavement/Bridge Performance Measures

The FHWA final rule for the National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge was published in the Federal Register ([82 FR 5886](#)) on January 18, 2017 and became effective on February 17, 2017.

This final rule was the second in a series of three related rulemakings that together establishes a set of performance measures for State DOTs and MPOs to use as required by MAP-21 and the FAST Act.

The final rule established performance measures for all State DOTs to use to carry out the National Highway Performance Program (NHPP) and to assess the condition of pavements on the Interstate System, pavements on the NHS (excluding the Interstate System), bridges carrying the NHS which include on and off ramps connected to the NHS. The NHPP is a core Federal-aid highway program that provides support for the condition and performance of the NHS and the construction of new facilities on the NHS. The NHPP also ensures that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of

performance targets as established in a State's Transportation Asset Management Plan (TAMP) for the NHS. This final rule establishes regulations for the new performance aspects of the NHPP that address measures, targets, and reporting.

The pavement and bridge performance measures, collectively referred to as the PM2 measures include:

- % of Interstate pavements in Good condition
- % of Interstate pavements in Poor condition
- % of non-Interstate NHS pavements in Good condition
- % of non-Interstate NHS pavements in Poor condition
- % of NHS bridges by deck area classified in Good condition
- % of NHS bridges by deck area classified in Poor condition

Target setting:

Pennsylvania established a TAMP Steering Committee with representation from PennDOT's Executive staff, Engineering Districts, Asset Management Division, Center for Program Development and Management, Bureau of Planning and Research, Highway Safety and Traffic Operations Division, FHWA, the Pennsylvania Turnpike Commission (PTC) and MPOs/RPOs. The workgroups purpose is to manage and coordinate the development, submission, and implementation of the TAMP, and the pavement and bridge condition performance measures.

PennDOT CPDM, BOMO, Engineering Districts and the MPOs/RPOs will continue to utilize the committee to coordinate the State's pavement and bridge target setting. Information discussed as part of the committee will be shared at Statewide Planning Partner Meetings and conference calls.

To satisfy 23 CFR 490.105(e)(2), PennDOT will coordinate with MPOs/RPOs on the development of the measures and selection of targets to ensure consistency, to the maximum extent practicable. PennDOT BOMO in coordination with CPDM will be responsible for scheduling and conducting TAMP Steering committee meetings. PennDOT CPDM will be responsible for scheduling and conducting Planning Partner meetings and conference calls, where coordination on target setting will occur.

MPOs/RPOs will be responsible for providing representation on the committee. All MPOs/RPOs will ensure they participate in Planning Partner meetings and conference calls to provide input into performance measure and target coordination.

PennDOT is required to set State 2-year and 4-year targets biennially. PennDOT will have the option to adjust the four-year targets in the Mid Performance Period Progress Report.

PennDOT will report the targets as part of FHWA required Performance Reporting.

PennDOT CPDM will share the reporting submissions and/or another type of notification of the state targets with the MPOs/RPOs in a timely manner.

All Pennsylvania MPOs/RPOs will establish targets for each performance measure and communicate adoption to PennDOT CPDM, within 180 days of PennDOT establishing (or amending) targets either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets. If an MPO/RPO chooses to establish their own performance targets, they would need to coordinate with PennDOT CPDM and BOMO on the selection of the targets and provide methodology used to develop their targets in accordance with 23 U.S.C. 134(h)(2)(B)(i)(II) to ensure consistency, to the maximum extent practicable.

Data Collection and Analysis:

PennDOT BOMO will collect and perform the analysis of the data for the pavement and bridge performance measures.

Pavement

Determining pavement condition requires rigorous data collection. In the past, all PennDOT data was collected for each roadway segment, which is approximately one-half-mile in length. Federal rulemaking 23 U.S.C. 119 now requires that all distress component information be collected for one-tenth-mile increments. PennDOT and its partners have adjusted their pavement data collection to meet FHWA standards. Data collection at the tenth-mile increment level began in 2017 for cracking, rutting, and faulting and will be used for this submission of the TAMP.

Pavement performance measures required for FHWA reporting include the following four distress components:

- International Roughness Index (IRI) – Quantifies how rough the pavement is by measuring the longitudinal profile of a traveled wheel track and generating a standardized roughness value in inches per mile
- Cracking – Measures the percentage of pavement surface that is cracked
- Rutting – Measures the depth of ruts (surface depression) in bituminous pavement in inches
- Faulting – Quantifies the difference in elevation across transverse concrete pavement joints in inches

These distress measurements translate to good, fair, or poor condition scores. The table below summarizes the pavement condition metrics for IRI, cracking percent, rutting, and faulting.

Rating (one-tenth-mile)	Good	Fair	Poor
IRI (inches/mile)	<95	95–170	>170
Cracking Percentage (%)	<5	CRCP: 5–10 Jointed: 5–15 Asphalt: 5–20	CRCP: >10 Jointed: >15 Asphalt: >20
Rutting (inches)	<0.20	0.20–0.40	>0.40
Faulting (inches)	<0.10	0.10–0.15	>0.15

IRI and cracking apply to both bituminous and concrete pavements, while rutting is exclusively for bituminous pavement and faulting is exclusively for concrete pavement. Each one-tenth-mile pavement section is considered in good condition if all three of its distress components are rated as good, and in poor condition if two or more of its three distress components are rated as poor.

23 CFR part 490.315(a), Subpart C, requires that no more than 5 percent of a state’s NHS Interstate lane-miles be in poor pavement condition. If the threshold is not met, restrictions are placed on PennDOT’s federal funding—specifically, NHPP and Surface Transportation Program (STP) funds. FHWA has not established a minimum condition for NHS non-Interstate roadways but requires the State DOT to establish performance targets.

23 CFR 490.313(b)(4)(i) requires that the total mainline lane-miles of missing, invalid, or unresolved sections for the Interstate System and non-Interstate NHS shall be limited to no more than five percent of the total lane miles. A section is missing if any one of the data requirements specified in 23 CFR 490.309 and 23 CFR 490.311(c) are not met or if that reported section does not provide sufficient data to determine its overall condition.

PennDOT BOMO and Engineering Districts will utilize its pavement asset management tools and processes, which continue to be systematically expanded to analyze Pennsylvania’s pavements.

PennDOT’s pavement condition targets will be consistent with its 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.

Bridge

The FHWA final rulemaking also established performance measures for all mainline Interstate Highway System and non-Interstate NHS bridges regardless of ownership or maintenance responsibility, including bridges on ramps connecting to the NHS and NHS bridges that span a state border. FHWA’s performance measures aim to assess bridge condition by deriving the percentage of NHS bridges rated in good and poor condition by deck area on the NHS.

Separate bridge structure condition ratings are collected for deck, superstructure, and substructure components during regular inspections using the National Bridge Inventory (NBI) Standards. For culvert structures, only one condition rating is collected (the culvert rating). A

rating of 9 to 0 on the FHWA condition scale is assigned to each component. Based on its score, a component is given a good, fair, or poor condition score rating.

The table below summarizes the FHWA scoring system for bridge condition metrics for deck, superstructure, substructure, and culvert components.

Rating	Good	Fair	Poor
Deck	≥7	5 or 6	≤4
Superstructure	≥7	5 or 6	≤4
Substructure	≥7	5 or 6	≤4
Culvert	≥7	5 or 6	≤4

A structure’s overall condition rating is determined by the lowest rating of its deck, superstructure, substructure, and/or culvert. If any of the components of a structure qualify as poor, the structure is rated as poor.

23 CFR 490.411(a) requires that no more than 10 percent of a state’s total NHS bridges by deck area are in poor condition.

PennDOT BOMO and Engineering Districts will utilize its bridge asset management tools and processes, which continue to be systematically expanded to analyze Pennsylvania’s bridges.

PennDOT’s bridge condition targets will be consistent with its asset management objectives of maintaining the system at the desired state of good repair, managing to LLCC, and achieving national and state transportation goals.

Reporting on progress towards target achievement:

PennDOT and the MPOs/RPOs will include pavement and bridge performance measures and targets in the STIP, regional TIPs, and LRTPs.

PennDOT and the MPOs/RPOs will ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward target achievement.

When collaborating to set annual targets, PennDOT BOMO, CPDM and Engineering Districts will coordinate to provide feedback on statewide and MPO/RPO specific progress towards target achievement as it becomes available.

PennDOT will need to report baseline, mid period performance and full period performance as identified to FHWA. FHWA will determine if Pennsylvania has met or made significant progress toward meeting its pavement and bridge targets. When FHWA reports their findings to PennDOT, CPDM will share the findings with MPOs/RPOs.

In accordance with 23 CFR 450.216(f), PennDOT CPDM in coordination with BOMO will include a description of the individual pavement and bridge performance measures and targets for those measures for the Statewide LRTP moving forward. In addition to including pavement and bridge performance measures and targets in the Statewide LRTP, PennDOT CPDM in coordination with BOMO will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. PennDOT CPDM in coordination with BOMO will include a description of progress achieved by the MPOs/RPOs in meeting the MPO/RPO performance targets in comparison with system performance recorded in previous reports [23 CFR 450.216(f)(2)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of Statewide LRTPs, PennDOT CPDM in coordination with BOMO will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

In accordance with 23 CFR 450.324(f)(3-4), MPOs/RPOs will include a description of the individual pavement and bridge performance measures and targets for those measures for regional LRTPs moving forward. In addition to including performance measures and targets in the regional LRTPs, MPOs/RPOs will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. MPOs/RPOs will describe progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports [23 CFR 450.324(f)(4)(i)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of regional LRTPs, MPOs/RPOs will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

In accordance with 23 CFR 450.218(q), PennDOT CPDM in coordination with BOMO will include a narrative description in the STIP on how the program of projects contributes to the achievement of the pavement and bridge performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the asset management plans and other performance-based plans are being implemented through the program of projects in the STIP.

In accordance with 23 CFR 450.326(d), MPOs/RPOs will include a narrative description in the TIP on how the program of projects contributes to the achievement of the pavement and bridge performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the asset management plans and other performance-based plans are being implemented through the program of projects in the TIP.

System Performance Measures

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* was published in the Federal Register ([82 FR 5970](#)) on January 18, 2017, and became effective on May 20, 2017.

This final rule was the third in a series of three related rulemakings that together establish a set of performance measures for State DOTs and MPOs to use as required by MAP-21 and the FAST Act. The measures in this third final rule will be used by State DOTs and MPOs to assess the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the NHPP; to assess freight movement on the Interstate System; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. These system performance measures are collectively referred to as the PM3 measures.

The PM3 performance measures include:

- Percent of Person-miles Traveled on the Interstate System that are Reliable
- Percent of Person-miles Traveled on the Non-Interstate NHS that are Reliable
- Interstate System Truck Travel Time Reliability Index
- Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita
- Percent of Non-Single Occupant Vehicle (SOV) Travel
- On-Road Mobile Source Emissions Reduction for CMAQ-funded Projects

Target setting:

In Pennsylvania, PennDOT CPDM in coordination with BOMO will take the lead and coordinate with MPO/RPO representatives as well as other necessary stakeholders, such as other State DOTs in urbanized areas, to utilize existing workgroups or organize a group to collaborate on the system performance measures and targets. This group will evaluate baseline performance measures tools, trends, and methodologies. Information discussed as part of these group(s) will be shared at Statewide Planning Partner Meetings and conference calls.

To satisfy 23 CFR 490.105(e)(2), PennDOT CPDM and BOMO will coordinate with MPOs/RPOs on the development of the measures and selection of targets to ensure consistency, to the maximum extent practicable. PennDOT CPDM in coordination with BOMO will be responsible for scheduling and conducting group meetings. PennDOT CPDM will be responsible for scheduling and conducting Planning Partner meetings and conference calls, where coordination on target setting will occur.

MPOs/RPOs will be responsible for providing representation on the group(s). All MPOs/RPOs will ensure they participate in Planning Partner meetings and conference calls to provide input into performance measure and target coordination.

PennDOT is required to set State 2-year and 4-year targets biennially. PennDOT will have the option to adjust the four-year targets in the Mid Performance Period Progress Report. PennDOT CPDM in coordination with BOMO will coordinate any adjustments to the targets with the MPOs/RPOs.

The targets for the traffic congestion measures [23 CFR 490.707(a) and (b)] reported by PennDOT and MPOs for an urbanized area must be identical [23 CFR 490.105(f)(5)]. If a multistate MPO is required to establish targets for the traffic congestion measures, all applicable MPOs and State DOTs must establish only one 2-year target and one 4-year target for the entire urbanized area for each traffic congestion measure. The MPOs and State DOTs will collectively develop and implement a mutually agreed upon coordination process so that both MPOs and State DOTs meet their respective target establishment and reporting deadlines.

PennDOT will report the targets as part of FHWA required Performance Reporting.

PennDOT CPDM will share the reporting submissions and/or another type of notification of the state targets with the MPOs/RPOs in a timely manner.

All Pennsylvania MPOs/RPOs will establish targets for each performance measure and communicate adoption to PennDOT CPDM, within 180 days of PennDOT establishing (or amending) targets either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets. If an MPO/RPO chooses to establish their own performance targets, they would need to coordinate with PennDOT CPDM and BOMO (as appropriate) on the selection of the targets and provide methodology used to develop their targets in accordance with 23 U.S.C. 134(h)(2)(B)(i)(II) to ensure consistency, to the maximum extent practicable.

Data Collection and Analysis:

PennDOT CPDM and BOMO have worked to identify and evaluate the data and tools used to produce the baseline performance measures. The University of Maryland CATT Lab RITIS software platform is used to generate all the measures derived from the NPMRDS travel time data source. Data from the American Community Survey (ACS) and FHWA's CMAQ annual reporting system are used for the non-SOV travel and mobile source emissions measures, respectively. Future revisions and modifications to these tools may impact the reported performance measures and established targets.

Due to potential tool enhancements, limited historic information, and the need for additional research to understand the variances and factors influencing each of the performance measures, PennDOT CPDM and BOMO will continue to identify and evaluate the data and tools necessary for the performance measures and establishing targets.

PennDOT CPDM and BOMO will take the lead along with required MPOs to track and evaluate data and targets.

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs will include system performance measure and targets in the STIP, regional TIPs, and LRTPs.

PennDOT and the MPOs/RPOs will ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward target achievement.

PennDOT will need to report baseline, mid period performance and full period performance as identified to FHWA. FHWA will determine if Pennsylvania has met or made significant progress toward meeting its system performance targets. When FHWA reports their findings to PennDOT, CPDM will share the findings with MPOs/RPOs.

In accordance with 23 U.S.C. 149(l), each MPO serving a Transportation Management Area (TMA) with a population over 1 million representing nonattainment and maintenance areas must develop a CMAQ Performance Plan, updated biennially, to report baseline condition/performance, targets, projects that will contribute to the targets, and the progress toward achievement of targets for the CMAQ traffic congestion and on-road mobile source emissions measures. Likewise, 23 CFR 490.105(f)(5)(iii) requires these MPOs must establish both 2-year and 4-year targets for the metropolitan planning area. MPOs that must develop a CMAQ performance plan will ensure they are developed and submitted timely to PennDOT, so they can be included in required FHWA reporting completed by PennDOT.

In accordance with 23 CFR 450.216(f), PennDOT CPDM in coordination with BOMO will include a description of the individual system performance measures and targets for those measures for the Statewide LRTP moving forward. In addition to including system performance measures and targets in the Statewide LRTP, PennDOT CPDM in coordination with BOMO will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. PennDOT CPDM in coordination with BOMO will include a description of progress achieved by the MPOs/RPOs in meeting the MPO/RPO performance targets in comparison with system performance recorded in previous reports [23 CFR 450.216(f)(2)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of Statewide LRTPs, PennDOT CPDM in coordination with BOMO will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

In accordance with 23 CFR 450.324(f)(3-4), MPOs/RPOs will include a description of the individual system performance measures and targets for those measures for regional LRTPs moving forward. In addition to including performance measures and targets in the regional LRTPs,

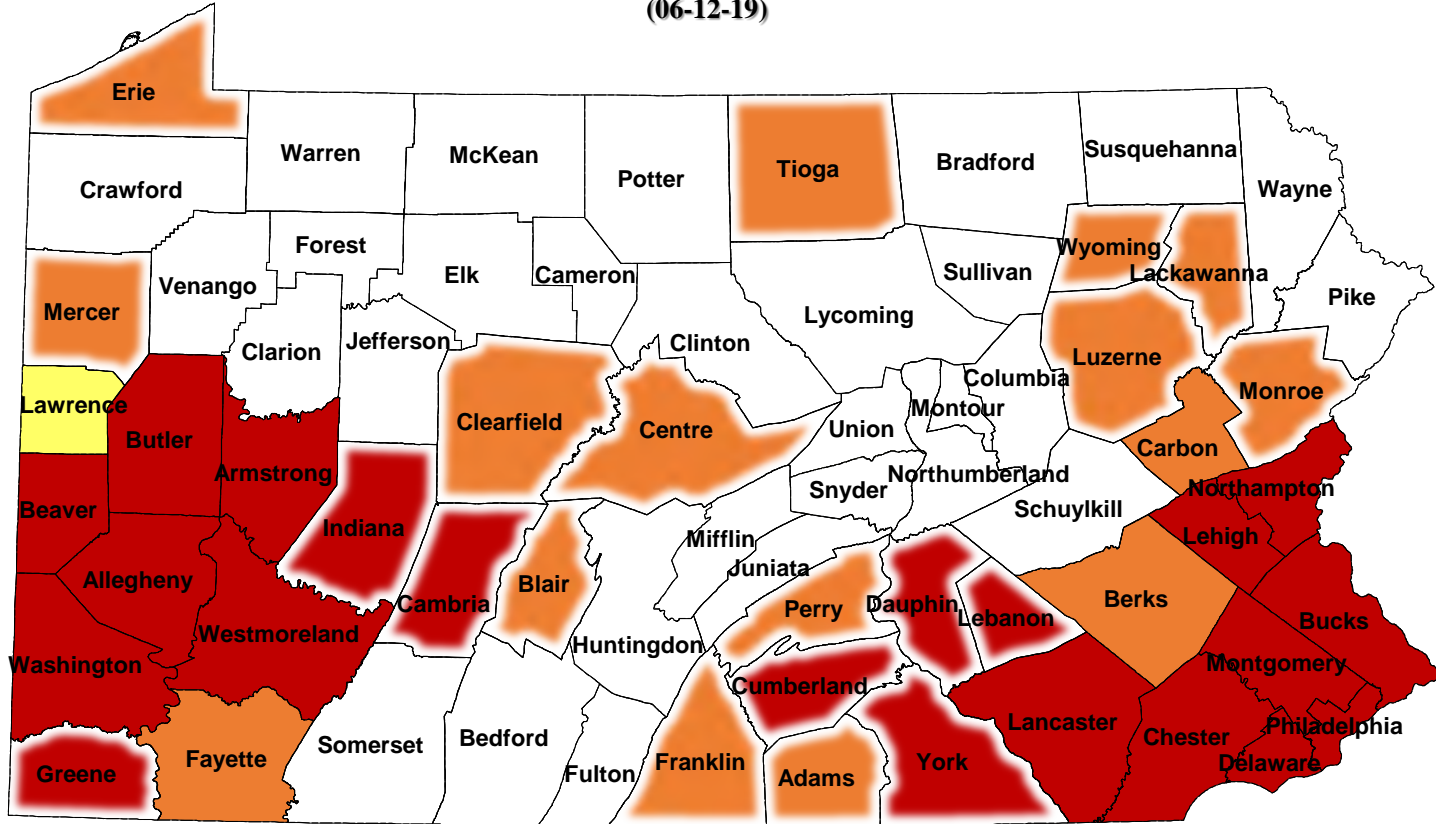
MPOs/RPOs will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. MPOs/RPOs will describe progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports [23 CFR 450.324(f)(4)(i)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of regional LRTPs, MPOs/RPOs will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

In accordance with 23 CFR 450.218(q), PennDOT CPDM in coordination with BOMO will include a narrative description in the STIP on how the program of projects contributes to the achievement of the system performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the freight plan, Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s) [23 U.S.C. 149(l)], Congestion Management Process (CMP), and other performance-based plans are being implemented through the program of projects in the STIP.

In accordance with 23 CFR 450.326(d), MPOs/RPOs will include a narrative description in the TIP on how the program of projects contributes to the achievement of the system performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the freight plan, Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s) [23 U.S.C. 149(l)], Congestion Management Process (CMP), and other performance-based plans are being implemented through the program of projects in the TIP.

Transportation Conformity Areas in Pennsylvania

(06-12-19)



Transportation Conformity Areas

- Ozone and PM_{2.5} Nonattainment or Maintenance Areas**
- Only Ozone Nonattainment or Maintenance Areas**
- Only PM_{2.5} Nonattainment or Maintenance Areas**

Areas Impacted by February 16, 2018 D.C. Circuit Decision on 1997 8-hour Ozone NAAQS Revocation
(Referred to as "Orphan" Maintenance Areas)

- Ozone and PM_{2.5} Nonattainment or Maintenance Areas**
- Only Ozone Nonattainment or Maintenance Areas**

Applicable NAAQS: 1997 8-hour Ozone; 2008 8-hour Ozone; 2015 8-hour Ozone (only Philadelphia 5 counties)
2006 24-hour PM_{2.5}; 2012 Annual PM_{2.5} (Allegheny, Lebanon, Delaware counties only)

Appendix 13 – Pennsylvania Transit Agencies – Tier 1 & 2 List

A Tier 1 system is one that operates rail or operates over 100 vehicles in one type of fixed route or non-fixed route mode. In Pennsylvania, there are 5 Tier I transit systems that will report directly to FTA. They include:

- Southeastern Pennsylvania Transportation System
- Port Authority of Allegheny County
- Cambria County Transportation Authority
- South Central Transportation Authority
- Central Pennsylvania Transportation Authority dba Rabbit Transit

FTA defines a Tier 2 system as one that is funded by Rural 5311 funds, or operates less than one hundred vehicles in fixed route or non-fixed route mode. The following systems are considered Tier 2 systems in Pennsylvania:

Urban and Rural Fixed Route (5307, 5310 and 5311 eligible)	Shared Ride only (5310 eligible)
Altoona Metro Transit	Allied Coordinated Transportation Services, Inc.
Area Transportation Authority of NC PA	Blair Senior Services
Beaver County Transit Authority	Bucks County Transport
Borough of Mt. Carmel	Butler County
Borough of Pottstown	Call A Ride Services
Butler Transit Authority	Carbon County
Centre Area Transportation Authority	Centre County
County of Lackawanna Transit Authority	Chester County
County of Lebanon Transit Authority	Clarion County
Crawford Area Transit Authority	Community Transit of Delaware County
Cumberland-Dauphin-Harrisburg Transit Authority	Forest County
Endless Mountains Transportation Authority	Greene County
Erie Metropolitan Transit Authority	Huntingdon-Bedford-Fulton AAA
Fayette County	Pike County
Hazleton Public Transit	Somerset County
Indiana County Transit Authority	STEP, Inc.
Lehigh and Northampton Transportation Authority	Suburban Transit Network
Luzerne County Transportation Authority	Susquehanna County
Mercer County	Wayne County
Mid-County Transit Authority	
Mid-Mon Valley Transit Authority	
Monroe County Transit Authority	
New Castle Area Transit Authority	
River Valley Transit	
Schuylkill County	
Warren County Transit Authority	
Washington County Transit Authority	
Westmoreland County Transit Authority	

2021-2024 Transportation Program Submission Checklist

Planning Partner: _____

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Transportation Management Area: Yes No

	Information Items <small>Green highlighted items require documentation be submitted.</small>	MPO/RPO to Provide Response Others Check to Indicate Response Verified			
		Response	CPDM	FHWA	FTA
1. Cover Letter:	Cover Letter which documents organization and date of TIP adoption	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Date TIP adopted by Planning Partner:	Meeting Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. TIP Development:	TIP Development/Project Selection Process Documentation	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	MPO/RPO Specific TIP Development Timeline	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the documentation explain the project selection process, roles, responsibilities and/or project evaluation criteria procedures?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Performance Based Planning and Programming:	PM1 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM2 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM3 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Transit Performance Measures Documentation	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	TAMP narrative documentation demonstrates consistency with the TYP/TIP	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Highway-Bridge Program Projects:	Highway and Bridge Listing with public narrative	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Public Transportation Program:	Public Transportation Listing with public narrative	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Interstate & Statewide Program Projects:	Interstate TIP Listing with public narrative	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Statewide TIP Listing (Spike, TAP, RXX, HSIP, other)	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Financial Constraint:	Complete the tables in the Financial Constraint tab.	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the TIP financially constrained, by year and by allocations?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were the TIP projects screened against the federal/state funding program eligibility requirements?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are estimated total costs to complete projects that extend beyond the TIP years shown in the TYP and LRTP?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2021-2024 Transportation Program Submission Checklist

Planning Partner: _____

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: Yes No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items <small>Green highlighted items require documentation be submitted.</small>	Response	CPDM	FHWA	FTA
8. Public Transportation:	Public Transportation Financial Capacity Analysis (MPO Only)	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Documentation of Transit Asset Management (TAM) Plan	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Environmental Justice Evaluation of Benefits and Burdens:	EJ Documentation (demographic profile, conditions data, TIP project map, TIP benefits/burdens analysis)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were EJ Core Elements incorporated into your TIP development process?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Air Quality:	Air Quality Conformity Determination Report	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Air Quality Resolution	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the area in an AQ non-attainment or maintenance area?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Have all projects been screened through an interagency consultation process?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Most recent air quality conformity determination date:	Date/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Do projects contain sufficient detail for air quality analysis?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Public Participation Documentation:	Public Comment Period Advertisement	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public comment period:	Date Range	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting(s)-Date/Time/Location:	Date/Time/Location	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting notices contain info about special needs/ADA Compliance?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	STIP/TIP public involvement outreach activities consistent with Public Participation Plan?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were any public comments (written or verbal) received?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Documentation of Public Comments received	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were public comments addressed?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Title VI:	Has the MPO included information regarding Title VI and its applicability to the TIP, including the protections against discrimination and the availability of the TIP document in alternative formats upon request?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. TIP Revision Procedures:	MPO/RPO TIP Modification Procedures (MOU)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2021-2024 Transportation Program Submission Checklist

Planning Partner: _____

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: Yes No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
		Response	CPDM	FHWA	FTA
		Information Items <small>Green highlighted items require documentation be submitted.</small>			
14. MPO/RPO Self-Certification Resolution:	Self-Certification Resolution	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	For the Non-TMAs, does the self certification contain documentation to indicate compliance?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Other Requirements:	List of regionally important projects from the previous TIP that were implemented, and projects impacted by significant delays.	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the TIP contain regional system level estimates of state & local revenue sources beyond financial guidance?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	List of annual obligated projects on website for FFY 2019	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. PennDOT Connects:	Municipal outreach/PIF forms initiated/completed for all TIP projects?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Long Range Transportation Plan:	Is the TIP consistent with the LRTP?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	L RTP air quality conformity determination date:	Date/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	L RTP end year:	Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Anticipated MPO/RPO LRTP adoption date:	Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Completed/Reviewed by:	MPO/RPO:	Date:			
	PennDOT CPDM:	Date:			
	FHWA:	Date:			
	FTA:	Date:			
19. Comments:	<i>Note any noteworthy practices, issues or improvements that should be addressed by the next TIP update, or any other comments/questions here:</i>				

2021 - 2024 Transportation Program Development Checklist

Financial Constraint Tables

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

Fund Type	FFY 2021		FFY 2022		FFY 2023		FFY 2024		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP									
STP									
581									
185/183									
BOF									
HSIP									
CMAQ									
TAP									
STU									
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Identify the TOTAL amount and TYPES of additional funds programmed above FG allocations (i.e. Spike funds, Earmarks, etc.) by year:

Additional Funding Type	FFY 2021	FFY 2022	FFY 2023	FFY 2024	Comments
Total	\$0	\$0	\$0	\$0	

Appendix 15 – PA NAAQS Conformity Status Table

Pennsylvania Areas Requiring Transportation Conformity

Note: The table reflects the revocation of the 1997 PM_{2.5} NAAQS on October 24, 2016. The table includes the 1997 8-hour ozone NAAQS per the February 16, 2018 D.C Circuit decision in South Coast Air Quality Management District v. EPA (Case No. 15-1115). The impact of this court decision is only on areas that were maintenance or nonattainment of the 1997 ozone NAAQS at the time of revocation and are designated as attainment for the 2008 and 2015 ozone NAAQS. These areas are referred to as “orphan” maintenance areas.

MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
Reading	2008 8-hour Ozone	Reading, PA	Berks	Marginal
Allentown	2008 8-hour Ozone	Allentown-Bethlehem-Easton, PA	Lehigh, Northampton	Marginal
	2006 24-Hour PM _{2.5}	Allentown, PA	Lehigh, Northampton	Maintenance
Harrisburg	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	Cumberland, Dauphin	Maintenance
	1997 8-hour Ozone	Harrisburg-Lebanon-Carlisle, PA	Cumberland, Dauphin, Perry	Orphan Maintenance
York	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	York	Maintenance
	1997 8-hour Ozone	York, PA	York	Orphan Maintenance
Lancaster	2008 8-hour Ozone	Lancaster, PA	Lancaster	Marginal
	2006 24-Hour PM _{2.5}	Lancaster, PA	Lancaster	Maintenance
Lebanon	2012 Annual PM _{2.5}	Lebanon County, PA	Lebanon	Moderate
	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	Lebanon	Maintenance
	1997 8-hour Ozone	Harrisburg-Lebanon-Carlisle, PA	Lebanon	Orphan Maintenance
Johnstown	1997 8-hour Ozone	Johnstown, PA	Cambria	Orphan Maintenance
	2006 24-Hour PM _{2.5}	Johnstown, PA	Cambria	Maintenance
NEPA	2008 8-hour Ozone	Allentown-Bethlehem-Easton, PA	Carbon	Marginal
	1997 8-hour Ozone	Scranton-Wilkes-Barre, PA	Monroe	Orphan Maintenance

Appendix 15 – PA NAAQS Conformity Status Table

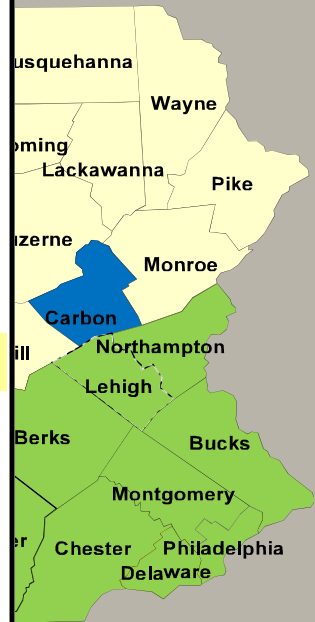
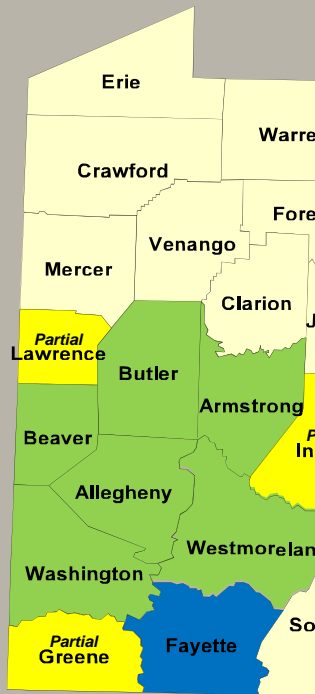
MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
DVRPC	2015 8-hour Ozone	Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE	Bucks, Chester, Delaware, Montgomery, Philadelphia	Marginal
	2012 Annual PM _{2.5}	Delaware County, PA	Delaware	Moderate
	2008 8-hour Ozone	Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE	Bucks, Chester, Delaware, Montgomery, Philadelphia	Marginal
	2006 24-Hour PM _{2.5}	Philadelphia-Wilmington, PA-NJ-DE	Bucks, Chester, Delaware, Montgomery, Philadelphia	Maintenance
SPC	2012 Annual PM _{2.5}	Allegheny County, PA	Allegheny	Moderate
	2008 8-hour Ozone	Pittsburgh-Beaver Valley, PA	Allegheny, Armstrong, Beaver, Butler, Fayette, Washington, Westmoreland	Marginal
	2006 24-Hour PM _{2.5}	Pittsburgh-Beaver Valley, PA	Allegheny (P), Armstrong (P), Beaver, Butler, Greene (P), Lawrence (P), Washington, Westmoreland	Maintenance
	2006 24-Hour PM _{2.5}	Johnstown, PA	Indiana (P)	Maintenance
	2006 24-Hour PM _{2.5}	Liberty-Clairton, PA	Allegheny (P)	Moderate
	1997 8-hour Ozone	Clearfield and Indiana Cos, PA	Indiana	Orphan Maintenance
	1997 8-hour Ozone	Greene Co, PA	Greene	Orphan Maintenance
	1987 24-Hour PM ₁₀	Clairton & 4 Boroughs, PA	Allegheny (P)	Maintenance
	1971 CO	Pittsburgh, PA	Allegheny (P)	Limited Maintenance

Appendix 15 – PA NAAQS Conformity Status Table

MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
Altoona	1997 8-hour Ozone	Altoona, PA	Blair	Orphan Maintenance
North Central	1997 8-hour Ozone	Clearfield and Indiana Cos, PA	Clearfield	Orphan Maintenance
Erie	1997 8-hour Ozone	Erie, PA	Erie	Orphan Maintenance
Franklin	1997 8-hour Ozone	Franklin Co, PA	Franklin	Orphan Maintenance
Scranton	1997 8-hour Ozone	Scranton-Wilkes-Barre, PA	Lackawanna, Luzerne	Orphan Maintenance
Northern Tier	1997 8-hour Ozone	Scranton-Wilkes-Barre, PA	Wyoming	Orphan Maintenance
	1997 8-hour Ozone	Tioga Co, PA	Tioga	Orphan Maintenance
Centre	1997 8-hour Ozone	State College, PA	Centre	Orphan Maintenance
Adams	1997 8-hour Ozone	York, PA	Adams	Orphan Maintenance
Shenango Valley	1997 8-hour Ozone	Youngstown-Warren-Sharon, OH-PA	Mercer	Orphan Maintenance

(P) = designates partial county areas that are included in the nonattainment/maintenance area

PENNDOT PROJECT REVIEW & CLASSIFICATION GUIDELINES FOR REGIONAL AIR QUALITY CONFORMITY



Pennsylvania Department of Transportation

VERSION: MARCH 2014

Appendix 16 – PennDOT Project Air Quality Conformity Guidelines

Acknowledgements

PennDOT thanks the Delaware Valley Regional Planning Commission, from which the air quality project codes and this process are derived, and FHWA, EPA and DEP for their assistance in developing these guidelines.

Author

Michael Baker Jr., Inc. developed this Guide for PennDOT.

Disclaimer

The contents of this report reflect the views of the author(s), which is (are) responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Commonwealth of Pennsylvania, the United States Department of Transportation, or the Federal Highway Administration at the time of publication. This report does not constitute a standard, specification or regulation.

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OVERVIEW

Introduction

This Air Quality Project Review and Classification Process outlines an approach and roles for Pennsylvania local, state and federal transportation/air quality partners in classifying transportation projects to determine that each is properly accounted for in the regional transportation conformity determinations.

Transportation Improvement Programs (TIPs) and Long Range Transportation Plans (LRTPs) for areas in maintenance or nonattainment of certain National Ambient Air Quality Standards (NAAQS) are required to demonstrate regional transportation-air quality conformity to the State Implementation Plan (SIP). In Pennsylvania, new TIPs are generally created biennially, following the State's 12-Year Program update process. New LRTPs are created on this same schedule, or an alternate schedule at the Metropolitan Planning Organization's (MPOs) discretion. Both TIPs and LRTPs must meet multiple state and federal requirements. Amendments to an area's TIP and LRTP may occur as necessary, and depending on the project changes, may also require a conformity determination. The regional conformity requirement is separate and apart from any conformity requirements that apply to specific projects.

The pollutants for which regional transportation air quality conformity is performed are ozone, fine particulates (PM_{2.5}), coarse particulates (PM₁₀) and carbon monoxide (CO). The process demonstrates that the TIP and LRTP "conform to" the State Implementation Plan (SIP) for the relevant pollutants (or in the absence of a SIP, EPA regulations provide for other tests). Regional transportation air quality conformity is required by the Clean Air Act and the U.S. EPA's Transportation Conformity regulations (93 CFR Parts 51 and 93). Federal approval of each TIP, and therefore the flow of federal funds, is contingent upon an affirmative conformity determination in all areas subject to this requirement.

Federal regulations governing the conformity analysis and process require that each project on the

TIP and LRTP be screened to identify regionally significant, non-exempt projects, which must be reflected in the conformity analysis. The decision on project exempt and/or regional significance status must include an interagency consultation process including federal, state and local transportation and air quality partners.

Applicability

This Project Review and Classification Process is applicable to the conformity analyses and determinations for periodic and non-periodic TIP and LRTP adoptions (updates, new) in affected Pennsylvania jurisdictions.

This process is not directly applicable to air quality conformity analyses and determinations for project-level conformity, which is required for projects in maintenance or nonattainment areas for PM_{2.5}, PM₁₀ and CO. Project-level screening and analysis are addressed in separate PennDOT guidance documents, though portions of this process may be applicable. See PennDOT Publication #321 – Project Level Air Quality Handbook, October 2013 (as updated) for further information on project-level processes and requirements.

At a minimum, PennDOT and the MPOs and Rural Planning Organizations (RPOs) responsible for regional transportation air quality conformity activities will implement these process guidelines. MPOs/RPOs may implement additional steps and record keeping consistent with local practices and with 40 CFR Part 93 and the Pennsylvania Conformity SIP¹.

¹ The latest Transportation Conformity SIP was submitted to EPA on May 29, 2008 and was approved by EPA on April 29, 2009, becoming effective on June 29, 2009. Pennsylvania has implemented, in practice, all federal requirements and options as encompassed by this SIP, as federal law and regulations require.

Appendix 16 – PennDOT Project Air Quality Conformity Guidelines

Steps in Project Review and Air Quality Coding Process

Step	Action and Responsible Agency
1	<p>MPO/RPO and PennDOT District and Program Center Offices identify all projects on the TIP and LRTP. Any projects not on the TIP or LRTP should also be identified with sufficient information (e.g. project description) to support project evaluation.</p> <p>Key Issues:</p> <ul style="list-style-type: none"> • PennDOT District will need to identify existing TIP projects that have undergone significant scope changes. New project descriptions may need to be assembled for those projects. • PennDOT Central and District Offices will assist in identifying key non-federal transportation projects that may <u>not</u> be in the Multi-Modal Project Management (MPMS) system. • Local agencies may also need to be contacted to identify and share information on non-federal transportation projects. • MPOs, RPOs and PennDOT Central / District Offices must obtain transit information directly from the transit agency.
2	<p>MPOs/RPOs, in conjunction with the PennDOT District and Program Center Offices, review the project listing and provides initial coding for all projects (specific agency roles may vary by area- see next section). Previously coded projects are reviewed for changes in project design scope which may change the prior coding. The District Office enters the coding into the MPMS system. This coded list, along with any list of transportation projects not on the TIP and Plan, is forwarded to the PennDOT Air Quality/Federal Initiatives Section.</p> <p>Key Issues:</p> <ul style="list-style-type: none"> • For air quality conformity coding purposes, it is essential that any new or revised project names and descriptions clearly reflect the project type. This will be particularly important for assigning air quality exempt codes.
3	<p>PennDOT Air Quality/Federal Initiatives Section reviews the coding and may consult with the District Office and the MPO/RPO, and then forwards the coded listing to DEP, FHWA, FTA and EPA. Each of these agencies reviews the list and coding, and voices any needs for clarification within a pre-established time frame (approximately 3 weeks) to the PennDOT AQ/Federal Initiatives Section.</p> <p>Key Issues:</p> <ul style="list-style-type: none"> • To assist federal agency review, PennDOT or the MPO/RPO may be required to provide additional project descriptions (beyond those within the MPMS system). These project descriptions will assist the federal agencies in evaluating project exempt and regional significance coding.
4	<p>If clarifications are requested in Step 3, the PennDOT AQ/Federal Initiatives Section will research the issue with the appropriate party and provide that information to all agencies via email, telephone, or written communications. Alternatively, PennDOT may schedule a conference call or meeting among the parties to obtain the necessary information and make a recommendation regarding the coding. If there are no questions from Step 3, this step may be omitted.</p>
5	<p>Based on all information to-date, the PennDOT AQ/Federal Initiatives Section (for Scenario 1 Agencies) finalizes decisions regarding project air quality coding, codes any changes to the MPMS system, and informs all relevant parties of the decisions and relevant supporting rationale via email, telephone, or written communications. Codes in MPMS are finalized by District Office personnel. Scenario 2 agencies finalize their own air quality coding.</p>

AGENCY RESPONSIBILITIES

Agencies participating in the project screening and classification process include:

Regional Agencies:

- Metropolitan Planning Organizations (MPO)
- Rural Planning Organizations (RPO)

State Agencies:

- Pennsylvania Department of Environmental Protection
- PennDOT District Offices
- PennDOT Central Office

Federal Agencies:

- Federal Highway Administration, PA Division
- Federal Transit Administration, Region III
- U.S. Environmental Protection Agency, Region III

Other:

- Allegheny County Health Department
- Philadelphia Air Management Services
- Other governmental agencies, as may be relevant to a particular project, TIP, Plan or nonattainment or maintenance area.

MPO/RPO

Pennsylvania regional agency responsibilities for the transportation air quality conformity process are differentiated based on the regional MPO or RPO designation as a Scenario 1 or Scenario 2 Agency in the Pennsylvania Air Quality Conformity SIP.

Exhibit 1 provides a map illustrating the MPO designations.

Scenario 1 Agencies

Scenario 1 agencies are those which do not perform air quality conformity modeling themselves, and for which PennDOT performs the conformity analysis on the planning partner’s behalf. Any county or part thereof that is not a Scenario 2 agency is a Scenario 1 agency.

Scenario 1 agencies work closely with the PennDOT District staff to identify and provide initial air quality coding for each TIP and LRTP project. Project coding is then reviewed with PennDOT Central Office and other state and federal agencies prior to finalization by PennDOT Central Office. Any projects not on the TIP or LRTP should also be provided for review with sufficient information (e.g. project description) to support project evaluation. PennDOT Central Office then uses this information in

the transportation and emissions modeling analyses required for the conformity analysis, and compiles the Air Quality Conformity Report for the Scenario 1 agency’s use in its public comment period and final local agency consideration and approval.

Scenario 2 Agencies

Scenario 2 agencies are those which have travel demand models and perform their own air quality analyses. Scenario 2 agencies include the MPOs for Berks County, Harrisburg (Cumberland, Dauphin, Perry Counties.), Lancaster County, Lehigh Valley (Northampton and Lehigh Counties.), Philadelphia (Bucks, Chester, Delaware, Montgomery and Philadelphia Counties.), Pittsburgh (Armstrong, Allegheny, Beaver, Butler, Fayette, Lawrence, Greene, Indiana, Washington and Westmoreland Counties), and York County.

Scenario 2 agencies work closely with PennDOT District staff to develop the listing of projects to be on the TIP or LRTP. Air quality coding determination is typically performed largely by the MPO, in consultation with PennDOT District staff. Projects and their codes are then reviewed with PennDOT Central Office and other state and federal agencies prior to finalization by the MPO and use in its travel and emissions modeling processes. Some agencies may include additional local parties in the project review and classification process. Any projects not on the TIP or LRTP should also be provided for review with sufficient information (e.g. project description) to support project evaluation.

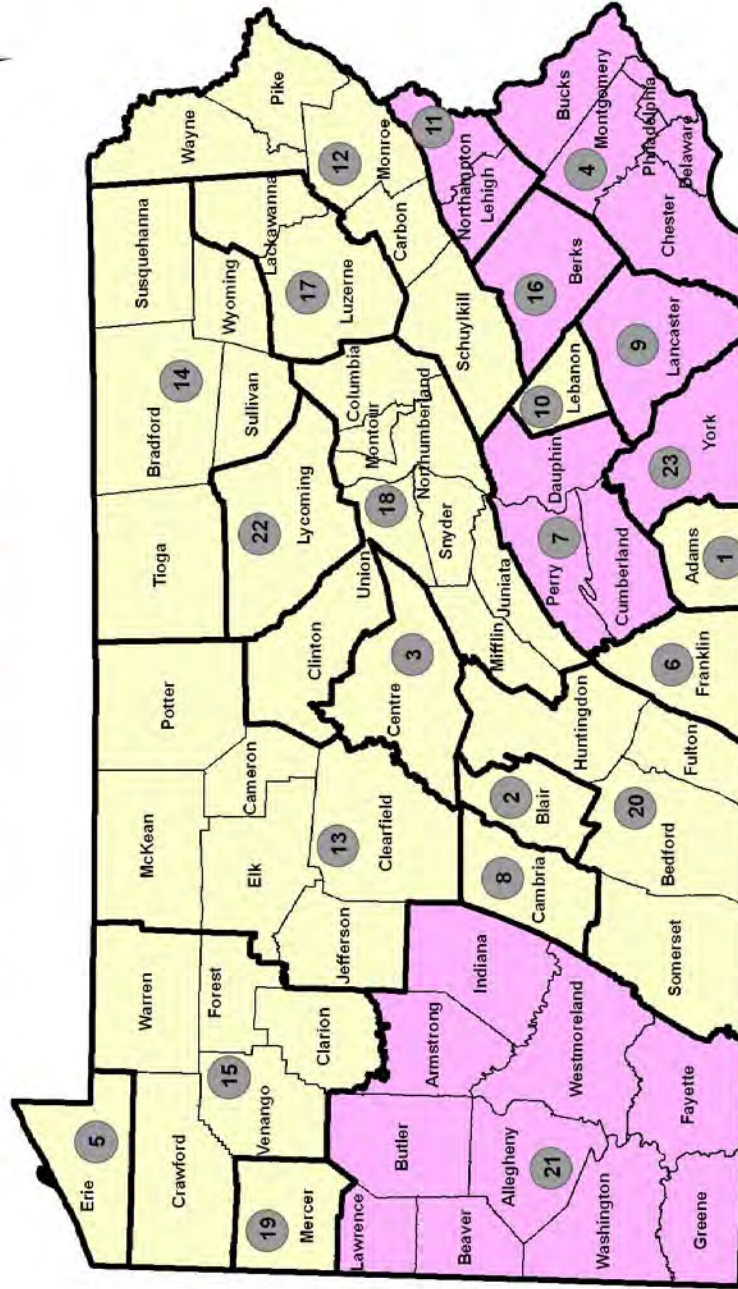
Scenario 2 agencies also perform the emissions analysis, write the Air Quality Conformity Report, provide for public input, and obtain agency approval of the determination. Conformity for nonattainment and maintenance areas encompassing both Scenario 1 and Scenario 2 agencies (multiple MPOs/RPOs) are assisted by PennDOT.

The project identification and classification responsibilities are summarized in **Exhibit 2A** (Scenario 1 Agencies) and **Exhibit 2B** (Scenario 2 Agencies).

Exhibit 1: Scenario 1 vs Scenario 2 MPO/RPO Designations

**PENNSYLVANIA'S TRANSPORTATION PLANNING ORGANIZATIONS
RURAL AND METROPOLITAN AREAS**

Scenario 1 vs. Scenario 2



Legend

- Scenario 1 Agencies
- Scenario 2 Agencies

- 1 - Adams RPO
- 2 - Altoona MPO
- 3 - Centre MPO
- 4 - DVRPC MPO
- 5 - Erie MPO
- 6 - Franklin Non-Affiliated
- 7 - Harrisburg MPO
- 8 - Johnstown MPO
- 9 - Lancaster MPO
- 10 - Lebanon MPO
- 11 - Lehigh Valley MPO
- 12 - NEPA RPO
- 13 - North Central RPO
- 14 - Northern Tier RPO
- 15 - Northwest RPO
- 16 - Reading MPO
- 17 - Scranton-Wilkes Barre MPO
- 18 - SEDA COG RPO
- 19 - Shenango Valley MPO
- 20 - Southern Alleghenies RPO
- 21 - SPC MPO
- 22 - Williamsport MPO
- 23 - York MPO

MPO (Metropolitan Planning Organization)
RPO (Rural Planning Organization)

Exhibit 2a: Roles and Responsibilities for Scenario 1 Agencies

Process Step	1	2	3	4	5
Role →	Identify Projects	Initial Project Coding	Review Coding	Consultation	Finalize Project Coding
Agency ↓					
Scenario 1 MPO/RPO	X	X <i>(involve where appropriate)</i>		X	
Adjacent MPO/RPO				X	
PennDOT District AQ Coordinator	X	X		X	
PennDOT Central Office			X	X	X
DEP				X	
FHWA/FTA				X	
EPA				X	

Exhibit 2b: Roles and Responsibilities for Scenario 2 Agencies

Process Step	1	2	3	4	5
Role →	Identify Projects	Initial Project Coding	Review Coding	Consultation	Finalize Project Coding
Agency ↓					
Scenario 2 MPO/RPO	X	X		X	X
Adjacent MPO/RPO				X	
PennDOT District AQ Coordinator	X	X		X	
PennDOT Central Office			X	X	
DEP				X	
FHWA/FTA				X	
EPA				X	

Appendix 16 – PennDOT Project Air Quality Conformity Guidelines

PennDOT District Office

These offices provide key support in the development of the project lists that comprise the TIP and LRTP, and have direct access to the details of the majority of projects, as they are PennDOT-sponsored projects. District personnel are most involved in coding projects with Scenario 1 and smaller Scenario 2 agencies. For Scenario 1 MPOs/RPOs, District staff (as designated) will take the lead role in the initial air quality coding determination of many or most projects. For Scenario 2 MPOs, the District staff will provide information and consultation to the MPO and PennDOT, and answer questions from other agencies regarding projects.

For all areas, District staff are responsible for entering the regional air quality coding into the MPMS system for each project. In addition, they will assist in identifying transportation projects not on the TIP or LRTP to the AQ/Federal Initiatives Section in Central Office and the MPOs.

PennDOT Central Office

Central Office staff in the Air Quality/Federal Initiatives Section provide overall management of the regional air quality conformity process in coordination with other staff in the Center for Program Development and Management (particularly the MPO/RPO Coordinators). AQ/Federal Initiatives Section staff review air quality project listings and the coding for each project, and manage the consultation among all agencies on the finalization of the coding. Section staff will:

- Answer questions regarding the coding process and definitions and notations to be used. Clarification of project details should be directed to those most knowledgeable regarding the particular project, including the applicable Central Office MPO/RPO representative.
- Produce the conformity analyses and the determination report for Scenario 1 agencies.
- Provide liaison and technical assistance to Scenario 2 agencies in their performance of the conformity analysis and drafting a report.
- Receive and review all conformity reports from all local agencies.
- Submit the reports to FHWA (2 copies) and FTA (1 copy) for federal review and approvals. FHWA will be responsible for providing locally

adopted reports/analysis to EPA.

- Maintain liaison with all agencies from initiation of each conformity process through final FHWA/FTA approval.

Central Office and District Office staff are responsible for ensuring the project coding is entered into the MPMS system.

Local Air Quality Agencies

*Allegheny County Health Department
Philadelphia Air Management Services*

These agencies may consult with the PennDOT District and MPO personnel in reviewing conformity documentation, and may be consulted throughout the process per local procedures.

DEP

DEP's Office of Mobile Sources (Waste, Air and Radiation Management, Bureau of Air Quality, Division of Air Resource Management) is consulted throughout the planning for and implementation of the overall conformity process, and reviews the proposed air quality coding of each project prior to the initiation of transportation and emissions analyses. DEP also reviews the conformity determination report and provides input to the local agency, PennDOT Central Office and EPA, FHWA and FTA on the proposed determination.

EPA

EPA is consulted throughout the process, and reviews the proposed air quality coding of each project prior to commencement of the transportation and air quality analyses. EPA also reviews the conformity determination report and provides input to FHWA/FTA on the suitability of the local agency's determination.

FHWA and FTA

FHWA and FTA are consulted throughout the process, and each reviews the proposed air quality coding of each project prior to commencement of the transportation and air quality conformity analyses. FHWA and FTA review the conformity determination report and input from EPA and any other agencies, and makes the federal approval determination.

DEFINITIONS

Projects must be classified as to their regional significance and exempt status. All regionally significant, non-exempt projects must be included in the regional conformity analysis. Projects that are not regionally significant are generally not included in the analysis (there are special cases where this may not be the case) and projects that are exempt are not generally included in the analysis (there are special cases where this may not be the case). Further, it may be the local practice to include certain types of projects in the analysis (i.e., all transit bus replacements, all travel demand management projects) regardless of their classification. Key definitions pertaining to the air quality coding of transportation projects are:

Regionally Significant Projects (40 CFR 93.101)

A transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Non-Regionally Significant Projects

A project not defined as regionally significant in 40 CFR 93.101.

Exempt Projects

Projects of the types listed in Table 2 of 40 CFR 93.126 (see **Exhibit 3**), except in cases where the MPO (Scenario 2 agency) or PennDOT/MPO (Scenario 1 agency), in consultation with other agencies, EPA and FHWA (in the case of highway projects) or FTA (in the case of a transit project) concur that the project has potentially adverse emissions impacts for any reason. (see 93.105(c)(1)(iii))

Highway and transit projects of the types listed in

Table 3 of 40 CFR 93.127 (see **Exhibit 4**) are exempt from regional emissions analysis requirements. The local effects of these projects with respect to CO concentrations must be considered to determine if a hot-spot analysis is required prior to making a project-level conformity determination. The local effects of projects with respect to PM₁₀ and PM_{2.5} concentrations must be considered and a hot-spot analysis performed prior to making a project-level conformity determination, if a project in Table 3 also meets the criteria in § 93.123(b)(1) [pertaining to project level hot spot analyses]. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in Table 3 of 40 CFR 93.127 is not exempt from regional emissions analysis if the MPO in consultation with other agencies, EPA, and FHWA (in the case of a highway project) or FTA (in the case of a transit project) concur that it has potential regional impacts for any reason. (see 93.105(c)(1)(iii)).

Traffic signal synchronization projects (per 40 CFR 93.128) may be approved, funded, and implemented without satisfying the requirements of this subpart [regional conformity analyses]. However, all subsequent regional emissions analyses required for transportation TIPs/LRTPs must include such regionally significant traffic signal synchronization projects. In short, traffic signal synchronization projects are exempted from the first regional conformity analysis from which they would otherwise be included, but the project must be included in all subsequent analyses.

Non-Exempt Projects

A project not otherwise classified as exempt per 40 CFR 93.126, 127 or 128.

Appendix 16 – PennDOT Project Air Quality Conformity Guidelines

Exhibit 3: Exempt Project Types (40 CFR 93.126)

TABLE 2 from 40 CFR 93.126

Safety		
<ul style="list-style-type: none"> ▪ Railroad/highway crossing. ▪ Projects that correct, improve, or eliminate a hazardous location or feature. ▪ Safer non-Federal-aid system roads. ▪ Shoulder improvements. ▪ Increasing sight distance. ▪ Highway safety improvement program implementation. ▪ Traffic control devices and operating assistance 	<ul style="list-style-type: none"> other than signalization projects. ▪ Railroad/highway crossing warning devices. ▪ Guardrails, median barriers, crash cushions. ▪ Pavement resurfacing and/or rehabilitation. ▪ Pavement marking. ▪ Emergency relief (23 U.S.C. 125). ▪ Fencing. ▪ Skid treatments. 	<ul style="list-style-type: none"> ▪ Safety roadside rest areas. ▪ Adding medians. ▪ Truck climbing lanes outside the urbanized area. ▪ Lighting improvements. ▪ Widening narrow pavements or reconstructing bridges (no additional travel lanes). ▪ Emergency truck pullovers.
Mass Transit		
<ul style="list-style-type: none"> ▪ Operating assistance to transit agencies. ▪ Purchase of support vehicles. ▪ Rehabilitation of transit vehicles¹. ▪ Purchase of office, shop, and operating equipment for existing facilities. ▪ Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.). ▪ Construction or renovation of power, 	<ul style="list-style-type: none"> signal, and communications systems. ▪ Construction of small passenger shelters and information kiosks. ▪ Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures). 	<ul style="list-style-type: none"> ▪ Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way. ▪ Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet¹. ▪ Construction of new bus or rail storage/ maintenance facilities categorically excluded in 23 CFR part 771.
Air Quality		
<ul style="list-style-type: none"> ▪ Continuation of ride-sharing and van-pooling promotion activities at current levels. ▪ Bicycle and pedestrian facilities. 		
Other		
<ul style="list-style-type: none"> ▪ Specific activities which do not involve or lead directly to construction, such as: <ul style="list-style-type: none"> – Planning and technical studies. – Grants for training and research programs. ▪ Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action. ▪ Noise attenuation. ▪ Emergency or hardship advance land acquisitions (23 CFR 710.503). ▪ Acquisition of scenic easements. ▪ Plantings, landscaping, etc. ▪ Sign removal. 		

¹ In PM₁₀ and PM_{2.5} noattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

Exhibit 4: Exempt Project Types (40 CFR 93.127)

**TABLE 3 from 40 CFR 93.127
Projects Exempt from Regional Emissions Analyses**

- Intersection channelization projects.
- Intersection signalization projects at individual intersections.
- Interchange reconfiguration projects.
- Changes in vertical and horizontal alignment.
- Truck size and weight inspection stations.
- Bus terminals and transfer points.

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PROCESS TO DETERMINE PROJECT STATUS

After compiling projects lists and determining any project scope changes, projects should be classified as one of the following.

- Exempt
- Non-Exempt: Regionally Significant
- Non-Exempt: Not Regionally Significant

The final determination of project status will require interagency consultation and review, following **Exhibit 2A** (Scenario 1 agencies) or **Exhibit 2B** (Scenario 2 agencies).

Exhibit 5 illustrates the process for conducting a project review and determining the project significance and exempt status. The process involves the following steps by each participant in the coding process:

1. Identification of Exempt Projects

Highway and transit projects that are classified as exempt do not need to be included in the transportation conformity analysis and determination (unless they will have an adverse impact on air quality). Since the project is exempt from an air quality analysis, it can be concluded that the project will not significantly impact air quality nor will cause or contribute to an exceedance of the National Ambient Air Quality Standards for the applicable pollutants. These projects may proceed toward implementation even in the absence of a conforming transportation TIP and/or LRTP.

The transportation rule provides a list of exempt projects in CFR 93.126, CFR 93.127, and CFR 93.128 (as illustrated in **Exhibit 3** and **Exhibit 4**). To facilitate project record keeping and review via interagency consultation, each exempt project is to be assigned a category code consisting of a letter to indicate its grouping (e.g. “S” for safety, “M” for Mass Transit) and a number indicating the reason for the coding. **Exhibit 6** provides the project coding system will be used for the 2009 and subsequent TIP / 12-Year Program and Long Range Transportation Plan regional conformity determinations. For example, a safety project

involving an increase in sight distance would be coded as “S5”). Coding for most projects should be expedient, as the project list description is self-evident for most projects (i.e., ‘bridge replacement’), as District staff, MPO/RPO Coordinators and MPO/RPO personnel each has significant knowledge of most project’s parameters and has project details readily available. It is possible that some projects may fit multiple exemption type categories. In these cases, a single primary exemption type should be specified and provided as input to the MPMS system. If desired, MPOs may have separate tracking procedures that record all applicable exemption codes related to each project.

The conformity rule (CFR 93.105c(1)(iii)) identifies that interagency consultation shall be used to evaluate whether projects otherwise exempted from meeting the requirements of subparts 93.126 and 93.127 should be treated as non-exempt regionally significant in cases where potential adverse emissions impacts may exist for any reason. It is anticipated that such cases will be rare. Specific criteria are not provided in the conformity rule, thus the interagency consultation partners will be responsible for identifying such projects.

2. Identification of Non-Exempt Projects That are Not Regionally Significant

There are several options for handling projects that are determined to be non-exempt, but not of regional significance per the definitions in 93.101. Such projects will often include capacity-enhancing projects on lower facility types or modifications to roadways not included in the regional travel demand model. Potential “not regionally significant” projects should be identified as such and shared with the interagency consultation group.

The party responsible for completing the conformity analysis can then choose one of the following options:

- Include and list these projects in the conformity analysis. If the model or analysis techniques include sufficient detail, the projects can be

Appendix 16 – PennDOT Project Air Quality Conformity Guidelines

explicitly modeled and the impacts considered in the emissions analyses. As long as these projects are identified as being “not regionally significant” and the interagency consultation partners concur, such projects will not be impacted by a conformity lapse or freeze. MPOs typically code most projects into their transportation demand model, where possible, except those on local/collector roadways.

- b. Not include the projects explicitly in the conformity analysis. However, the conformity rule does indicate that the emissions portion of the conformity analysis account for any potential VMT changes caused by the project (i.e., use of simplified methods or off-model techniques or procedures). This approach appears most applicable when the project is of a type not typically coded in the local regional travel demand model, such as a project on a collector or local roadway or a transit bus route change.

3. Identification of Regionally Significant Projects

Projects that are considered regionally significant (or are typically included in the region’s travel demand model) must be included in the conformity determination and included in any transportation and emissions modeling conducted for the region. The project completion schedule, design concept and scope should be correctly reflected in the transportation plan and program. Projects should be coded as “Regionally Significant”.

MPMS Coding

The MPMS air quality screen has been modified to include a box in which to code a project as Exempt, Not Regionally Significant, or Regionally Significant for regional air quality conformity. The box uses a drop-down menu with these three choices. A second box accepts text for the coding of the type of exempt project per **Exhibit 6**. A screen image is provided in **Exhibit 7**.

Code a project as follows using **Exhibit 5** and the definitions:

Uncoded-Blank if it is located in an area in attainment of ozone, PM_{2.5} and PM₁₀ air quality

standards (not in maintenance for any of these pollutants). The “Exempt Code” box is left blank.

Exempt if it is located in a nonattainment or maintenance area, and meets the definitions for an exempt project type. Insert a code from **Exhibit 6** in the “Exempt Code” box. No further coding is necessary.

Significant if the project meets the definitions for regionally significant and is non-exempt. No further coding is necessary. If a project was originally determined to be “Exempt” per the conformity reference tables and later changed to “Significant” per consultation, then the final coding of the project should be only “Significant”.

Not Significant if the project is non-exempt and not regionally significant. No further coding is necessary.

For regional conformity purposes, a printout of the TIP and LRTP project lists should include the values in both the Status and Exempt Code boxes.

Coding for projects not in the MPMS system may be written onto a table or listing of these projects that should include, at a minimum, the MPMS number, name, short description, responsible party (i.e., MPO, county, city, private party), years funding will be obligated, Regional Conformity Status (Blank, Significant, Not Significant, Exempt, or Not Applicable), and Exempt code (if an exempt project).

Exhibit 5: Project Classification Process Flow Chart

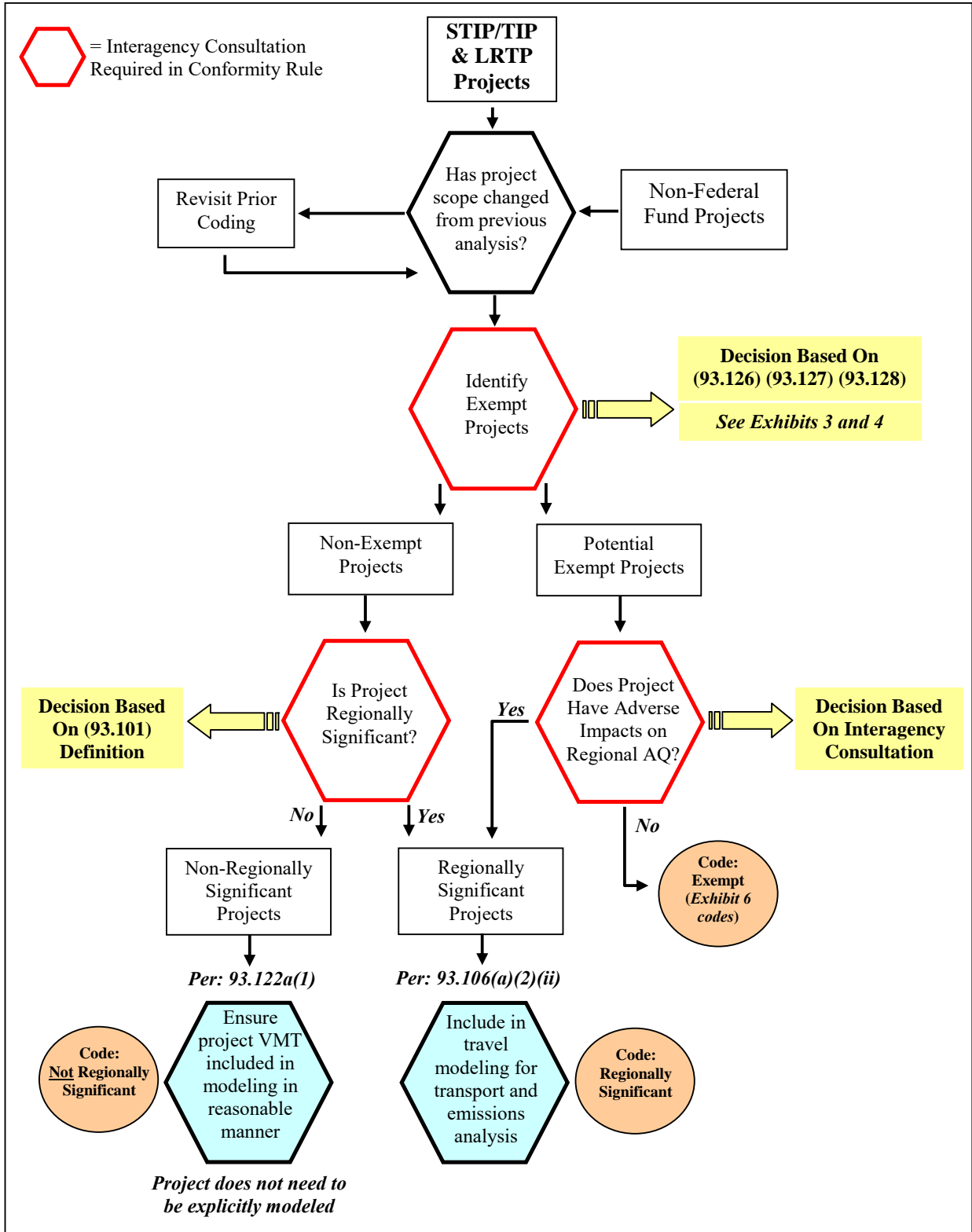


Exhibit 6: Air Quality Exempt Codes for Projects in TIP and LRPT

Exempt Project Category ¹	AQ Code
Operating assistance to transit agencies	M1
Purchase of support vehicles	M2
Rehabilitation of transit vehicles ²	M3
Purchase of office, shop and operating equipment for existing facilities	M4
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	M5
Construction or renovation of power, signal, and communications systems	M6
Construction of small passenger shelters and information kiosks	M7
Reconstruction or renovation of transit buildings and structures	M8
Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way	M9
Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	M10
Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771	M11

Mass Transit Projects

Note: ¹ 40 CFR 93 Sections 126 and 127.
² In PM₁₀ non-attainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

Exempt Project Category ¹	AQ Code
Railroad/highway crossing	S1
Projects that correct, improve, or eliminate a hazardous location or feature	S2
Safer non-Federal-aid system roads	S3
Shoulder improvements	S4
Increasing sight distance	S5
Highway safety improvement program implementation	S6
Traffic control device and operating assistance other than signalization projects	S7
Railroad/highway crossing warning devices	S8
Guardrails, median barriers, crash cushions	S9
Pavement resurfacing and/or rehabilitation	S10
Pavement marking	S11
Emergency relief (23 U.S.C. 125)	S12
Fencing	S13
Skid treatments	S14
Safety roadside rest areas	S15
Adding medians	S16
Truck climbing lanes outside the urbanized area	S17
Lighting improvements	S18
Widening narrow pavements or reconstructing bridges (no additional travel lanes)	S19
Emergency truck pullovers	S20

Safety Projects

Exhibit 6: Air Quality Exempt Codes for Projects in TIP and LRPT (continued)

<i>Exempt Project Category¹</i>	<i>AQ Code</i>
Intersection channelization projects <i>Channelized intersections use pavement markings or raised islands to designate vehicle paths, helping to direct drivers to and through an intersection.</i>	R1
Intersection signalization projects at individual intersections	R2
Interchange reconfiguration projects	R3
Changes in vertical and horizontal alignment	R4
Truck size and weight inspection stations	R5
Bus terminals and transfer points	R6
No Regional Emissions Analysis Required	
DVRPC AQ Code	
<i>Study & Development Project Category</i>	
Resulting project of which is likely to be an exempt kind	SDX
Resulting project of which is likely to be a non-exempt kind	SDN
DVRPC AQ Code	
<i>Not Regionally Significant Project Category³</i>	
Projects determined to be “Not Regionally Significant” and do not fit into an exempt category	NRS

Note: ¹ 40 CFR 93 Sections 126 and 127.
² In PM₁₀ non-attainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

<i>Exempt Project Category¹</i>	<i>AQ Code</i>
Continuation of ride-sharing and van-pooling promotion activities at current levels	A1
Bicycle and pedestrian facilities	A2
Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies	X1
Grants for training and research programs	X2
Planning activities conducted pursuant to title 23 and 49 U.S.C.	X3
Federal-aid systems revisions	X4
Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action	X5
Noise attenuation	X6
Advance land acquisitions (23 CFR 712 or 23 CFR 771)	X7
Acquisition of scenic easements	X8
Plantings, landscaping, etc.	X9
Sign removal	X10
Directional and informational signs	X11
Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	X12
Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes	X13
Others	
Air Quality Projects	

Exhibit 7: MPMS Air Quality Screen

The screenshot displays the MPMS Air Quality Screen interface. At the top, it shows the user 'Logoff' and 'Kent Smidinger, Org: 06200, District: 06'. The main header includes 'MPMS Multimodal Project Management System'. The project details section shows:

- Project: 06421
- Dist: 10
- Status: Programmed
- Manager: Tommaswick
- Route/Sect: 19/270
- Type: State Highway
- County: Butler
- Class: Safety Improvement
- MPO Approval Date: 10/01/2008

 The 'Regional Conformity Determination' section includes a dropdown menu for 'Regional Conformity Status Code' and a text field for 'Region Exempt Code'. A yellow box highlights this section, with an arrow pointing to a legend:

- Regional Conformity Status:
 - Blank - Uncoded
 - Significant
 - Not-Significant
 - Exempt
 - Not Applicable

 The 'CMAQ Analysis/Emissions Results' section shows:

- Required:
- Analysis Date: 03/31/2009
- VOC: 6.40
- CO: 30.81
- NOx: 2.62
- PM 2.5: 0.06

 The 'PM2.5 Project Level Conformity Determination' section includes a dropdown for 'AQ Determination' and a text field for 'Date of Decision'. At the bottom, the 'County Nonattainment Status' is set to 'PM2.5 - Non-Attainment'.

ATTACHMENT A: NONATTAINMENT MAPS

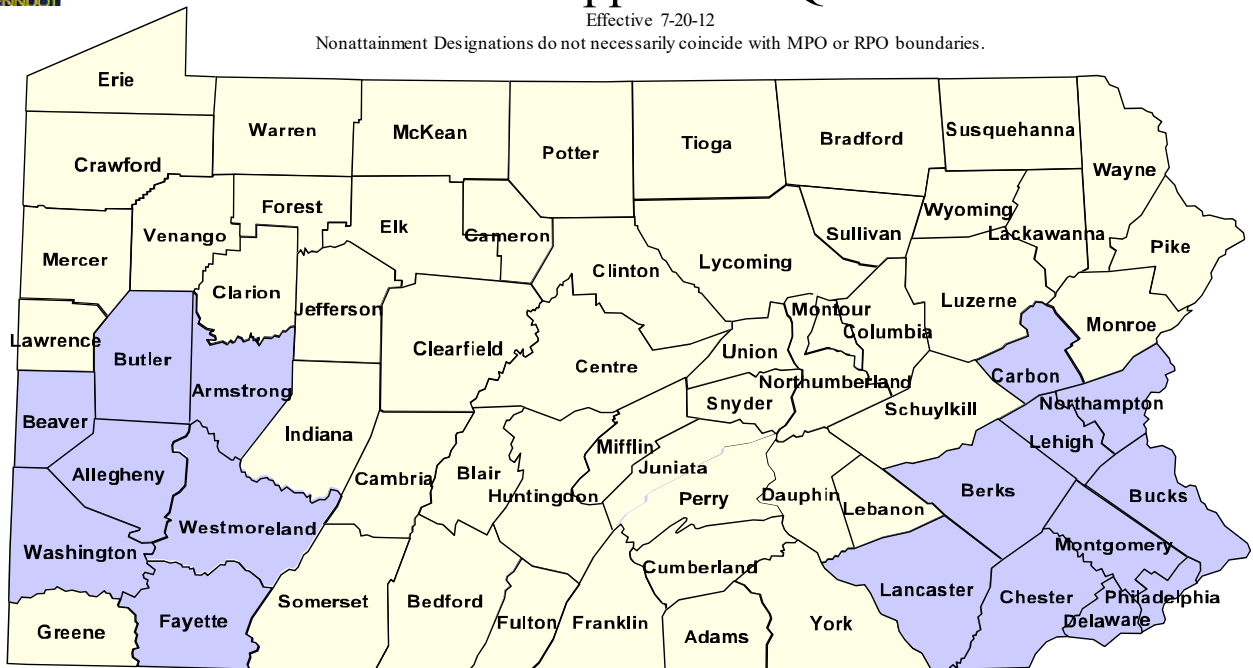
Exhibit A1: Pennsylvania 8-hour Ozone Areas



PA Ozone Nonattainment Counties 2008 8-hr. 0.075 ppb NAAQS for Ozone

Effective 7-20-12

Nonattainment Designations do not necessarily coincide with MPO or RPO boundaries.

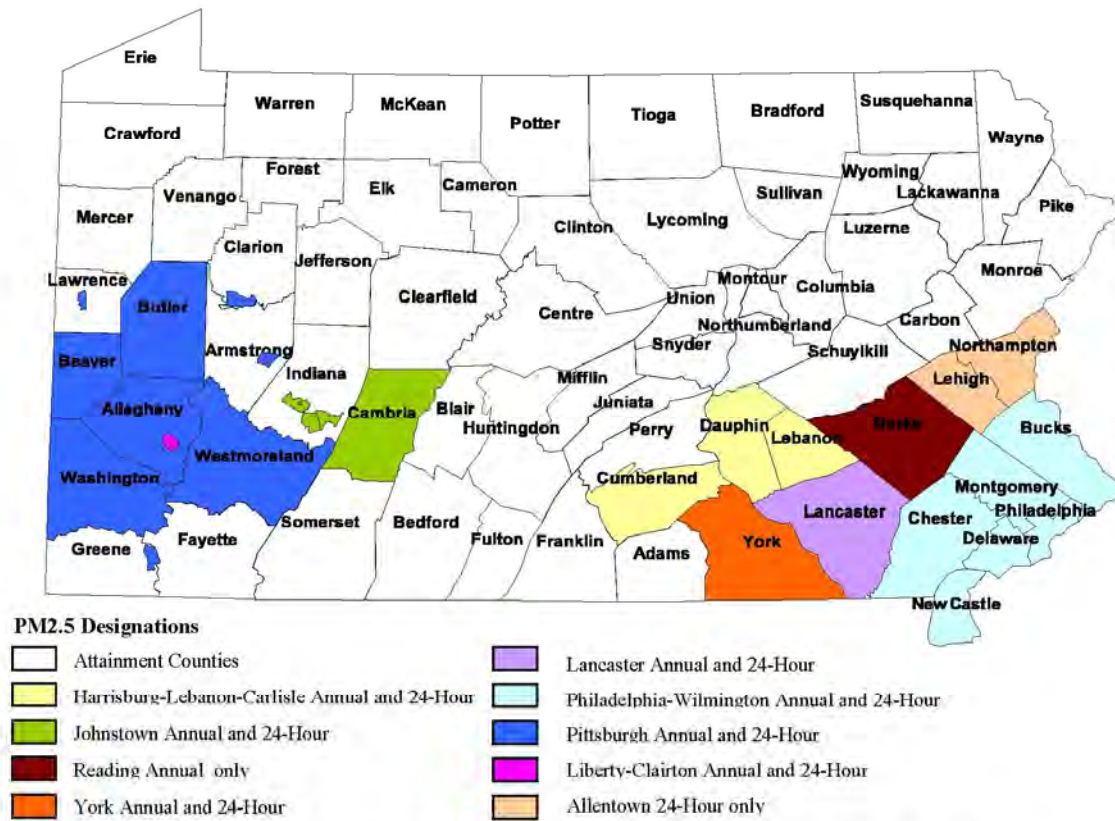


Key



Exhibit A2: Pennsylvania PM_{2.5} Nonattainment Areas

Annual and 24-Hour PM_{2.5} Designations for Pennsylvania
June 20, 2010

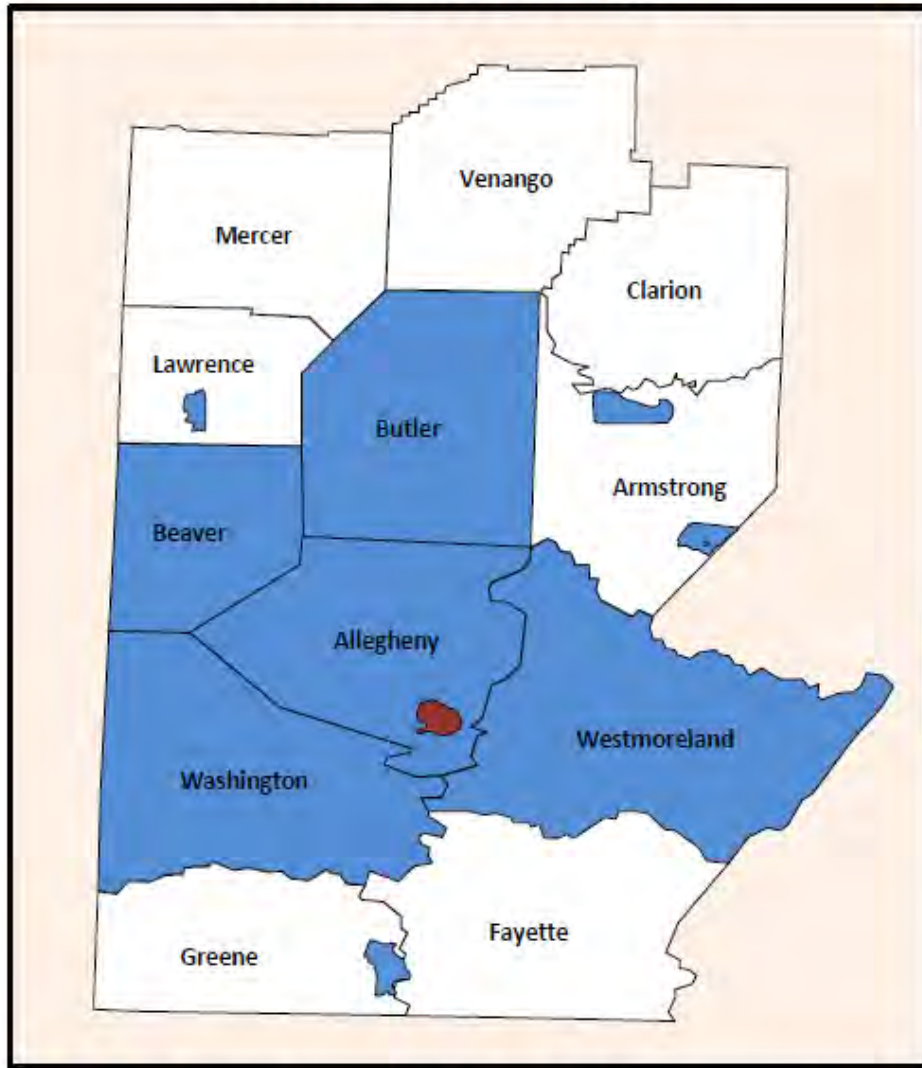


Annual Nonattainment Based on EPA's December 17, 2004 Designations and as Amended on April 14, 2005.

24-Hour nonattainment based on EPA's November 13, 2009 Designations.

Exhibit A3: Southwest Pennsylvania PM_{2.5} Nonattainment Areas

Annual and 24-Hour PM_{2.5} Designations for Pittsburgh-Beaver Valley, Pennsylvania



- Pittsburgh Annual and 24-Hour PM_{2.5} Nonattainment Area*
- Pennsylvania Counties
- Liberty-Clairton 24-Hour PM_{2.5} Nonattainment Area

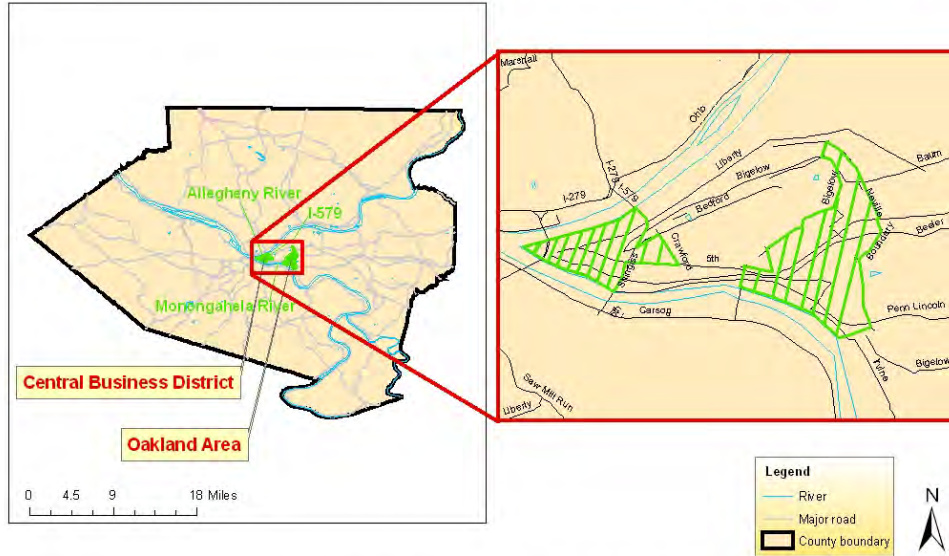
*Remainder of Allegheny County, Elderton Borough & Plumcreek and Washington Townships in Armstrong County, Monongahela Township in Greene County, Township of Taylor south of New Castle City in Lawrence County, and the full counties of Beaver, Butler, Washington, and Westmoreland

24-Hour PM_{2.5} Designations Effective December 14, 2009

Annual PM_{2.5} Designations Effective December 17, 2004 as Amended on April 14, 2005

Exhibit A4: Allegheny County CO Maintenance Areas

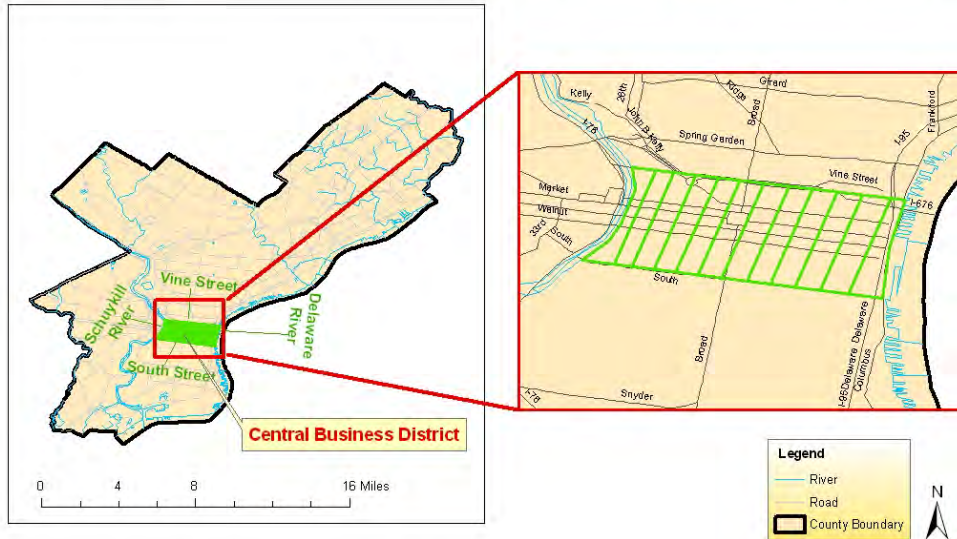
Map of CO Maintenance Areas in Pennsylvania: Allegheny County



Note: The CO maintenance areas in Allegheny County include the high traffic density areas within the CBD and certain other high traffic density areas. The CBD is generally the downtown triangle bounded by the Allegheny River, the Monongahela River and I-579, other high traffic density areas is considered the Oakland neighborhood of Pittsburgh.

Exhibit A5: Philadelphia County CO Maintenance Areas

Map of CO Maintenance Areas in Pennsylvania: Philadelphia County



Note: The CO maintenance areas in Philadelphia County include the high traffic areas within the Central Business District (CBD) and certain other high traffic density areas. The CBD is generally defined as the area in Philadelphia bounded to the north by Vine Street, to the south by South Street, to the west by the Schuylkill River, and to the east by the Delaware River.

ATTACHMENT B: RECORD OF CHANGES TO DOCUMENT

Exhibit B1: History of Changes Made To Document

Date	Updates
March 2008	Original Release
April 2009 (4-6-2009)	<ul style="list-style-type: none"> • Title Page updated to reflect latest version data • Added additional bullet point under Step 1 on Page 2 to initiate contact the transit agency to obtain information on transit projects since they are currently not in the MPMS system • Updated the Exhibit 7 MPMS screen to represent most recent version • Revised page 12 text to list available options for the “Conformity Status Code” entry in the MPMS screen
January 2012 (1-10-2012)	<ul style="list-style-type: none"> • Title Page updated to reflect latest version data • Updated the maps on the cover and Exhibits 1, A1, A2, and A3 • Updated the footnote on page 1 to reflect the most recent SIP information • Deleted references to Independent County (IC), as all counties must be part of an MPO or RPO • Added a “Key Issues” bullet point under Step 2 on Page 2 to highlight the importance of detailed project names and descriptions in the air quality coding process • Clarified Step 5 on Page 2 by recognizing that the PennDOT AQ / Federal Initiatives Section is responsible for finalizing coding for Scenario 1 Agencies and that Scenario 2 Agencies finalize their own coding • Updated Exhibits 3, 4, and 6 to reflect the most recent updates to 40 CFR 93.126 and 127 • Included a definition of Intersection Channelization in Exhibit 6
March 2014 (3-06-14)	<ul style="list-style-type: none"> • Title Page updated to reflect latest version data and revised background map • Page 1 reference to Publication 321 updated (no separate PM screening document) • Page 17 ozone map updated to latest



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