



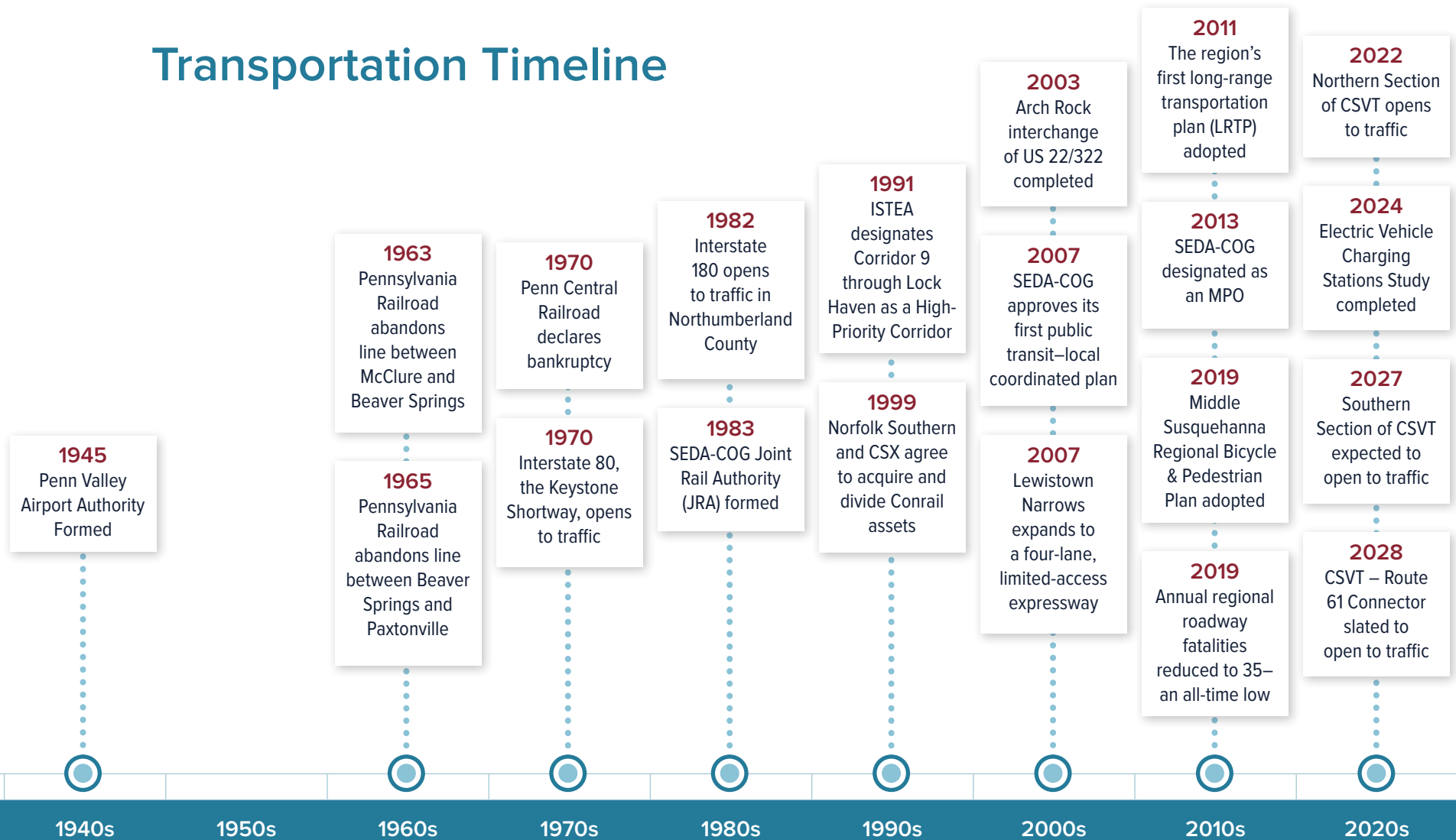
2050

Long-Range Transportation Plan



DRAFT

Transportation Timeline





Letter from the MPO Chair

Developing and maintaining a Long-Range Transportation Plan (LRTP) is one of the core functions of the SEDA-COG Metropolitan Planning Organization (MPO). This 2050 LRTP considers trends, issues, goals, and objectives over the next 25 years and prioritizes regional transportation policies and investments. This LRTP will guide short-range and mid-range programs (e.g., Transportation Improvement Programs and Twelve-Year Programs) and discretionary state or federal grant program funding rounds. Despite rapidly changing circumstances and technologies, this LRTP aims to set the region up for successful transportation outcomes, and the planning process partners will collaborate to address unexpected challenges that emerge.

Transportation is vital for connecting people to daily needs, facilitating economic activity, and securing a high quality of life. We must do all we can to ensure the region has a safe, reliable,

and resilient transportation system that works for all populations. We must make prudent investments in our infrastructure and services that preserve existing assets, while fostering new opportunities for residents, businesses, and communities. That vision is at the heart of this plan and the MPO's commitment to implementing its strategic directions and initiatives.

The 2050 LRTP was updated with input from many individuals and organizations dedicated to improving our region's transportation system and well-being. We thank the many participants who provided input and guidance during the plan's development. We encourage continuous public involvement and recommendations as we implement and update the plan to strengthen our region and better the future for all area stakeholders.

Steve Herman
SEDA-COG MPO Chairperson

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Public Participation Notice

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Acknowledgements

SEDA-COG MPO Board

Borough of Berwick – Jack Kytte
Town of Bloomsburg – Lisa Dooley
Clinton County – Stephen Gibson
Columbia County – Chris Anderson
Juniata County – Brad Kerstetter
Mifflin County – James Lettiere, AICP
Montour Area Recreation Commission – Bob Stoudt
Montour County – Greg Molter
Northumberland County – Justin Skavery
PennDOT Central Office – Nathan Walker
PennDOT District 2-0 – Mark Schultz
PennDOT District 3-0 – Chris King
rabbittransit – Michele Holman
SEDA-COG Board of Directors – Commissioner Randy Karschner
SEDA-COG Transportation Program – Steve Herman, AICP
Snyder County – Lincoln Kaufman
Union County – Shawn McLaughlin, AICP, CPRP

LRTP Steering Committee

| | |
|------------------|--------------------|
| Megan Bair | Preston Mausteller |
| Justin M. Batiuk | Dan Merk |
| Poppy Breining | Greg Molter |
| Lauren Bryson | Gene Porochniak |
| Lisa Dooley | Mark Schultz |
| Stephen Gibson | Leslie Warriner |
| Chris King | |

SEDA-COG Staff

| | |
|--------------------|--------------|
| Steve Herman | Nancy Osborn |
| Don Kiel | Samuel Saxe |
| Kristin McLaughlin | |

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Transportation by the Numbers

SEDA-COG MPO Region: Clinton, Columbia, Juniata, Mifflin, Montour, Northumberland, Snyder, and Union counties



LOCAL GOVERNMENT

3,450 Square Miles of Land Area
48 Boroughs
3 Cities
1 Town
125 Townships



DEMOGRAPHICS

75,359 Residents Aged 65 and Older
 (ACS 5-Year Average, 2023)
363,540 Total Population
 (ACS 5-Year Average, 2023)



ROADWAYS

7,185 Linear Miles of Roadway (2023)
37% Percentage of Linear Miles State-Owned (2023)
56% Percentage of Linear Miles Locally Owned (2023)
7% Percentage of Linear Miles Owned by Other Agency (2023)
85.8 Linear Miles of Interstate (2023)
9,900,668 Daily Vehicle-Miles Traveled (DVMT) (2023)
243 Traffic Signals (2025)

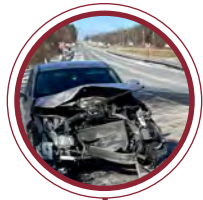


BRIDGES

1,917 State Bridges > 8 feet (2025)
2.76% Percentage of Poor-Condition State Bridges by Count (2025)
1.3% Percentage of Poor-Condition State Bridges by Deck Area (2025)
366 Local Bridges > 20 feet (2025)
24.0% Percentage of Poor-Condition Local Bridges by Count (2025)
27.1% Percentage of Poor-Condition Local Bridges by Deck Area (2025)

continued next page

Transportation by the Numbers, cont'd.



SAFETY

- 3,068** Average Annual Roadway Crashes (2020-2024)
- 48.4** Average Annual Roadway Fatalities (2020-2024)
- 242** Average Annual Roadway Crashes, 65+ Driver (2020-2024)
- 9.8** Average Annual Horse-and-Buggy Crashes (2020-2024)
- 18** Average Annual Bicycle Crashes (2020-2024)
- 39** Average Annual Pedestrian Crashes (2020-2024)



TRANSIT

- 23,001** LATS Total Fixed-Route Ridership (FY 2023-24)
- 40,648** rabbitransit Stop Hopper Ridership (2025)
- 164,484** rabbitransit Total Shared-Ride Trips (FY 2023-24)
- 35,791** CARS Total Shared-Ride Trips (FY 2023-24)
- 18,696** STEP Total Shared-Ride Trips (FY 2023-24)



MULTIMODAL

- 145** Miles of BicyclePA routes
- 9** Public-Use Airports
- 205** JRA Mainline Railroad Miles
- 611** Electric Vehicles (2023)

SEDA-COG MPO 2050 Long-Range Transportation Plan



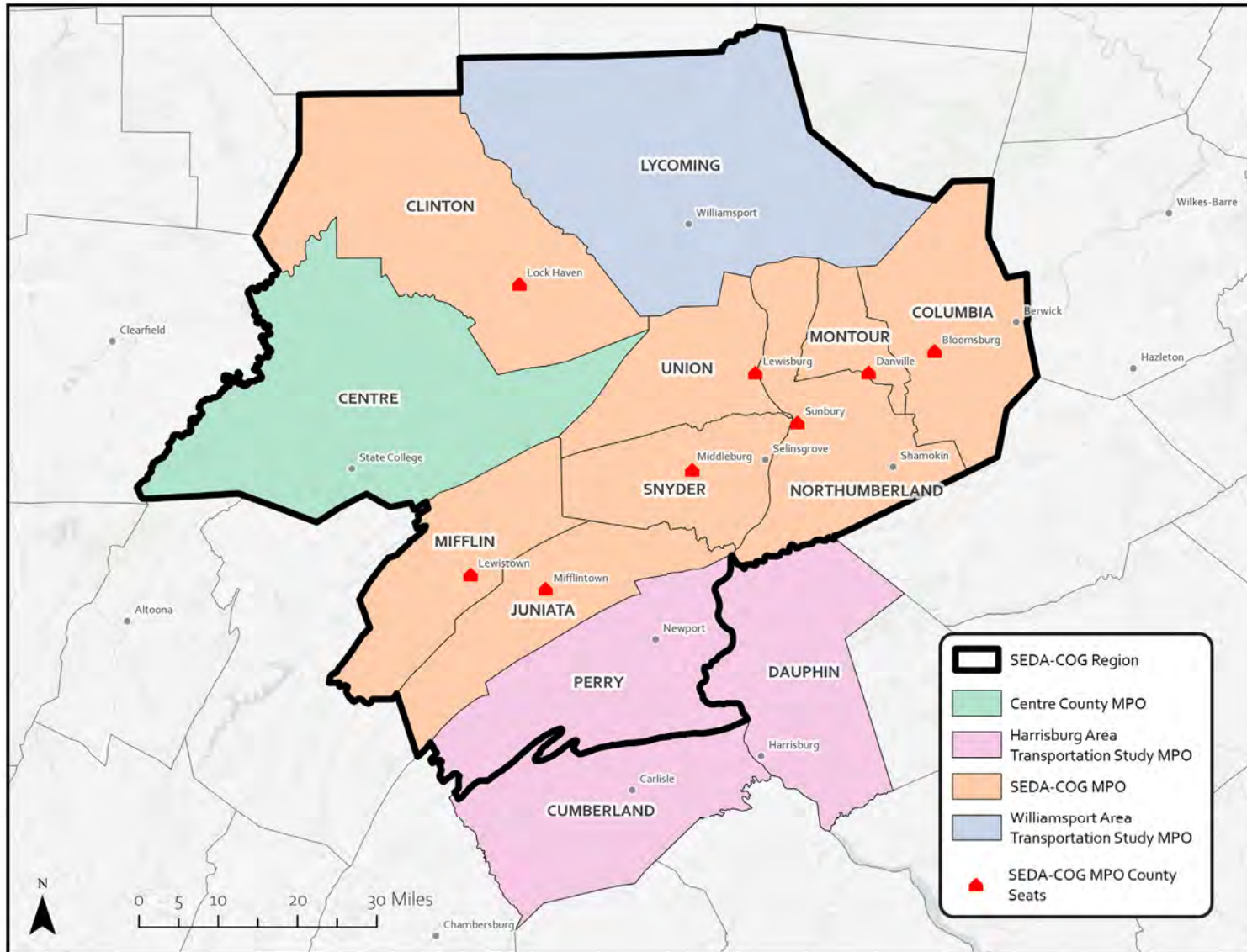
Introduction



What is an MPO?

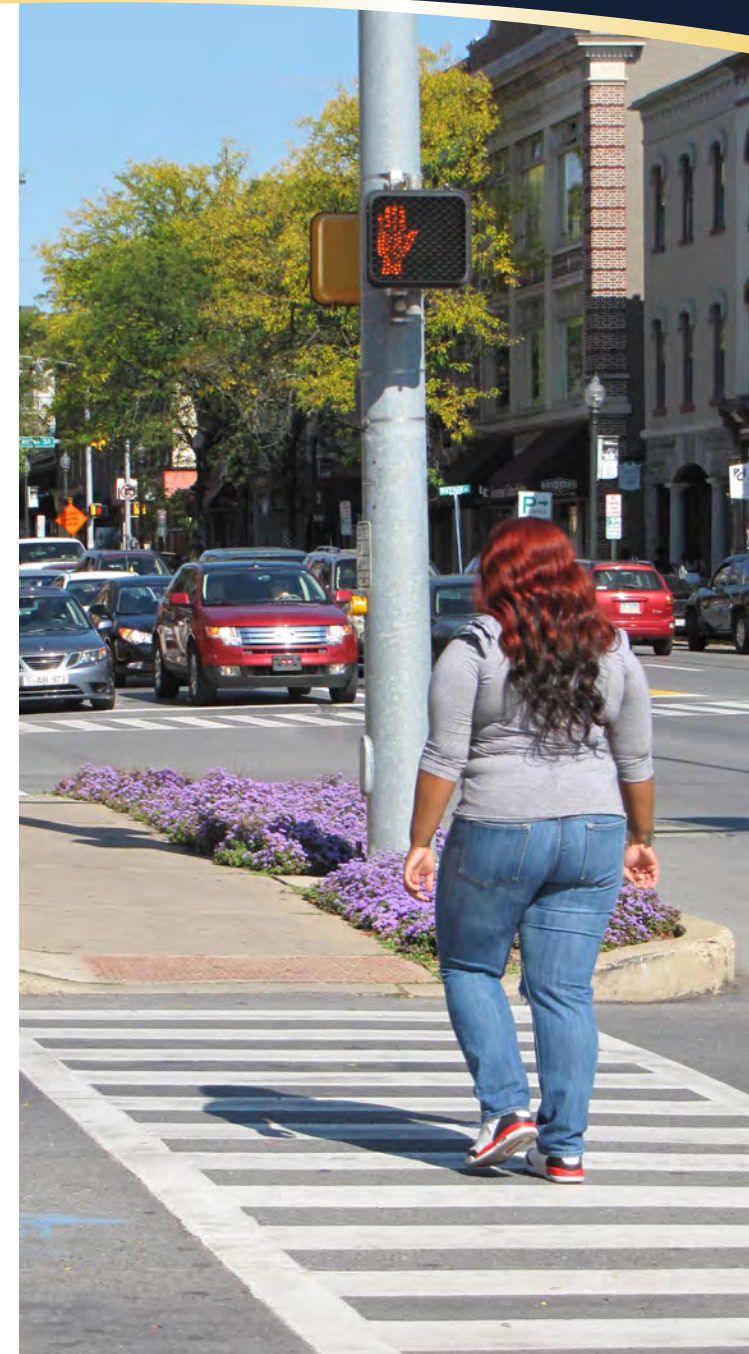
- The SEDA- Council of Governments (SEDA-COG) is a regional public development organization serving 11 counties in Central Pennsylvania: Centre, Clinton, Columbia, Juniata, Lycoming, Mifflin, Montour, Northumberland, Perry, Snyder, and Union.
- The SEDA-COG Metropolitan Planning Organization (MPO) is the designated transportation planning body for eight of these counties: Clinton, Columbia, Juniata, Mifflin, Montour, Northumberland, Snyder, and Union (Figure 1). The MPO region spans 3,450 square miles and had a 2023 estimated population of 363,540.
- There are 177 municipalities in the eight-county SEDA-COG MPO region, including 125 townships, 48 boroughs, one town, and three cities: Lock Haven, Shamokin, and Sunbury. In addition, Bloomsburg-Berwick, Lewisburg, Lewistown, Lock Haven, Selinsgrove, and Sunbury are designated by the U.S. Census as urban clusters of Micropolitan Statistical Areas.
- The MPO's governing body includes 17 voting members and several non-voting members.
- The SEDA-COG MPO functions under an agreement with PennDOT to guide transportation planning and approve capital investments across all modes of travel (highways, bridges, transit, rail, and bicycle/pedestrian infrastructure).
- The MPO develops and maintains four key planning documents: a Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Public Participation Plan (PPP), and Unified Planning Work Program (UPWP). These documents support a coordinated, multimodal transportation system that serves residents, businesses, and communities throughout the region.

Figure 1: The SEDA-COG Region and MPO Planning Area



LRTP Purpose

- A Long-Range Transportation Plan (LRTP) guides the development, maintenance, and management of an adequate, safe, accessible, multimodal transportation system. This plan supports the area's communities by facilitating the efficient movement of people and goods throughout the SEDA-COG MPO region.
- The LRTP is both a long-term planning strategy and a proposed capital improvement program, identifying and prioritizing transportation projects through the year 2050. It reflects the region's goals and available resources, while meeting federal and state planning requirements and aligning with broader transportation priorities.
- The plan outlines the location, scale, and type of proposed infrastructure improvements across all modes—highways, streets, sidewalks, trails, rail, airports, and public transit—emphasizing a multimodal approach.
- Federal law requires each region's LRTP to be updated every five years, and include:
 - » A comprehensive review of existing infrastructure and the regional context;
 - » Analysis of emerging trends and future needs;
 - » Collaboration with a regional LRTP Steering Committee;
 - » Public outreach and engagement to gather input on priorities; and
 - » A fiscally constrained list of high-priority projects based on cost estimates and funding forecasts.
- The LRTP also acknowledges the link between transportation and land use. While land use policy is governed by local municipalities under Pennsylvania law, the MPO coordinates with local governments to support integrated planning. The LRTP does not address law enforcement or security issues, which fall under other agencies' jurisdiction, nor does it serve as an advocacy tool for special interests. Instead, it focuses on practical, data-driven solutions to improve safety, reduce congestion, and enhance mobility across the region.
- The previous LRTP was adopted in June 2021 and covered the planning horizon from 2021 to 2045. This 2050 LRTP builds on that foundation, outlining the region's transportation vision, goals, and priorities for the next 25 years. It identifies key projects, programs, and policies to guide investment in transportation infrastructure across all modes—setting a renewed vision and strategy for the region's transportation future.



Special Focus Areas

Safety

- Safety is one of the federally required performance measures and the top goal in the plan. The MPO is committed to working toward safer roads in alignment with the federal Safe System Approach, including the Vision Zero Goal. To guide this work, the MPO adopts PennDOT’s safety performance measure targets, focusing on reducing fatalities and sustaining progress in lowering serious injuries.

Active Transportation

- The SEDA-COG MPO region plays a vital role in supporting community vitality, economic development, and quality of life. It encompasses not only recreational bicycle and pedestrian infrastructure, but also the use of these modes for everyday travel to jobs, schools, and commercial destinations. The region’s transportation landscape also features more unique modes, such as horse and buggy travel and ATV use on state and local roads, which introduce both challenges and opportunities for creating a network that safely accommodates all non-traditional users.

- The MPO adopted the Middle Susquehanna Bicycle and Pedestrian Plan in 2019 in partnership with the Susquehanna Greenway Partnership. An update to the plan is anticipated to begin in 2026, reflecting the MPO’s ongoing commitment to improving and expanding active transportation options across the region.

Central Susquehanna Valley Transportation (CSVT)

- The CSVT project is one of the most transformative infrastructure efforts in the region. The northern section opened in July 2022 and has significantly reduced traffic congestion in communities such as Lewisburg and Northumberland. The diversion of through traffic has improved safety and reduced wear on local roads.
- The southern section is currently under construction, with the mainline CSVT expected to be completed in 2027 and the Route 61 Connector opening anticipated in 2028. Be-

yond transportation benefits, the CSVT has supported commercial development along the corridor, particularly in Northumberland, Snyder, and Union counties, with new business and service-oriented projects emerging near interchanges and growth areas.

Emerging Technology

- SEDA-COG MPO has taken proactive steps to prepare for emerging transportation technologies. A major initiative was the adoption of the Electric Vehicle (EV) Charging Stations Study and Implementation Plan in August 2024. The plan identified gaps in the regional EV charging network and proposed candidate sites for new stations.

Planning Initiatives

- This LRTP is consistent with and aims to advance the recommendations of previous transportation studies and plans in the region, as listed in [Appendix E](#).

Strategic Plan Integration

Overview

- The SEDA-COG MPO adopted its Strategic Plan 2024-2028 in June 2024. It is a five-year guidance document identifying priorities or areas of focus for the MPO’s knowledge development and planning practice. Each priority features a range of initiatives that can strengthen the working knowledge of MPO staff on technical subjects and develop new practices or enhance existing ones. The MPO has selected a few initiatives to implement each year. The Strategic Plan included an implementation framework and template that was expanded into an Annual Work Program & Progress Report.
- The Strategic Plan contains sections on Mission & Vision, Priorities, Objectives, Initiatives, and Implementation Framework. It also identified Strengths & Concerns, Partners & Allies Serving the Region, and Regional Transportation Issues and Trends.
- The MPO’s vision statement through 2029 as developed and adopted as part of the Strategic Plan is: The SEDA-COG MPO is more effective at meeting the region’s long-term transportation needs because it consistently leverages:
 - » **Public and Stakeholder Engagement** – Understanding the transportation system from varied perspectives to define needs and develop solutions.
 - » **Intergovernmental Coordination** – Communicating, convening, and collaborating from the federal to the local levels to improve planning, programming, and project development.
 - » **Funding** – Pursuing federal, state, and private-sector funding opportunities to advance a strategic transportation investment plan.
 - » **Information** – Using PennDOT data and other relevant sources as a foundation for performance-based planning and problem-solving.
- There were five strategic priorities with associated objectives and initiatives defined in the plan:
 - » System Condition and Modernization
 - » Public and Stakeholder Engagement
 - » Intergovernmental Coordination
 - » Funding, Resources, and Capacity
 - » Data and Information



Planning Implications

- Most objectives and many initiatives identified in the Strategic Plan relate at least tangentially to the Long-Range Transportation Plan.
- It may be useful to associate links between Strategic Plan strategic priorities, objectives, and initiatives with specific projects listed in the Long-Range Transportation Plan. While no special weight for these factors was applied in rating and ranking proposed LRTP projects, promoting and recognizing alignment between the two could support MPO actions and help to justify decisions for project choice and development.

Regional Existing Conditions



Geographical Characteristics

Overview

- Transportation and infrastructure development in Central Pennsylvania have historically been shaped by the region’s distinctive topography and extensive network of waterways (Figure 2).
- Most of the SEDA-COG MPO region lies within the Ridge and Valley Geologic Province, while parts of Clinton County extend into the Appalachian Plateaus Province.
- According to the Pennsylvania Geological Survey, the region’s topography was formed by tectonic compression from the southwest, which folded the rock layers into elongated valleys and ridges. Softer stone such as shale and siltstone eroded to form valleys, while harder sandstones resisted erosion, forming ridges. These elevation contrasts are most pronounced in the western and northern parts of the region, where changes in elevation can reach 1,000 feet. The topography becomes more subdued in the eastern counties. Overall, the region’s landscape is characterized by a repeating pattern of ridges and valleys oriented southwest to northeast.
- The Susquehanna River system dominates the region’s drainage, with its West Branch

flowing through or along Clinton, Northumberland, and Union counties; the North Branch through Columbia, Montour, and Northumberland counties; and the main stem bordering Northumberland, Snyder, and eastern Juniata counties. The Juniata River traverses Mifflin and Juniata counties before joining the Susquehanna farther south. Numerous smaller streams and creeks feed into these major rivers.

- Infrastructure development closely followed natural corridors—waterways, valleys, and ridge gaps. The Pennsylvania Canal system traced the paths of the Juniata, North Branch, West Branch, and Susquehanna rivers. Strategic locations, including the confluence of the North and West branches near Sunbury and Northumberland, emerged as key trade

hubs in the 19th century and remain population centers today.

- Railroads eventually replaced canals, often following the same river-aligned routes. Highways were later constructed parallel to rail lines or designed to connect with them, typically following valley floors or winding through ridge gaps. Much of today’s transportation network still traces these historical paths. A notable exception is Interstate 80, which cuts across the ridge-and-valley terrain but often aligns with older state routes, especially in the western part of the region.

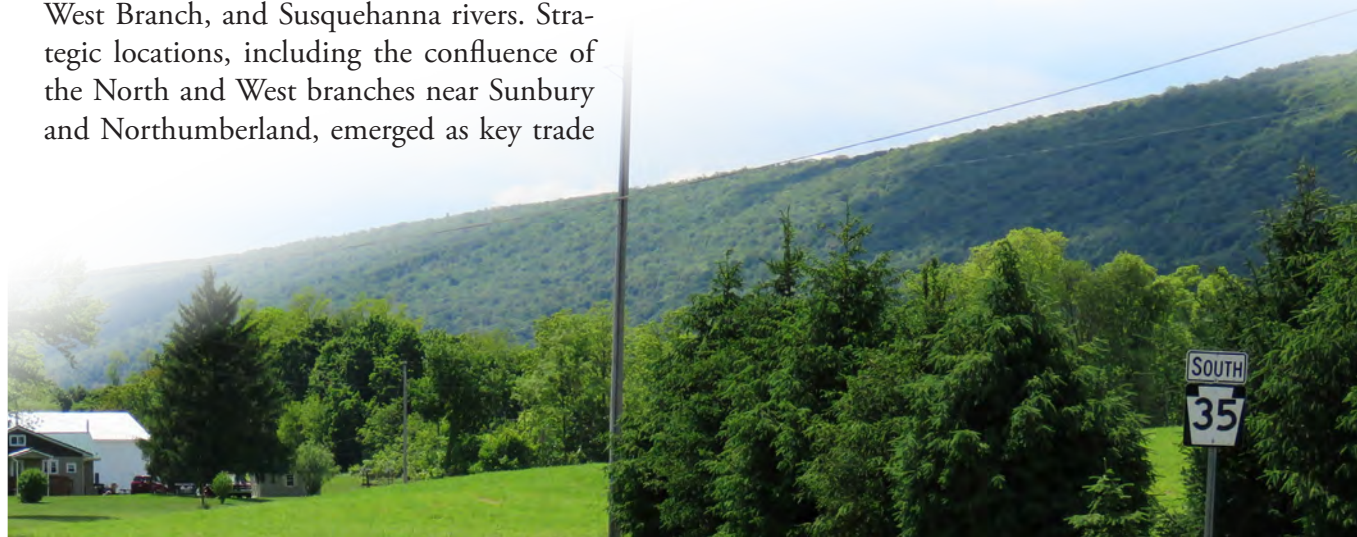
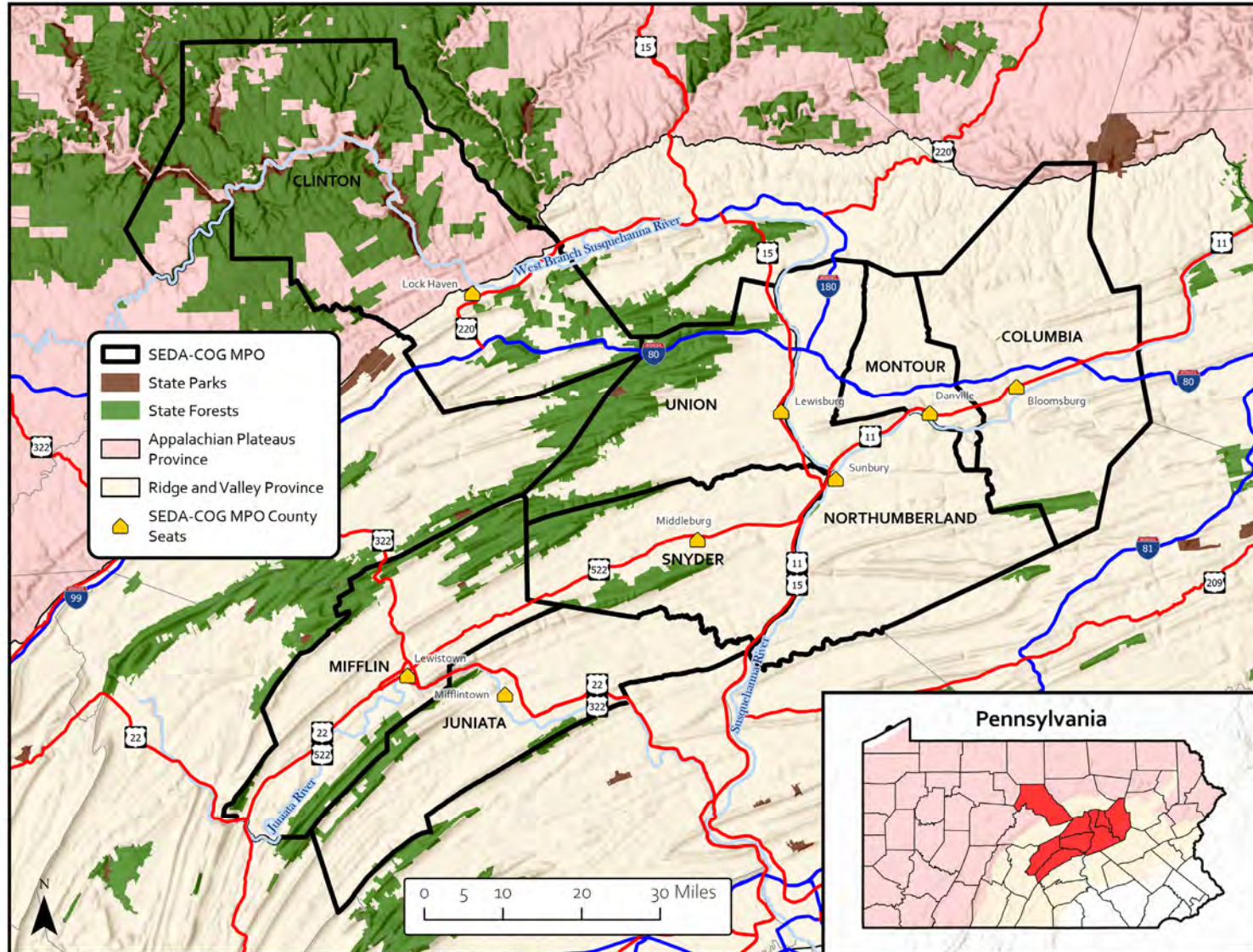


Figure 2: Geographical Features of the SEDA-COG MPO Region

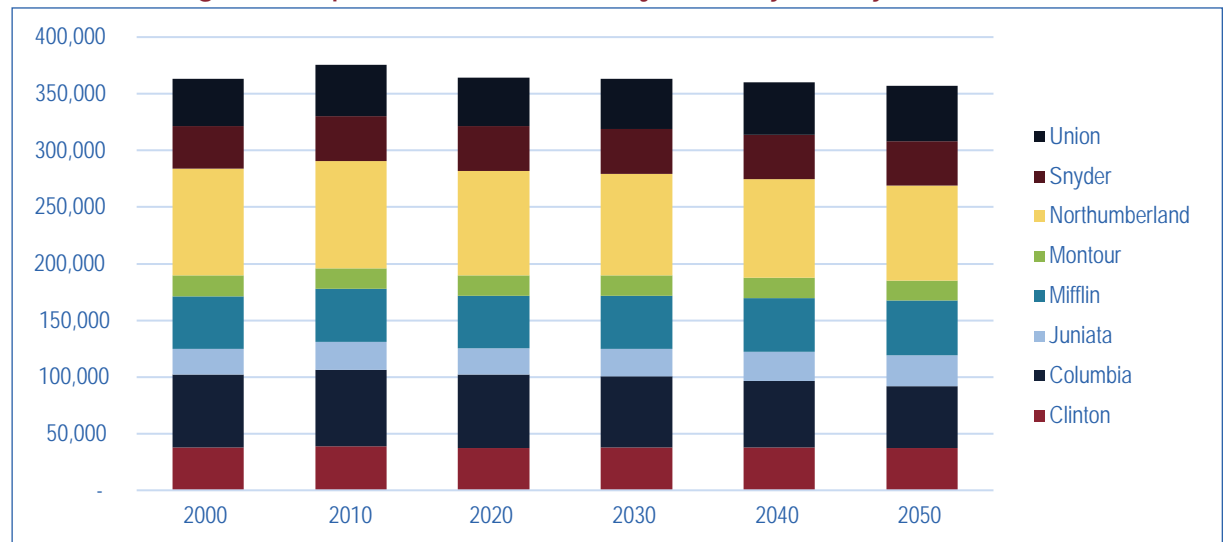


Demographics

Overview

- According to the 2019–2023 American Community Survey (ACS) 5-Year Estimates, the SEDA-COG MPO region had a population of 363,540, down from an estimated 375,423 in 2013—a decrease of 3.2 percent.
- Between 2013 and 2023, all counties in the MPO region experienced population decline except for Snyder.
- Northumberland County is the region’s most populous county, with 90,925 residents as of 2023. It is expected to remain the most populous county in the MPO region through 2050, despite a projected decline of 8.5 percent (7,099 residents). While Northumberland has the greatest share of the region’s population, Columbia County faces a steeper decline—losing an estimated 10,618 residents, or 15.9 percent of its population, over the same period.
- According to data from the Center for Rural Pennsylvania, the region’s population is projected to decline to approximately 356,981 by 2050—a loss of 7,048 residents, or 1.9 percent compared to 2020 (Figure 3). This would represent a slowing of the population

Figure 3: Population Trends and Projections by County, 2000–2050



Source: Center for Rural Pennsylvania

decline in the region compared to the sharper decrease experienced between 2010 and 2020. During the same time period (2020–2050), the state’s population as a whole is anticipated to increase by 1.6 percent.

- From 2020 to 2050, Columbia and Northumberland are projected to record popula-

tion declines exceeding 8 percent, while both Juniata and Union are expected to grow by 15 percent each.

- Thirty-two of the region’s 177 municipalities, or 18 percent, recorded double-digit growth rates between 2013 and 2023. Many of these gains occurred in townships surrounding core communities.

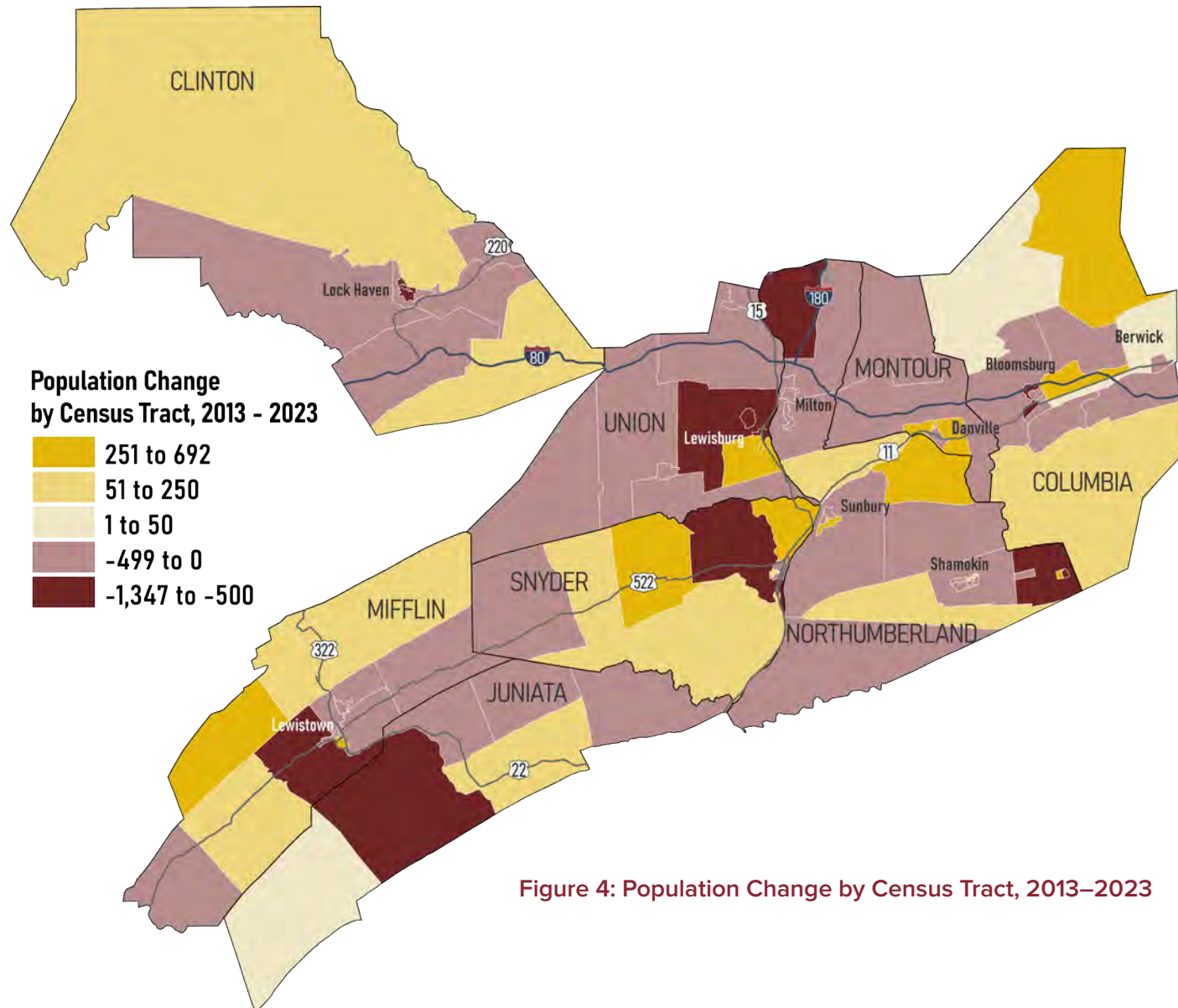


Figure 4: Population Change by Census Tract, 2013–2023

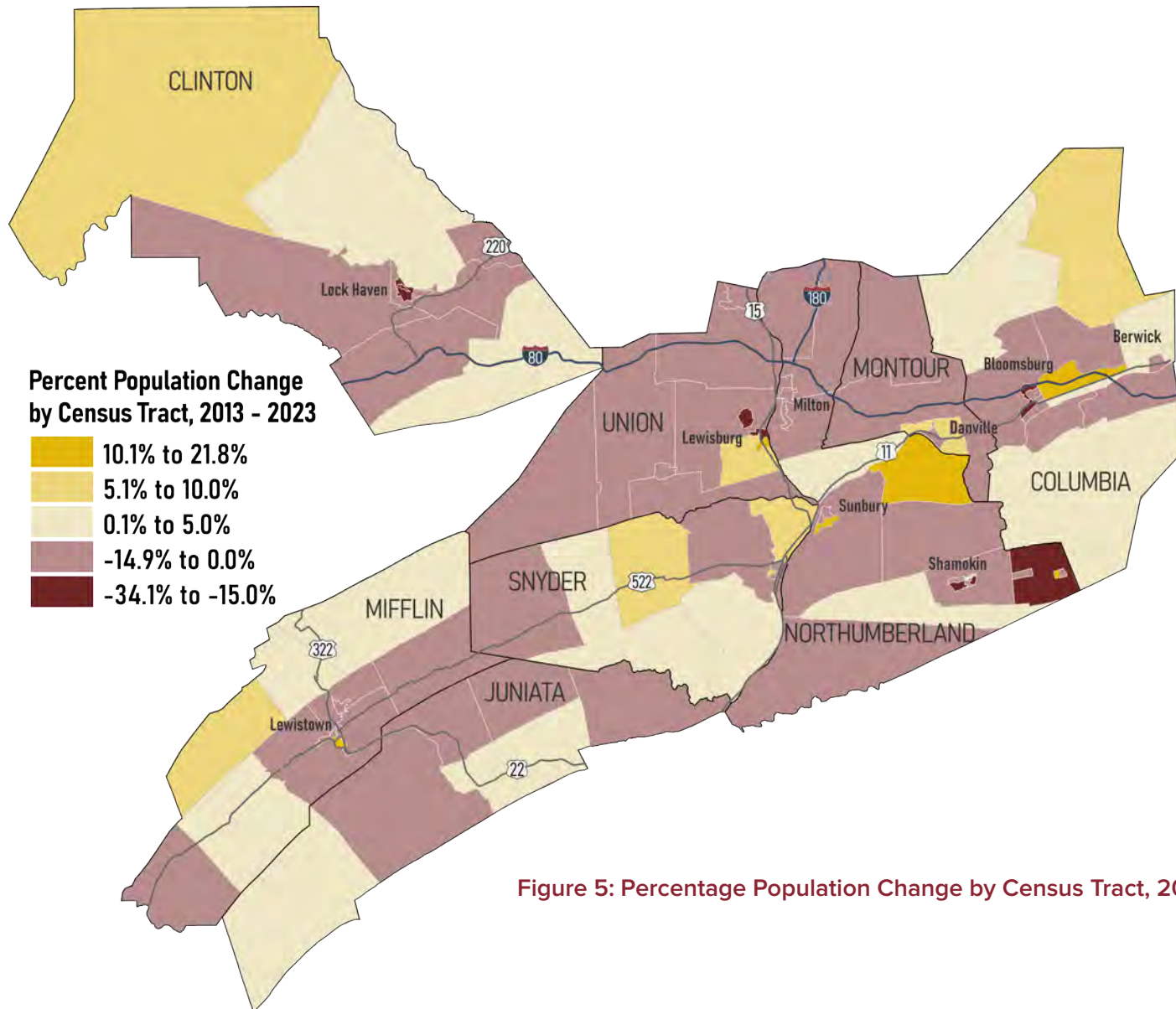


Figure 5: Percentage Population Change by Census Tract, 2013–2023

Table 1: Municipalities with Largest Increase in Population, 2013-2023

| Municipality | 2013 Population | 2023 Population | Percentage Increase |
|--|-----------------|-----------------|---------------------|
| 1. Sugarloaf Township, Columbia County | 649 | 1,338 | 106.2% |
| 2. Leidy Township, Clinton County | 104 | 166 | 59.6% |
| 3. Gallagher Township, Clinton County | 380 | 542 | 42.6% |
| 4. Lower Augusta Township, Northumberland Co | 926 | 1,311 | 41.6% |
| 5. Rush Township, Northumberland County | 1,094 | 1,534 | 40.2% |
| 6. Benton Township, Columbia County | 1,027 | 1,341 | 30.6% |
| 7. Newton Hamilton Borough, Mifflin County | 192 | 248 | 29.2% |
| 8. Freeburg Borough, Snyder County | 644 | 810 | 25.8% |
| 9. Adams Township, Snyder County | 858 | 1,066 | 24.2% |
| 10. Center Township, Snyder County | 2,088 | 2,575 | 23.3% |

Table 2: Municipalities with Largest Decrease in Population, 2013-2023

| Municipality | 2013 Population | 2023 Population | Percentage Decrease |
|---|-----------------|-----------------|---------------------|
| 1. Grugan Township, Clinton County | 83 | 28 | -66.3% |
| 2. Benton Borough, Columbia County | 1,050 | 494 | -53% |
| 3. West Keating Township, Clinton County ² | 17 | 9 | -47.1% |
| 4. Kistler Borough, Mifflin County | 416 | 256 | -38.5% |
| 5. Colebrook Township, Clinton County | 234 | 159 | -32.1% |
| 6. Mifflin Borough, Juniata County | 598 | 415 | 30.6% |
| 7. East Keating Township, Clinton County ³ | 10 | 7 | -30.0% |
| 8. Avis Borough, Clinton County | 1,906 | 1,335 | -30.0% |
| 9. Port Royal Borough, Juniata County | 1,070 | 754 | -29.5% |
| 10. Kelly Township, Union County | 5,451 | 3,848 | -29.4% |

- The largest population losses by count for the decade ending 2023 have occurred in the Town of Bloomsburg (Columbia County), Kelly Township (Union County), and the City of Lock Haven (Clinton County). Each of these municipalities has group quarters populations¹ that may partially account for the fluctuation in population. The municipalities with the largest population increases and decreases by percentage are shown in Tables 1 and 2.
- Only 2 out of 117 municipalities have more than 10,000 residents, both in Columbia County: the Town of Bloomsburg with 12,906 residents and Berwick Borough with 10,291.

¹ “Group Quarters” populations include college/university student housing, correctional facilities, and skilled-nursing facilities.

² West Keating Township is the third-least-populated municipality in Pennsylvania.

³ East Keating Township was absorbed into Noyes Township in January 2025.

Table 3: Population Centers in the SEDA-COG MPO Region, 2023

| Municipality | County | Population | Population Density (Residents per square mile) |
|------------------------|----------------|------------|--|
| Mount Carmel Borough | Northumberland | 5,695 | 8,673 |
| City of Shamokin | Northumberland | 6,890 | 8,261 |
| Lewisburg Borough | Union | 5,247 | 5,392 |
| City of Sunbury | Northumberland | 9,643 | 4,676 |
| Lewistown Borough | Mifflin | 8,505 | 4,189 |
| City of Lock Haven | Clinton | 8,386 | 3,359 |
| Berwick Borough | Columbia | 10,291 | 3,345 |
| Selinsgrove Borough | Snyder | 5,655 | 3,088 |
| Town of Bloomsburg | Columbia | 12,906 | 2,967 |
| Danville Borough | Montour | 4,225 | 2,716 |
| Northumberland Borough | Northumberland | 3,874 | 2,571 |
| Milton Borough | Northumberland | 6,582 | 1,918 |

Source: US. Census Bureau

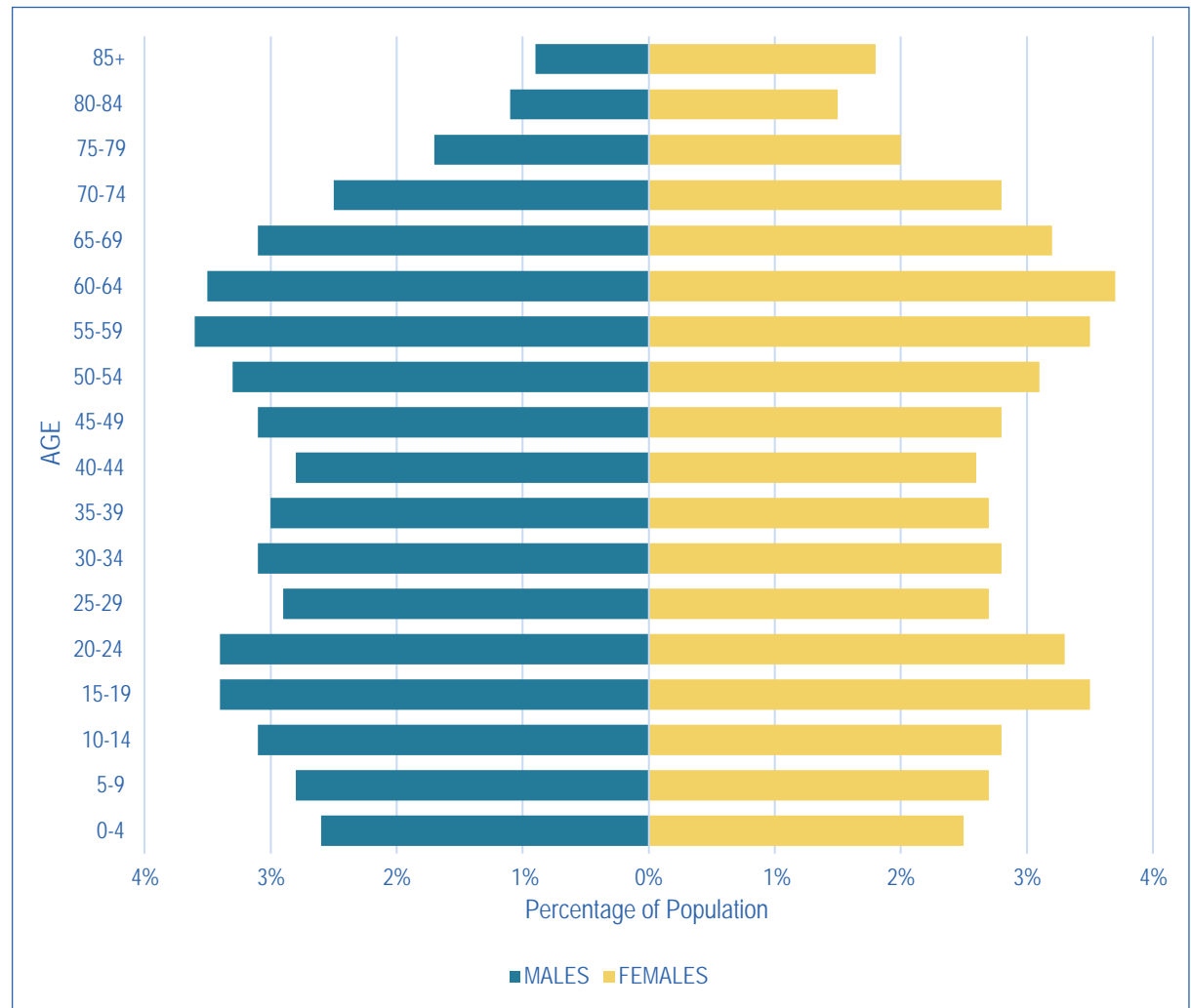
Note: Population centers are defined as areas with a population > 3,500 and a population density > 1,000 people per square mile.

- Population centers in the SEDA-COG MPO region are defined as municipalities with more than 3,500 residents and a density greater than 1,000 people per square mile. Northumberland County has five municipalities meeting these criteria. Mount Carmel Borough and the City of Shamokin remain the most densely populated, with more than 8,000 people per square mile. Columbia has two qualifying municipalities, while all other counties—except Juniata—have one. Mifflinburg Borough in Union County no longer meets the total population threshold but still has a high density of 1,920 people per square mile. See Table 3.

One-fifth of the region’s population is 65 or older.

- In 2020, 20.8 percent of the region’s population was age 65 or older (Figure 6). It is anticipated that this age cohort will continue to increase until 2035, when it will comprise almost 25 percent of the total population, and then slowly begin to decline. By 2050, the population over 65 years of age is estimated to be 22.6 percent of the population.
- The region has a relatively high median age, according to the 2023 U.S. Census Bureau American Community Survey (ACS) 5-year estimates. Northumberland County has the highest median age (44.4 years), followed by Mifflin and Juniata counties (both at 43.1 years). Clinton, Snyder, and Union counties have median ages slightly below that of the state as a whole (40.9 years). This may be attributed to the universities located in those counties.

Figure 6: SEDA-COG MPO Population by Age and Sex, 2020



Source: U.S. Census Bureau, 2020 Decennial Census

- The MPO region is home to a sizeable “Plain Sect” population, including both Amish and Old Order Mennonite groups that rely primarily on horse-and-buggy transportation.
- Estimates indicate that as of 2024 there were 394,720 Amish in the United States.⁴ Of those, Pennsylvania is home to 23 percent or 92,660—the largest Amish population in North America.
- The Plain Sect population in the MPO region grew by 5,417 people between 2010 and 2020. The region includes 10 Amish settlements (Table 4), including Big Valley/Belleville in Mifflin County, which ranks as the ninth-largest Amish community in North America.

Table 4: SEDA-COG MPO Plain Sect Settlements

| Settlement | County | Estimated Population |
|-------------------------|------------------------|----------------------|
| Nittany Valley/Howard | Centre/Clinton | 1,700 |
| Loganton/Sugar Valley | Clinton | 1,375 |
| Bloomsburg/Danville | Columbia/Montour | 925 |
| Mifflintown/Port Royal | Juniata | 1,320 |
| Ferguson Valley | Mifflin | 35 |
| Big Valley/Belleville | Mifflin/Huntingdon | 5,420 |
| Turbotville/Danville | Montour/Northumberland | 180 |
| Northumberland/Dornsife | Northumberland | 600 |
| McClure | Snyder | 425 |
| Winfield | Union | 185 |

⁴ The Young Center for Anabaptist and Pietist Studies at Elizabethtown College.

Planning Implications

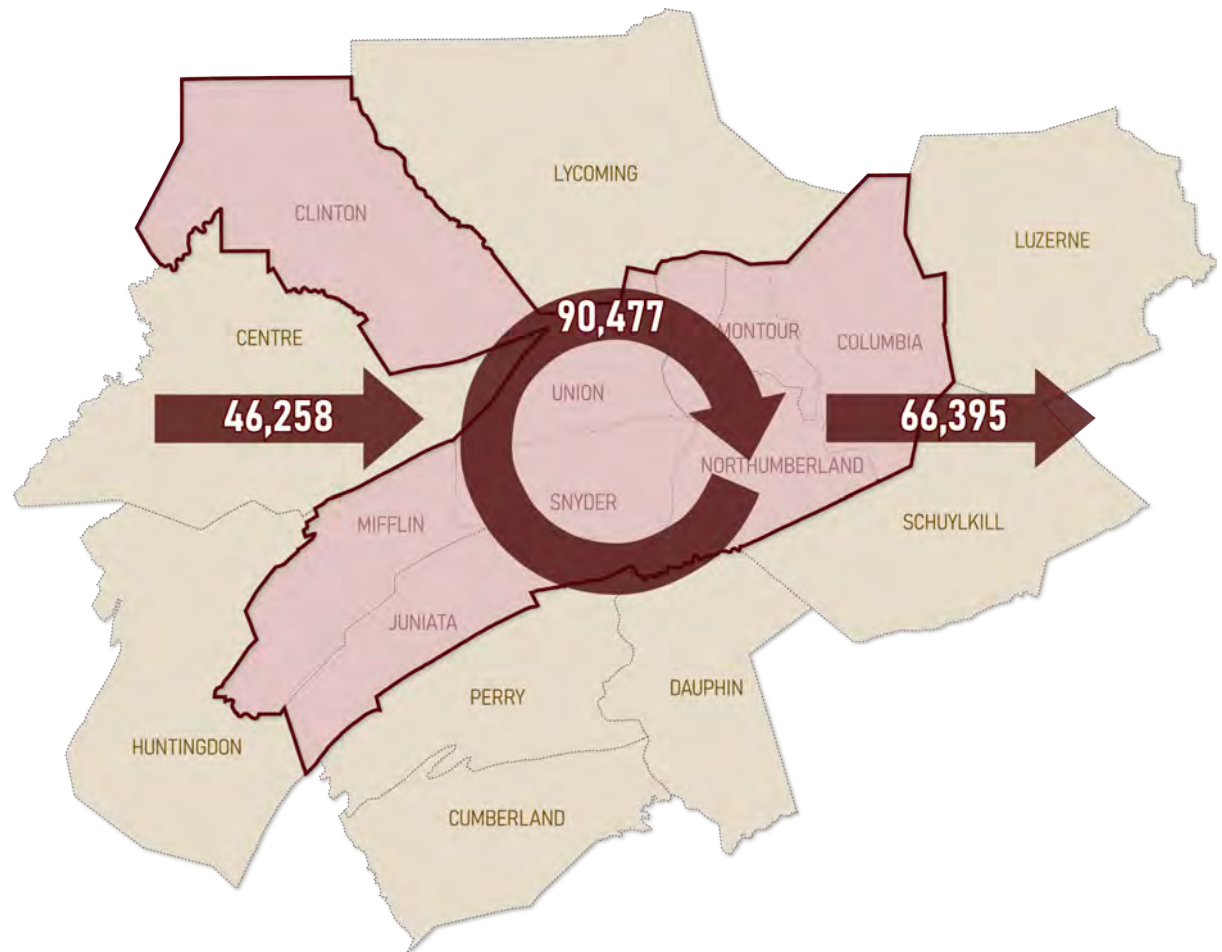
- Maintaining infrastructure while population shrinks and relocates outside of major population centers will require right-sizing transportation infrastructure. This could include rural road enhancements and increased multimodal planning being prioritized over major new road expansions, and a focus on maintenance, modernization, and strategic upgrades rather than large-scale expansion projects.
- The aging population will create a need for improved public transit accessibility, expanded senior-friendly transportation options (e.g., increased paratransit and door-to-door transit services), enhanced ADA-compliant pedestrian infrastructure, and more conspicuous signage.
- The unique transportation needs of the Plain Sect population and college students require an integration of non-motorized transportation policies that respect the needs of these groups while ensuring overall roadway safety, as well as bicycle- and pedestrian-friendly infrastructure to accommodate a large non-driving population.

Socioeconomics

Overview

- In 2024, the region had a labor force of 134,910. Between 2019 and 2024 the SEDA-COG MPO region lost 218 jobs, a decrease of 0.2 percent across the five-year period that included the COVID-19 pandemic.
- In 2025, both the region and the state had an unemployment rate of 3.9 percent—an increase since 2024.
- In 2022, an estimated 90,477 people both lived and worked within the region, representing the core of the local workforce. An additional 46,258 individuals commuted into the region from outside areas for employment, and 66,395 residents traveled outside the region for work (Figure 7).
- Eighty-six percent of the region’s workforce commutes by vehicle, either driving alone or carpooling. In contrast, eight percent now work from home, with a growing shift toward remote employment (Figure 8).

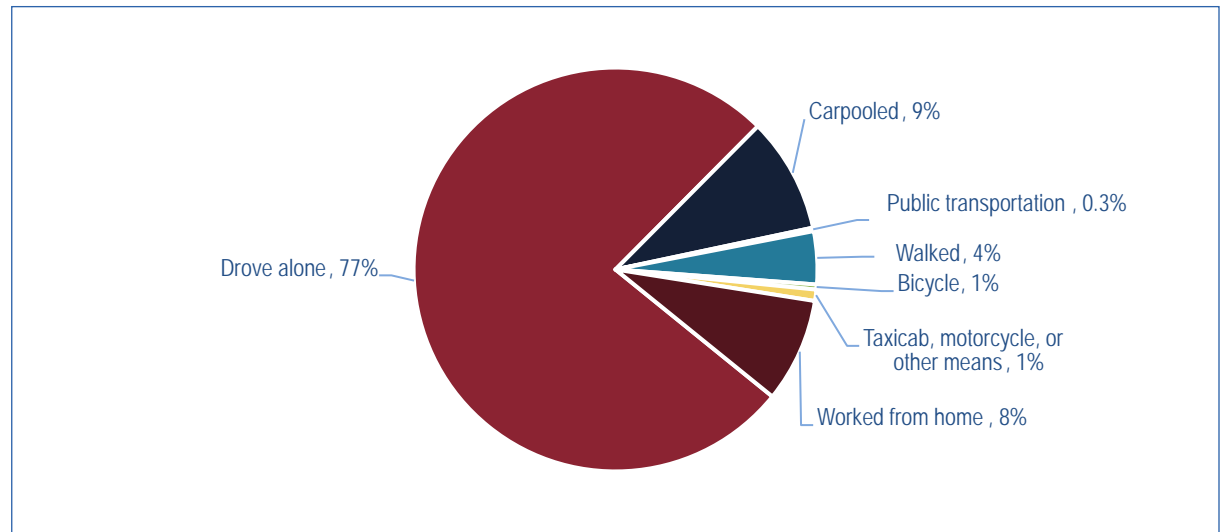
Figure 7: Workers Imported and Exported, 2021



Source: U.S. Census Bureau, American Community Survey 2017-2021 Five-Year Estimates.
Special Tabulation: Census Transportation Planning, Total Workers

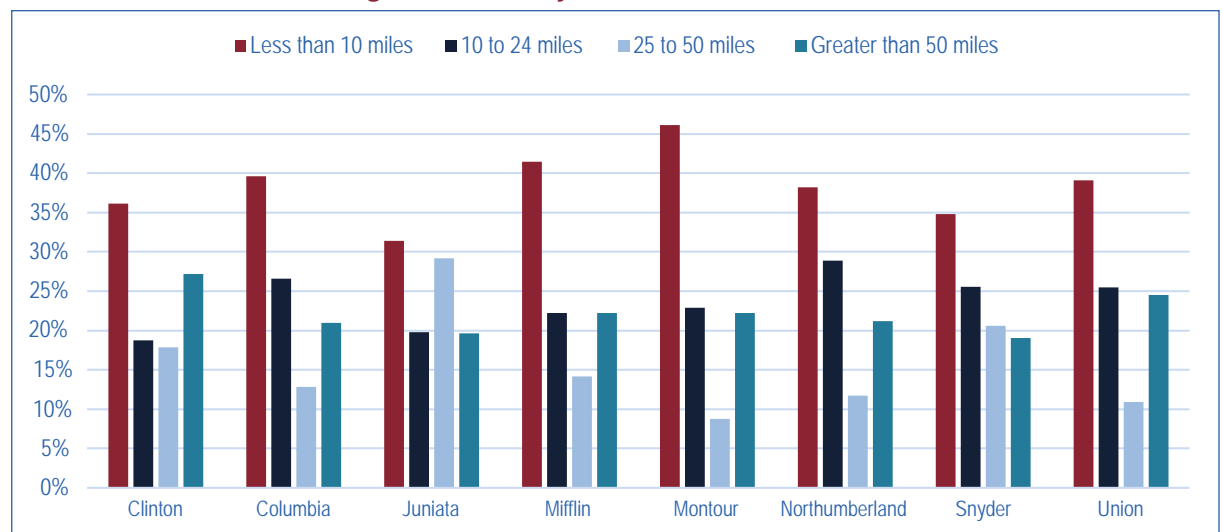
- Commuting distance patterns show that more than 38 percent of the region’s workers travel less than 10 miles to work, and almost two-thirds commute less than 24 miles. Clinton County has the highest percentage of workers traveling more than 50 miles to work (27.2 percent).
- In the SEDA-COG MPO region, 8.8 percent of households lack access to a personal vehicle, slightly below the Pennsylvania average of 10.5 percent.
- While this percentage is lower than the state-wide rate, these households face greater difficulty accessing jobs and services due to the region’s generally rural character. Without a vehicle, residents often rely on public transit, walking, biking, or alternative modes such as horse and buggy.
- As of the second quarter of 2024, top employers in each of the region’s counties included Walmart Associates, Inc.; Geisinger Health; state government; the Pennsylvania State System of Higher Education; and local school districts.

Figure 8: Journey to Work by Mode of Transportation, 2023



Source: U.S. Census Bureau, American Community Survey, 2023

Figure 9: Journey to Work Distance, 2022



Source: U.S. Census Bureau, OnTheMap

Table 5: Employment by Location Quotient

| Industry | Clinton | Columbia | Juniata | Mifflin | Montour | North-umberland | Snyder | Union |
|--|---------|----------|---------|---------|---------|-----------------|--------|-------|
| Agriculture, Forestry, Fishing & Hunting | 4.78 | ND | 10.01 | 2.53 | 4.41 | 3.32 | 4.43 | 1.32 |
| Mining, Quarrying, Oil & Gas | ND | ND | ND | ND | ND | 1.67 | ND | ND |
| Utilities | 0.85 | 2.17 | 0.62 | ND | ND | 2.95 | ND | ND |
| Construction | 1.37 | 0.94 | 1.44 | 1.22 | 0.21 | 1.00 | 1.09 | 0.97 |
| Manufacturing | 2.48 | 1.67 | 3.47 | 2.78 | 0.53 | 1.65 | 2.27 | 1.11 |
| Wholesale Trade | 0.61 | 0.53 | 0.81 | 0.70 | 0.13 | 0.86 | 0.99 | 0.38 |
| Retail Trade | 1.45 | 1.35 | 1.15 | 1.34 | 0.47 | 0.99 | 1.86 | 1.19 |
| Transportation & Warehousing | 0.64 | 1.75 | 0.79 | 0.63 | 0.14 | 1.79 | 0.59 | 0.54 |
| Information | 0.40 | 0.71 | 0.32 | 0.32 | ND | 0.52 | 0.39 | 0.32 |
| Finance & Insurance | 0.27 | 0.46 | 0.67 | 0.53 | 1.57 | 0.38 | 0.30 | 0.49 |
| Real Estate, Rental & Leasing | 0.80 | 0.58 | 0.27 | 0.35 | 0.08 | 0.65 | 0.44 | 1.05 |
| Professional & Technical Services | 0.23 | 0.55 | 0.14 | 0.13 | 0.23 | 0.28 | 0.29 | 0.27 |
| Management of Companies & Enterprises | 0.04 | 2.01 | ND | 0.07 | ND | ND | ND | 0.53 |
| Administrative & Waste Services | 0.50 | 0.40 | 0.63 | 0.39 | 0.30 | 0.60 | 0.30 | 0.60 |
| Educational Services | ND | 1.13 | ND | 0.76 | ND | 0.85 | ND | ND |
| Health Care & Social Assistance | 0.65 | 0.63 | 0.49 | 1.15 | 2.93 | 0.84 | 0.73 | 1.13 |
| Arts, Entertainment, & Recreation | 0.38 | 0.52 | 0.47 | 0.16 | 0.42 | ND | 0.56 | 0.34 |
| Accommodation & Food Services | 1.13 | 1.33 | 0.79 | 0.99 | 0.47 | 0.70 | 1.43 | 1.29 |
| Other Services (Except Public Admin.) | 1.01 | 0.90 | 0.86 | 0.66 | 0.54 | 1.08 | 0.84 | 0.74 |
| Public Administration | 1.36 | 0.73 | 0.96 | 0.74 | 0.38 | 1.51 | 0.59 | 2.43 |

Source: PA Center for Workforce Information & Analysis, September 2025

- The location quotient (LQ) for employment compares the concentration of an industry in a region to the state average. An LQ greater than 1 indicates the industry is more concentrated locally, suggesting regional specialization. An LQ less than 1 means the industry is less prominent in the region than across the state. As shown on Table 5, the industries

that have the highest LQ and thus are the region's largest economic growth drivers are:

- » Agriculture, Forestry, Fishing & Hunting
- » Manufacturing
- » Utilities
- » Health Care & Social Assistance
- » Public Administration

Planning Implications

- Despite a stable labor force, the slight job loss in the region between 2019 and 2024 may suggest economic restructuring. The MPO will support economic development strategies that align transportation investments with job creation, especially in sectors with high location quotients.
- Current commuting patterns show a low percentage of carpooling and alternative transportation use. The MPO could assess potential barriers to alternative transportation and explore whether park-and-ride facilities, increased transit services, or other solutions could reduce SOV travel and better serve households without access to a vehicle.
- Larger economic patterns of warehousing, data centers, and the changing nature of manufacturing and health care delivery highlight the need for freight and goods movement planning in conjunction with multiple stakeholders.
- The outflow of workers from the region may indicate a lack of local job opportunities or industries that match the skills and aspirations of the workforce. This is outside the purview of the LRTP, but should be considered by other planning processes, such as the regional Comprehensive Economic Development Strategy (CEDS).





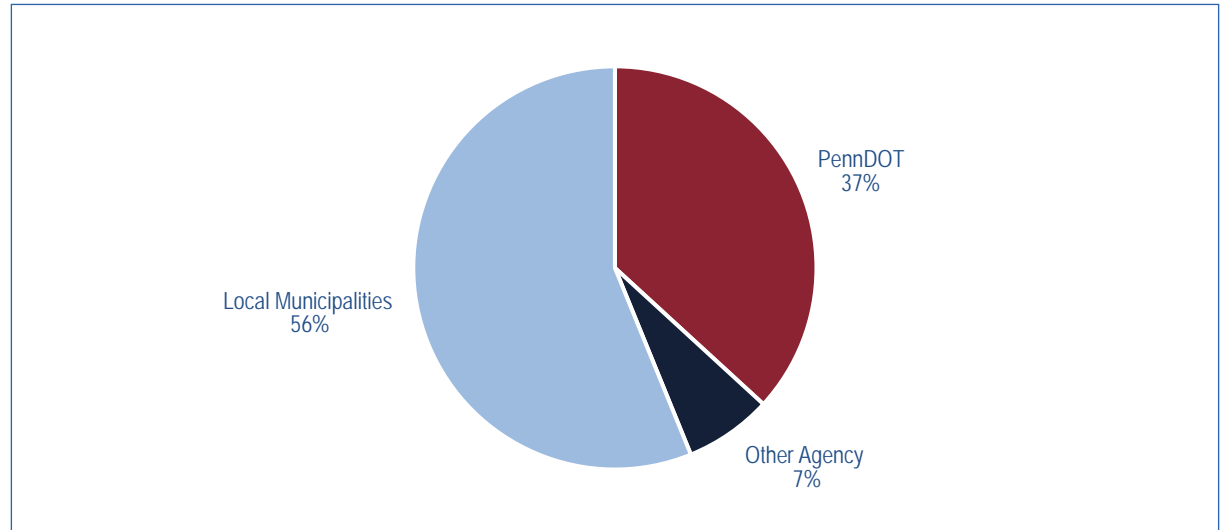
Roadway Network

Overview

- The SEDA-COG MPO region has 7,185.36 miles of roadway. More than one-third are owned by PennDOT, while more than half (4,034.7 miles) are owned by local governments (Figure 10).
- Although 37 percent of the region’s roadway miles are owned by PennDOT, those highways carry 90 percent of the region’s total demand for travel (Figure 11).
- The MPO regional network includes 85.8 linear miles of Interstate highways (I-80 and I-180).
- The Federal-Aid System (FAS) includes 1,510.2 miles of the MPO region’s highways; of that total, 95.5 miles, or 6 percent, are locally owned.
- Established in 1995, the National Highway System (NHS) comprises highways essential to the nation’s economy, defense, and mobility.
- The NHS within the SEDA-COG MPO includes just 5 percent of the roadway network but carries 54 percent of all travel, underscoring its critical role in regional mobility. It includes Interstate highways and key routes such as US 11, US 15, US 22, US 220, US 322, US 522, and several other state roads. In 2023, the SEDA-COG MPO region recorded nearly 10 million Daily Vehicle Miles of Travel (DVMT) (Figure 12).
- DVMT in the region averaged 9.9 million miles per day between 2013 and 2023, showing overall stability. A nearly 14 percent drop occurred between 2019 and 2020 due to the COVID-19 pandemic, but the demand for travel rebounded to near pre-pandemic levels in 2021 and has remained slightly below those levels since.
- The Central Susquehanna Valley Thruway (CSVT) in Union and Snyder counties remains under construction, with the Southern Section expected to open to traffic during 2027/2028. The project is discussed in the following section.
- There are two other major highway projects either underway or in the advanced planning stages in counties surrounding the MPO region:
 - » Reconstruction of the I-99/I-80 interchange near Bellefonte/Milesburg in Centre County (underway).

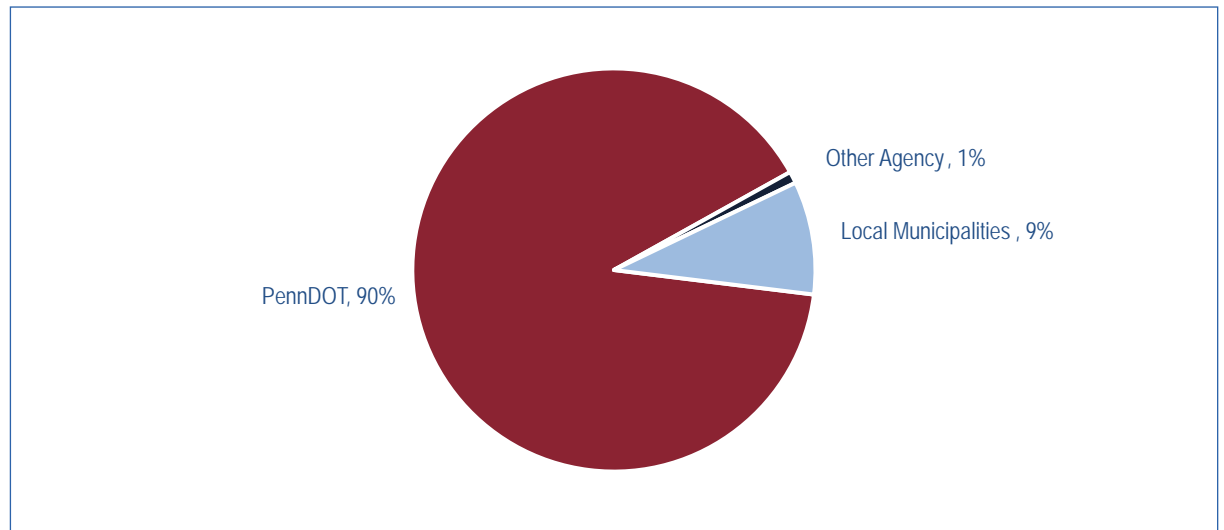
- » Multilane upgrade of the US 322 corridor between Potters Mills and Boalsburg in Centre County (in preliminary planning/design/environmental evaluation).
- The US 220 corridor between the I-80 interchange near Bellefonte/Milesburg (Centre County) and the I-180/US 15 interchange near Williamsport (Lycoming County) is currently a partially four-lane, controlled-access highway. Similarly, US 15 from Williamsport to the New York state line also features controlled access. PennDOT has formally announced plans to upgrade this stretch of US 15 to full limited-access status, with signage designating it as I-99/US 15.
- The US 220 corridor between the I-80/US 220 interchange near Lock Haven and the I-180/US 15 interchange near Williamsport will be signed as “To I-99” until full limited-access standards are met. After upgrades are complete, this segment will be officially posted as I-99/US 220 (Figure 13).
- In 2024, the U.S. Department of Transportation (USDOT) announced plans to update the National Multimodal Freight Network (NMFN). The initiative aims to help states strategically allocate resources to improve freight system performance, guide transportation planning, prioritize federal invest-

Figure 10: Linear Roadway Miles by Owner, 2023



Source: PennDOT Highway Statistics (PUB 600), 2023

Figure 11: DVMT by Owner, 2023



Source: PennDOT Highway Statistics (PUB 600), 2023

Figure 12: National Highway System in the SEDA-COG MPO Region

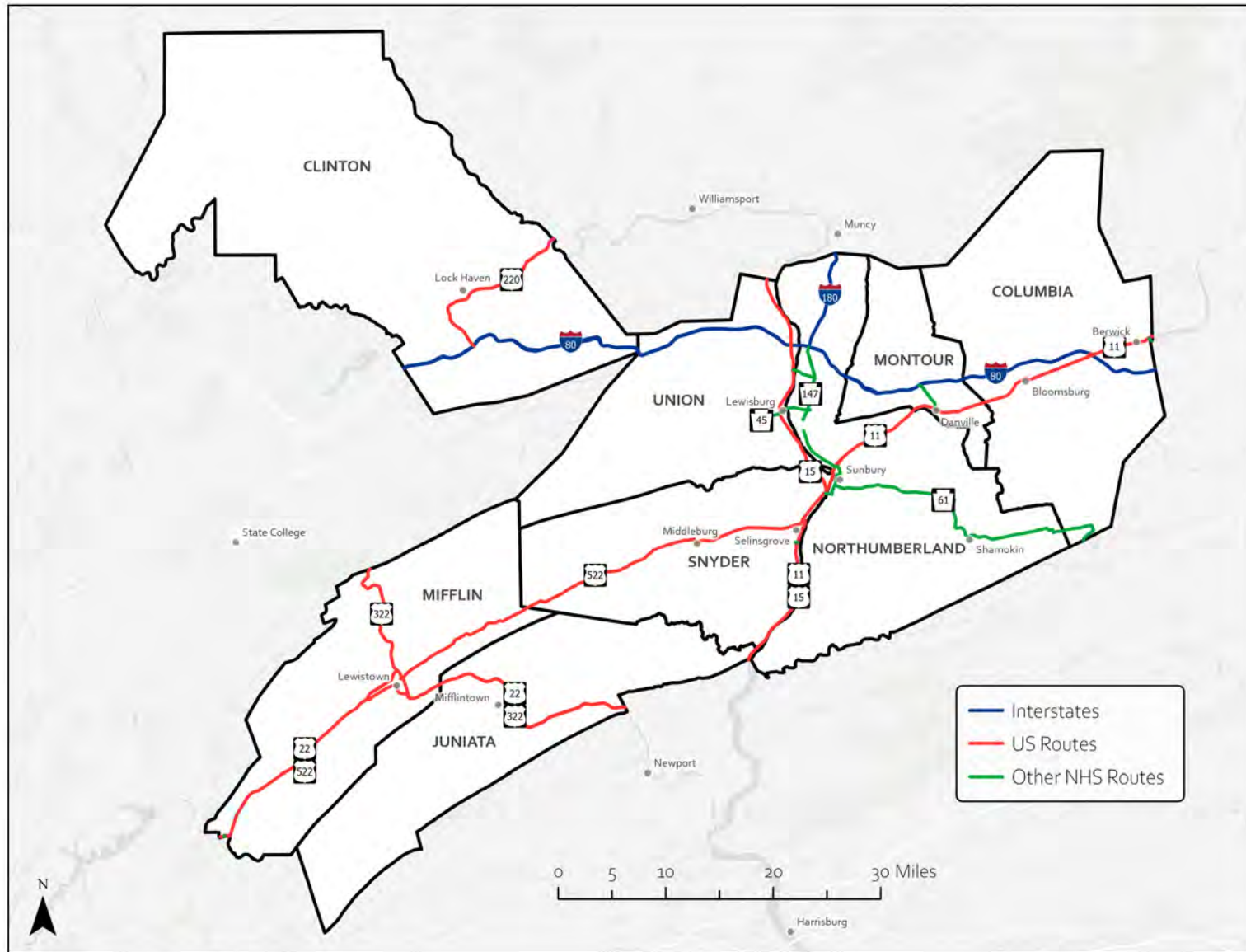
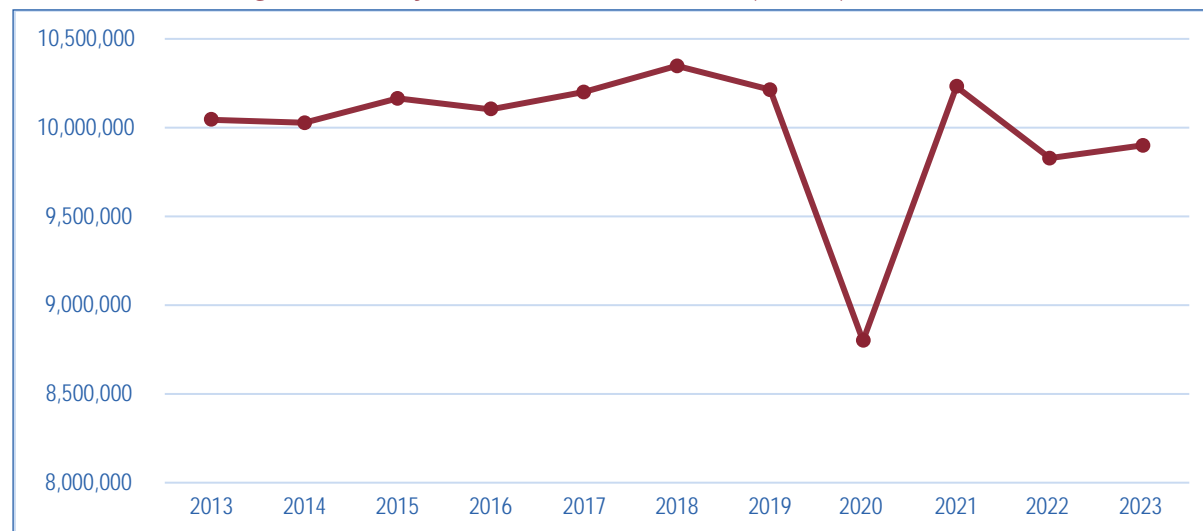


Figure 13: I-99 Status and "To I-99" Designation



In 2023, the SEDA-COG MPO region recorded nearly 10 million Daily Vehicle Miles of Travel (DVMT).

Figure 14: Daily Vehicles Miles of Travel (DVMT), 2013–2023



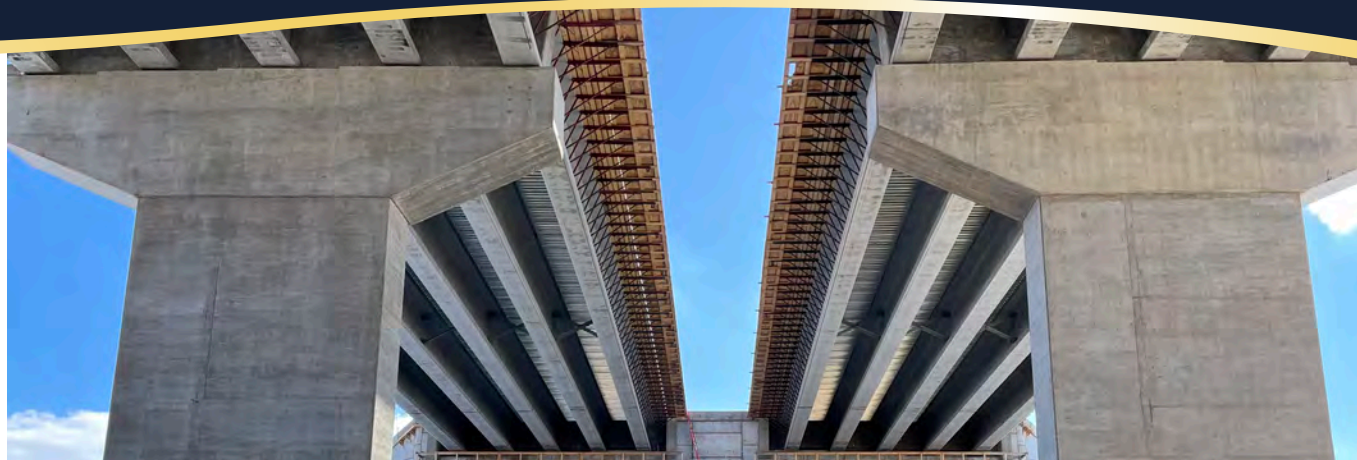
Source: PennDOT Highway Statistics (PUB 600), 2023

- ments, and support national freight policy and highway freight program goals.⁵
- A draft version of the NMFN was released, and USDOT invited public comments and submissions through February 27, 2025. In response, the SEDA-COG MPO recommended that the Central Susquehanna Valley Thruway (CSVT) be designated as part of the NMFN. The MPO proposed that the Northern Section, which is already open, be added immediately, and the Southern Section be included upon its expected completion in 2027/2028.
- The Bucktail Trail is a 107-mile-long byway traversing portions of Clinton County on PA 120. The route carries travelers from Lock Haven to Ridgway along the Old Sinnemahoning Trail, a Native American road between the West Branch Susquehanna and Allegheny rivers.
- Critical Urban Freight Corridors (CUFC): These designated segments provide vital connections between major freight generators and the Interstate Highway System within urbanized areas such as Bloomsburg–Berwick. They support efficient truck access to industrial parks, distribution centers, and

⁵ <https://www.transportation.gov/freight-infrastructure-and-policy/NMFN>

intermodal facilities, enhancing regional economic competitiveness. Examples:

- » US 11 through Bloomsburg and Berwick
- » PA 54 through Danville
- Critical Rural Freight Corridors (CRFC): These corridors link rural freight-dependent industries—such as agriculture, manufacturing, and energy—to the Primary Highway Freight System. They help move goods from rural production areas to broader markets, supporting supply chain reliability across the region. Examples:
 - » PA 192 out of Lewisburg
 - » US 15 from I-80 north to Lycoming County
 - » PA 120 in Lock Haven
- US 15 in the region is part of the federally designated Strategic Highway Network (STRAHNET)—roadways considered to be significant for national defense. The road must be maintained to standards that allow military vehicles and equipment to move reliably.



Planning Implications

- Overall, DVMT in the SEDA-COG MPO region has remained relatively stable since 2022. The pronounced decline in 2020 is likely due to reduced travel during the COVID-19 pandemic, followed by a rebound in 2021. The mix of passenger and commercial traffic since the pandemic has definitely changed, however, with fewer passenger vehicles on the highways because of remote working, but higher numbers of trucks in evidence mainly because of increases in online commerce. The latter circumstance is having significant effects on the highway network in the SEDA-COG region, especially related to truck parking availability, decreases in federal and state fuel revenues, safety concerns, and roadway condition. These factors are considered elsewhere in this plan.
- The opening of the full CSVT by 2027/2028 will alter travel in the SEDA-COG MPO region, with accompanying changes in truck travel patterns, land use surrounding interchanges, potential attraction of major freight generation facilities, and longer-distance trips that originate and/or terminate outside of the SEDA-COG MPO area. These and other questions are discussed in the following section on the CSVT.
- Formal designation and field signing of the “To I-99” corridor along US 220 may have some impact—especially on truck routing, which would be associated with increased volumes—but full upgrades to Interstate standards would not occur for many years because of cost. More significant effects might be expected if and when these upgrades are implemented.



Source: PennDOT (<https://www.csvt.com>)

Central Susquehanna Valley Thruway

Overview

- The Central Susquehanna Valley Thruway (CSVT) is one of the largest new highway projects to be constructed by PennDOT in the last several decades, with a cost approaching \$1 billion.⁶
- When fully completed, the 12.8-mile limited-access freeway will link the I-80/I-180 interchange in Northumberland County with US 11/15 near Selinsgrove. The new highway will serve local and through traffic, including heavy trucks, which will reduce congestion and improve safety on the US 11 and 15 corridors and in communities such as Lewisburg and Northumberland.
- The Northern Section of the CSVT opened to traffic in July 2022. The mainline Southern Section is slated for completion in 2027, with a PA 61 spur to open in 2028 (see <https://www.csvt.com/> for the latest status updates).

⁶ <https://www.pa.gov/agencies/penndot/news-and-media/newsroom/district-3/2025/shapiro-administration-announces-109-new-transportation-projects>

Table 6: Pre- and Post-CSVT Northern Section Traffic Counts on Area Highways

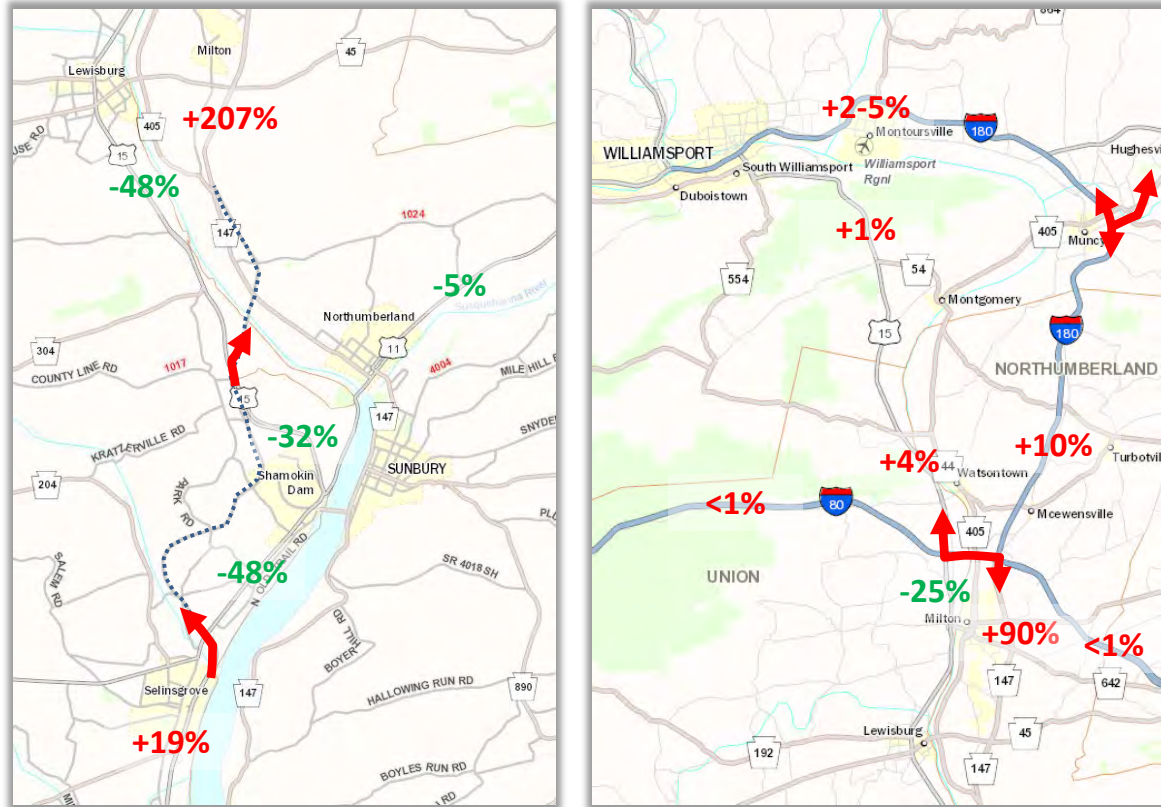
| | | US 15 | PA 405 | PA 45 |
|---------------|--------------|--------|--------|-------|
| Vehicle Count | Pre-Opening | 23,000 | 13,000 | 9,000 |
| | Post Opening | 15,000 | 8,000 | 8,000 |
| | % Change | -35% | -38% | -11% |
| Truck Count | Pre-Opening | 2,100 | 3,100 | 500 |
| | Post Opening | 1,200 | 700 | 400 |
| | % Change | -43% | -77% | -20% |

PennDOT notes that comparisons to traffic counts performed prior to the July 2022 opening of the CSVT Northern Section are complicated by the following: impacts of the COVID-19 pandemic, which originally began in 2020 and continue to some extent today (due to long-term shifts to teleworking); impacts of the Duke Street reconstruction project in Northumberland, which was completed from 2017 to 2020; and normal fluctuations in traffic volumes that occur day to day and year to year. Therefore, the comparisons of traffic volumes before and after the opening of the CSVT Northern Section should be considered approximate.

“Pre-Opening” = Traffic counts prior to July 2022; “Post-Opening” = October 2023 traffic counts

- Table 6 highlights the reduction in traffic volumes on nearby routes following the opening of the CSVT Northern Section.
- The SEDA-COG MPO and the Williamsport Area Transportation Study (WATS) have increased planning efforts for the developing CSVT corridor, including the following studies.
 - » The 2021 Central Susquehanna Valley Transportation Project Special Impact Study focused on land use growth, traffic modeling, and highway safety. It included forecasted changes in traffic volumes associated with the CSVT (Table 6.)
 - » The 2024 [US 15 Corridor Study](#) examined the stretch from PA 54 in Lycoming County to I-80 in Union County. The study focused on mid-term priorities (2-5 years) such as traffic impacts from the CSVT project’s Northern Section, highway and intersection safety, truck routing, and industrial development near Great Stream Commons.
- Since these studies were completed, funding for traffic signal coordination in and around Lewisburg was secured from PennDOT through its Green Light–Go program. Improvements include:
 - » Kelly Township – \$592,600 for modernization of the signal equipment for the two intersections at US 15 & Loan Road and US 15 & Walter Drive.
 - » Lewisburg Borough – \$376,528 for multiple upgrades for traffic signals located along Market Street, at four intersections: Market & 2nd Street, Market & 3rd Street, Market & 4th Street, and Market & 7th Street.

Figure 15: Forecasted traffic volume changes due to projected development and completion of the CSVT



Source: Central Susquehanna Valley Transportation Project Special Impact Study (2021)

Note: Prior to the opening of the CSVT Northern Section in July 2022, traffic volumes on the US 15 corridor grew by 3.5 percent annually from 2015 to 2019. Over the five-year period, truck traffic increased by 28 percent.

Planning Implications

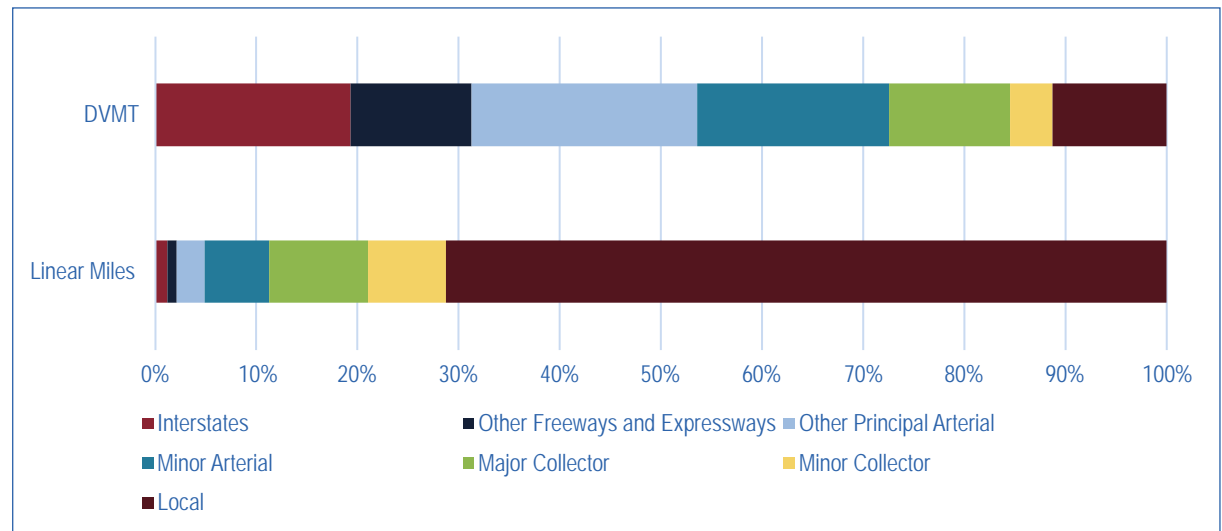
- Many municipalities lack both the funding and planning expertise to effectively respond to the anticipated development pressures and land use changes expected to result from the CSVT. To address this, the MPO must continue to play an active role in coordinating planning efforts at the county and municipal levels.
- In particular, the MPO should monitor new commercial and industrial development and related changes in land use, especially associated with Great Stream Commons and similar locations.
- Ongoing monitoring of traffic trends should also continue. The next scheduled traffic counts will become available in 2026, and the MPO will analyze trends, particularly for freight traffic. The SEDA-COG MPO will expand its traffic monitoring efforts after the opening of the CSVT Southern Section in 2027. A more detailed origin–destination survey of through truck traffic should also be considered.

Functional Classification

Overview

- A roadway network has two main functions: mobility (moving traffic through an area efficiently) and access (providing connections to residences, businesses, and workplaces). Roadways are designated by functional class to indicate their primary purpose, from Interstates that offer high mobility but low accessibility, to local streets that mainly provide access.
- Since its establishment in 2013, the SEDA-COG MPO has worked with PennDOT to periodically review and update the federal roadway classifications in its region.
- As part of follow-up from the 2020 U.S. Census results, the SEDA-COG MPO performed a functional classification update during the development of this 2050 LRTP. The updates to the classification scheme that were proposed to PennDOT align with the federal recommendations for a rural highway system (Table 7) and meet the criterion of “logical connectivity” of classifications throughout the network. In addition, recent changes in traffic volumes and adjacent land uses helped to guide the recommendations for adjustments to functional class.

Figure 16: Linear Roadway Miles and DVMT by Functional Classification, 2023



Source: PennDOT Highway Statistics

- SEDA-COG performed the analysis to account for ongoing changes in regional development, land use, and traffic volumes. Keeping the region’s functional classification hierarchy up to date is good planning practice, as it provides practical, financial, and policy benefits and directly affects how the region’s roadway network is funded. As part of its review, the MPO is proposing changes to the designation of more than 385 miles of Federal-Aid roadway in the region.
- The SEDA-COG MPO anticipates conducting the next comprehensive evaluation of functional classification needs after completion of the 2030 Census.

Figure 17: Functional Classification of the Region's Roadways, 2019–2025

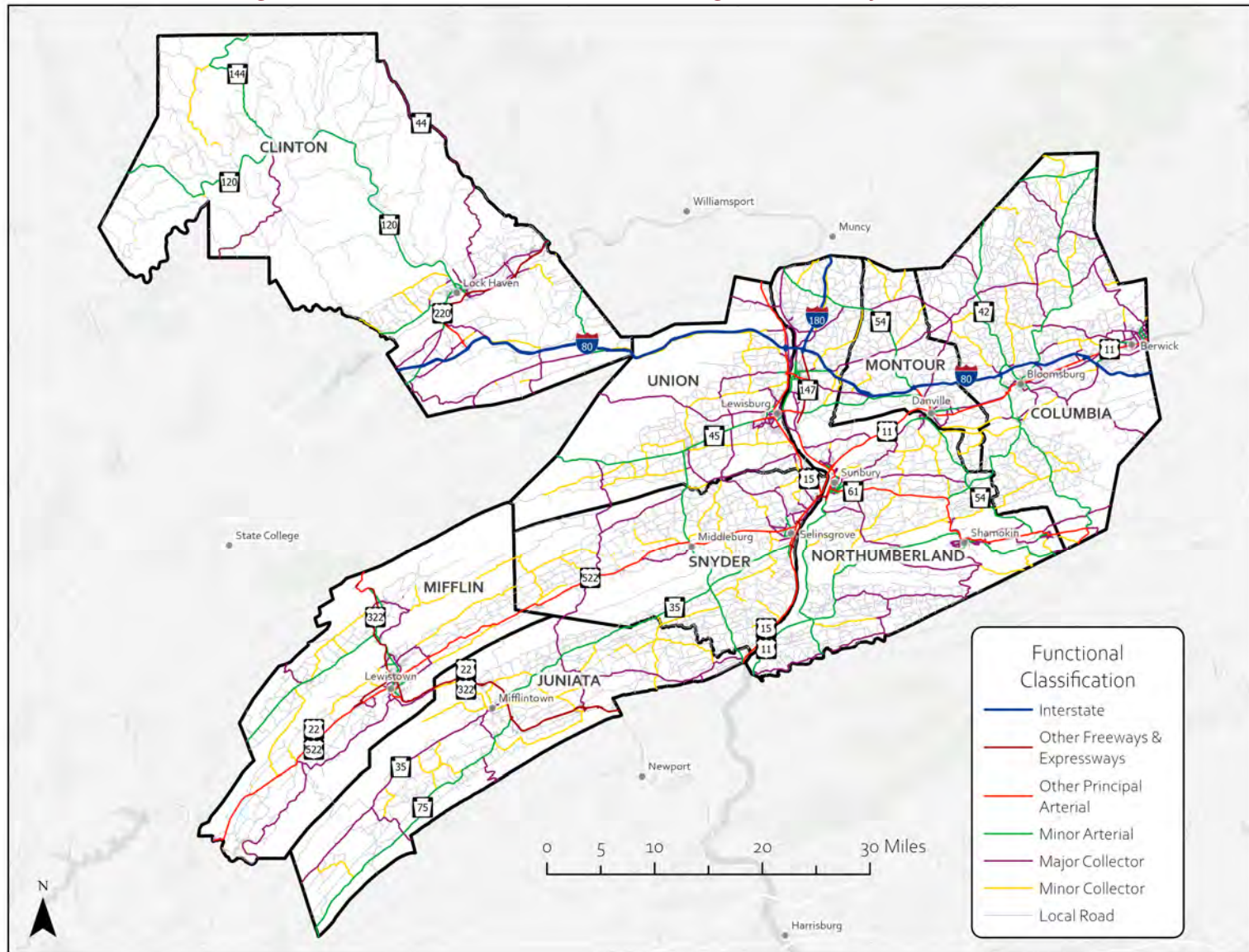


Table 7: Functional Classification Overview, 2023

| County | | Interstates | Other Freeways and Expressways | Other Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Local |
|-------------------------------|-----------------------|-------------|--------------------------------|--------------------------|----------------|-----------------|-----------------|----------------|
| Clinton | Linear Miles | 24 | 14.3 | 2.9 | 90.8 | 110.1 | 39.7 | 752.4 |
| | Percentage of Network | 2.3% | 1.4% | 0.3% | 8.8% | 10.6% | 3.8% | 72.8% |
| Columbia | Linear Miles | 19.1 | – | 24.1 | 87.2 | 132.9 | 85.1 | 1,040.60 |
| | Percentage of Network | 1.4% | – | 1.7% | 6.3% | 9.6% | 6.1% | 74.9% |
| Juniata | Linear Miles | – | 21 | 1.1 | 46.8 | 69.1 | 89.3 | 509.1 |
| | Percentage of Network | – | 2.9% | 0.1% | 6.4% | 9.4% | 12.1% | 69.1% |
| Mifflin | Linear Miles | 0 | 20.1 | 41.6 | 31.6 | 63 | 64.2 | 447.7 |
| | Percentage of Network | – | 3.0% | 6.2% | 4.7% | 9.4% | 9.6% | 67.0% |
| Montour | Linear Miles | 11.7 | 0 | 9.8 | 23.2 | 31.5 | 29.9 | 295.9 |
| | Percentage of Network | 2.9% | 0.0% | 2.4% | 5.8% | 7.8% | 7.4% | 73.6% |
| Northumberland | Linear Miles | 14.8 | 7.8 | 49.3 | 114.9 | 159.8 | 89.9 | 987.7 |
| | Percentage of Network | 1.0% | 0.5% | 3.5% | 8.1% | 11.2% | 6.3% | 69.4% |
| Snyder | Linear Miles | – | 3.1 | 49.5 | 36.7 | 51.9 | 78.7 | 630.7 |
| | Percentage of Network | – | 0.4% | 5.8% | 4.3% | 6.1% | 9.3% | 74.1% |
| Union | Linear Miles | 16.2 | – | 22.5 | 27.4 | 80.5 | 77.8 | 456.2 |
| | Percentage of Network | 2.4% | – | 3.3% | 4.0% | 11.8% | 11.4% | 67.0% |
| SEDA-COG Region | Linear Miles | 85.8 | 66.3 | 200.8 | 458.6 | 698.8 | 554.6 | 5,120.3 |
| | Percentage of Network | 1.2% | 0.9% | 2.8% | 6.4% | 9.7% | 7.7% | 71.3% |
| FHWA Recommended Rural System | Percentage of Network | 1-2% | 0-2% | 2-6% | 3-7% | 9-19% | 4-15% | 64-75% |

Source: PennDOT Highway Statistics, 2023

Planning Implications

- Functional classification reviews are important to ensure that roadways are properly categorized for the type of traffic they carry, as well as to effectively serve the adjacent land uses.
- Further, functional classifications carry specific eligibility implications for federal and state funding sources, which in turn helps to guide the SEDA-COG MPO in its project planning.
- Functional classifications can also guide and affect land use and zoning decisions and regulations for adjacent parcels.



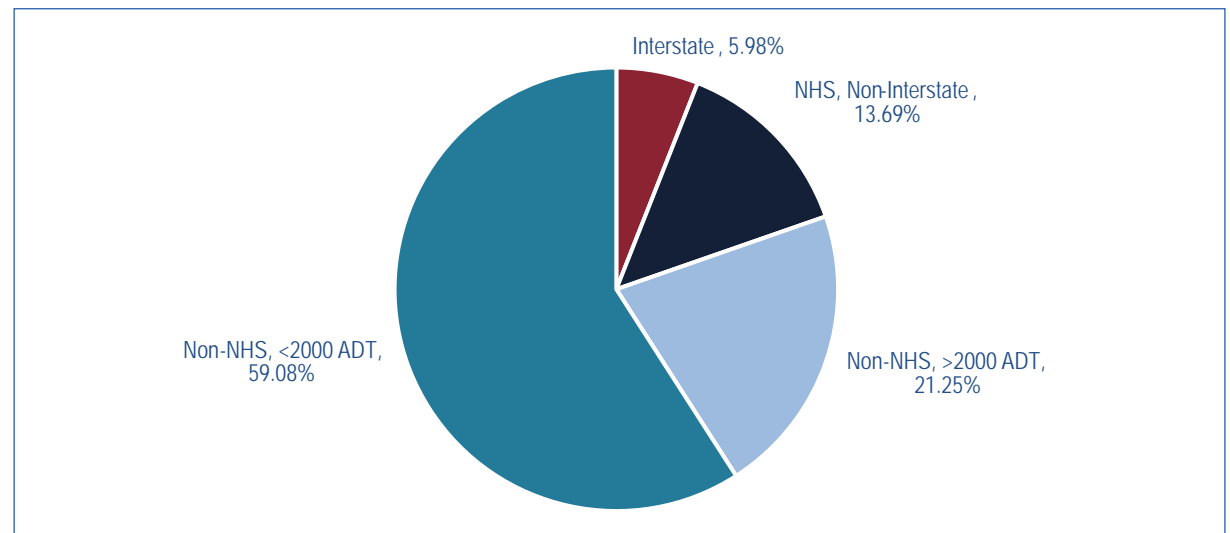


Roadway Conditions

Overview

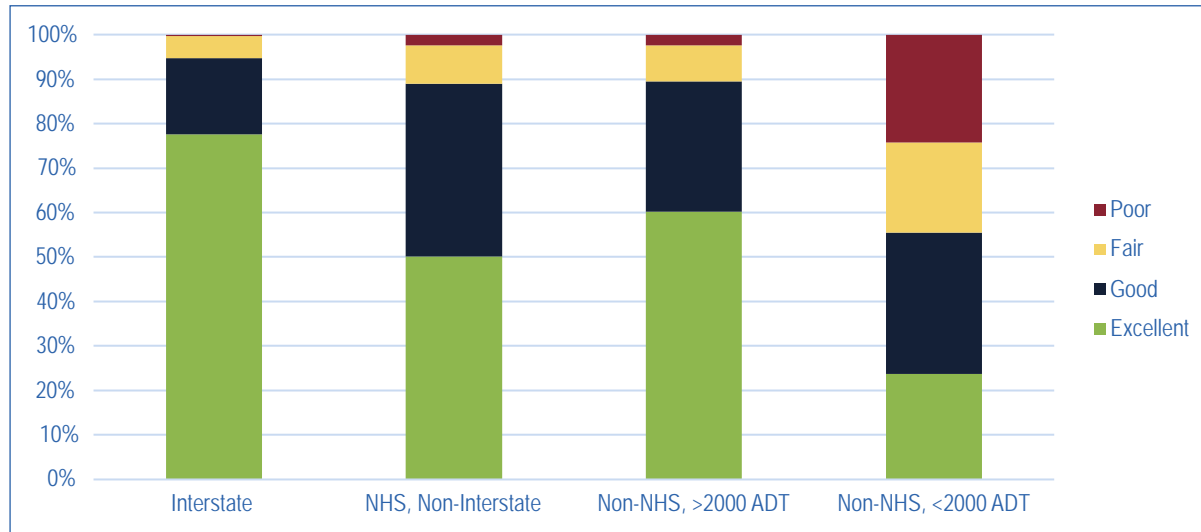
- PennDOT organizes the state’s roadways into four Business Plan Networks (BPNs):
 1. Interstate;
 2. NHS Non-Interstate;
 3. Non-NHS >2,000 Average Daily Traffic (ADT); and
 4. Non-NHS <2,000 ADT.
- In the SEDA-COG MPO region, 59 percent of the roadway mileage is classified as Non-NHS <2,000 ADT (Figure 18).
- The International Roughness Index (IRI) and Overall Pavement Index (OPI) are measures that are collected by PennDOT on the four BPN systems. IRI indicates the smoothness of the pavement surface, while OPI is a measure of a roadway’s pavement condition and how well a surface can carry stress. IRI and OPI provide the basis for measuring and reporting annual highway condition data to FHWA.

Figure 18: Roadway Mileage by Business Plan Network, 2023



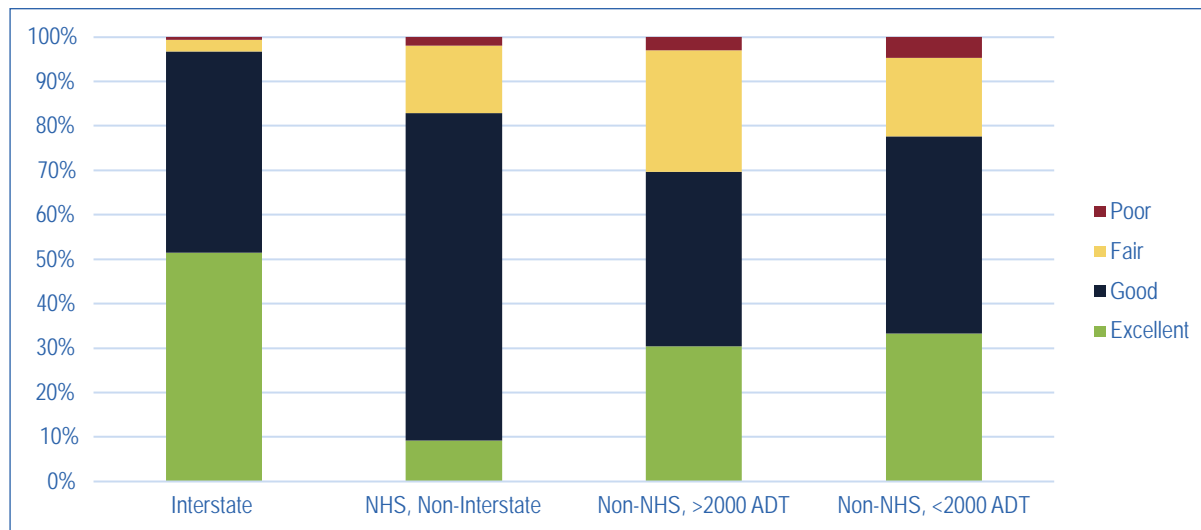
Source: SEDA-COG MPO, Performance Measures Annual Report, 2023

Figure 19: IRI by Business Plan Network, 2023



Source: SEDA-COG MPO, Performance Measures Annual Report, 2023

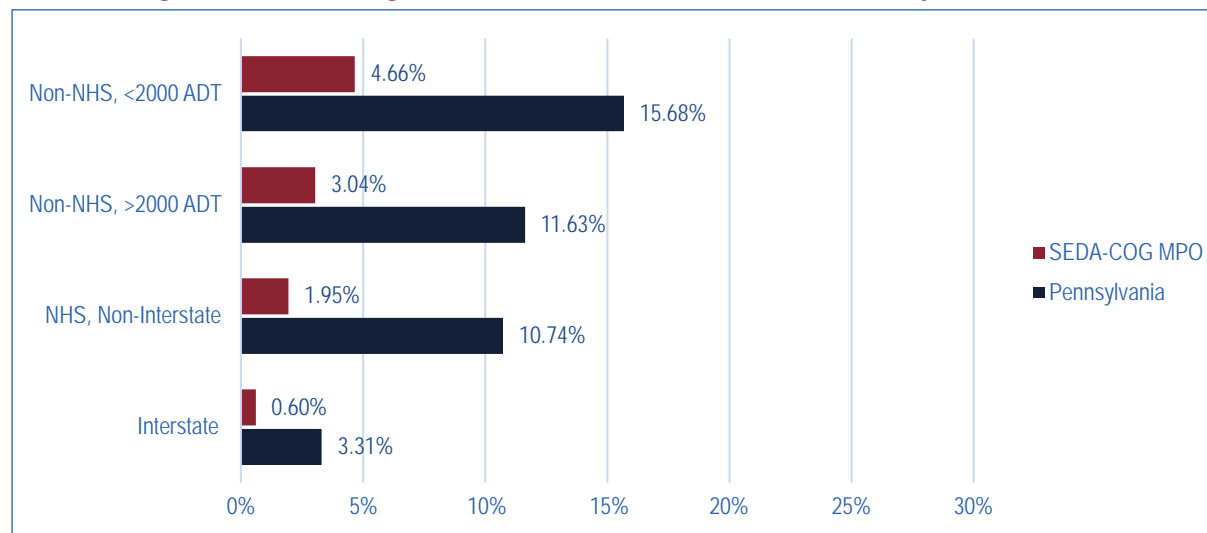
Figure 20: OPI by Business Plan Network, 2023



Source: SEDA-COG MPO, Performance Measures Annual Report, 2023

- To address federal performance measures requirements and targets, the SEDA-COG MPO and PennDOT continue to emphasize and make progress on improving pavement quality, particularly on higher-order networks that carry the most traffic volume. When measured in IRI ratings, approximately 70 percent of pavements in the SEDA-COG MPO region are rated in “excellent” or “good” condition, exceeding the statewide averages for Pennsylvania. The greatest improvement has been made in the smoothness of the region’s Interstate highways, with a median IRI decrease (improvement) from 88 in 2013 to 52 in 2023. For OPI ratings, 77.8 percent of the region’s roadways are rated “excellent” or “good.”
- The MPO’s total pavements show a constant percentage of “fair” and “poor” pavement quality between 2013 and 2023.

Figure 21: Percentage Poor OPI, SEDA-COG MPO and Pennsylvania, 2023



Source: SEDA-COG MPO, Performance Measures Annual Report, 2023

- The passage of Act 89 in 2013 led to the annual investment of \$28 million statewide into the Dirt, Gravel, and Low-Volume Roads Program. The program, which is administered at the county level (usually by conservation districts), offers technical assistance and grant funding for the maintenance

of these roadways while reducing the impacts of sediment pollution on adjacent streams and waterways. In all, 218 miles of roadway in the SEDA-COG MPO region are funded by the program, with a total expenditure reaching \$18 million.

Planning Implications

- There have been several resurfacing projects on the Interstates in the SEDA-COG MPO region, especially I-80. The work has helped to improve the region’s overall IRI and OPI ratings. With dwindling revenues from the federal Highway Trust Fund and state fuel taxes, however, an essentially flat revenue forecast for funding of highway projects is being proposed by PennDOT for the 2027 Transportation Improvement Program (TIP) cycle. With reauthorization of the proposed Surface Transportation Authorization Act pending in 2026, funding formulas and/or levels will be changing. The timing of full reauthorization is unknown at present, and periodic extensions to the existing funding program may occur, as has been the case in past reauthorization cycles. Future funding levels will guide what projects can be undertaken to improve highway surface ratings, and the schedule for doing so. Funding scenarios are further considered in this plan’s Revenue Forecast section.



Bridges – State

Overview

- Within the SEDA-COG MPO region, there are 1,915 state-owned bridges greater than 8 feet in length. The majority of the region’s bridge deck area is on NHS Non-Interstate roadways.
- The condition of the region’s state-owned bridges has been improving on average over time. Of these structures, 52 (2.7 percent) are rated as being in “poor” condition in 2025, an improvement from 106 poor-condition bridges in 2017. This compares favorably to statewide figures—overall, 8.5 percent of Pennsylvania’s bridges are rated in poor condition.
- A more meaningful measure of bridge condition is the share of bridge deck area considered in poor condition. The bridge deck area is the roadway surface that spans the length of the bridge. Within the SEDA-COG MPO region, the rate is 1.02 percent, better than the state average of 5.6 percent rated poor.
- As of 2025, none of the region’s state-owned bridges were closed, however 12 were posted (weight-restricted)—a decrease from 16 in 2017.
- The average age of state-owned bridges in the SEDA-COG region is 56 years, similar to the state average of 57, with almost one-third of the bridges (31 percent) constructed before 1950. Seven percent were constructed before 1929. Most bridges have a design life of approximately 50 years.
- Since 2013, bridge construction activity in the SEDA-COG MPO region has resulted in an additional 11 structures completed, which increases the number and percentage in good condition.

Figure 22: Percentage of State-Owned Bridges Greater than 8 Feet in Length by Business Plan Network

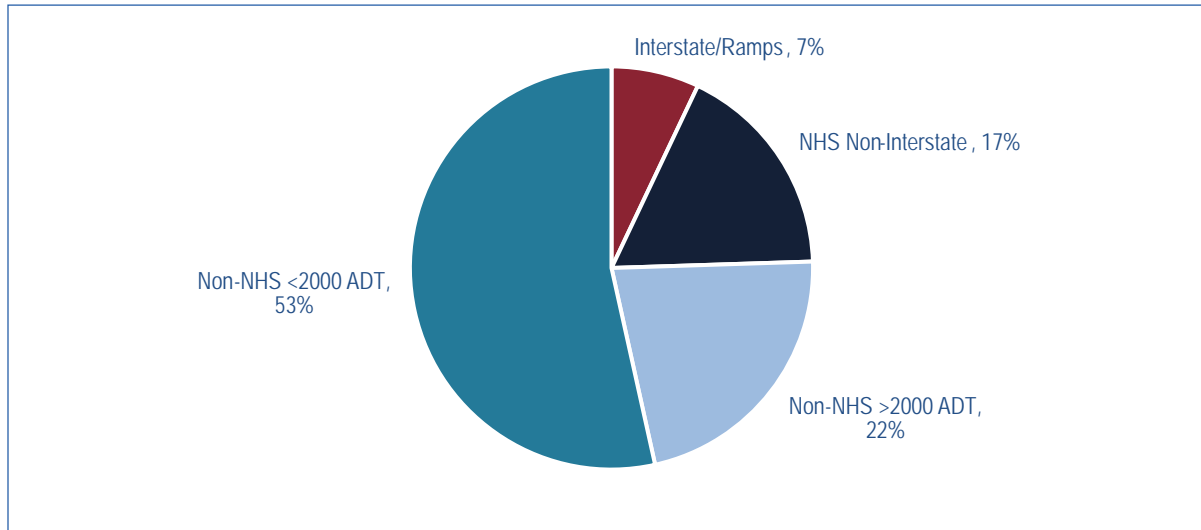
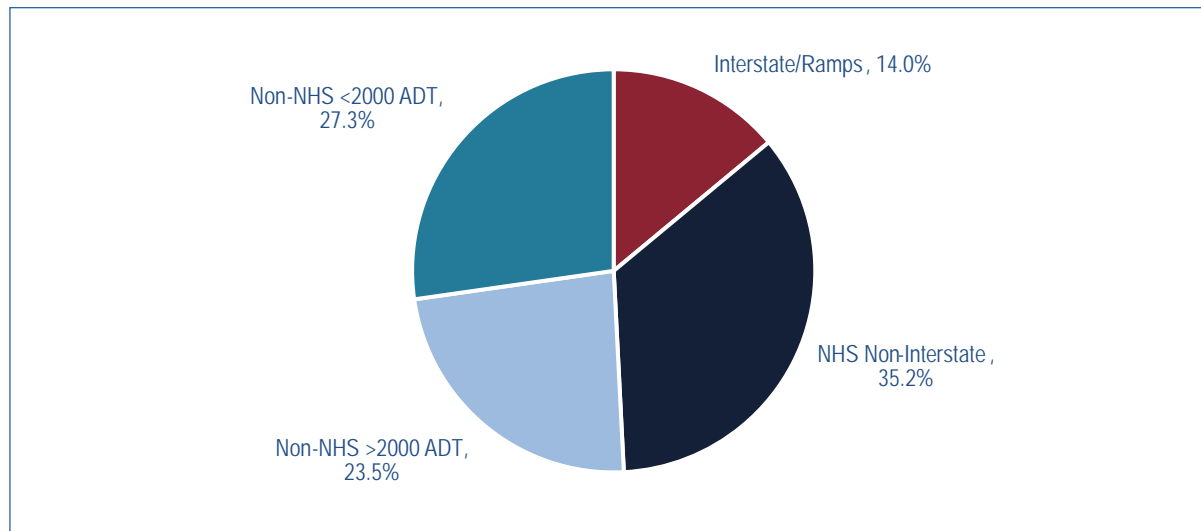


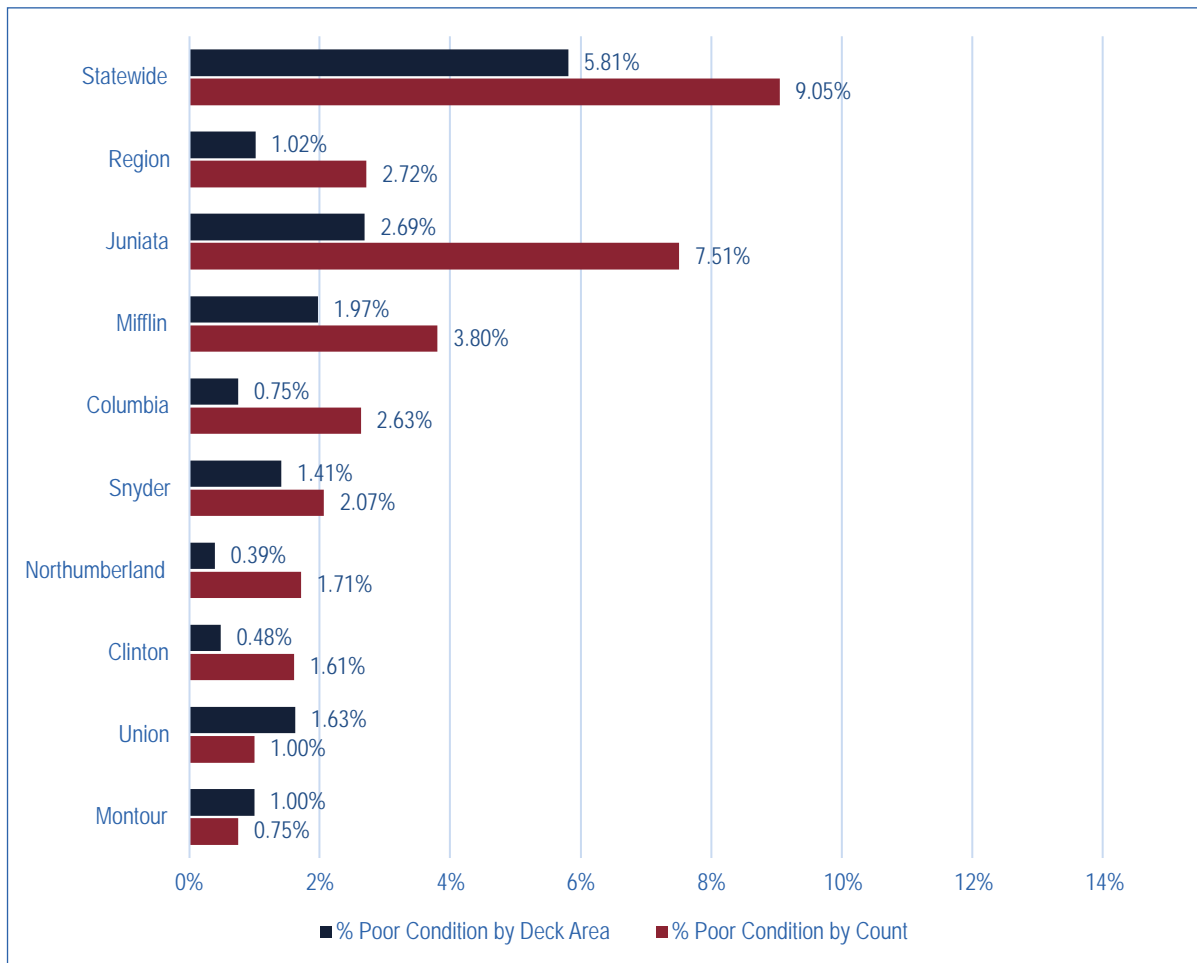
Figure 23: Percentage of Bridge Deck Area by Business Plan Network, State-Owned Bridges Greater than 8 Feet in Length



Source (2): PennDOT Bridge Management System



Figure 24: Poor-Condition State-Owned Bridges by Count and Deck Area, 2024

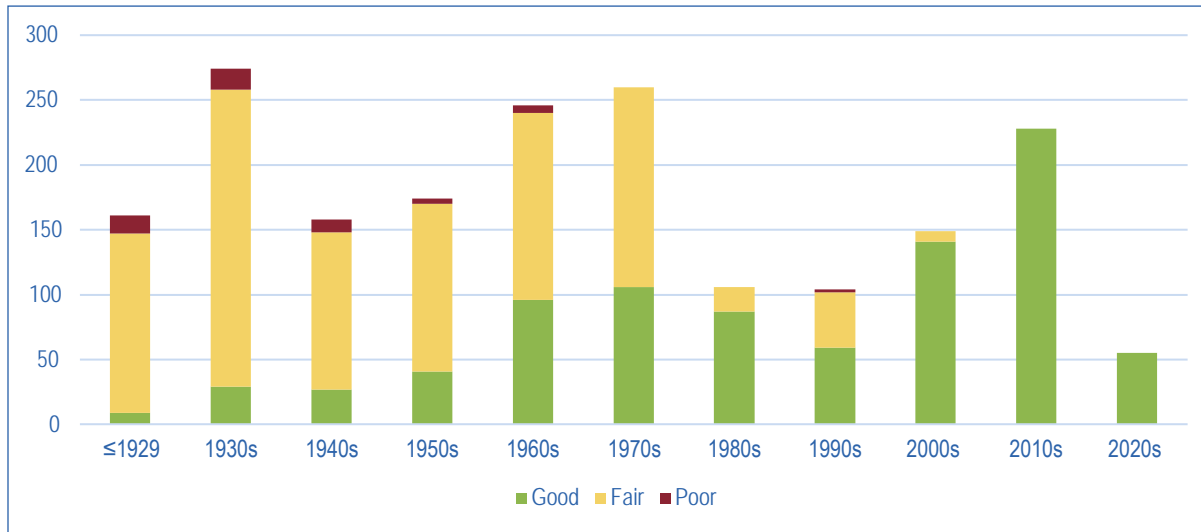


Source: PennDOT Bridge Management System

Overall, the region’s bridge condition is better than the statewide average.

Since 2017, the region has reduced its number of poor-condition bridges by nearly half.

Figure 25: State-Owned Bridge Condition by Decade Built



Source: PennDOT Bridge Management System

Planning Implications

- Older bridges are more likely to have structural deterioration, fatigue, and outdated details that do not meet modern or seismic standards. Costs per bridge tend to rise steeply with age and deferred maintenance.
- As with non-bridge highway projects, future funding expectations for repair or replacement of bridges will affect project schedules and condition ratings (see the Revenue Forecast section).
- Most of the MPO region's counties have a greater share of poor bridges by count than by deck area (Figure 24), which means that many smaller bridges are rated in poor condition.

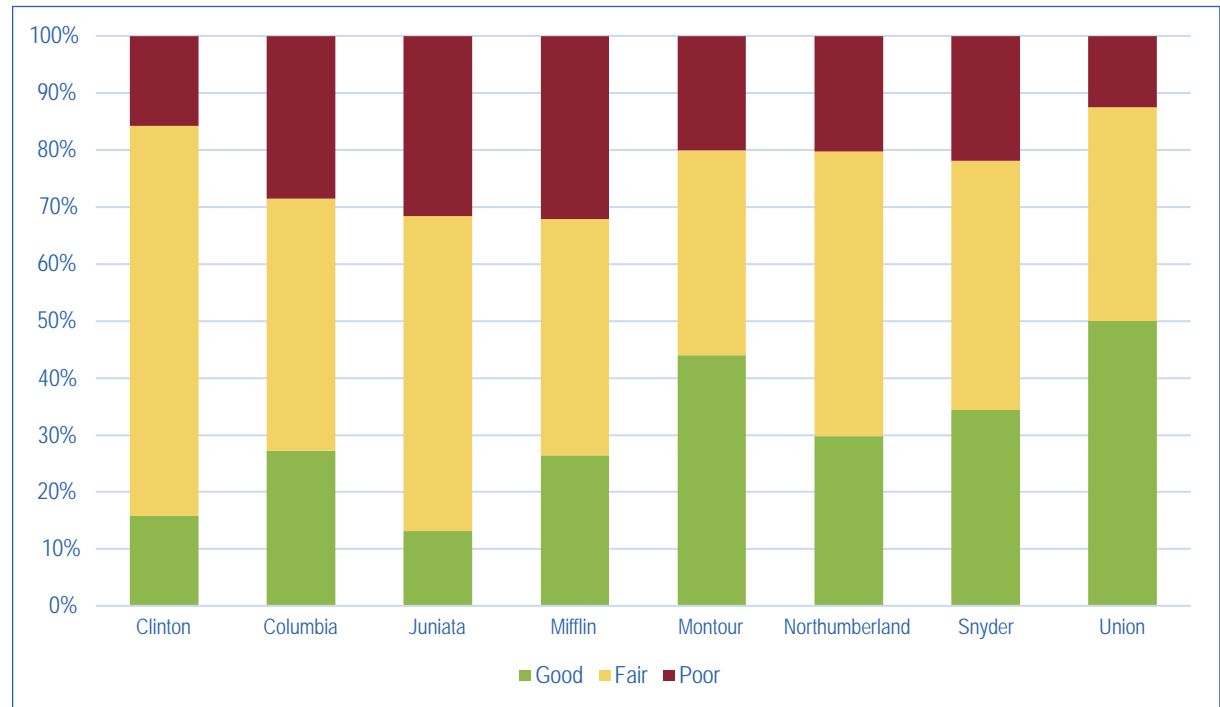


Bridges – Local

Overview

- According to PennDOT’s Bridge Management System (BMS), there are 368 total locally owned bridges greater than 20 feet long in the SEDA-COG MPO region. Of those structures, 22 were closed and 73 were posted as of 2024, which together constitute more than a quarter of the total.
- The region’s municipalities own and maintain 51 percent of the locally owned bridges and the counties own the remaining 49 percent. Northumberland County and its municipalities own and maintain the highest share of locally owned bridges, at 24 percent of the regional total. Juniata County is one of only five counties in Pennsylvania that does not own any bridges.
- The percentage of locally owned bridges in fair condition within the region (46.2 percent) is comparable to the Pennsylvania state rate of 49.7 percent. The share of local bridges rated in poor condition (23.91 percent) is also comparable to the statewide average (23.4 percent).
 - » Significant progress has been made over the past decade in reducing the number and percentage of local bridges in poor condition. In 2013, this figure was 31.5

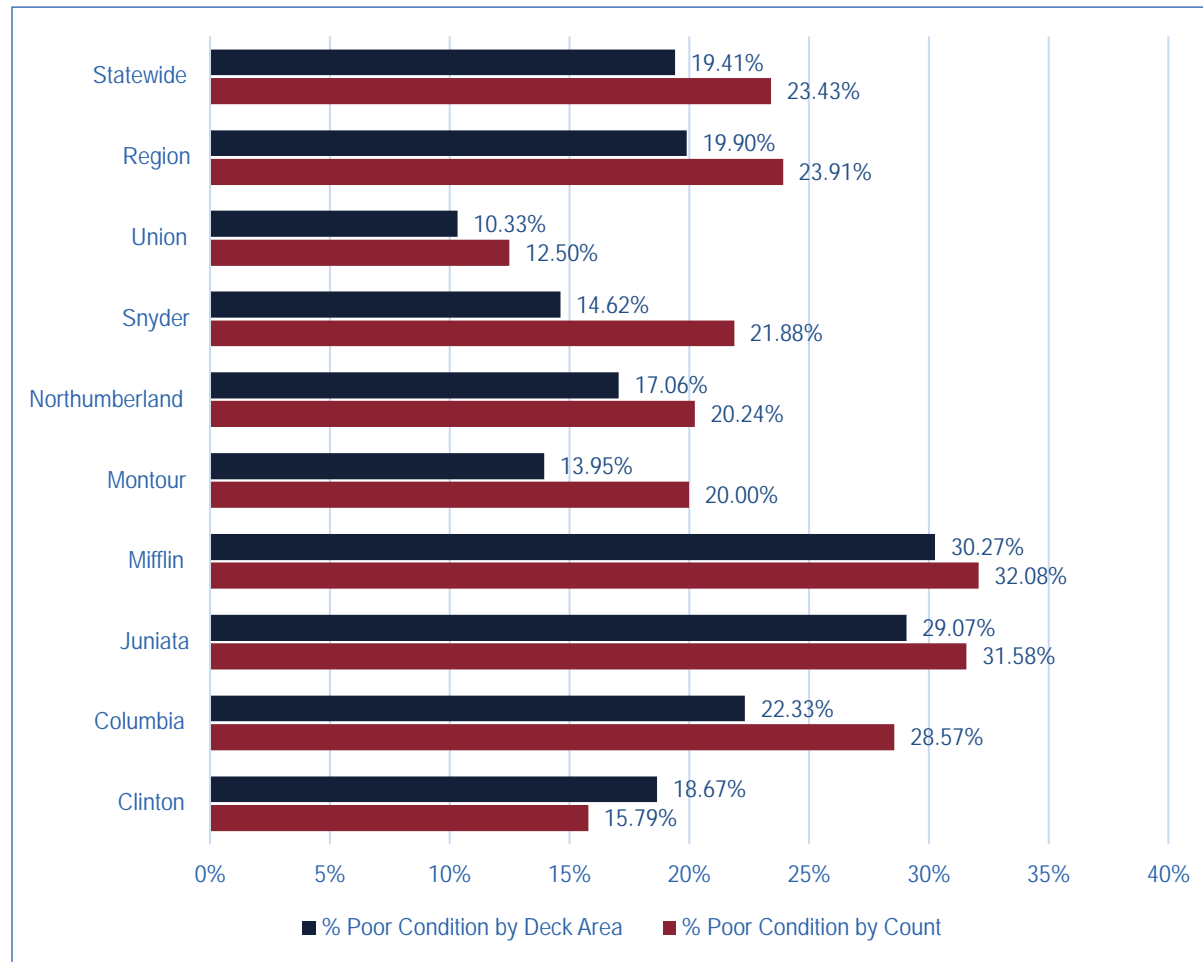
Figure 26: Locally Owned Bridge Condition by Count, 2024



Source: PennDOT Bridge Management System

- When considering poor-condition bridges by deck area, the SEDA-COG MPO region’s share (19.9 percent) closely compares to the statewide share (19.4 percent)
- Local bridges in the SEDA-COG MPO region have an average age of 69 years. More than 27 percent of the region’s local bridges were constructed at least 100 years ago; however, nearly 16 percent of the region’s local bridge inventory has been constructed since 2000.

Figure 27: Poor-Condition Locally Owned Bridges by Count and Deck Area, 2024



Source: PennDOT Bridge Management System

Planning Implications

- Many of the region’s local bridges are reaching the end of their design life. These structures will need to be considered for preservation, rehabilitation, or replacement to extend their design life and avoid closure. Extended bridge closures can impact overall network connectivity for both passenger movement, goods movement, and emergency response.
- Local bridges are commonly ineligible for federal transportation funds, except for the Off-System Bridge program for local bridges greater than 20 feet in length. The program establishes criteria for funding improvements to bridges that are not on the Federal-Aid System.
- PA Act 89 of 2013 authorized counties to levy a \$5 fee on vehicle registrations, which can be used for the construction, reconstruction, maintenance, and repair of public highways and bridges. The fee has been adopted by Mifflin and Union counties. If each county in the SEDA-COG region adopted the \$5 fee, it would generate a total of \$1.9 million in annual revenue across the region, which could support repair and replacement of locally owned bridges.

Safety

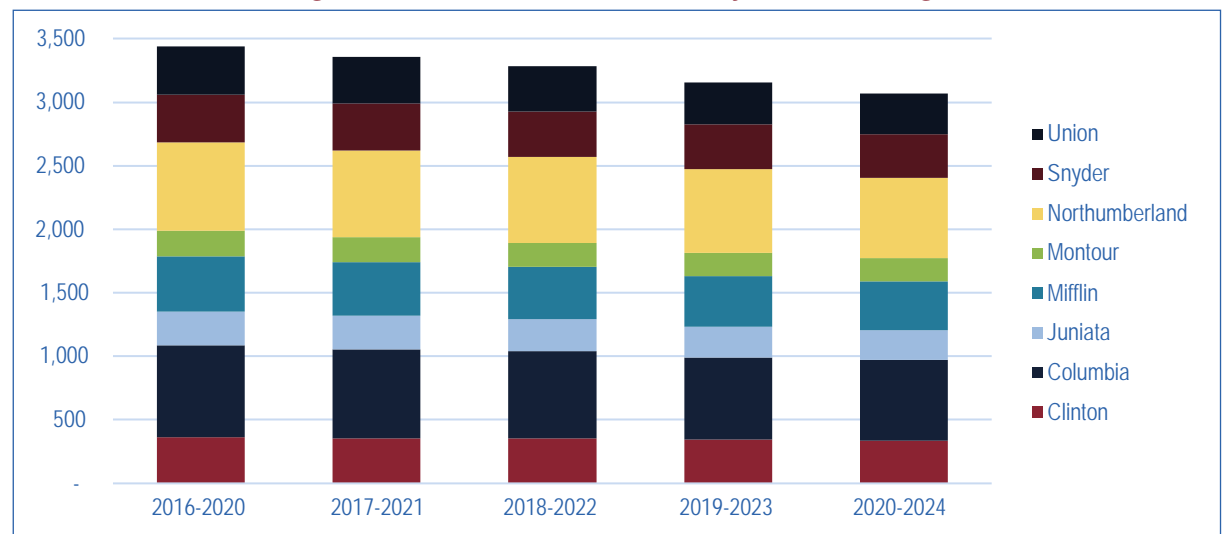
Overview

- The United States Department of Transportation (USDOT) uses a Safe System Approach as the guiding paradigm to address roadway safety. The Safe System Approach has been embraced by the transportation community as an effective way to mitigate the risks inherent in a large and complex transportation system. It is a comprehensive approach, aiming to prevent crashes from happening, and to minimize the harm caused when crashes do occur. It provides a guiding framework to make places safer for people.
- Safety is a top priority for both the SEDA-COG MPO and PennDOT. The 2022 Pennsylvania Strategic Highway Safety Plan sets the groundwork for supporting the national highway safety movement, “Toward Zero Deaths,” which aspires to eliminate fatalities and serious injuries on roadways. PennDOT’s goal is to achieve a two percent annual reduction in fatalities and no increase in suspected serious injuries by 2027.
- For the five-year period ending in 2024, the region reported an annual average of 3,036 crashes and 38 fatalities. The total number of crashes has been declining over the past decade.

- In 2020, the number of crashes was the lowest due to reduced traffic during the COVID-19 pandemic. Although crashes increased between 2020 and 2021, the overall trend has continued to decline (Figure 28).
- Despite the decrease in crashes in 2020, there was an increase in fatalities. By 2024, total fatalities returned to levels and trends seen before 2020 (Figure 29).

- Pennsylvania’s Strategic Highway Safety Plan emphasizes the need to improve safety for all road users, particularly vulnerable road users (VRU). A VRU is defined as a non-motorized road user, including pedestrians, cyclists, and horse-and-buggy travelers.
 - » Between 2015 and 2024, there were 639 crashes involving VRUs, resulting in 33 fatalities. These crashes accounted for 2 percent of all regional crashes but 7 per-

Figure 28: Total Vehicle Crashes by 5-Year Average

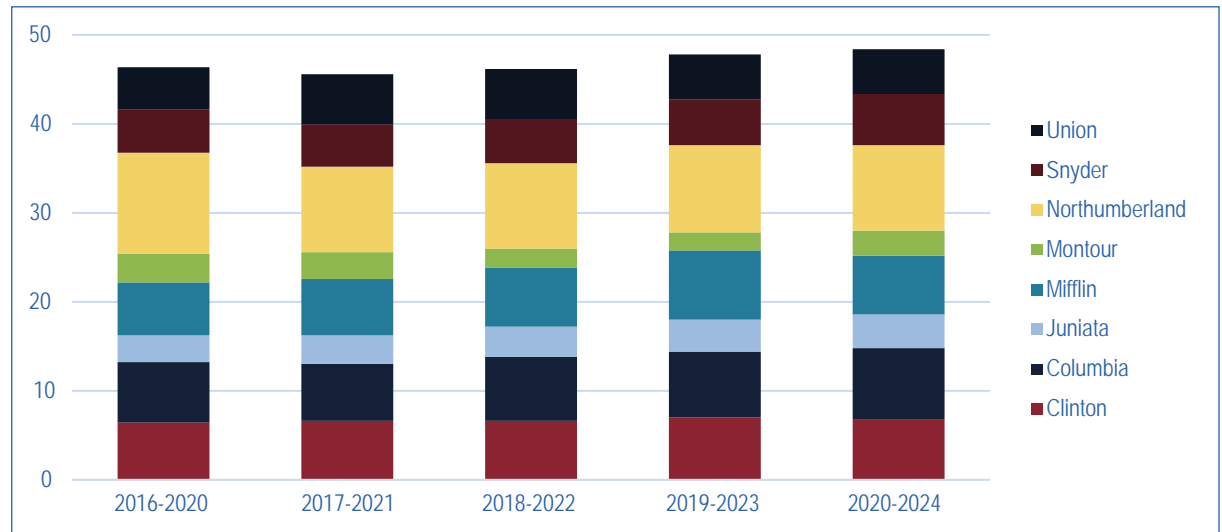


Source: Pennsylvania Crash Information Tool (PCIT)

cent of total regional fatalities during that period.

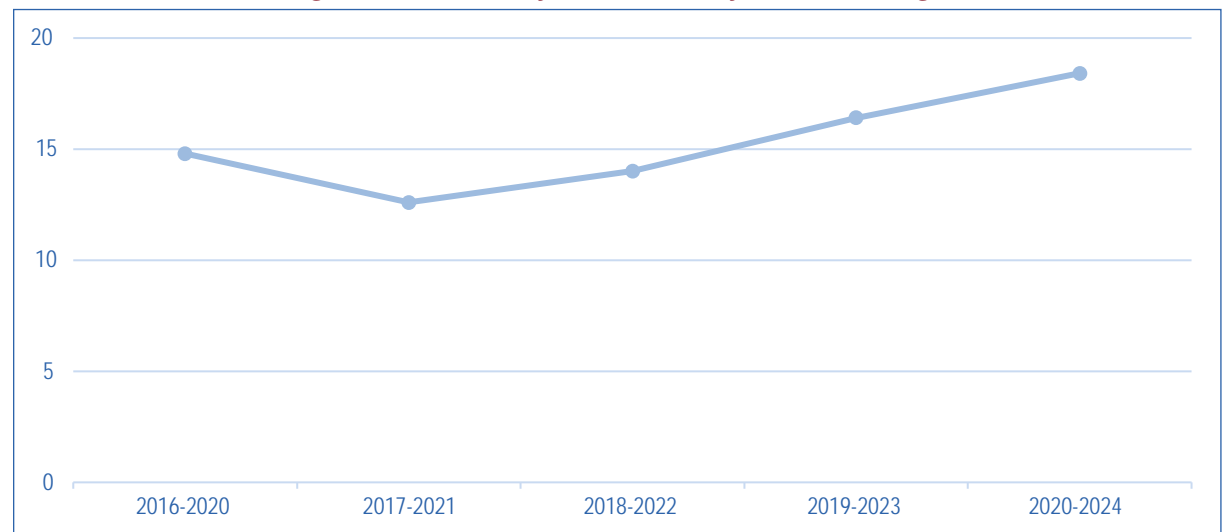
- » Of the VRU crashes, 171 (27 percent) involved bicyclists and 450 (70 percent) involved pedestrians.
- » While pedestrian-related crashes and fatalities have shown a downward trend over the past decade, incidents involving bicyclists have been on the rise (Figures 30 and 31).
- Crashes involving individuals aged 65 and older account for 22 percent of all regional crashes, closely aligning with the demographic share of the population in that age group (21 percent). The number of crashes involving older adults has remained steady despite the overall decrease in total crashes (Figure 33). The number of fatalities per year in crashes involving a driver 65 or older has remained steady overall (Figure 34). Of all 65+ crashes, 3 percent involved a fatality. Of all crashes regardless of age, 2 percent involved a fatality.
- As the region’s average age continues to increase, sustained efforts to improve safety for older drivers remain essential.
- The SEDA-COG MPO region has a significant Plain Sect population that travels by horse-and-buggy. Crashes involving horse-and-buggy vehicles have averaged a slight

Figure 29: Total Fatalities by 5-Year Average



Source: Pennsylvania Crash Information Tool (PCIT)

Figure 30: Total Bicycle Crashes by 5-Year Average

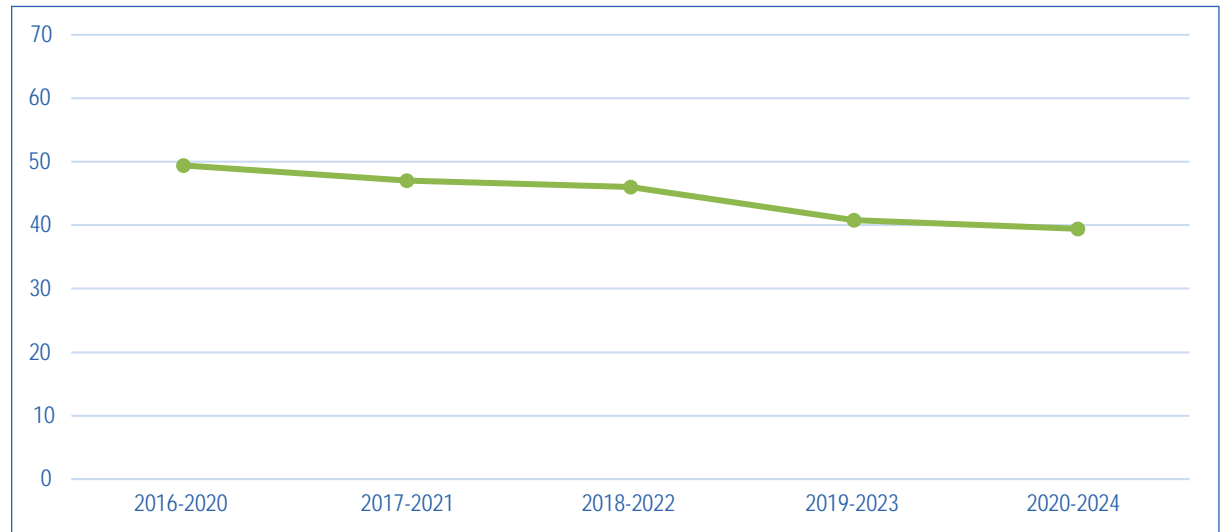


Source: Pennsylvania Crash Information Tool (PCIT)

increase over the past five years, as shown in Figure 35.

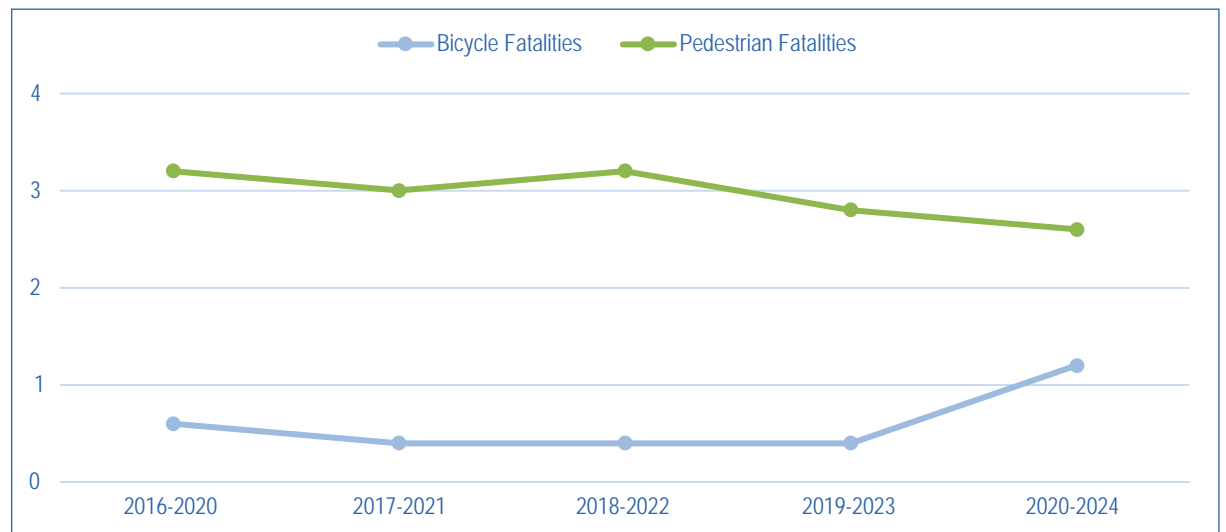
- » Over the past decade, 38 percent of horse-and-buggy crashes occurred in Mifflin County, which is home to the MPO region’s largest Plain Sect communities.
- Between 2015 and 2024, there were 2,565 crashes involving heavy trucks;⁷ 6.9 percent of those crashes involved a fatality or a suspected serious injury. Crashes involving heavy trucks are concentrated along I-80, US 11, US 15, and US 322.

Figure 31: Total Pedestrian Crashes by 5-Year Average



Source: Pennsylvania Crash Information Tool (PCIT)

Figure 32: Pedestrian & Bicyclist Fatalities by 5-Year Average

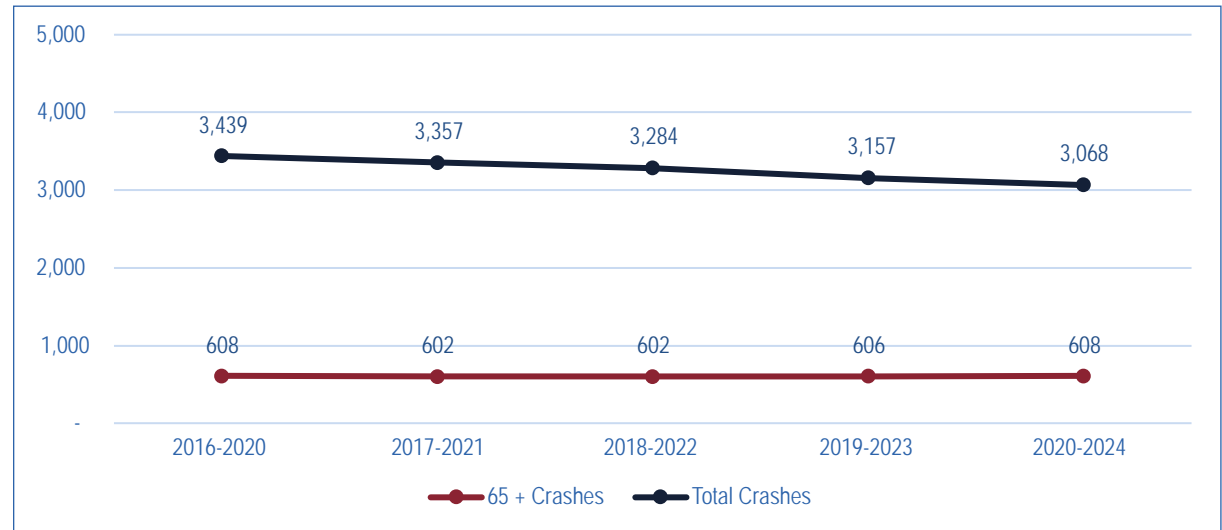


Source: Pennsylvania Crash Information Tool (PCIT)

⁷ For the purposes of this analysis, PennDOT classifies a “heavy truck” as a “single vehicle or tractor-trailer combination designed for carrying a heavy load of property on or in the vehicle. Includes single-unit trucks (e.g., coal trucks), tractor-trailers, motor homes, etc.”

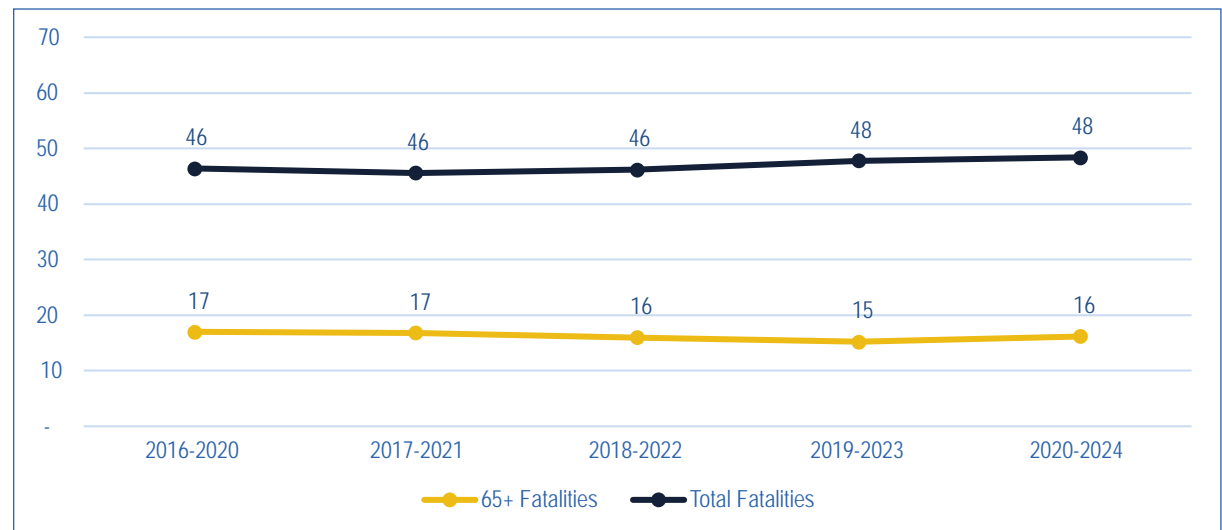


Figure 33: Crashes Involving a 65+ Driver by 5-Year Average



Source: Pennsylvania Crash Information Tool (PCIT)

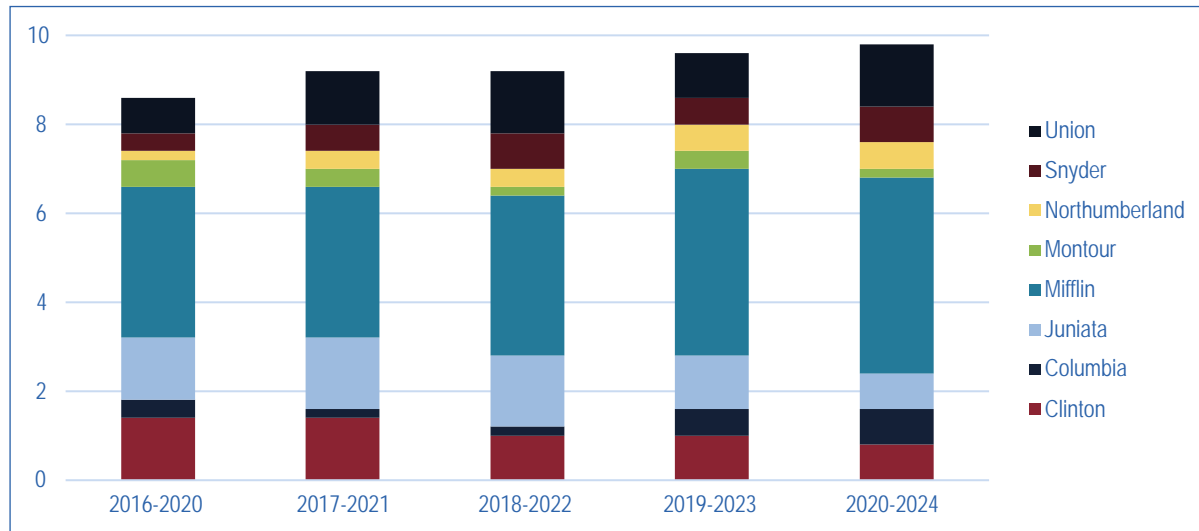
Figure 34: Fatalities Involving a 65+ Driver by 5-Year Average



Source: Pennsylvania Crash Information Tool (PCIT)

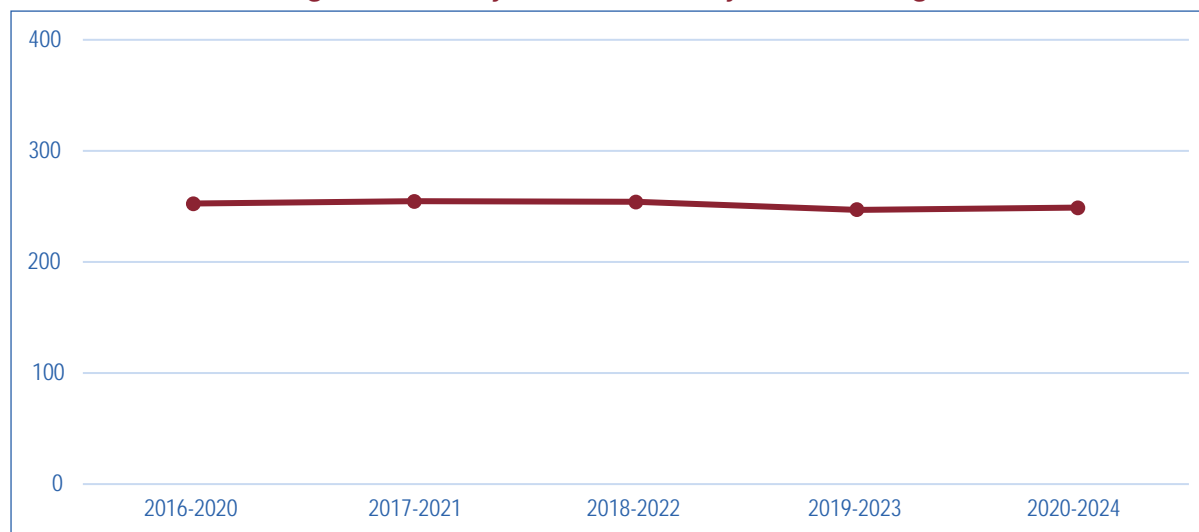
As the region’s average age continues to increase, sustained efforts to improve safety for older drivers remain essential.

Figure 35: Horse-and-Buggy Crashes by 5-Year Average



Source: Pennsylvania Crash Information Tool (PCIT)

Figure 36: Heavy-Truck Crashes by 5-Year Average



Source: Pennsylvania Crash Information Tool (PCIT)

Planning Implications

- Highway design, driver behavior and education, and law enforcement each influence roadway safety results. Enhancements in each area are needed to continue steady improvements in safety performance.
- The MPO will continue to implement safety-enhancing improvements to roadway infrastructure, including FHWA-proven countermeasures such as better signage, lighting, and high-friction surface treatments.
- The MPO will continue to look for opportunities to engage the public in road safety initiatives and encourage local involvement and individual responsibility for safe behavior on the region’s roadways.
- The MPO will continue to dedicate Highway Safety Improvement Program (HSIP) funding for impactful safety improvements across the region, including for bicycles and pedestrians.

Active Transportation

Overview

- There are nearly 1,300 miles of trails in the SEDA-COG MPO region that are suitable for bicycling, hiking, all-terrain vehicles (ATVs), cross-country skiing, equestrian sports, and snowmobiles.
- The Pennsylvania Department of Conservation and Natural Resources (DCNR) has developed a list of Priority Trail Gaps. Closing those gaps would connect significant existing land-based trail systems that are less than 5 miles apart, including trails that have been identified in an official planning document. Within the MPO region, four such gaps have been identified:
 - » Buffalo Valley Rail Trail connection across Route 15 in East Buffalo Township and Lewisburg Borough, Union County. This gap has been identified as one of the Top 10 Trail Gaps within the state.
 - » Tamarack to Boyer Trailhead along the Sproul State Forest ATV Trail System in Clinton County.
 - » Two gaps along the Bald Eagle Valley Trail between the eastern Clinton County boundary at Pine Creek and the City of Lock Haven.
- BicyclePA routes G, J, and V traverse the region and provide more than 143 miles of active mobility infrastructure along major transportation routes.
- According to the U.S. Census Bureau, bicycle travel in the region constitutes only 0.4 percent of journey-to-work trips, while 4.2 percent of the region's resident workers walk to work.
- PennDOT developed its Active Transportation Plan in 2019, which outlines a vision and framework for improving walking and biking conditions statewide. The document recommends that local governments plan active transportation networks, consider adopting Complete Streets policies, provide bicycle parking, maintain roadway surfaces on routes that are frequently used by bicyclists, and partner with community groups to advance statewide goals of active transportation.
- In 2019, the SEDA-COG MPO, in collaboration with the Susquehanna Greenway Partnership and the WATS MPO, developed the Middle Susquehanna Bicycle and Pedestrian Plan. The study included Clinton, Columbia, Lycoming, Montour, Northumberland, Snyder, and Union counties.



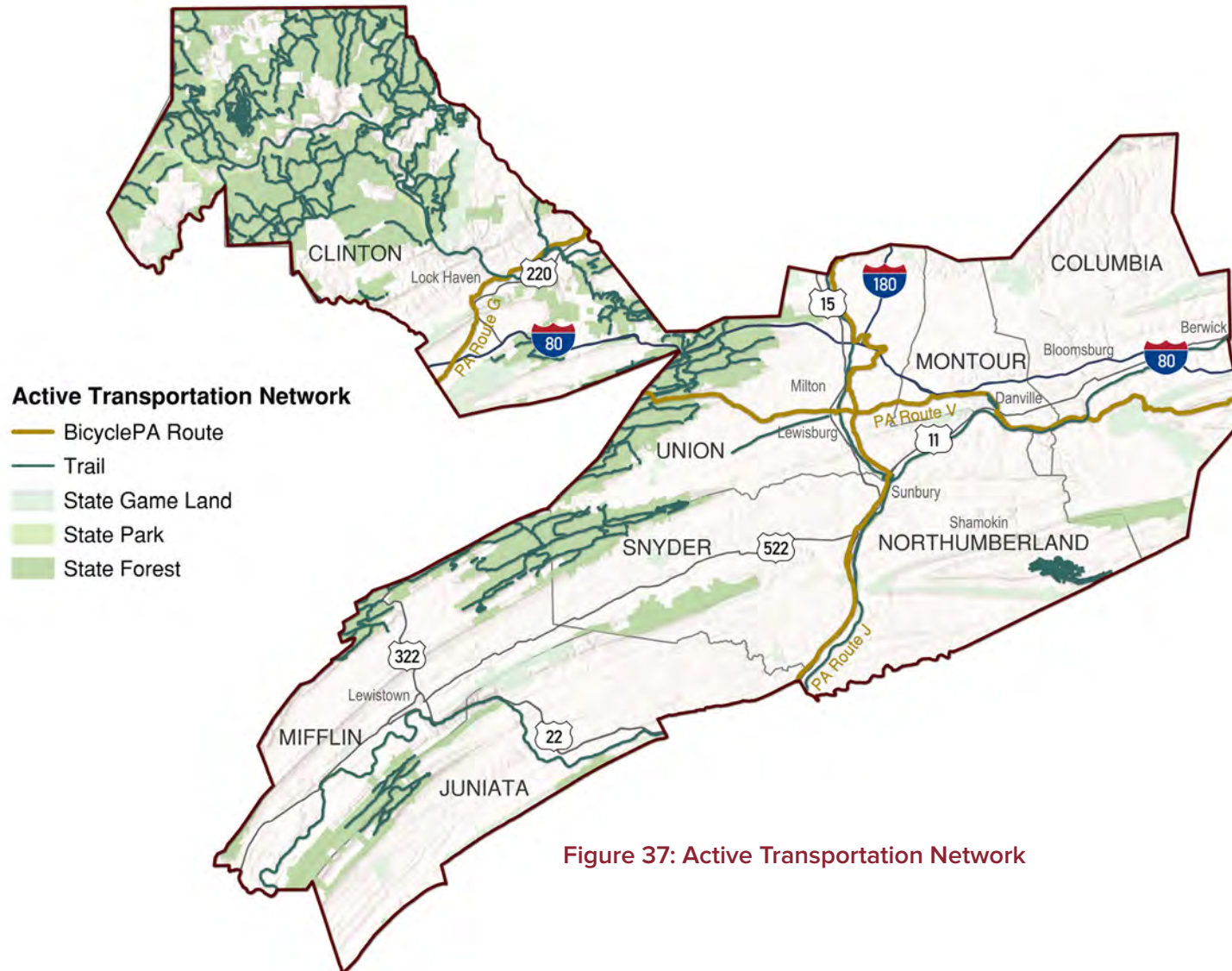
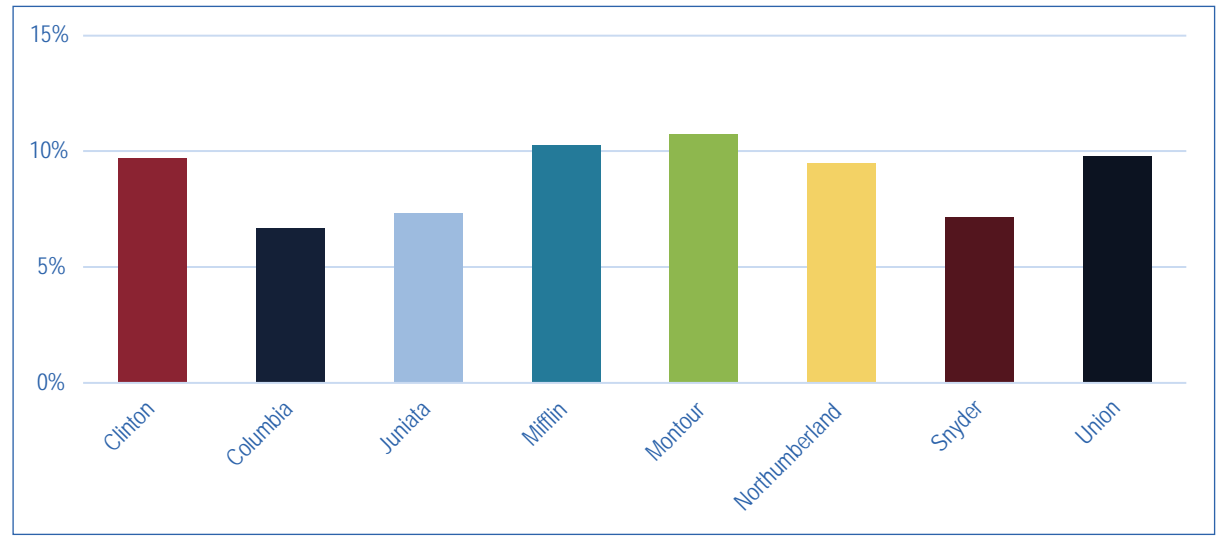


Figure 37: Active Transportation Network



Figure 38: Percentage of Households without Access to a Vehicle



Source: U.S. Census Bureau, ACS 5-Year Estimates, 2022

- Other active transportation initiatives within the region:
 - » Mifflin County developed its own Active Transportation Plan in 2023, entitled Mifflin Moves.
 - » In 2022, Northumberland County completed a Non-Motorized Rail Trail Master Plan in conjunction with the Anthracite Outdoor Adventure Area (AOAA).
 - » The City of Sunbury completed a Community Bicycle and Pedestrian Audit.
 - » Other communities in the region have utilized grants through the Pennsylvania Department of Health (DOH) WalkWorks

- The SEDACOG MPO and the Susquehanna Greenway Partnership formed the Middle Susquehanna Active Transportation Committee (MSATC), which was initially created to develop the regional Bike-Ped Plan. Committee responsibilities include data collection, assistance with public and stakeholder outreach, and identifying best practices for the development of active transportation infrastructure.

Municipal zoning and land development ordinances are important tools for expanding sidewalk and bikeway networks.

- A growing aspect of active transportation planning involves accommodating ATV and off-highway vehicle (OHV) use on designated local and state routes. In 2018, the City of Shamokin adopted an ordinance permitting ATVs on specific downtown streets during weekends, creating a direct connection to the Anthracite Outdoor Adventure Area (AOAA) and improving access to local businesses and amenities. More recently, in 2023, PennDOT launched a pilot program in Clinton County, designating a segment of Route 120 in Chapman Township and Renovo Borough for seasonal ATV use from Memorial Day through September.
- In 2024, the MPO adopted a Complete Streets policy, which supports context-sensitive roadway designs that dedicate space for all modes and ensure rights-of-way are safe and accessible for all, including pedestrians and bicyclists. The policy requires early consideration of all travel modes in project planning, with the goal of creating an integrated, connected transportation network that supports safe and convenient mobility for everyone.
- Other forms of mobility such as scooters and e-bikes that are not currently permitted in the Commonwealth will be emerging items to address as Pennsylvania legislation is developed to permit and regulate those modes.
- Several state and federal funding sources are available to MPOs, counties, and local governments in the region to support active transportation and trail infrastructure projects. Discretionary programs such as PennDOT’s Multimodal Transportation Fund (MTF), the DCED/Commonwealth Financing Authority’s MTF, and the federal Transportation Alternatives Set-Aside (TASA) program offer opportunities to fund projects that enhance safety and mobility for pedestrians and cyclists.

Planning Implications

- Use of bicycles for commuting and in combination with public transportation is limited throughout the region. Efforts to expand and complete sidewalk and bikeway networks can be made a higher priority by incorporating these infrastructure improvements into TIP cycles as well as through zoning and land development ordinances.
- Efficient and safe bicycle, pedestrian, and other alternative transportation networks are important amenities that can enhance property values, promote economic development, and improve quality of life. Continued investment in these pathways across the region will have a positive effect on the residents, businesses, and communities as a whole.
- The SEDA-COG MPO will continue to address high traffic speeds, bicycle infrastructure and facilities, driver and bicyclist education, and roadway and shoulder maintenance to improve safety and foster more livable, healthy, and cost-effective communities.
- As ATV use on public roads increases, it is important to track crashes and promote safety. Education efforts such as encouraging helmet use and instructing riders to stay on designated trails can help promote safe and responsible riding.

Public Transportation

Overview

- The SEDA-COG MPO region is served by a variety of public transportation services, including fixed-route,⁸ demand-responsive shared-ride, microtransit, intercity bus, and passenger rail.
- In 2024, the SEDA-COG MPO, in partnership with the Williamsport Area Transportation Study (WATS), adopted an updated Coordinated Public Transit–Human Services Transportation Plan. The plan identifies the transportation needs of individuals with disabilities, seniors, and people with low incomes; provides strategies for meeting local needs; and prioritizes transportation services for funding and implementation.
- The Lower Anthracite Transit System (LATS), operated by the Borough of Mount Carmel, is the only fixed-route service provider in the SEDA-COG MPO region. It serves southeastern Northumberland County and recently expanded with a new route to Sunbury.
- In Fiscal Year (FY) 2023-24, LATS provided more than 23,000 total fixed-route passenger trips.

⁸ Fixed-route service is that which is operated over designated routes according to a published schedule and is available to the general public (regular bus service).

Table 8: Public Transportation Service Providers

| County | Fixed-Route | Shared-Ride |
|----------------|-------------|---------------|
| Clinton | N/A | RVTA, STEP |
| Columbia | N/A | rabbittransit |
| Juniata | N/A | CARS |
| Mifflin | N/A | CARS |
| Montour | N/A | rabbittransit |
| Northumberland | LATS | rabbittransit |
| Snyder | N/A | rabbittransit |
| Union | N/A | rabbittransit |

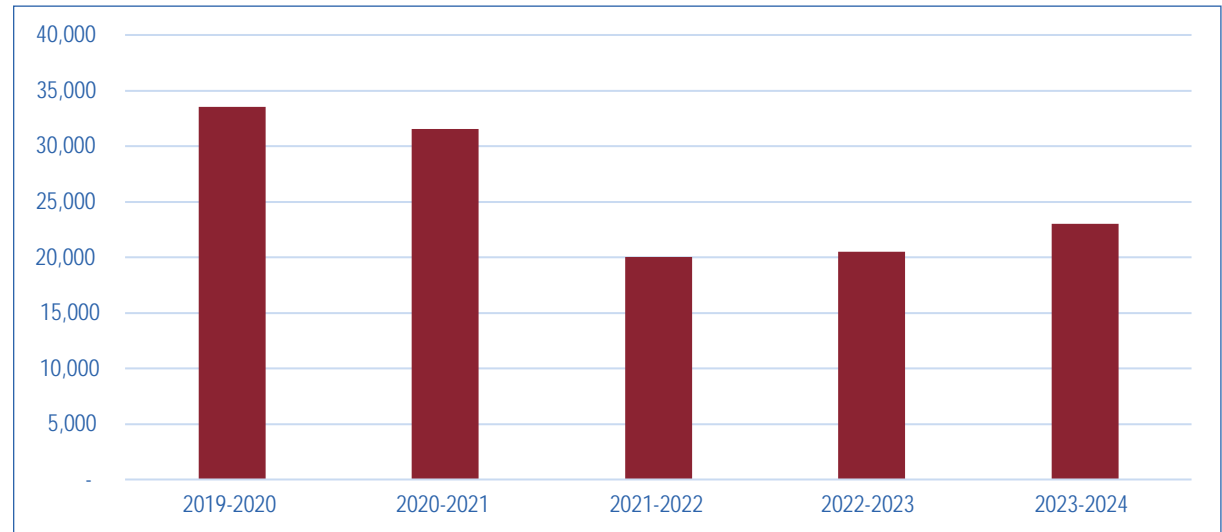
- LATS provides ADA-accessible transportation services throughout southeastern Northumberland County, serving the City of Shamokin, Coal Township, Mount Carmel Township, and the boroughs of Kulpmont, Marion Heights, and Mount Carmel. The system also includes routes to shopping destinations in Shamokin Dam Borough and Monroe Township in Snyder County. Addi-

tionally, LATS operates a seasonal route connecting its service area to Knoebels Amusement Resort.

- The SEDA-COG MPO region is also served by demand-responsive, shared-ride transportation—commonly known as paratransit—where routes and destinations are based on passenger requests. This service is open to the general public and operates within defined geographic boundaries and scheduled service hours.

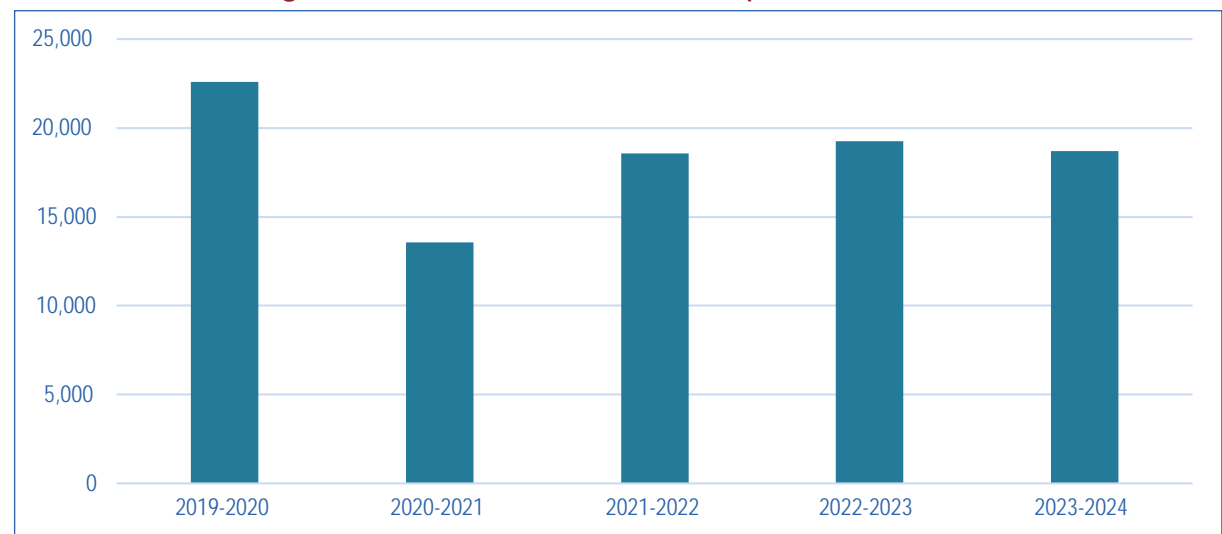
- Shared-ride ridership trends by provider are shown in Figure 40 (Success through Engagement & Partnership, STEP, Inc.), Figure 41 (rabbittransit), and Figure 43 (Call a Ride Service, CARS).
- While paratransit is available to all, it is often not cost-effective without financial support. Most riders qualify for reduced or no-cost fares through state or federal programs or assistance from human service agencies.
- Intercity bus travel is operated by private companies and provides connections between communities over longer distances.
 - » Greyhound stops in Lewistown between Harrisburg and Pittsburgh.
 - » Fullington Trailways service destinations include State College, Wilkes-Barre, Harrisburg, New York City, and Philadelphia. Along the way, buses stop in Lewisburg, Selinsgrove, Lock Haven, Danville, Bloomsburg, Berwick, and Sunbury.
- Passenger rail service is available in the SEDA-COG MPO region via Amtrak's *Pennsylvanian*, which travels daily between New York City, Philadelphia, and Pittsburgh. The line can be accessed from the Lewistown Amtrak station. Amtrak plans to initiate a second daily trip on the *Pennsylvanian* line and to invest in infrastructure along the route in Western Pennsylvania.

Figure 39: LATS Total Fixed-Route Ridership, FY 2019-2024



Source: Bureau of Public Transportation Annual Performance Report

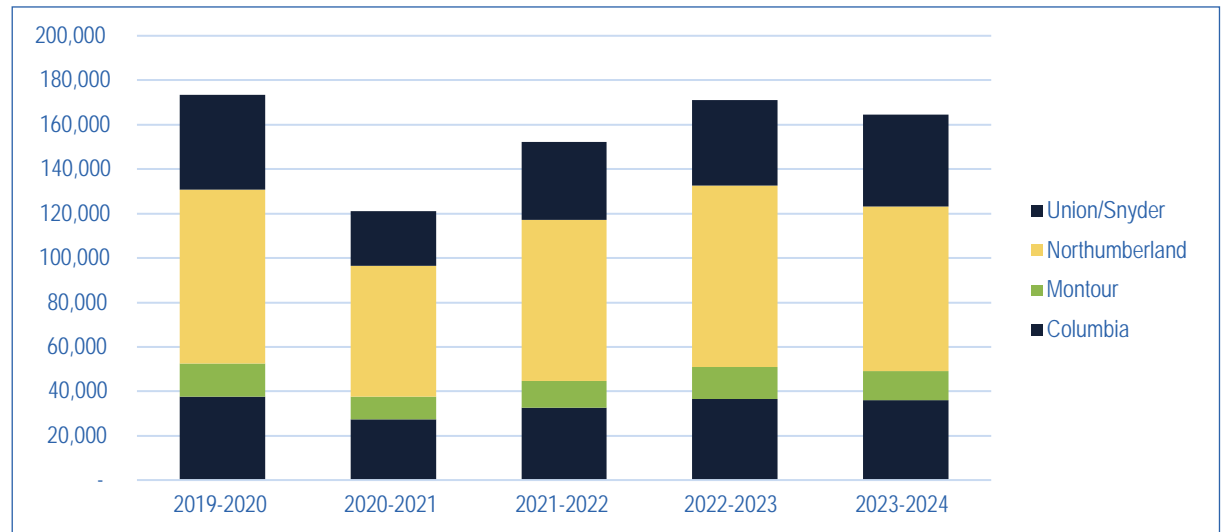
Figure 40: STEP Total Shared-Ride Trips, FY 2019-2024



Source: Bureau of Public Transportation Annual Performance Report

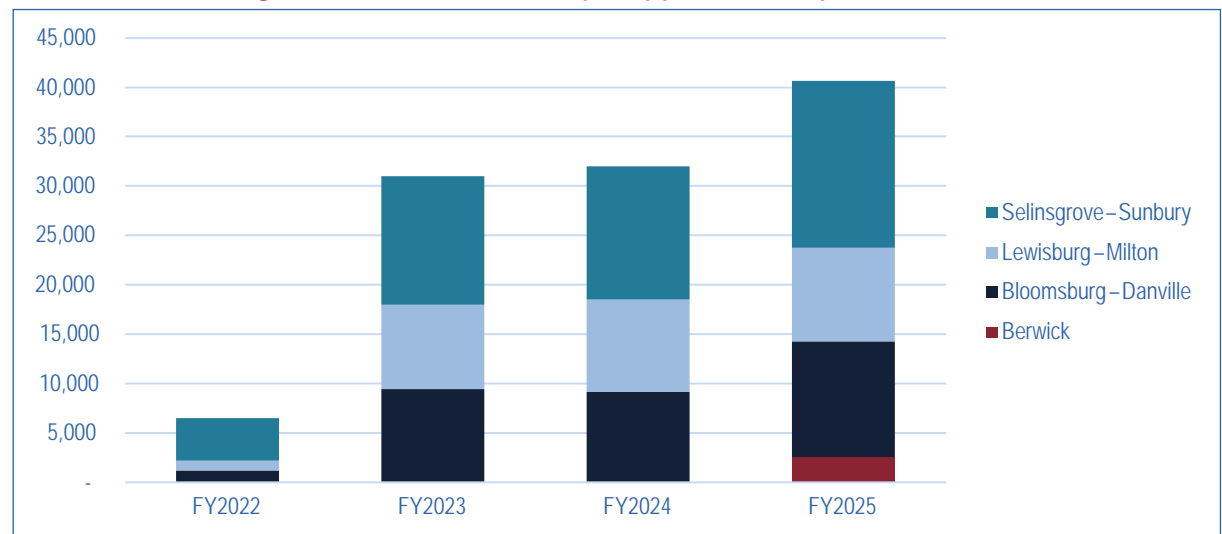
- rabbittransit’s shared-ride services provided 164,484 passenger trips in FY 2023-24 (Figure 41).
 - » In addition to its shared-ride service, rabbittransit offers the Stop Hopper microtransit program—an app-based, on-demand shuttle service that provides origin-to-destination transportation within designated service zones. Operating in three areas of the SEDA-COG MPO region (Berwick–Bloomsburg–Danville, Lewisburg–Milton, and Selingsgrove–Sunbury), Stop Hopper allows riders to schedule trips for \$2 per one-way ride within zone boundaries. In FY 2025, the program provided more than 40,000 trips—a more than 500 percent increase since FY 2022 (Figure 42).
- Park-and-ride facilities are essential to area commuters. Three official park-and-ride facilities in the region are owned and maintained by PennDOT. New park-and-ride lots are being constructed as part of two major projects in the region:
 - » The Central Susquehanna Valley Transportation project; and
 - » The PA 54/PA 642 Intersection Safety Improvement project in Montour County.

Figure 41: rabbittransit Total Shared-Ride Trips, FY 2019-2024



Source: Bureau of Public Transportation Annual Performance Report

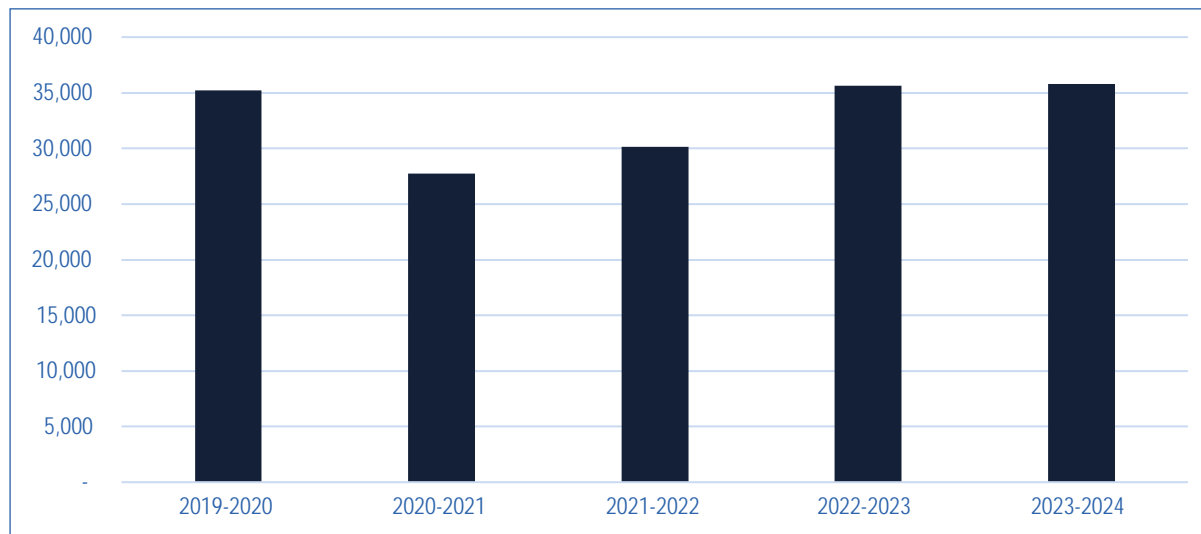
Figure 42: rabbittransit Stop Hopper Ridership, 2022-2025



Source: Bureau of Public Transportation Annual Performance Report



Figure 43: CARS Total Shared-Ride Trips, FY 2019-2024



Source: Bureau of Public Transportation Annual Performance Report

- Due to high carpooling rates and potential safety issues with unofficial park-and-ride areas adjacent to US Route 22/322, the MPO is working with PennDOT to address these issues primarily along US 22/322 in Juniata County. Additional areas for potential development of official park-and-ride facilities have been identified elsewhere in the region, including at the unofficial park-and-ride lot located off US 15 near New Columbia.

Planning Implications

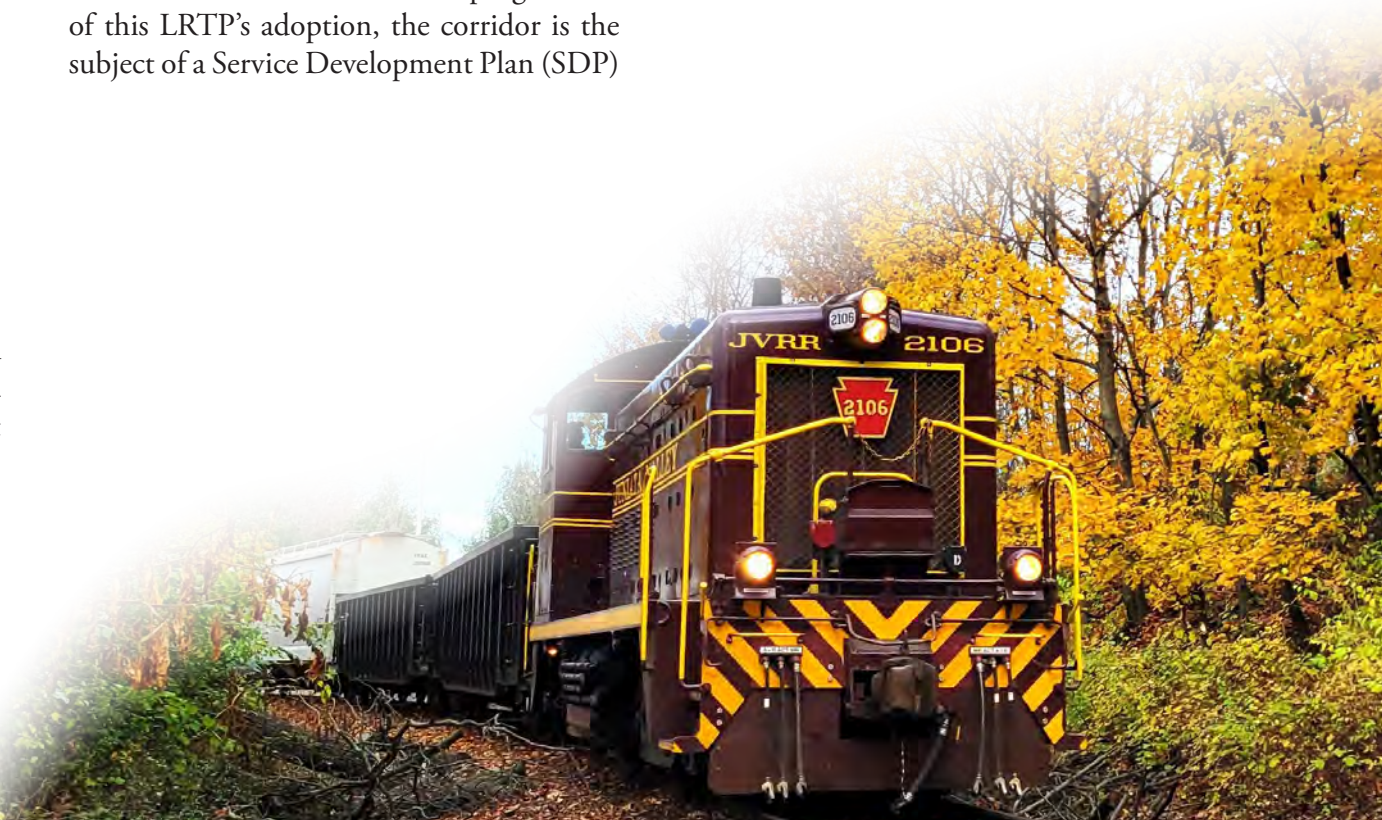
- Public transportation investments are vital for personal mobility, health, independence, employment, quality of life, and regional and community economic development. Public transportation provides basic services for those who do not own a car, are unable to drive, or who otherwise choose to utilize the services. A reliable and efficient public transit system that connects businesses, employers, medical facilities, and recreational and natural areas can support economic development and help attract new residents, businesses, and visitors.
- Expanded services for long-distance trips, particularly to medical appointments, as well as evening and weekend hours, are always desired by users. However, the lack of drivers and funding availability for capital investments has hindered public transportation providers' ability to expand their services.
- Seniors represent approximately 45 percent of the ridership of shared-ride services. As the regional population continues to age, it is anticipated that there will be a higher demand placed on public transportation services to provide mobility and maintain independence for senior citizens, as well as access to essential services.
- Shared-ride services play a vital role in daily life for many residents in the region. However, for individuals who do not qualify for fare assistance, these services can be cost-prohibitive. Additionally, private rideshare options such as Lyft and Uber are either limited or unavailable in much of the area, and their pricing can also be a barrier.
- The introduction of microtransit through rabbittransit's Stop Hopper program has helped address this gap by offering a more affordable and accessible transportation option. Continued support and expansion of microtransit services could further improve mobility—particularly for low-income and vulnerable populations—by providing reliable access to employment, healthcare, and other essential services.
- According to the PennDOT Bureau of Public Transportation's 2025 report on Sustainable Shared-Ride Public Transportation, the current funding model is not resilient to short-term disruptions (such as the COVID-19 pandemic or other emergencies) or long-term trends from the perspectives of funding partners, service providers, or customers. Alternative operating models should be explored within the SEDA-COG MPO region to ensure that all who need public transportation are able to receive the service at an affordable rate, while maintaining the overall cost effectiveness of the system.

Rail Network

Overview

- SEDA-COG’s Joint Rail Authority (JRA) has been serving the SEDA-COG MPO region since 1983. Operations involve public-private partnership with North Shore Railroad, which has five affiliates and manages six short lines serving approximately 100 industrial customers. JRA owns about 205 miles of mainline track and assets and indirectly supports more than 12,000 jobs.
- One main JRA challenge is to secure funding to upgrade and renovate the rail system, which is more than 120 years old. Resilience to flooding is also a concern due to more frequent high-intensity, short-duration rain events.
- State and federal grants are key to the JRA making infrastructure improvements, and a majority of revenues are used to meet grant matching fund requirements and other capital improvement costs.
- Improvements are planned to increase access to the Lewistown Amtrak station in Mifflin County, including ADA accessible pedestrian connections to the downtown area.
- Just outside of the region, the Scranton–New York City corridor is one of four U.S. rail corridors in Amtrak’s “CorridorID” program. As of this LRTP’s adoption, the corridor is the subject of a Service Development Plan (SDP)

to flesh out the vision into a fully defined, ready-for-implementation service plan. Passenger rail service could be operational by the end of the decade, giving MPO region residents other options for accessing destinations in the Poconos and New York City.



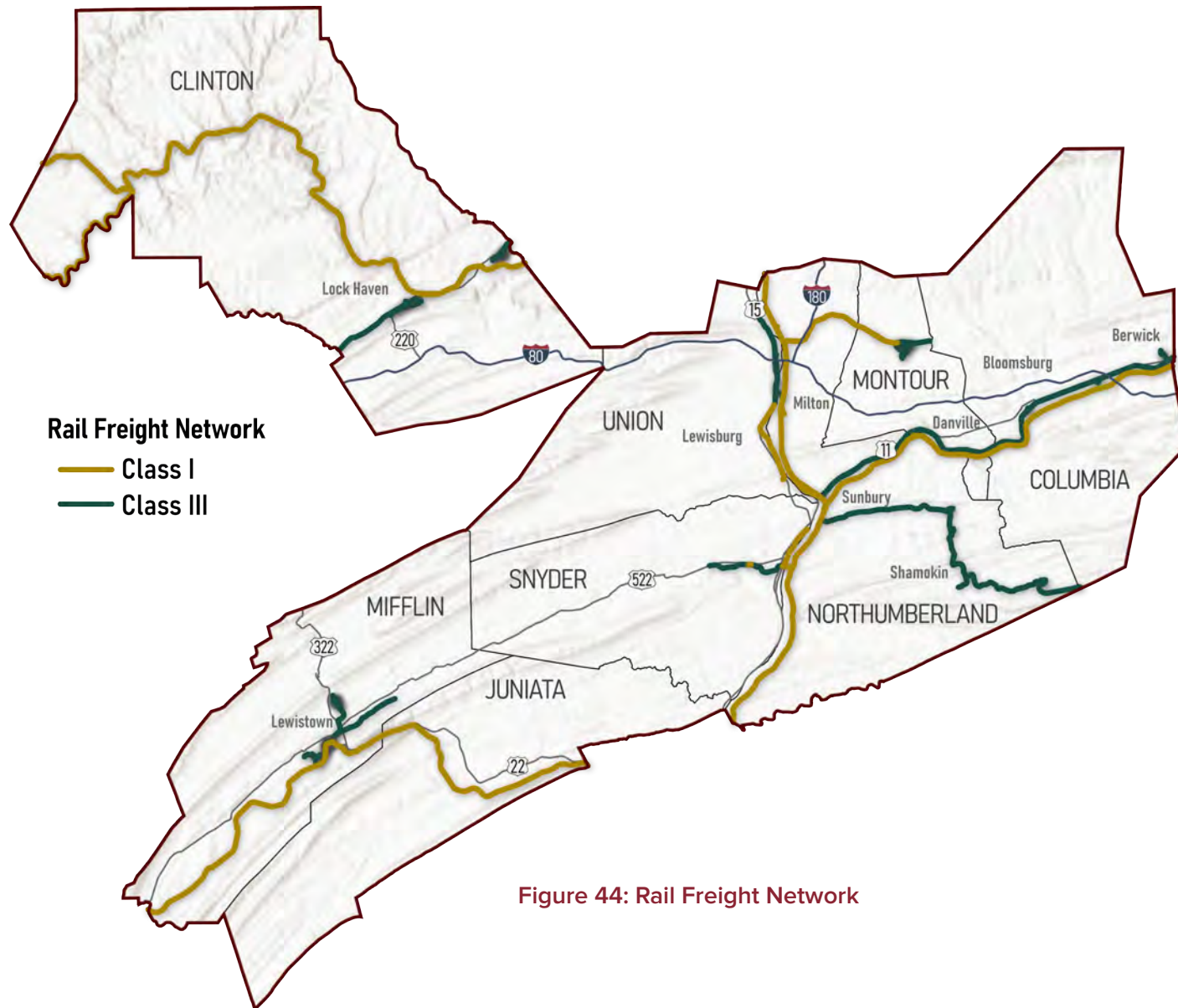


Figure 44: Rail Freight Network

Railroad classes are defined by the federal Surface Transportation Board (STB) based on annual operating revenue thresholds.

- Class I railroads have the greatest annual operating revenue threshold and operate extensive interstate networks. They primarily provide long-haul freight service over high-density, intercity corridors.
- Class II railroads, also known as regional railroads, operate over larger geographical areas than short-line railroads. There are no Class II railroads in the region.
- Class III railroads, commonly referred to as short-line railroads, operate on shorter track segments and have annual operating revenues below the Class II threshold, providing localized freight service and connections to the national rail network.

SEDA-COG JOINT RAIL AUTHORITY

Railroad System Map

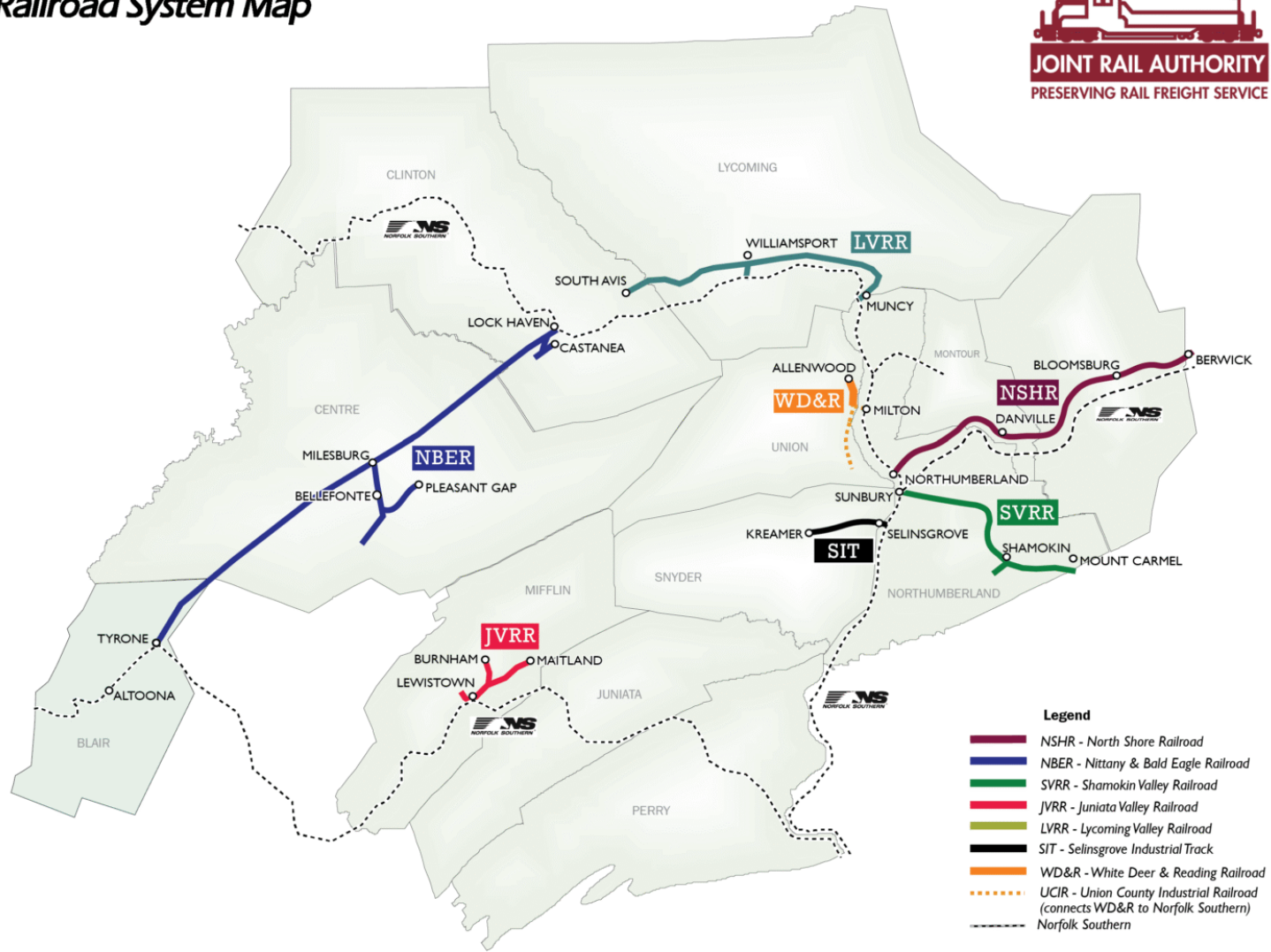


Figure 45: SEDA-COG's Joint Rail Authority (JRA) System



Planning Implications

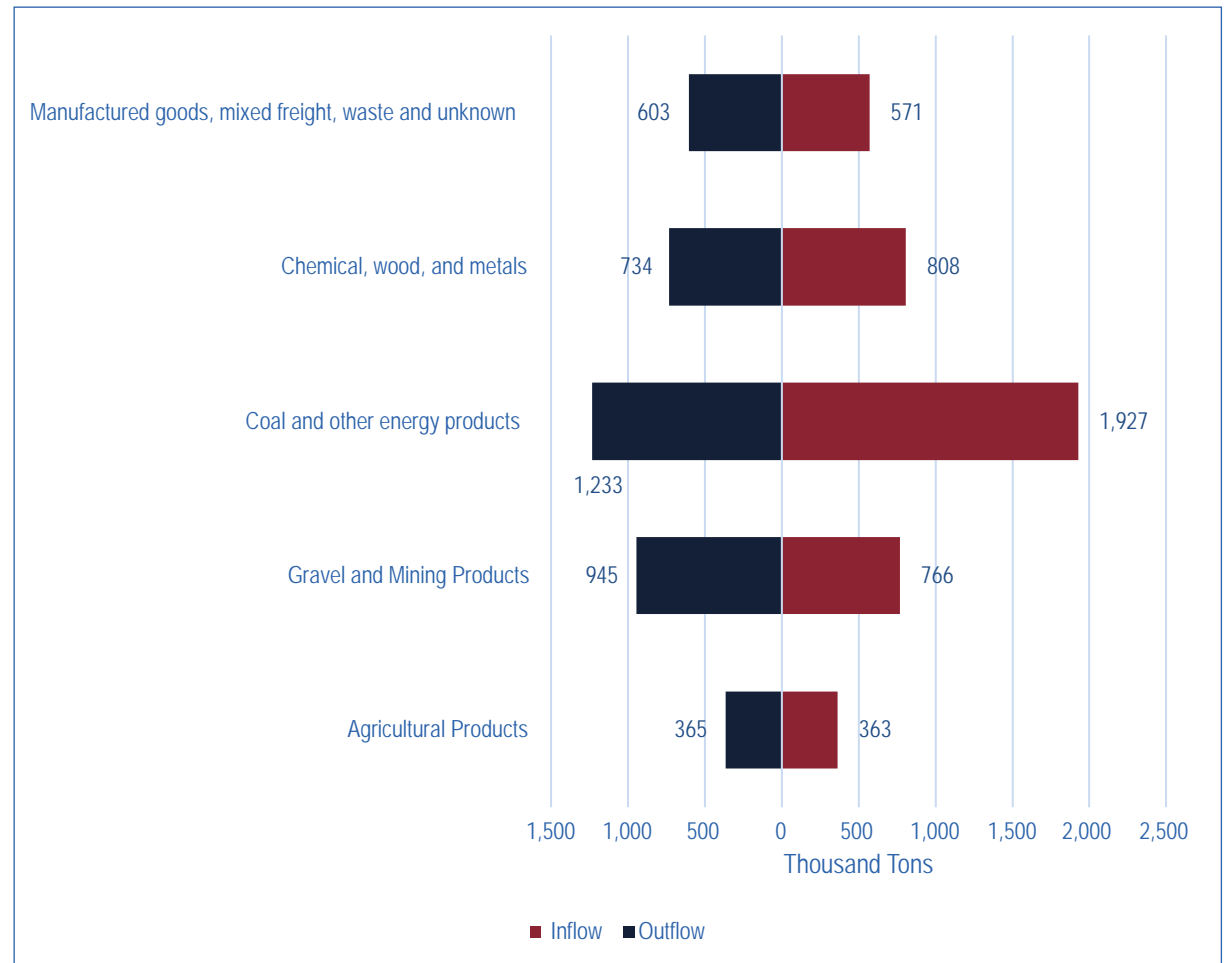
- Funding from the federal Railway-Highway Crossings Program (23 USC 130) has enabled the SEDA-COG MPO to partner with PennDOT and local municipalities to complete rail crossing improvements. Such safety efforts should continue to be a priority.
- There is a need for a transload facility along US 522 in Snyder County to serve industry on that highway corridor.
- Centre County MPO is pursuing a passenger rail study to evaluate the feasibility of “rail shuttle” bus service from State College to Amtrak stations in Lewistown and/or Tyrone (Blair County). Should this prove to be a viable option, it could be used as a model for a similar option from the SEDA-COG MPO region to Amtrak facilities such as those in Harrisburg and Scranton. The Centre County MPO study is slated for completion by June 2026.

Goods Movement

Overview

- The COVID-19 pandemic and its aftereffects have had a profound influence on freight and trucking volumes in the SEDA-COG MPO region and nationwide. In particular, the proliferation of e-commerce has led to development of new warehousing and distribution centers, with resulting significant increases in the volume of commercial trucks on the highway network.
- The shortage of commercial truck parking has been felt more acutely due to this increase. Related safety issues have increased correspondingly.
- In the SEDA-COG MPO region, opening of the Northern Section of the Central Susquehanna Valley Thruway has altered freight and truck patterns in ways that are still evolving. Some truck traffic has shifted from the parallel existing US 15 corridor, but the full effects of this change will not become evident until after the opening of the remaining Southern Section in 2027/2028. Land use changes are occurring, especially around CSVT interchanges, and will continue to happen in the next few years.

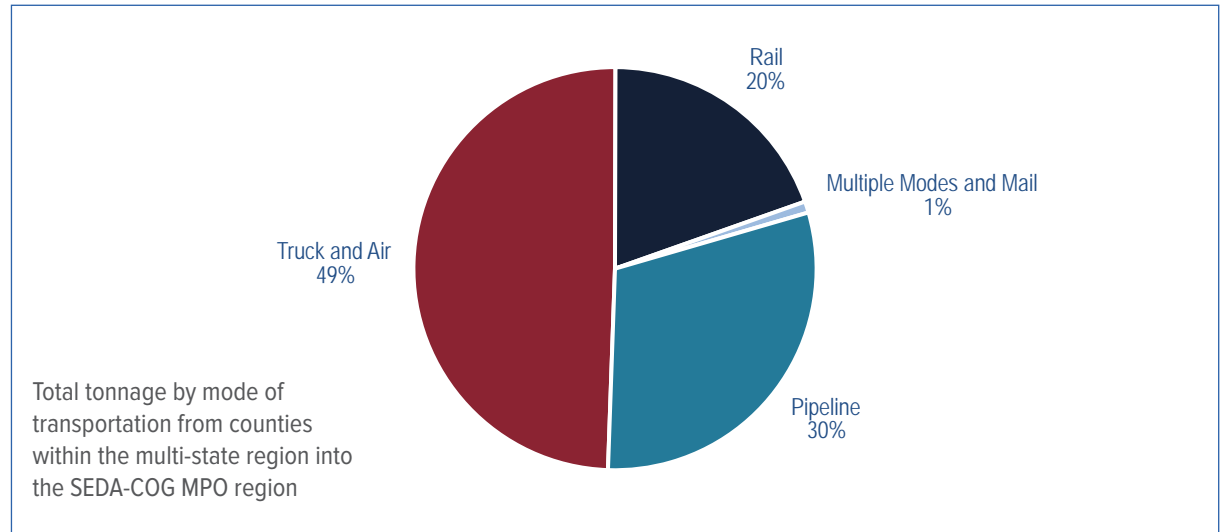
Figure 46: Total Tonnage by Commodity Group (Inflow/Outflow), 2022



Source: USDOT Freight Analysis Framework version 5.7.1

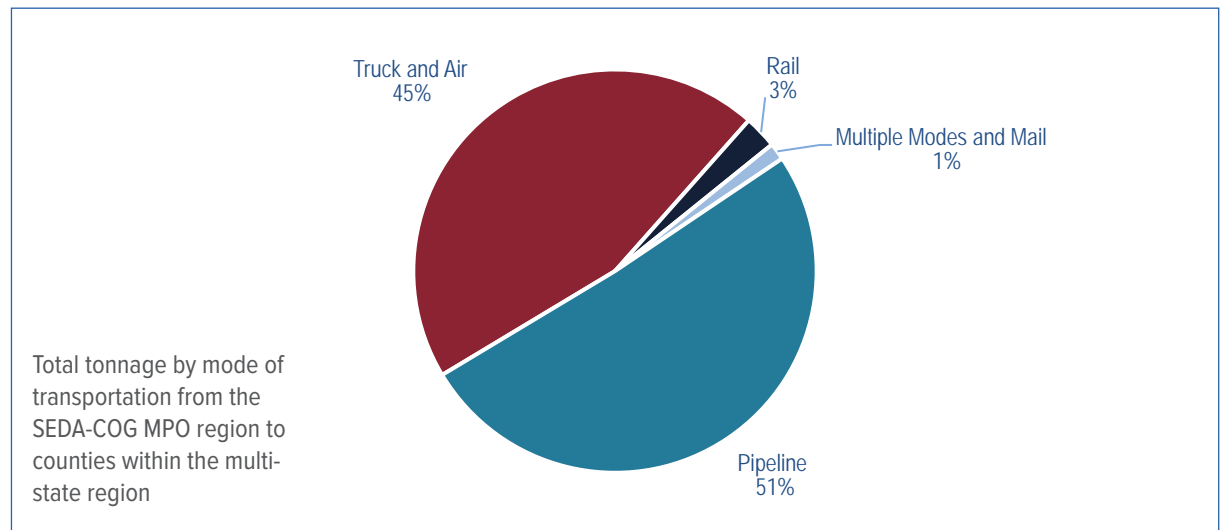
- “Freight bottlenecks” as defined by PennDOT are largely located along portions of the I-80 corridor, as are the most significant truck parking problems.
- Increasing extreme weather events and natural disasters can have a significant effect on trucking and freight movements. Continual monitoring and evaluation of freight capacity of the transportation network in the SEDACOG MPO region must consider these impacts, especially when detour routes need to be utilized.
- Trucking and delivery of local freight is growing rapidly in volume and new technological solutions are being implemented (such as truck parking systems), sometimes with new and different accompanying safety problems.
- The USDOT’s Freight Analysis Framework (FAF) provides estimates on the weight and value of shipments across the U.S., categorized by commodity type, transportation mode, and geographic zone. Using 132 zones—mostly aligned with state boundaries—the FAF supports national and regional freight planning. Additionally, the USDOT Bureau of Transportation Statistics (BTS) has developed experimental datasets that track commodity flows at the county level, offering more localized insights for planners.

Figure 47: Tonnage by Mode (Inflow)



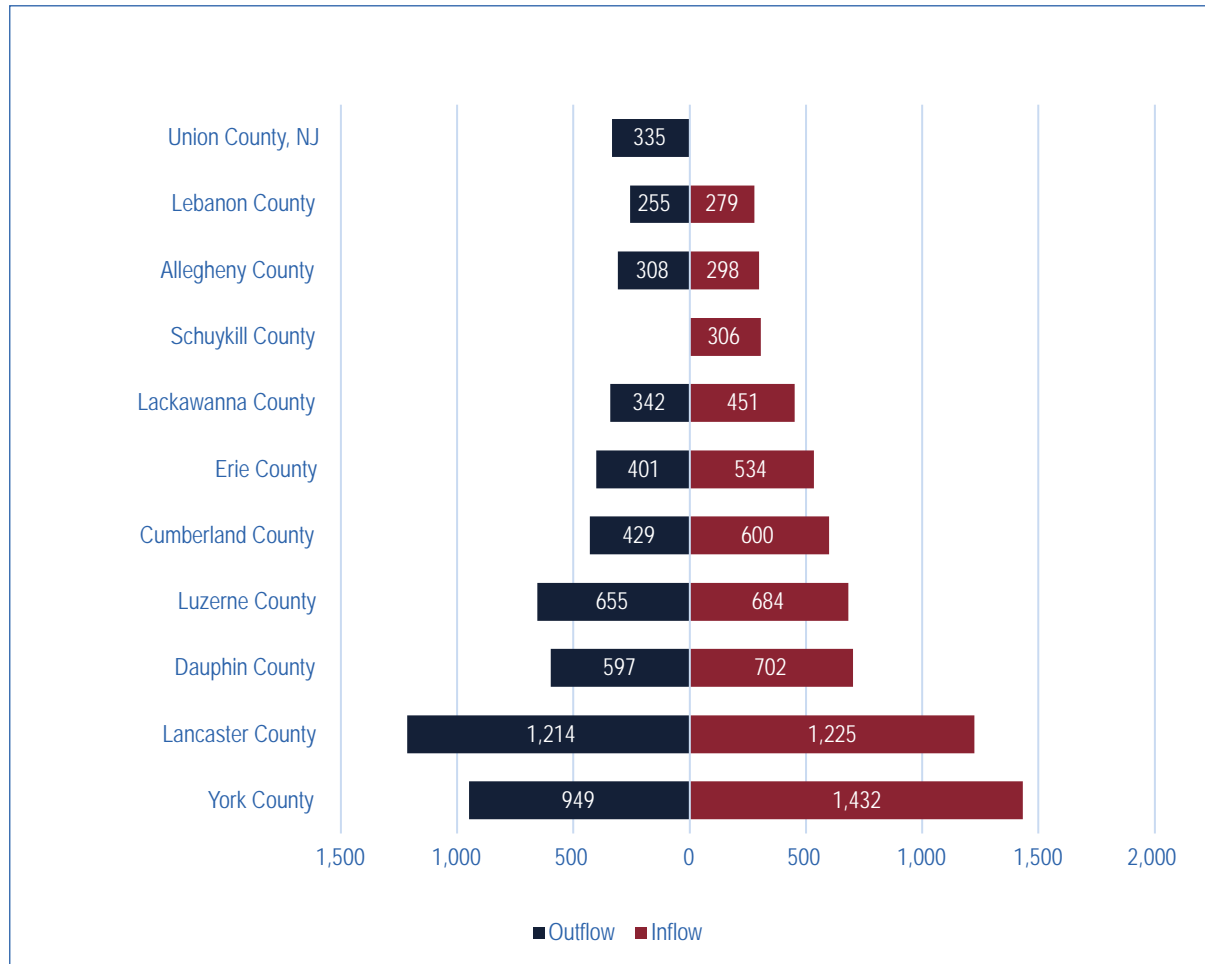
Source: USDOT Freight Analysis Framework version 5.7.1

Figure 48: Tonnage by Mode (Outflow)



Source: USDOT Freight Analysis Framework version 5.7.1

Figure 49: Total Tonnage by Top Origin-Destination County



Source: USDOT Freight Analysis Framework version 5.7.1

- » Coal and other energy products represent the largest commodity movement in the region, with an inflow of 1,927,000 tons and an outflow of 1,233,000 tons (Figure 46).
- » Goods entering the SEDA-COG MPO region are moved mainly by truck and air (49 percent), followed by pipeline (30 percent) and rail (20 percent) (Figure 47). Goods leaving the region shift heavily toward pipeline (51 percent), with a smaller share using truck, air, or rail (Figure 48).



Planning Implications

- PennDOT has suggested that increased public-private collaboration is needed to address truck parking availability and issues. The SEDA-COG MPO could become involved to a greater extent with this topic in the near future.
- Artificial intelligence (AI) solutions to improve monitoring, prediction, and communications related to truck parking availability should be monitored and supported by the SEDA-COG MPO as appropriate.
- The MPO should closely monitor land use changes along the CSVT corridor, especially those with potential significant impacts for increased trucking and freight movement. Increased coordination with local governments is needed, especially with respect to zoning and needed transportation projects.
- Planning for management of extreme weather events and natural disasters should be increased and the potential effects of such events evaluated to determine preventive actions.



Aviation

Overview

- There are nine public-use airports plus one seaplane base that serve the SEDA-COG MPO region. None have scheduled airline service; the closest such airports are Harrisburg (MDT), Williamsport (IPT), State College (SCE), and Wilkes-Barre/Scranton (AVP). Recent growth in flights, airlines, and passengers has been noted at Harrisburg, Wilkes-Barre/Scranton, and State College, while Williamsport has experienced interruptions in its commercial service. PennDOT's 2022 Aviation Economic Impact Study found that these airports generate a total of \$36,497,300 in economic impact.
- Special events and attractions add to the economic impact at these airports. For example, Reedsville Airport has Mifflin County Soaring Association glider events and hosts monthly fly-in Experimental Aircraft Association (EAA) breakfasts. Piper Airport in Lock Haven holds a large annual fly-in event each summer, and the adjacent Piper Aviation Museum draws a substantial number of visitors annually.
- Continued and expanded support of specialized businesses and economic activities is a theme at many of these airports. Charter service serving local industries is provided from Mifflin County Airport to commercial airports. The airport also has an aircraft maintenance shop and aircraft interiors business on site. Bloomsburg Airport staff are exploring partnerships with local medical facilities for delivery of medicine by unmanned aerial systems (UAS) (drones).
- These airports are interested in exploring and implementing advanced technologies to support economic growth. Some are looking into the feasibility of developing a vertiport to serve the local area.
- Some locations can accommodate jet aircraft and want to increase freight operations. There has been interest in Pennsylvania in establishing new freight hubs. While such installations would likely be at larger airports, smaller general aviation airports such as those in the SEDA-COG MPO region could potentially benefit as feeder facilities.
- Securing adequate government funding to maintain existing airport facilities and services can be a challenge, especially given the restrictions on eligible uses for grant funding.

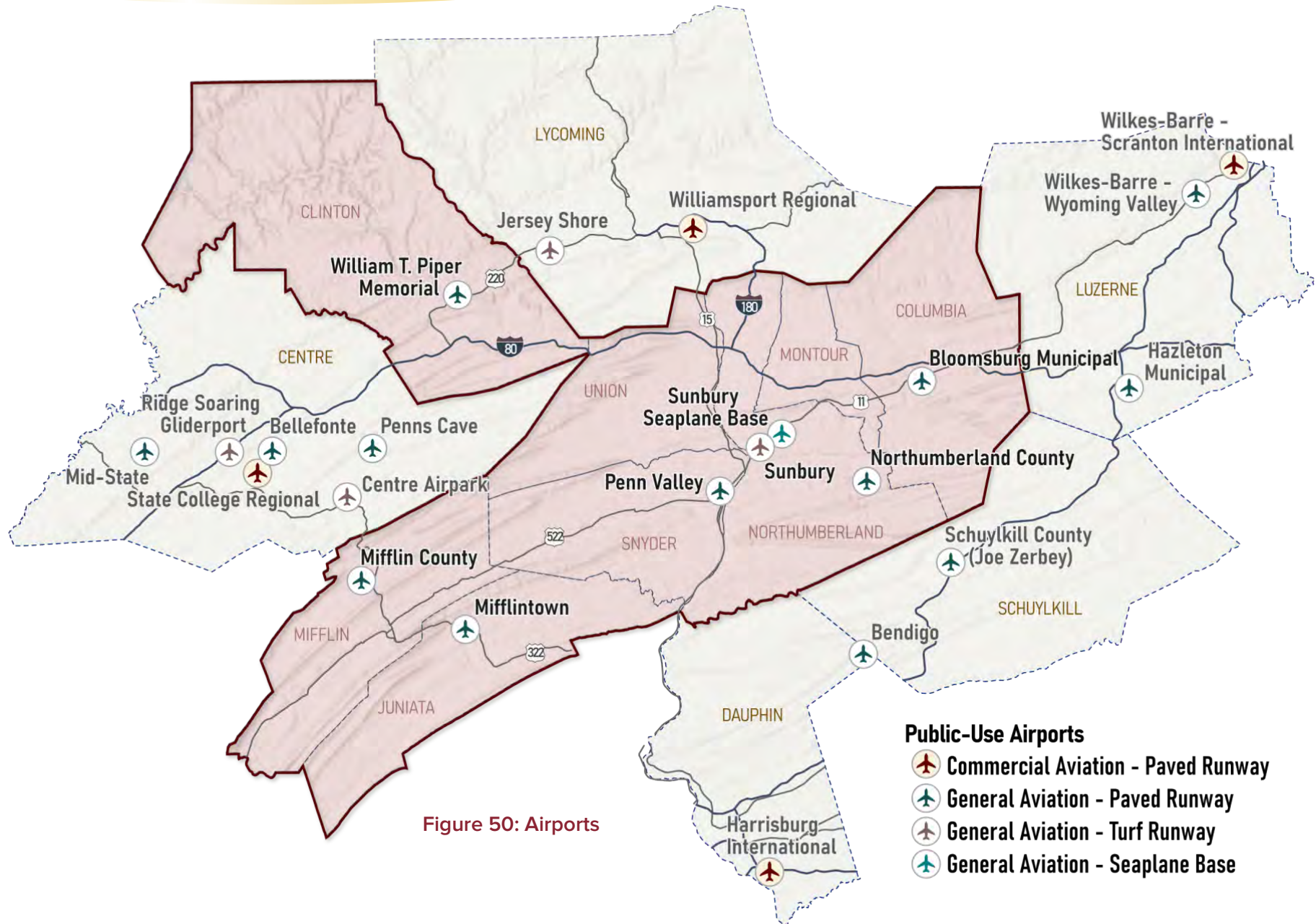


Figure 50: Airports



The region's airports generate an estimated \$36.5 million in economic impact.

Planning Implications

- Continued support of general aviation airports can foster meaningful economic development and help sustain businesses and jobs. Creative development approaches and new technologies can offer opportunities for these airports to support their own operations and expand the local economy.
- General aviation airports in the SEDACOG region should be supported as part of funding initiatives that promote economic development and tourism.
- Improving local access to general aviation airports is desirable, particularly if freight operations are expanded and intermodal facilities are developed.

System Management & Operations

Overview

- As PennDOT and the SEDA-COG MPO continue to be affected by an increasingly constrained funding environment, there is a growing need to accommodate more travel on the existing systems as opposed to adding more lanes and constructing new roads. These conditions are addressed at the state-wide level through PennDOT’s Transportation System Management and Operations (TSMO) activities, which aim to enable the existing system to handle traffic safely and smoothly.
- PennDOT’s Central Regional Traffic Management Center (RTMC) in Clearfield manages freeway and arterial operations using Intelligent Transportation System (ITS) devices including CCTV cameras, dynamic message signs (DMS), and Road Weather Information Systems (RWIS) to monitor traffic and weather conditions in real time.
- In addition to managing traffic flow and incident response, the RTMC disseminates information through platforms such as GPS navigation apps. RTMC also coordinates closely with local and regional agencies,

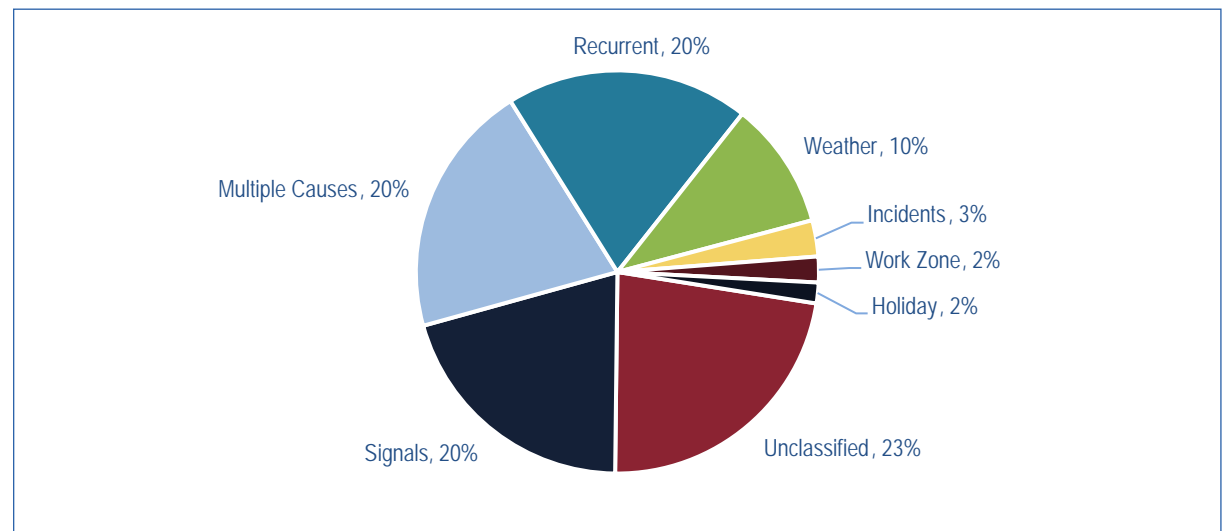
emergency responders, and transportation partners to ensure a unified approach to traffic management, incident mitigation, and traveler safety.

- PennDOT’s Regional Operations Plans (ROPs) guide Transportation Systems Management and Operations (TSMO) planning by enhancing traffic management through ITS devices, incident response, and traveler

communication across PennDOT Districts 2, 3, and 9—including the SEDA-COG MPO region.

- The Central RTMC ROP serving SEDA-COG was first developed in 2018 and updated in May 2025. It follows a four- to five-year update cycle, with interim updates every two years.

Figure 51: Causes of Congestion, 2024

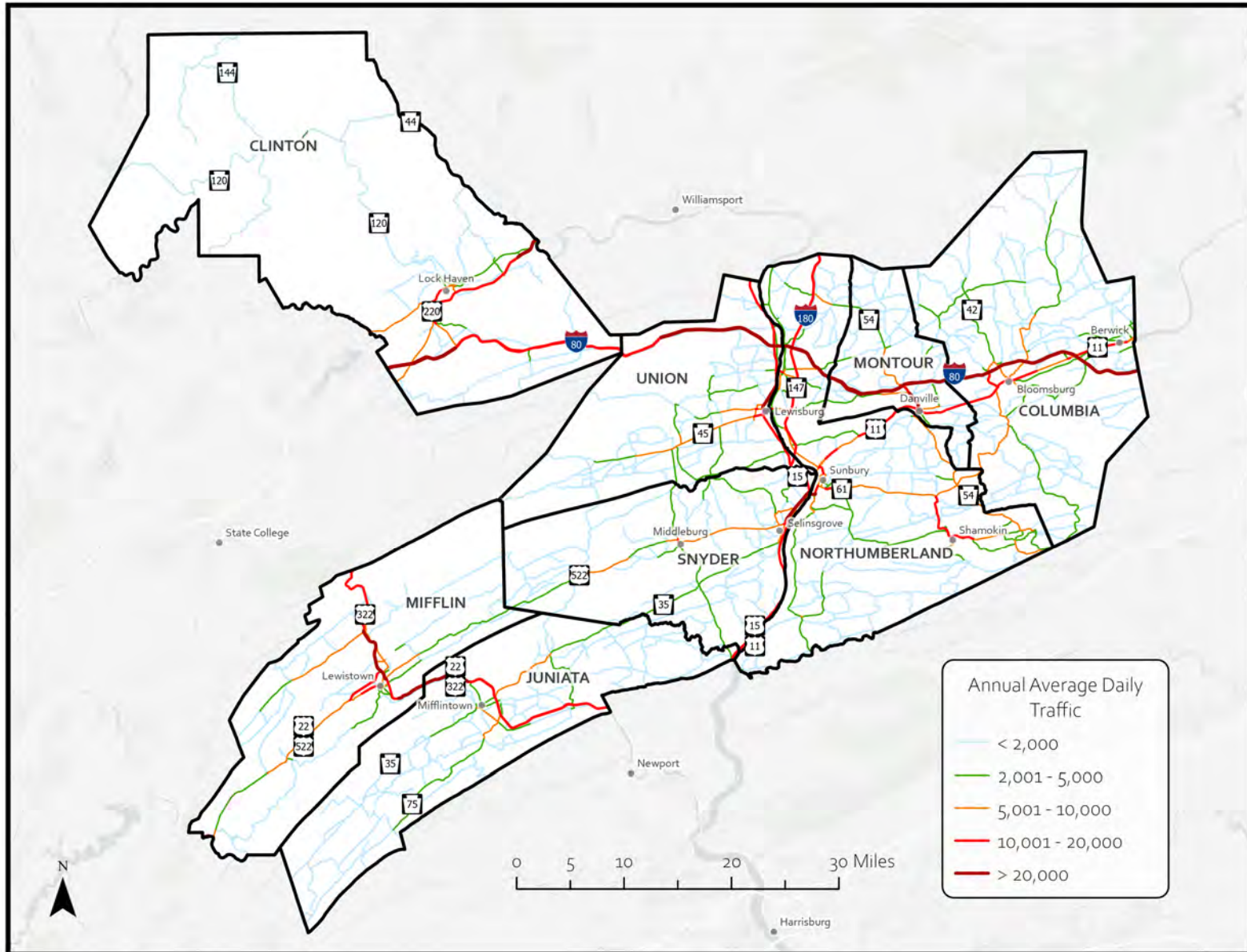


Source: INRIX

- The ROP is intended to assist with the following:
 - » Meeting federal requirements related to ITS planning (23 CFR 940);
 - » Incorporating statewide TSMO goals for operations planning at the regional level;
 - » Using objectives-driven, performance-based planning processes for operations and congestion management planning;
 - » Integrating/mainstreaming ITS and operations planning into the overall transportation planning process, per FHWA guidance;
 - » Identifying and prioritizing TSMO capital projects as part of the Transportation Improvement Program (TIP); and
 - » Managing funds for TSMO operations and maintenance (O&M) in future years.
- According to the updated ROP, significant transportation corridors in the region include the following:
 - » I-80 in Clinton, Columbia, Montour, Northumberland, and Union counties
 - » I-180 in Northumberland County
 - » US 11 in Columbia, Juniata, Montour, Northumberland, Snyder, and Union counties
 - » US 15 in Juniata, Snyder, and Union counties
 - » US 22/322 in Juniata and Mifflin counties
- » US 220 in Clinton County
- » PA 147 in Northumberland County
- There are 243 signalized intersections in the SEDA-COG MPO region. Traffic signal enhancements are recommended in the ROP on US 11, US 15, PA 35, PA 42, and PA 54 to improve safety and efficiency for all road users. Optimizing signal timing and coordination can significantly enhance traffic flow without the need for costly infrastructure upgrades, particularly on emergency detour routes and for significant special events.
- High-priority projects in the ROP include, but are not limited to, the use of technology devices to enhance the network. These projects may involve closing ITS gaps along US 22/322 in Mifflin and Juniata counties and I-80 in Union, Northumberland, Montour, and Columbia counties.
- According to INRIX data, the primary causes of congestion in the SEDA-COG MPO region are traffic signals and recurrent congestion. Weather and incidents contribute 10.2 percent and 2.9 percent respectively as sole factors, with additional impacts as contributing factors (Figure 51).
- Seasonal destinations including Knoebels Amusement Resort and the Bloomsburg Fair frequently cause localized congestion, while nearby events such as the Little League



Figure 52: Annual Average Daily Traffic





Given limited funding, the MPO should emphasize strategies that improve the performance of the existing transportation network.

World Series in Lycoming County and Penn State football games in Centre County also lead to traffic impacts within the region.

- The construction of the CSVT is a major initiative in the SEDA-COG MPO region that will address the recurring congestion along US 11 in Shamokin Dam and Monroe Township by building a limited-access roadway that will bypass that commercial corridor. When fully completed, the corridor will include eight new DMS sites and six new CCTV locations. An automated wind advisory warning device has also been installed on the nearly mile-long CSVT bridge over the Susquehanna River. Traffic signals along the US 11 commercial corridor will be replaced and tied into the unified command and control system monitored by the Central RTMC.

Planning Implications

- Given limited funding, the MPO should emphasize strategies that improve the performance of the existing transportation network. Supporting projects that optimize operational improvements and provide low-cost, high-impact increases in efficiency and safety will maximize the utility of existing infrastructure and decrease congestion on the region's major corridors and other affected roadways.
- Reliability can be impacted by non-recurring congestion causes, such as incidents or weather conditions and events. The MPO can work with its partners, first responders, and towing companies to ensure roadway incidents are addressed and cleared quickly.

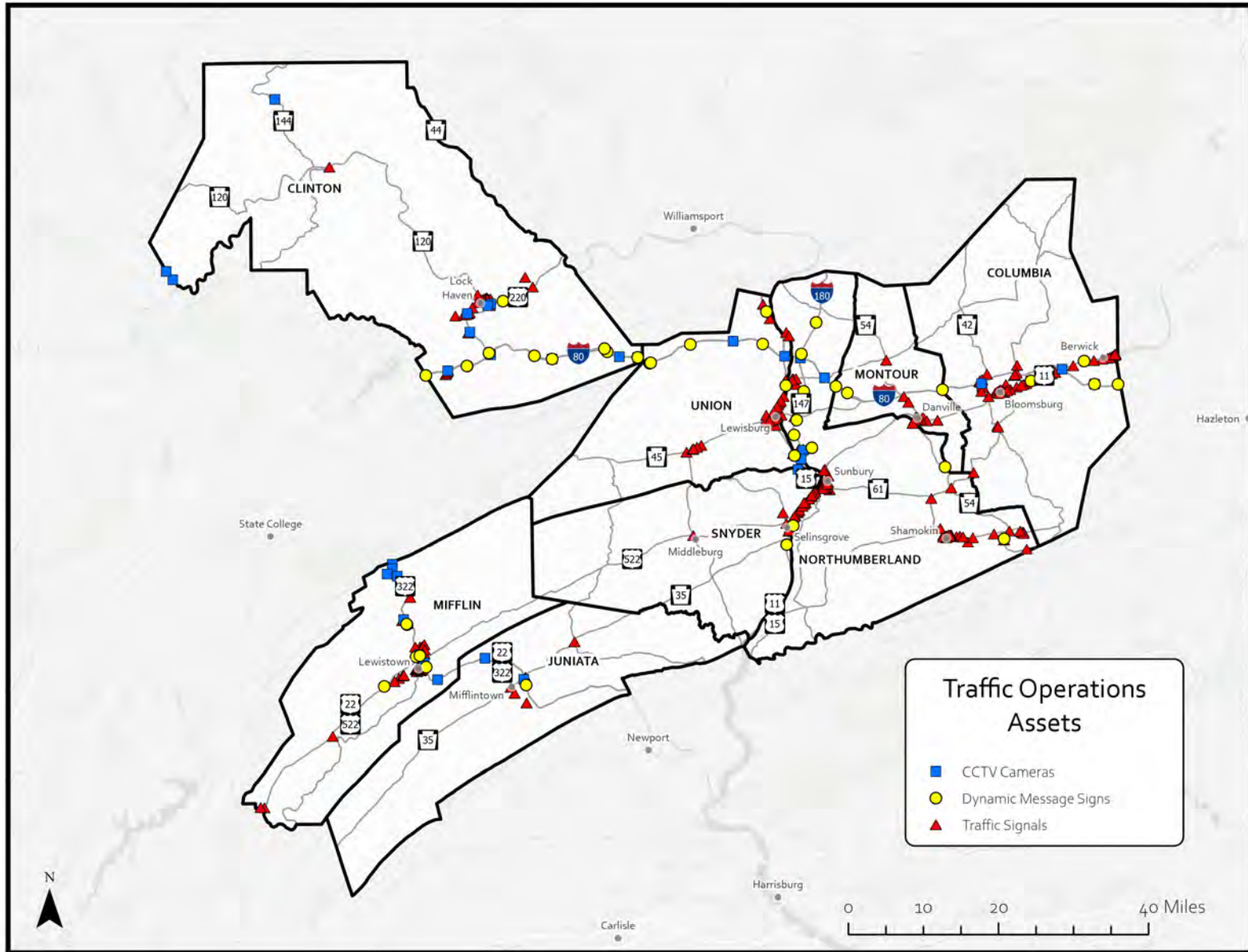
Emerging Technologies

Overview

- Few aspects of transportation change as rapidly as the adoption and deployment of emerging technologies. Dedicated funding streams have recently been established for many such tools, and the promise of improvements in safety and environmental aspects of transportation should ensure continued implementation of emerging technologies in the near future. Over the longer-range planning horizon of this plan, new technologies can be expected to continue to be developed at an ever-increasing rate.
- Intelligent Transportation Systems (ITS) of various types have been successfully implemented in the SEDA-COG MPO region. PennDOT has developed an integrated ITS program area called Transportation Systems Management & Operations (TSMO) as discussed in the previous section. It includes Regional Operations Plans (ROPs) that incorporate ITS architecture designs and standards to plan for, deploy, and manage ITS elements in PennDOT Engineering District regions, including Districts 2-0 and 3-0, which together cover the SEDA-COG MPO counties. These programs and elements are coordinated and monitored statewide in four Regional Traffic Management Centers (RTMCs).
- Some common ITS elements that have been deployed in the SEDA-COG MPO region include closed circuit traffic cameras (CCTV), dynamic message signs (DMS), and adaptive traffic signals (Figure 53).
- Connected and Automated Vehicles (CAVs) have been in testing and development in Pennsylvania for several years. A consortium of universities and private companies in the Pittsburgh area began one of the earliest such efforts in the U.S.,⁹ with testing of CAVs on active roadways in that area. PennDOT has a Highly Automated Vehicle (HAV) Advisory Committee (<https://www.pa.gov/agencies/pennidot/research-planning-and-innovation/automated-vehicle/hav-advisory-committee.html>) and has developed a CAV 2040 Vision document and Statewide Connected and Automated Vehicle Strategic Plan. Some safety issues have arisen during CAV testing in various locations across the U.S., generating high-profile notice in the national media. This concern has tended to slow down implementation of CAVs nationally, including in Pennsylvania.
- Connected and automated vehicles have been contributing to the collection of real-time data on traffic conditions, especially for vehicle speeds. Several commercial companies (e.g., INRIX, HERE Technologies, TomTom) and smartphone and Internet applications (e.g., Waze and Google Maps) are able to access these automated and crowdsourced data sources and augment understanding and analysis of travel conditions on roadway networks. Many new similar capabilities are being included in late-model private vehicles with the potential to add to these types of valuable datasets.
- One CAV-related issue that is becoming increasingly scrutinized is privacy of vehicle operator data. Data ownership and accessibility is a growing concern as vehicles become better equipped to collect, transmit, and share

⁹ <https://www.cargroup.org/wp-content/uploads/2017/08/CAR-CAV-Regional-Plan-Final-12-October-2017.pdf>

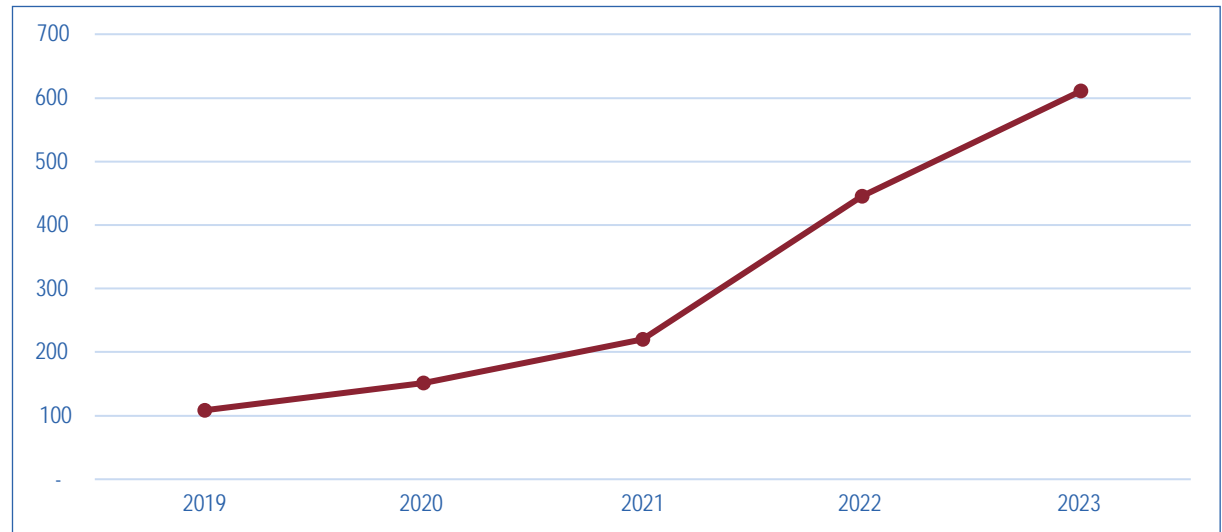
Figure 53: ITS Elements Deployed in SEDA-COG Region



real-time information. In-vehicle mileage reporting has implications for transportation funding. Several states have implemented or are considering mileage-based user fees, or MBUFs, as a method of helping to offset declining fees collected from traditional federal and state gasoline taxes and vehicle registrations. Pushback by private vehicle owners to automated collection of such information through built-in vehicle reporting capabilities is already evident. A similar situation exists with imposition of special registration fees for many types of electric vehicles.

- Perhaps the fastest-growing element of the transportation sector is the use of unmanned aerial vehicles (UAVs), commonly referred to as drones. Drones are being used increasingly in transportation applications to collect real-time aerial videos and data for activities, including:
 - » Bridge condition inspection and assessment;
 - » Assessment of storm damage, especially in areas which become inaccessible;
 - » Land use, especially as related to proposed projects and development; and
 - » Corridor visualization.
- Micromobility is a rapidly growing area of personal transportation that is generating unprecedented, complex issues that are af-

Figure 54: Regional Electric Vehicle Registrations, 2019–2023



Source: PennDOT Bureau of Motor Vehicles Report of Registrations, 2019–2024

fecting the safety of transportation systems and which require appropriate regulatory laws. There are many types of devices that fit this description, many of which are electrically powered. Scooters and e-bikes are an example. At this time, there is no consistent federal legislation or regulation of micromobility devices. Many powered micromobility devices are capable of operating at relatively high speeds, and drivers of cars and trucks often do not know how to react to them. While micromobility devices are not utilized in the SEDA-COG MPO region as much as in more urbanized areas of Pennsylvania, they are growing in number, especially in areas

such as downtowns and college campuses. Commercial delivery service companies are also experimenting with micromobility devices that can provide service in more densely populated areas.

- The adoption of electric vehicles (EVs) in the SEDA-COG MPO region has continued to follow a slow but steady progression (Figure 54). In 2022, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), established a National Electric Vehicle Infrastructure (NEVI) Formula Program to provide funding to all states, including Pennsylvania, to strategically deploy EV charging infrastruc-

ture and to establish an interconnected network to facilitate data collection, access, and reliability. PennDOT began implementing the state’s NEVI program with Phase 1, 1A, and 1B grant awards for charging station establishment. These stations were targeted to priority highway corridors such as Interstate highways and other major freeways. In the SEDA-COG MPO region, this includes Interstates 80 and 180 and U.S. Highways 11/15 and 22/322. Grant awards were made in 2023 and 2024.

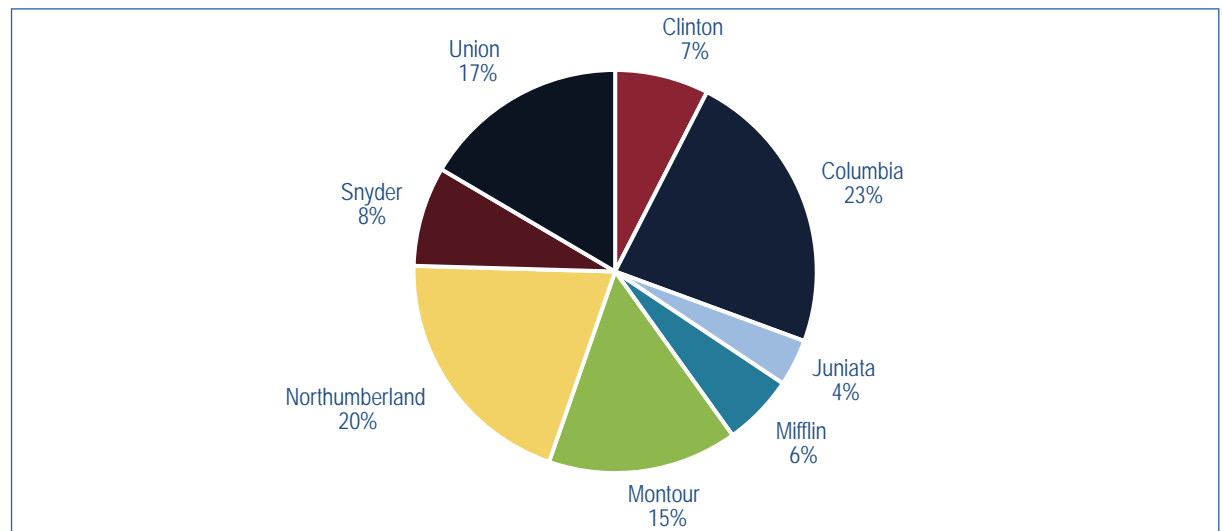
- In 2024, the SEDA-COG MPO completed an Electric Vehicle Charging Stations Study and Implementation Plan to identify and recommend potential sites for EV charging stations. The MPO sponsored an “EV Event” in February 2024 at Penn College that included presentations from PennDOT and other experts, a question-and-answer session, and tours of the Penn College EV student training facility. Follow-ups were conducted after the meeting to contact those who expressed interest in hosting EV charging stations. Subsequently, 10 potential charging station sites were visited and evaluated. Five of the 10 sites were chosen as high-priority sites. Two additional potential sites were added later to this working priority list.

- In 2025, the MPO focused on PennDOT’s Community Charging Program, part of the NEVI Framework. It submitted 12 ranked use cases such as downtowns, parking lots, and healthcare facilities and identified 19 Priority Community locations to help PennDOT determine key charging station types and sites. The list will be updated as new locations emerge. Funding for planning and implementation is expected by mid-2026.
- The SEDA-COG MPO is also coordinating with the Eastern Pennsylvania Alliance for Clean Transportation (EP-ACT) and Pitts-

burgh Region Clean Cities and Communities (PRCC) to support establishment of EV charging programs.

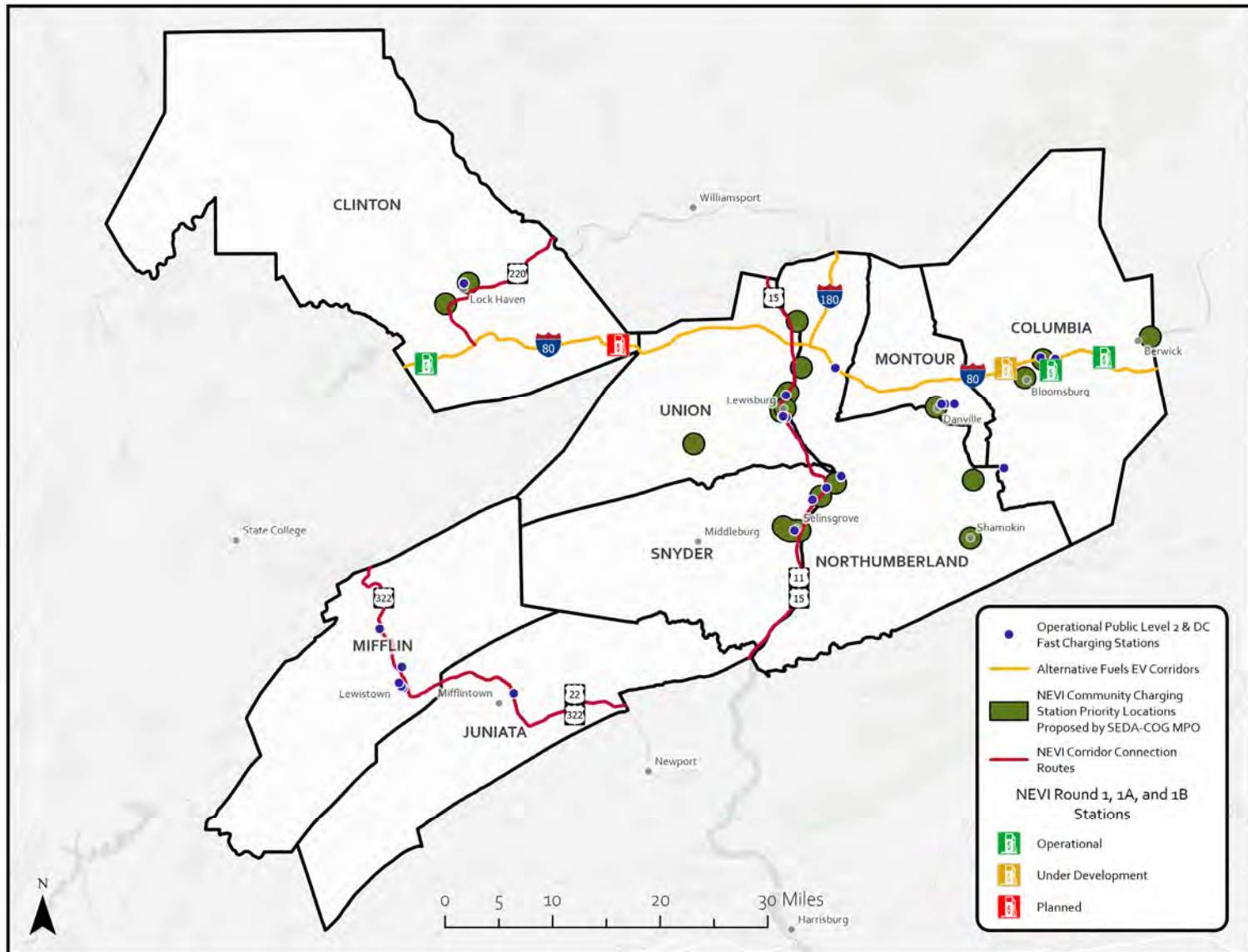
- The path forward for continued EV adoption and public charging station development is currently in a state of transition. To this point, political, organizational, and technical issues and barriers have existed that must be overcome to continue meaningful adoption. Primary concerns about EVs continue to include the cost and availability of EV charging stations and vehicles.

Figure 55: Percentage of Region’s Electric Vehicles, by County, 2023



Source: PennDOT Bureau of Motor Vehicles Report of Registrations, 2019–2024

Figure 56: Electric Vehicle Infrastructure





Planning Implications

- Close monitoring by the SEDA-COG MPO will be needed to track rapidly evolving technological advances in transportation and how they will affect the region. Some ITS elements that could result in significant benefits to the SEDA-COG MPO transportation network include:
 - » Truck parking availability systems.
 - » Construction zone automated camera speed monitoring.
 - » Vehicle overheight detection systems.
 - » The growth in connected and automated vehicles and their capabilities should be monitored carefully, especially with respect to new datasets becoming available for transportation planning. CAV-collected data may in many cases provide real-time data as well as information at a finer, more detailed scale than is currently available. The MPO should consider how such data can be used and analyzed in a meaningful manner.
- The SEDA-COG MPO needs to monitor potential micromobility safety issues that may become more evident in the near future in its region, and should consider micromobility-related improvements or accommodations in its transportation planning activities.
- Drone (UAV) utilization at the SEDA-COG MPO should continue to increase and be encouraged for new and different applications. Staying informed about drone usage by other transportation agencies should help to generate new ideas for the MPO, and publicizing results of drone projects could also help to promote additional applications.
- Electric vehicle adoption is expected to continue in the SEDA-COG region, though the pace remains uncertain due to several variables. PennDOT's Community Charging NEVI program is expected to provide funding in 2026 to support new charging station development. The SEDA-COG MPO will maintain coordination with PennDOT and actively seek additional funding opportunities to support these efforts. The MPO should also continue to be proactive in its member communities in sponsoring EV-related events, informational sessions, and similar gatherings to facilitate and spread interest in the adoption of EVs and establishment of additional charging stations. Bringing together EV sponsors from governmental and private groups to meet with and educate the general public should be a main goal of the MPO's EV program.

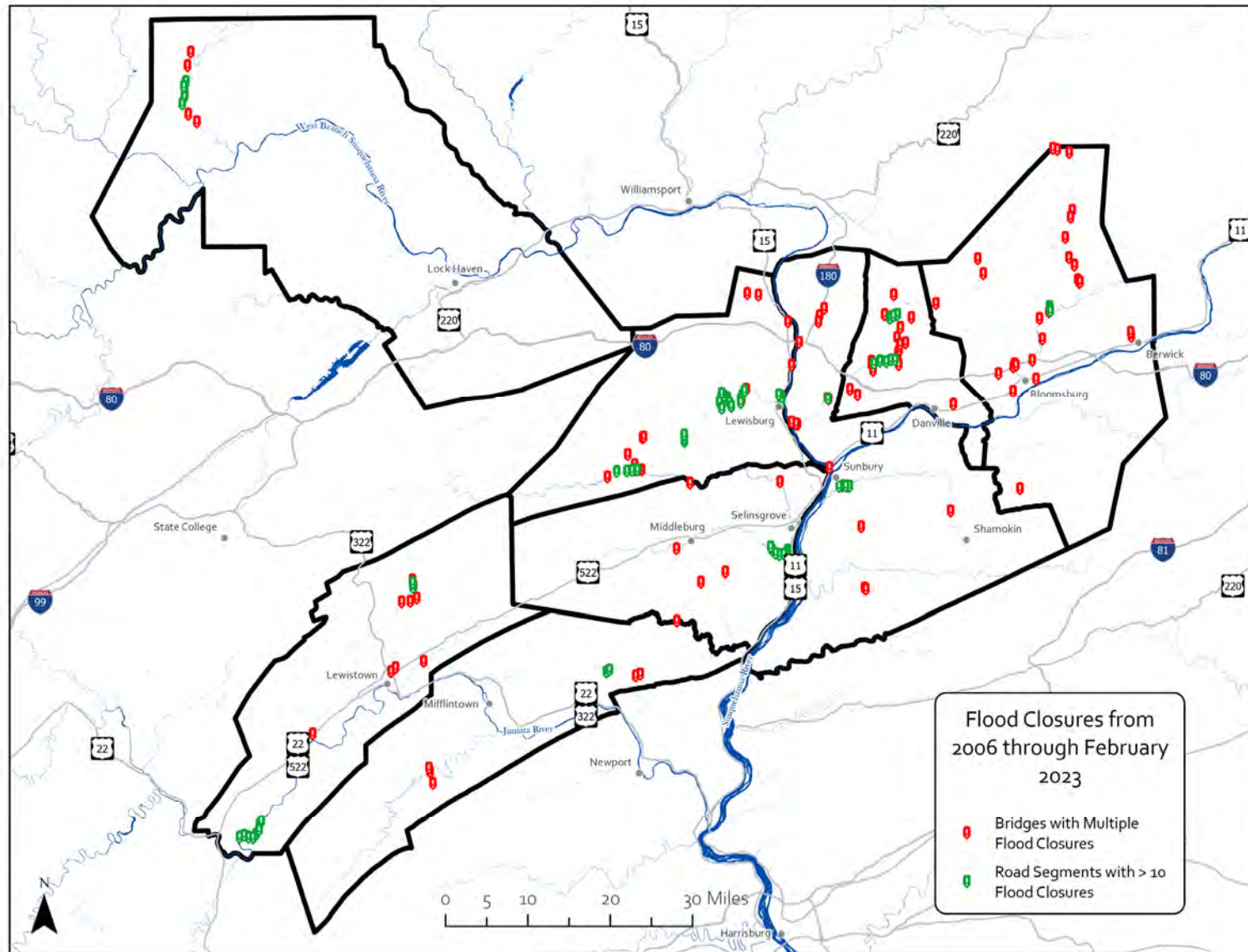
Resiliency

Overview

- In general, resiliency, when applied to transportation, refers to the ability to manage and mitigate vulnerability to extreme weather and associated events that affect the transportation network.
- The 2015 Fixing America’s Surface Transportation (FAST) Act introduced federal planning factors that emphasized improving the resiliency and reliability of the transportation system, along with reducing or mitigating stormwater impacts from surface transportation.
- In April 2017, PennDOT completed a Phase 1: PennDOT Extreme Weather Vulnerability Study report. The PennDOT study analyzed the state transportation system’s vulnerability to extreme weather events involving flooding, snow and ice, heat, tornadoes/high winds, earthquakes, and landslides. PennDOT mapped vulnerable locations, based in large part on roadway closure data retrieved from its Road Conditions Reporting System (RCRS), and developed risk assessment maps and data (Figures 57 and 58).
- The PennDOT report was part of SEDA-COG’s resiliency analysis for the previous (2045) LRTP.
- The region is especially vulnerable to flooding concerns because it lies within the immediate or upstream watershed of the Susquehanna River basin, and contains significant hilly and mountainous terrain.
- The 2045 LRTP resiliency analysis also identified flooding and rockfall locations. The following highway locations were identified as major concerns, and were included in the LRTP list of proposed priority projects:
 - » I-80 at Toby Run Creek near Danville
 - » US 11 (Columbia Blvd) east of Wolf Hollow Road (east of Bloomsburg)
 - » US 522 (Main Street) at Middle Creek in Middleburg
 - » PA 61 (Market Street) between Shamokin Creek and Little Shamokin Creek in Sunbury
 - » PA 147 (Bridge Avenue) in Northumberland
 - » PA 120 in Clinton County



Figure 58: Bridges and Roadway Segments Prone to Flooding





Planning Implications

- It is uncertain at this time whether there will be any specifically designated funding items included in a new federal transportation bill to address resiliency improvements, or whether approved IIJA funding for such programs will continue to be available through that legislation's sunset date. Mainstream funding sources will certainly still be eligible through PennDOT for programming and implementation of such projects.
- Resiliency-related projects have been included in this plan in a similar manner to the 2045 LRTP that was completed in 2021, with emphasis on flooding and rockfall areas. These aspects have been included as a criterion in the ratings of potential projects ([Appendix A](#)).

- Since the completion of the 2045 LRTP resiliency analysis, PennDOT has funded projects to address rockfall and slide issues along the PA 120 corridor in Clinton County and other locations. Resiliency concerns still remain with the other priority locations.
- IIJA/BIL is set to expire September 30, 2026. Changes can be expected in how the subsequent transportation funding law defines and addresses resiliency.

Congestion & Travel Time Analysis

Overview

- Travel time data helps the SEDA-COG MPO understand regional traffic patterns and identify areas of recurring congestion.
- Use of this data can improve traffic management and planning by analyzing both real-time and historical travel data to develop performance metrics that capture how travel speeds vary by hour, day, or month. These metrics enable agencies to assess congestion levels, identify recurring hotspots, and make informed decisions to enhance mobility and reduce delays.
- The MPO has collected numerous data sets as outlined in Table 9.
- An [MPO web map](#) shows all of the following datasets within the region. Table 9 includes a brief description and applicable use for the data.

Planning Implications

- Analyzing congestion and travel time data enables the MPO to identify corridors and intersections with persistent delays, guiding the prioritization of capital improvements such as roadway expansions, signal upgrades, and multimodal enhancements where they will most effectively improve mobility and reliability. At the same time, the MPO can consider non-capital strategies like travel demand management (TDM)—including flexible work schedules, ridesharing initiatives, and transit incentives—to alleviate peak-hour congestion without the need for major infrastructure investments.
- The combination of congestion and travel time metrics enables the MPO to achieve and assess its goals. Monitoring progress over time ensures accountability and fosters continuous improvement in transportation system performance.



Table 9: Congestion Data Overview

| Data | Description | Use |
|--|---|--|
| Weekday Travel Time Index (TTI) | TTI measures congestion by comparing an average peak travel time to free-flow travel time. | TTI indicates typical weekday peak congestion but does not account for irregular events such as crashes or adverse weather conditions. It is not volume-based, so high travel times may occur even at low-traffic locations such as stop-controlled intersections. |
| Weekday Planning Time Index (PTI) | PTI measures how much extra time a traveler should budget to ensure on-time arrival during peak weekday periods. It compares the 95th percentile travel time to free-flow conditions, capturing both regular and irregular congestion events. | PTI is a broader measure of travel reliability than TTI, capturing a wider range of congestion causes. Like TTI, it is not volume-based, so high travel times may occur even at low-traffic locations such as stop-controlled intersections. |
| NPMRDS PM3 Report (LOTTR) | The Level of Travel Time Reliability (LOTTR) is a federal measure used to track the consistency of road performance over time. It is similar to other reliability measures but uses a specific data set (NPMRDS) that covers fewer roads. LOTTR compares typical travel times to slower ones during busy periods. | LOTTR helps identify how reliably roads perform by capturing a wider range of congestion causes than other measures, even at low-traffic locations, and is used as a transportation performance measure to see how travel consistency changes over time. |
| TSAMS (Traffic Signals) | Traffic signal locations, tracked by PennDOT’s TSAMS system, identify intersections and corridors where signals manage vehicle flow, especially in high-volume areas. | Locations help pinpoint congestion hotspots and prioritize improvements, particularly along critical corridors. |
| Bottlenecks | The “Bottleneck Ranking” tool provides a methodology for assessing regional delays and identifying and ranking the top locations that are sources of traffic delay. These are locations where traffic queueing typically begins. | Bottleneck ranking helps compare and prioritize congestion locations identified through various travel time measures. The field of total delay duration in hours was used to identify the Top 25 congestion locations, shown in Table 10. |
| O/D Vehicle Probe Data | Origin-Destination (O/D) vehicle probe data from the Replica-HQ platform utilizes GPS and cellular signals to track the start and end points of trips. | O-D zones help to identify travel patterns (where cars or trucks often start or end their trip), and support congestion and infrastructure planning. |

| Data | Description | Use |
|----------------------------|---|--|
| Employment by Census Block | 2022 employment data was obtained from the PA Department of Labor and Industry (L&I) to map job locations by Census block, focusing on total, freight-related, and retail jobs. | Employment locations help provide context for the congestion data and can serve other planning purposes. |
| High-Volume Retail | Open-Source Data on large retail locations such as Walmart, Sheetz, Lowe’s, etc. | Key retail locations that often result in significant trip activity and are useful in understanding commercial activity. |



Table 10: Top 25 Bottleneck Locations, SEDA-COG MPO Region, 2024

| Rank | Location | Average Minimum Bottleneck Length | Average Daily Bottleneck Duration | Total Delay (hours) |
|------|---|-----------------------------------|-----------------------------------|---------------------|
| 1 | US 15 N @ PA 61 | 1.25 | 3h 58m | 66,257,881 |
| 2 | US 15 S @ 16th Street | 2.42 | 53m | 28,497,488 |
| 3 | I-80 E @ PA 42/Exit 232 | 8.78 | 13m | 14,210,132 |
| 4 | US 15 S @ 11th Avenue | 0.7 | 2h 1m | 13,070,146 |
| 5 | US 15 N @ 16th Street | 0.65 | 2h 17m | 11,620,426 |
| 6 | US 15 N @ 11th Avenue | 2.33 | 12m | 7,358,446 |
| 7 | I-80 W @ PA 42/Exit 232 | 2.83 | 2m | 6,799,405 |
| 8 | I-80 E @ PA 54/Exit 224 | 9.64 | 3m | 6,199,681 |
| 9 | PA 487 N @ PA 54/S Market Street | 0.08 | 14h 28m | 5,185,750 |
| 10 | US 11 S @ PA 54/Continental Boulevard | 0.11 | 19h 28m | 5,071,563 |
| 11 | US 11 S @ US 15 | 0.04 | 18h 19m | 3,691,068 |
| 12 | US 11 N @ US 11 | 0.27 | 1h 51m | 3,855,771 |
| 13 | PA 54 S @ PA 487/Valley Avenue | 0.06 | 12h 1m | 3,487,260 |
| 14 | I-80 E @ PA 487/Exit 236 | 6.29 | 2m | 3,210,146 |
| 15 | I-80 W @ PA 54/Exit 224 | 2.83 | 7m | 2,999,856 |
| 16 | PA 54 S @ Mill Street | 0.73 | 23m | 2,929,530 |
| 17 | I-80 E @ PA 15/Exit 210A | 16.13 | 1m | 2,676,018 |
| 18 | I-80 W @ PA 254/Exit 215 | 6.19 | 4m | 2,537,496 |
| 19 | PA 54 S @ I-80 | 0.2 | 2h 53m | 2,395,117 |
| 20 | I-80 W @ PA 880/Exit 192 | 9.86 | 2m | 2,258,415 |
| 21 | PA 54 S @ SR 2028 (Marion Heights Road) | 1.29 | 23m | 2,220,517 |
| 22 | PA 54 S @ PA 61 | 1.6 | 19m | 2,161,689 |
| 23 | I-80 E @ PA 477/Exit 185 | 8.55 | 1m | 2,148,189 |
| 24 | US 15 S @ Hospital Drive | 0.6 | 5h 20m | 1,979,029 |
| 25 | PA 35 S @ PA 850 | 9.76 | 17m | 1,744,703 |



Performance Measures

Introduction

Overview

- The 2012 federal surface transportation law known as MAP-21 elevated the importance of performance monitoring and management in transportation planning. The intent is for states and MPOs to invest resources in projects that together will make progress toward national transportation goals, such as improved Interstate pavement condition. Succeeding legislation (the FAST Act in 2015 and IIJA/BIL in 2021) has sustained the emphasis on transportation performance.
- MPOs in Pennsylvania are required to establish performance targets within 180 days of PennDOT establishing its targets, either by agreeing to plan and program projects in support of the PennDOT targets, or by establishing their own quantifiable targets.
- The SEDA-COG MPO has adopted PennDOT’s targets, which are presented on the following pages.
- The MPO has also developed a [dashboard](#) to track all of the performance measure trends and targets.

Table 11: Summary of Federal Performance Measures

| Category | Performance Measure |
|---------------------------|---|
| Safety (PM-1) | <ul style="list-style-type: none"> • Number and Rate of Fatal Crashes • Number and Rate of Serious Injury Crashes • Number of Non-Motorized Fatalities and Serious Injuries |
| System Condition (PM-2) | <ul style="list-style-type: none"> • Percentage of Interstate Pavements in Good Condition • Percentage of Interstate Pavements in Poor Condition • Percentage of Non-Interstate NHS Pavements in Good Condition • Percentage of Non-Interstate NHS Pavements in Poor Condition • Percentage of NHS Bridge Deck Area Classified in Good Condition • Percentage of NHS Bridge Deck Area Classified in Poor Condition |
| System Performance (PM-3) | <ul style="list-style-type: none"> • Percentage of Reliable Person-Miles Traveled on Interstates • Percentage of Reliable Person-Miles Traveled on Non-Interstate NHS • Interstate System Truck Travel Time Reliability Index • Annual Hours of Peak Hour Excessive Delay per Capita • Percentage of Non-Single Occupancy Vehicle (SOV) Travel • On-Road Mobile Source Emissions Reduction for CMAQ-Funded Projects |

Performance Measure 1 – Safety

- PennDOT establishes annual statewide targets for each of the safety performance measures described below. PennDOT’s targets are based on a data-driven trend analysis of the statewide fatality and suspected serious injury numbers, to achieve a 2 percent annual fatality reduction and no increase in suspected serious injuries. PennDOT’s Strategic Highway Safety Plan (SHSP) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways by identifying Priority Emphasis Areas and additional Safety Focus Areas that have the most influence on improving highway safety on all public roads throughout the state.
- PennDOT has also developed supporting target values for the SEDA-COG MPO region based on this same methodology. Meeting these targets is not required by PennDOT; however, they are provided as a guide to support state goals. The SEDA-COG MPO has agreed to plan and program projects in support of these statewide targets. The MPO aims to reduce fatalities and serious injuries to the greatest extent possible through the portfolio of safety projects included in the TIP and LRTP ([Appendix A](#)).

Figure 59: SEDA-COG MPO Roadway Fatalities and Targets

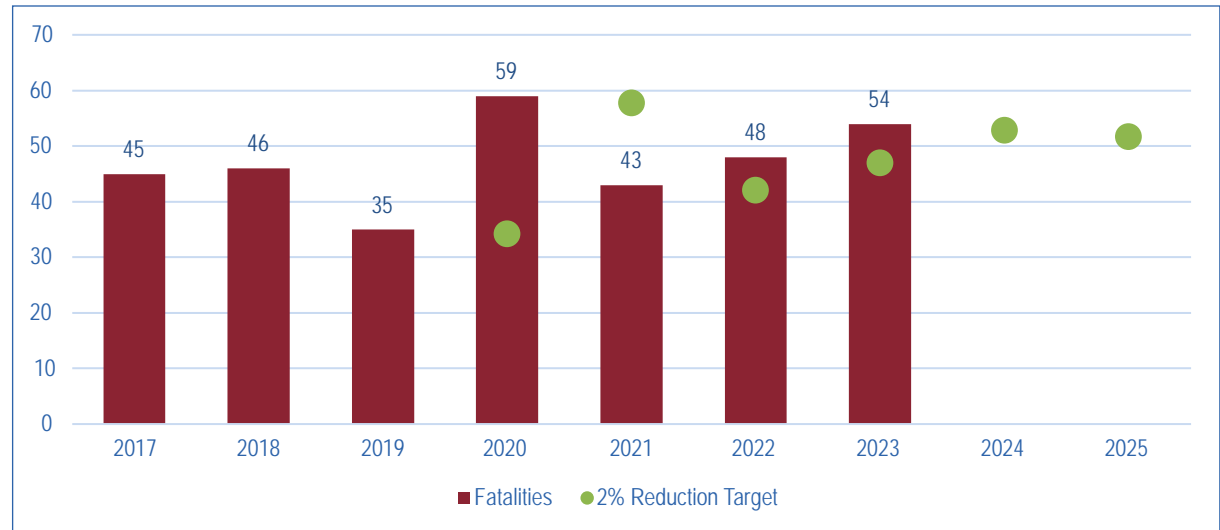


Figure 60: SEDA-COG MPO Serious Injuries and Targets



Table 12: SEDA-COG MPO Safety Performance Measures (PM-1) (Five-Year Rolling Average)

| Measure | Description | Target (2020-24) | Actual (2020-24) | Performance |
|---|---|------------------|------------------|-------------|
| Number of Fatalities | Total number of persons suffering fatal injuries in a motor vehicle traffic crash | 48.6 | 48.4 | Good |
| Fatality Rate | Ratio of the total number of fatalities to the number of vehicle-miles traveled (VMT) (expressed in 100 million VMT) | 1.367 | 1.373 | Marginal |
| Number of Serious Injuries | Total number of persons suffering at least one serious injury for each separate motor vehicle traffic crash | 163.4 | 169.6 | Marginal |
| Serious Injury Rate | Ratio of the total number of serious injuries to the number of vehicle-miles traveled (VMT) (expressed in 100 million VMT) | 4.598 | 4.811 | Marginal |
| Number of Non-Motorized Fatalities and Serious Injuries | Total number of serious injuries or fatalities where the involved person is, or is equivalent to, a pedestrian or a cyclist | 19.1 | 20.8 | Marginal |

Planning Implications

The SEDA-COG MPO region does not meet some PM-1 safety targets, such as the number of serious injuries, the serious-injury rate, and the non-motorized fatalities/serious injuries. These trends indicate that safety remains a high-risk performance area for the MPO. The MPO continues to prioritize key initiatives in the LRTP and TIP, including:

- Safety projects using HSIP and STP funds.
- High-crash-corridor improvements, including rural intersections, US 11/15, PA 54, US 22/322, and locations with higher percentages of older drivers or heavy trucks.
- Low-cost, high-impact countermeasures (e.g., signage, rumble strips, high friction surface treatment).
- Active transportation safety, especially given rising bicycle-involved crashes.
- Horse-and-buggy safety improvements for Plain Sect communities.

The MPO will need to continue expanding safety analysis and integrate systemic safety measures into local and regional projects. Safety will remain the top prioritization factor when evaluating candidate projects.

Performance Measure 2 – Bridge & Pavement Infrastructure

PennDOT provides Pennsylvania’s MPOs and RPOs with annual information on their respective bridge and pavement conditions. PennDOT establishes regional targets that support the statewide targets as part of its annual performance reporting process. Regional targets

depend on baseline conditions, which refer to the current state of pavements and bridges. As a result, regional goals and targets may vary widely from the statewide targets. The SEDA-COG MPO’s regional performance measures are based on 351 lane-miles of Interstate highway,

831 lane-miles of non-Interstate highway on the NHS system, and 325 total NHS bridges in the region. All of the region’s pavements and bridges are given a condition rating of “excellent,” “good,” “fair,” or “poor” based on various factors, such as pavement roughness and the results of routine bridge inspections.

Table 13: SEDA-COG MPO System Condition Performance Measures (PM-2)

| Measure | Two-Year Actual (2023) | Two-Year Target (2023) | Four-Year Target (2025) | Performance |
|--|------------------------|------------------------|-------------------------|-------------|
| Roadways | | | | |
| Percentage of Interstate pavements in good condition | 88.00% | 69% | 65% | Good |
| Percentage of Interstate pavements in poor condition | 0.15% | 2% | 2% | Good |
| Percentage of non-Interstate NHS pavements in good condition | 45.39% | 31% | 29% | Good |
| Percentage of non-Interstate NHS pavements in poor condition | 1.32% | 6% | 6.50% | Good |
| Bridges | | | | |
| Percentage of NHS bridges by deck area in good condition | 43.89% | 28% | 28% | Good |
| Percentage of NHS bridges by deck area in poor condition | 1.04% | 7.50% | 7.50% | Good |



Planning Implications

The MPO exceeds all statewide PM-2 pavement and bridge targets and therefore has greater flexibility in allocating LRTP and TIP resources. Strong system condition means the MPO does not need to divert disproportionate funding to “catch up” on preservation, though it must still account for future deterioration cycles, asset life, and flat revenue projections through 2050. This performance allows the MPO to:

- Prioritize local and non-NHS assets, particularly locally owned bridges, which are aging and have significantly higher rates of poor condition ($\approx 24\%$ poor by count), despite not being included in the federal PM-2 measure set.
- Maintain pavement and bridge quality on the Interstate Highway System and NHS routes, continuing preservation-first practices and resurfacing cycles that help sustain long-term condition and reduce lifecycle costs.

- Address aging local bridges through BOF funds, Act 89 local registration fees, and potential bridge bundling approaches to control costs and advance multiple structures efficiently.

Strong PM-2 performance reduces pressure on the MPO to commit additional TIP funds to NHS preservation needs and frees some funding capacity for other LRTP priorities, including safety, freight reliability, resiliency, multimodal improvements, and modernization projects. Integrating PM-2 into the LRTP ensures that a state-of-good-repair strategy remains foundational while still enabling investment in broader regional needs.

Performance Measure 3 – System Performance & Reliability

- PM-3 measures are used to assess the performance of the National Highway System (NHS), and to assess freight movement on the Interstate System.
- These measures assess reliability, which is the consistency or dependability of daily travel times across different times of the day. Travel Time Reliability (TTR) measures the percentage of person-miles traveled that are reliable, or the extent of an unexpected delay due to traffic congestion. Another definition for TTR is: the consistency or dependability in travel times, as measured from day to day and/or across different times of the day. As a TTR percentage increases, travelers are less likely to experience unexpected delays or have to leave early for a trip in order to arrive at their destination on time.
- Interstate Reliability, Non-Interstate Reliability, and Truck Travel Time Reliability are improving.
 - » PennDOT has established four-year statewide targets for each of the System Performance Reliability measures. In addition, two-year targets were developed for select measures as designated by the performance rulemaking. Roadways in the SEDA-COG MPO region have maintained or improved reliability since 2019.

Table 14: SEDA-COG MPO System Performance and Reliability Performance Measures (PM-3)

| Measure | Description | Two & Four-Year Target | Actual (2023) | Performance |
|-------------------------------------|--|------------------------|---------------|-------------|
| Interstate Reliability | Percentage of person-miles traveled on the Interstate NHS that are reliable | 89.50% | 100% | Good |
| Non-Interstate NHS Reliability | Percentage of person-miles traveled on the non-Interstate NHS that are reliable | 88.00% | 97.60% | Good |
| Truck Travel Time Reliability Index | Index that determines reliability of travel time for trucks on the Interstate system | 1.4 | 1.14 | Good |

Table 15: Region Reliability Performance (PM-3)

| Performance Measure | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|--|--------|--------|--------|--------|--------|--------|--------|
| Interstate Reliability | | | | | | | |
| SEDA-COG MPO Region | 100% | 100% | 100% | 100% | 96% | 100% | 100% |
| Pennsylvania | | | | | 92.8% | 92.6% | 92.0% |
| Statewide Target (2- & 4-Year Target) | | | | | 89.5% | 89.5% | 89.5% |
| Non-Interstate Reliability | | | | | | | |
| SEDA-COG MPO Region | 95.70% | 96.40% | 96.20% | 97.50% | 94.30% | 95.80% | 97.60% |
| Pennsylvania | | | | | 92.6% | 92.9% | 92.4% |
| Statewide Target (2- & 4-Year Target) | | | | | 88.0% | 88.0% | 88.0% |
| Truck Travel Time Reliability Index | | | | | | | |
| SEDA-COG MPO Region | 1.11 | 1.11 | 1.12 | 1.11 | 1.24 | 1.26 | 1.14 |
| Pennsylvania | 1.34 | 1.39 | 1.36 | 1.23 | 1.3 | 1.33 | 1.3 |
| Statewide Target (2- & 4-Year Target) | | | | | 1.4 | 1.4 | 1.4 |

Note: For Interstate and non-Interstate NHS reliability, the higher the percentage, the better the reliability. For the truck travel time index, the lower the value, the higher the reliability.

- Through the statewide performance targets, PennDOT’s primary goal is to maintain baseline reliability throughout the performance period. Therefore, the SEDA-COG MPO periodically evaluates its measures to determine whether the region has maintained consistent reliability over the four-year performance period.
- As part of the LRTP update process, the SEDA-COG MPO continues to monitor

the specific causes and locations of traffic congestion within the region. Other considerations for performance management include construction activities, which could have an impact on performance measures and must be interpreted carefully. Additionally, TIP investments in roadway projects take several years to be reflected in reliability data. The SEDA-COG MPO has identified some key congestion locations that most likely play

a role in the non-Interstate NHS reliability numbers for the region:

- » PA 54 in Danville;
- » US 11/15 in Shamokin Dam;
- » US 11 & PA 147 intersection in Northumberland;
- » US 15 in Lewisburg;
- » PA 487 in Bloomsburg; and
- » PA 254 in Milton.

Planning Implications

The SEDA-COG MPO region's PM-3 performance, which exceeds all federal targets for reliability and truck travel time reliability, shows that the regional system is operating efficiently, with predictable travel times on both Interstate and non-Interstate NHS corridors. Strong reliability performance allows the LRTP to focus less on large capacity-adding projects and more on targeted, operations-driven strategies that sustain reliability as travel patterns evolve.

Because PM-3 data highlights where reliability is strong and where recurring bottlenecks remain, the MPO can direct resources more strategically, including the following considerations:

- The MPO can focus on corridor-specific bottlenecks including US 11/15, PA 54, PA 147, and key I-80 interchanges rather than broad congestion-reduction efforts.
- Prioritizing TSMO and ITS solutions such as CCTV, DMS, RWIS, incident management, and coordinated signal systems, which are high-value, cost-effective tools, can help pre-

serve reliability and adapt to evolving travel patterns, including post-CSVT changes.

- Post-CSVT traffic redistribution along US 15 and US 11 will require new signal timing plans, enhanced detour management, and ongoing monitoring of freight patterns.
- Reliability performance encourages the MPO to invest in incident management, especially on I-80, where closures can cause severe local impacts.
- The MPO should work to address freight movement needs by targeting freight bottlenecks, supporting truck parking, and strengthening incident management on critical corridors like I-80.

Meeting PM-3 targets helps justify continued investment in operations-focused solutions, ensuring that the MPO prioritizes strategies that protect the regional economy, minimize travel delays, and maintain high reliability.



Transit Asset Management Performance Measures

- The federal transit asset management rule established two tiers for transit agencies receiving federal funds. The groups are based on the level of federal funds received, agency size, and mode, with larger agencies designated as Tier I and smaller agencies forming Tier II. The majority of providers within the SEDA-COG MPO region, including Call-A-Ride Service (CARS), LATS, and STEP, fall into Tier II, with rabbittransit attaining Tier I status. The rule also requires states to participate in a group plan for Tier II agencies receiving Section 5310 and Section 5311 funds, and allows other Tier II agencies to participate in the plan. The three Tier II providers in the SEDA-COG MPO region participate in the group plan.
- [PennDOT's group plan](#) established statewide transit asset management performance targets. Table 16 provides the statewide targets from the latest group plan version updated in September 2025.

Table 16: Transit Performance

| Asset Class | FY 2024-25 Target | Current Performance | FY 2025-26 Target | Performance |
|---|-------------------|---------------------|-------------------|-------------|
| Rolling Stock (Revenue Vehicles) that have met or exceeded Expected Service Life | | | | |
| Automobile | 21% | 6% | 6% | Good |
| Over-the-Road Bus | 37% | 48% | 48% | Good |
| Bus | 28% | 30% | 30% | Good |
| Cutaway | 59% | 59% | 59% | Good |
| Minivan | 75% | 68% | 68% | Good |
| Van | 59% | 54% | 54% | Good |
| Sport Utility Vehicle | 71% | 83% | 83% | Good |
| Non-Revenue-Generating Equipment that has met or exceeded Expected Service Life | | | | |
| Automobile | 46% | 43% | 43% | Good |
| Trucks and other Rubber-Tire Vehicles | 17% | 16% | 16% | Good |
| Facilities with a rating of 3 or lower on TERM scale | | | | |
| Administrative / Maintenance Facilities | 3% | 4% | 4% | Good |
| Passenger / Parking Facilities | 6% | 6% | 6% | Good |



Planning Implications

Transit performance measures indicate how well the region’s providers maintain their fleets and facilities relative to their expected service life. While transit asset management (TAM) results show overall “Good” performance, many vehicle types, especially cutaways, minivans, and other paratransit vehicles, are aging and approaching or exceeding their useful life. This has significant implications in a region where shared-ride demand is expected to grow as the population ages and where transit remains essential for residents without access to private vehicles. TAM data helps the MPO target investments, support reliable service delivery, and justify pursuing FTA discretionary funding tied to measurable asset conditions. Because transit PM targets help determine FTA funding priorities, the MPO must:

- Support fleet replacement funding for Tier II agencies to keep vehicles below their expected service life threshold.
- Prioritize transit capital needs in the TIP, especially as the population ages and demand for shared-ride and microtransit increases.
- Use TAM data to justify facility upgrades, especially ADA, maintenance, and vehicle storage improvements.
- Continue supporting microtransit expansion, which can improve service flexibility without requiring the purchase of heavy vehicles.
- Monitor rising operating costs and funding uncertainty, which may challenge the ability to maintain TAM performance in future LRTP cycles.

Maintaining transit asset health is essential for ensuring reliable service in a region where roughly 40 percent of shared-ride users are seniors and car ownership gaps remain pronounced in several counties.



Revenue Forecast

Revenue Forecast

Overview

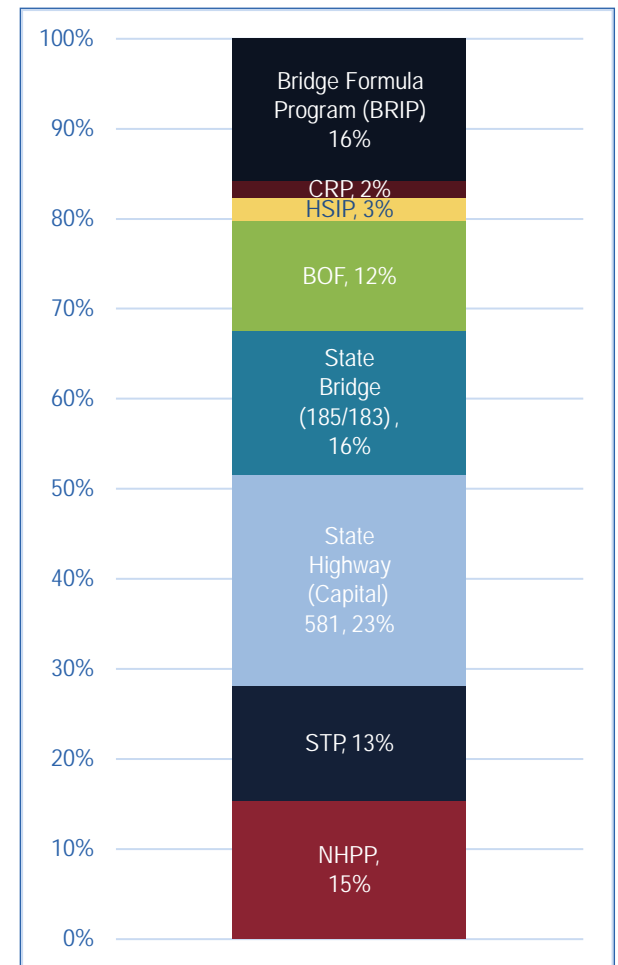
- As part of each update for the PennDOT 12-Year Program (TYP) and Transportation Improvement Program (TIP), the agency develops a Transportation Program Financial Guidance document that details available revenue and funding distribution strategies to be used in the update.
- This plan uses fiscal assumptions based on the 2027 TYP. The documentation estimates federal and state funding for the SEDA-COG MPO.
- The 2027 TYP and 2027 TIP financial guidance is used to calculate the estimated revenue the MPO can expect to receive through the plan’s horizon year of 2050. Planning periods are shown in Table 17.
- Short-term funding trends introduce uncertainty into the LRTP revenue forecast. The federal transportation program is up for reauthorization in 2026, and while a slight funding increase is expected, delays and extensions are common. Political shifts add further unpredictability to staffing, funding, and program priorities.
- The region anticipates receiving \$2.4 billion through the year 2050. After the 12-Year Program period, the MPO assumes flat funding per the conservative forecast out to 2050.

Based on the MPO’s estimates, the region anticipates receiving \$96 million annually through the year 2050.

Table 17: Projected Funding by Planning Period

| Planning Period | | Amount in Thousands |
|-----------------|------|---------------------|
| 2027–30 | TIP | \$499,271 |
| 2027–38 | TYP | \$1,317,060 |
| 2027–50 | LRTP | \$2,401,608 |

Figure 61: Projected Funding Sources



Source: PennDOT Financial Guidance
See next page for fund descriptions.

Table 18: SEDA-COG MPO Funding Sources and Uses

| Program Name and Acronym | Eligible Projects | 2027–2030 Highway/Bridge Base Funding Allocation (000s) |
|---|---|---|
| Bridge Formula Investment Program (BRIP) | Replacement, rehabilitation, preservation, protection or construction of highway bridges over 20 feet in length | \$56,255 |
| Carbon Reduction Program (Carbon Reduction) | Deployment of alternative fuel vehicles, public transportation projects, non-motorized transportation improvements, traffic management/monitoring/control, energy efficient alternatives to street lighting and traffic control devices, projects that reduce environmental/community impacts of freight movement, advanced transportation/congestion management technologies | Carbon Reduction: \$6,569 |
| Highway Safety Improvement Program (HSIP) | Safety improvement projects that correct or improve a hazardous road location or feature, or address a highway safety problem | \$9,275 |
| Bridge Off-System Funding (BOF) | Replacement, rehabilitation, preservation, and protection of minor collector and local functional class bridges over 20 feet in length | \$43,378 |
| State Bridge Funding (Appropriation 185/183) (S Bridge) | State (185) and local (183) bridge capital projects | \$57,125 |
| State Highway Funding (Appropriation 581) (S Highway) | Highway capital projects | \$83,723 |
| Surface Transportation Program (STP) | Federal-Aid highways and bridges, transportation enhancements/alternatives (bicycle, pedestrian, etc.), safety improvements, recreational trail projects, truck parking facilities, etc. | \$45,238 |
| National Highway Performance Program (NHPP) | Highway and bridge improvement projects on the NHS, resiliency improvements, transit/operational improvements, bicycle and pedestrian projects, highway safety improvements, environmental mitigation related to NHPP projects, etc. | \$54,974 |



Funding constraints underscore the need to invest in pavement and bridge maintenance to extend asset life and avoid or delay costly future replacements.

- The statewide allocation of National Highway Performance Program (NHPP) funds was restructured to increase support for the Interstate Management Program. This shift reduced the share of NHPP funds distributed to each regional planning partner, with the change implemented gradually from 2021 through 2028. As a result, annual funding for the statewide Interstate Management Program is projected to reach \$1 billion by the end of the transition period.
- As formula funding evolves, PennDOT discretionary grant programs such as Green Light-Go and the Multimodal Transportation Fund can help bridge funding gaps and support critical projects.

Planning Implications

- With federal and state transportation revenues often not keeping pace with inflation and rising construction costs, MPOs must make strategic decisions about which projects to advance. This typically results in fewer large-scale capital projects (new construction) and a focus on maintaining existing infrastructure.
- Limited funding reinforces the need to invest in pavement and bridge maintenance to extend asset life and avoid or delay costly future replacements. This approach aligns with asset management principles and performance-based planning requirements and ensures the transportation system remains safe and reliable.
- Funding formulas and policy priorities may influence how revenues are allocated across modes. MPOs must evaluate whether forecasted revenues support balanced investment in transit, bike/ped infrastructure, and highway needs, especially in light of changing travel behavior and sustainability goals.



Environmental Resources



Environmental Resources

Overview

The SEDA COG MPO region contains a wide range of valuable environmental resources that contribute to environmental quality, economic vitality, and quality of life. These resources include rivers and streams, wetlands, floodplains, forests, agricultural lands, wildlife habitat, and culturally significant landscapes (Figure 62). Much of the region is rural, with large expanses of agricultural land and forest interspersed with small municipalities.

Transportation investments can affect these resources through land disturbance, changes in drainage patterns, habitat fragmentation, and

indirect development impacts. Therefore, the SEDA COG MPO incorporates environmental considerations into its long range transportation planning process to support informed decision making, early identification of potential impacts, and coordination with environmental resource agencies.

Environmental Screening and Analysis

As part of the LRTP process, the SEDA COG MPO conducted early environmental screening to identify potential interactions between pro-

posed transportation projects and sensitive environmental resources.

Using the region's Draft 2027 Transportation Improvement Program (TIP), the MPO completed a GIS based buffer analysis consistent with the Pennsylvania Natural Diversity Inventory (PNDI) environmental review process for transportation projects. Projects involving new roadway capacity or realignments were evaluated using a 2,640 foot buffer, while all other projects were evaluated using a 200 foot buffer. Environmental features located within these buffers were identified as potentially impacted.

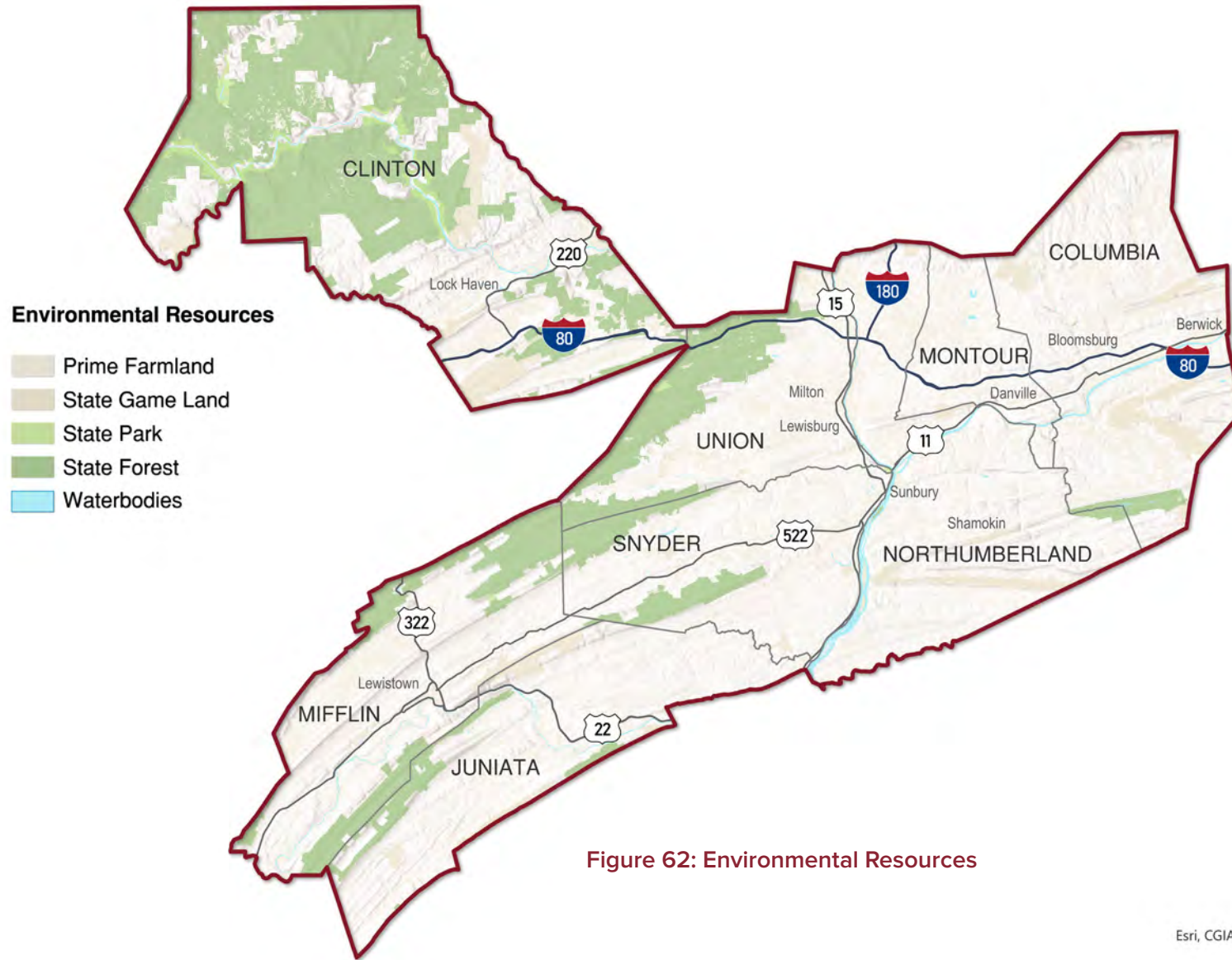
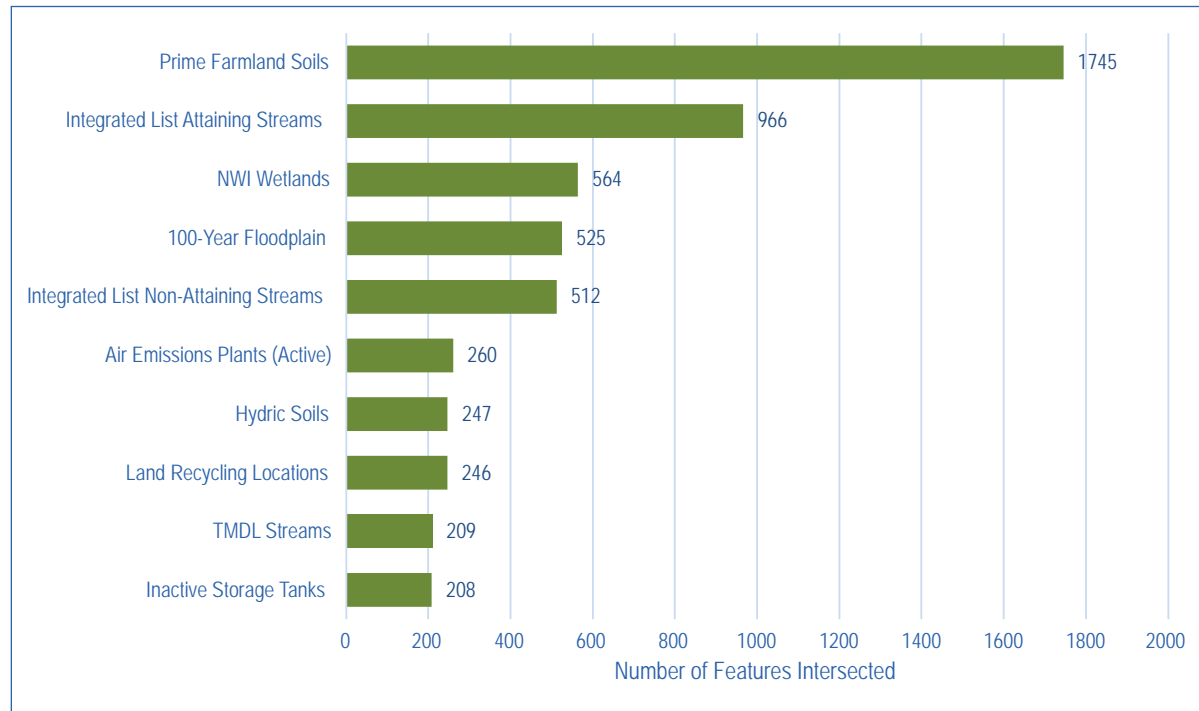


Figure 63: Top 10 Environmental Resources Potentially Impacted by TIP Projects



The screening assessed impacts to approximately 40 types of environmental resources.

The top 10 potentially impacted features are shown in Figure 63.

The screening assessed approximately 40 environmental resources, including water resources, wetlands, floodplains, agricultural lands, habitats of concern, and other sensitive features. Results of the analysis indicate that Prime Farmland Soils, Integrated List Attaining Streams, and Wetlands are the three most impacted resources by the number of features intersected.

Agency Coordination

The SEDA COG MPO maintains coordination with environmental and resource agencies throughout the LRTP development process. This includes participation in the Agency Coordination Meeting (ACM) and ongoing consultation with PennDOT Engineering Districts 2 and 3, and other environmental agencies including the Pennsylvania Department of Environmental Protection (DEP), Pennsylvania Department of Conservation and Natural Resources (DCNR), Pennsylvania Fish and Boat Commission (PFBC), Pennsylvania Game Commission (PGC), U.S. Fish and Wildlife Service (FWS), and County conservation districts.

This coordination helps identify sensitive resources early, discuss avoidance and minimization strategies (Table 19), and ensure that future project development complies with applicable environmental regulations.

This coordination helps identify sensitive resources early, discuss avoidance and minimization strategies (Table 19), and ensure that future project development complies with applicable environmental regulations.

What We Heard

- Coordination on cultural and environmental resources early in project development is essential. PennDOT District Cultural Resource Professionals and Environmental Managers should be consulted during planning processes and to identify potential resource impacts.
- Reliance on the 100 year floodplain may underestimate future flood risk, given increasing storm intensity and precipitation trends documented in the National Oceanic and Atmospheric Administration (NOAA) Atlas 15.
- Project design considerations should include reducing steep cut slopes where feasible to improve long term maintenance and limit the need for chemical treatments.
- The region's karst geology presents additional constraints and requires coordination with DCNR due to jurisdictional considerations.
- Several planning tools were identified to support environmental and safety planning, including PennDOT's forthcoming GIS tool for reptile crossings, an existing large game wildlife mapping layer, and the Pennsylvania Transportation Infrastructure Prioritization Tool, which can inform data-driven project evaluation and prioritization.



Table 19: Environmental Mitigation Strategies

| Strategy | Details |
|--|---|
| Proactively avoid and minimize impacts to bats and other protected species during planning, design, maintenance, and construction. | Early ecological screening and timely bat surveys are conducted during project scoping to account for seasonal constraints and avoid delays. Bridge inspections that document bat presence inform project scheduling, while early coordination with resource agencies and the use of on call consultants support regulatory compliance without disrupting project delivery. |
| Reduce roadway-caused fragmentation and improve safe wildlife movement. | Bridge and corridor projects will be evaluated for opportunities to maintain or enhance wild-life movement, particularly where transportation infrastructure intersects with streams and natural habitats. Regional and statewide wildlife crossing studies will guide prioritization and design decisions. |
| Rehabilitate failing stormwater facilities, reduce sediment/nutrient loads, and comply with evolving stormwater requirements. | Prioritize corrective actions for failing stormwater facilities using an asset-based approach and integrate water quality improvements into capital and maintenance programming. Project timing will be coordinated to comply with regulatory requirements within available fund-ing |
| Protect archaeological and historic structure sites to the greatest extent practicable and support actions related to the PennDOT Historic Truss Bridge Management Plan. | Preservation may not always be feasible, particularly for load-restricted or functionally obsolete structures. In these cases, the MPO can support context-sensitive solutions and coordi-nate appropriate documentation and mitigation measures when replacement is necessary. |
| Employ predictable wetland and stream mitigation approaches that minimize project schedule risk. | Needs will be identified early in project development and addressed through available wet-land and commercial mitigation banks to reduce cost and schedule risk. |
| Enhance pollinator habitat while reducing maintenance costs and emissions. | Where feasible, roadside management will incorporate reduced mowing cycles and pollina-tor-friendly vegetation to support habitat and reduce maintenance impacts. |
| Design and prioritize infrastructure to withstand flooding, slides, and other climate-related stressors. | Project selection and design will prioritize adaptations that address flooding, landslides, and extreme weather, particularly in vulnerable locations. Resilience improvements will be inte-grated into routine rehabilitation and replacement projects. |
| Support Electric Vehicle (EV) charging infrastructure programs and implement the MPO’s EV Charging Stations Study. | The MPO will continue implementing recommendations from its 2024 EV Charging Stations Study by coordinating with municipalities and site owners to develop a prioritized list of sites eligible for programs such as PennDOT’s Community Charging Program. |
| Assist in transitioning transit operator fleets to alternative fuel sources. | Support phased transitions of transit operator fleets to alternative fuels by coordinating vehicle procurement with facility upgrades, charging and fueling infrastructure, and service reliability needs. |

Stakeholder Outreach & Public Participation





Outreach Overview

- As part of the LRTP update process, the SEDA-COG MPO conducted public outreach efforts that included stakeholder interviews, in-person listening sessions, two public surveys, a public participation panel, and a formal 30-day public review and comment period.
- The stakeholder interviews engaged a broad range of regional and intergovernmental partners, including county planning directors, neighboring MPOs, PennDOT and FHWA representatives, rail freight operators, airport sponsors, transit and active transportation providers, economic development and housing organizations, and travel and tourism representatives. The outreach was designed to gather informed perspectives on existing transportation conditions, emerging trends, funding and implementation challenges, and long-term multimodal needs. Feedback from these discussions helped shape regional priorities, refine goals and strategies, and ensure the LRTP reflects both local and regional considerations related to mobility, safety, asset management, economic development, and system connectivity.
- A Fall 2024 survey was administered using MetroQuest. The survey engaged federal, state, and local stakeholders, as well as residents across the region, to identify transportation priorities, strategies, and potential projects. The MPO received more than 350 responses.
- The MPO supplemented its survey with regional results from the PA State Transportation Commission (STC) statewide survey. That survey was conducted between March 3 and April 30, 2025, as part of the Pennsylvania 2027 12-Year Program (TYP) development. It collected public feedback on transportation needs and concerns, with results output by county and planning partner (MPO/RPO) area.
- The LRTP outreach concluded with a 30-day public review of the draft plan from April 22 to May 22, 2026, including a public open house hosted by the MPO on May 4, 2026. Direct notices about the comment period were sent to more than 340 interested party contacts, which included, among others, tribal governments, affordable housing organizations, transit agencies, freight shippers, and representatives of persons with disabilities. The LRTP was adopted on June 12, 2026.

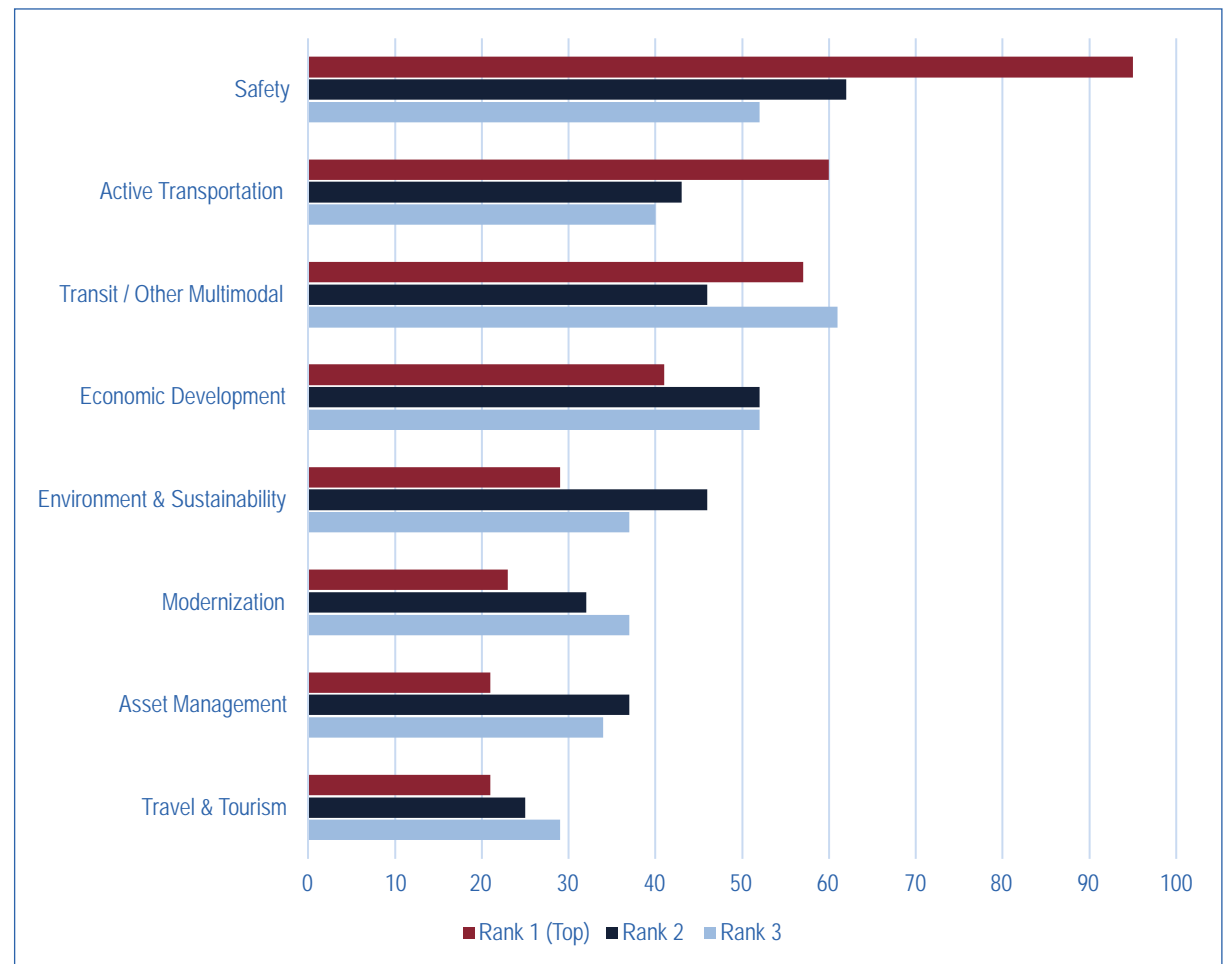
SEDA-COG MPO Public Survey Results

Priorities

- Participants selected and ordered their top three priorities from a list of eight options. “Safety” received the highest number of total responses and was also ranked as the top priority by the most respondents. Conversely, Travel & Tourism, Asset Management, and Modernization received the lowest rankings.
- Figure 64 displays the priorities in the order ranked by participants.

Projects to improve safety were ranked the top priority by survey respondents.

Figure 64: Regional Transportation Priorities



Source: SEDA-COG MPO MetroQuest Public Survey Results, Fall 2024

Strategies

- Participants were encouraged to rate strategies to help achieve their top three priorities. Table 20 lists the top strategies selected for each of the eight priority areas.

Table 20: Highest-Ranked Strategies

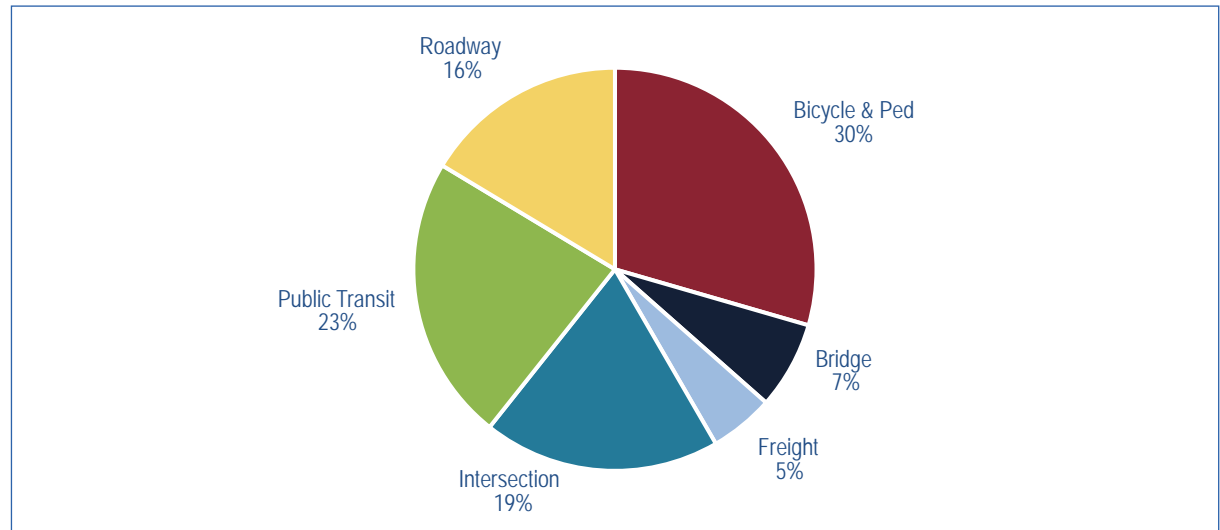
| Priority Area | Highest-Ranked Strategies |
|------------------------------|---|
| Safety | <ul style="list-style-type: none"> Identify priority roadway corridors and intersections for safety improvement. |
| Active Transportation | <ul style="list-style-type: none"> Improve bicycle and pedestrian safety. |
| Transit/Other Multimodal | <ul style="list-style-type: none"> Support improvements to fixed-route and human services transportation. Support regional microtransit, ride-sharing programs, and related services. |
| Economic Development | <ul style="list-style-type: none"> Continue efforts toward upgrading and maintaining linkages to the Interstate system. |
| Environment & Sustainability | <ul style="list-style-type: none"> Train municipal officials on stormwater management. Prioritize system resiliency. |
| Modernization | <ul style="list-style-type: none"> Support technological initiatives to reduce travel times and manage congestion. |
| Asset Management | <ul style="list-style-type: none"> Maintain roadway pavements in a state of good repair. |
| Travel & Tourism | <ul style="list-style-type: none"> Support infrastructure projects and connections to local/state/federal parks, trails, and forests. |

Source: SEDA-COG MPO MetroQuest Public Survey Results, Fall 2024

Interactive Map

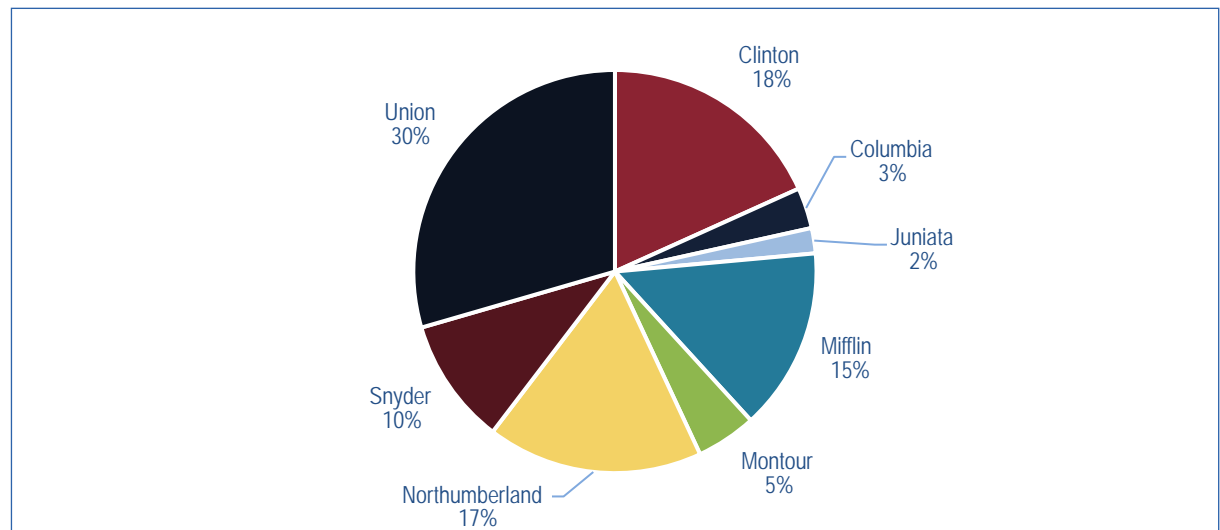
- Participants were given the opportunity to identify transportation issues on a map. They were provided with specific categories such as bicycle/pedestrian, bridge, freight, public transportation, and roadway. The category of bicycle/pedestrian received the highest number of map markers, accounting for 30 percent of the total (Figure 65). Following closely behind was public transportation, which received 23 percent of the markers. When reviewed by county, most markers were in Union County (30 percent), while Clinton County followed with 18 percent (Figure 66).
- Clusters of flagged concerns were identified in the following municipalities:
 - » Lewisburg, Union County
 - » Lock Haven, Clinton County
 - » Burnham, Mifflin County
 - » Danville, Montour County
 - » Sunbury, Northumberland County
- In Union County, a considerable amount of feedback focused on issues related to bicycle and pedestrian safety, particularly at the two trail crossings around US 15 & St. Mary Street for the Buffalo Valley Rail Trail. Respondents emphasized the need to address intersection issues to enhance safety for trail users.

Figure 65: Percentage of Responses by Issue



Source: SEDA-COG MPO MetroQuest Public Survey Results, Fall 2024

Figure 66: Percentage of Responses by County



Source: SEDA-COG MPO MetroQuest Public Survey Results, Fall 2024

STC Survey Results for the SEDA-COG Region

- The STC survey received 132 responses from residents of the SEDA-COG MPO region, who identified 86 transportation issues. These concerns were mapped and categorized as follows:
 - » 60 roadway (70 percent)
 - » 8 bridge (9 percent)
 - » 14 biking/walking (16 percent)
 - » 4 transit (5 percent)
- One survey question asked respondents to allocate a hypothetical \$100 transportation budget across various categories. Thirty percent of the sample budget was allocated to maintenance, reflecting its importance as a top public priority. Technology received the second-highest allocation, highlighting growing recognition of its potential to address key transportation challenges (Figure 67).
- By mode, the top transportation priorities identified by regional survey participants are road pavement, bridges, and traffic flow (Figure 68).

Figure 67: Budget Allocation Preference

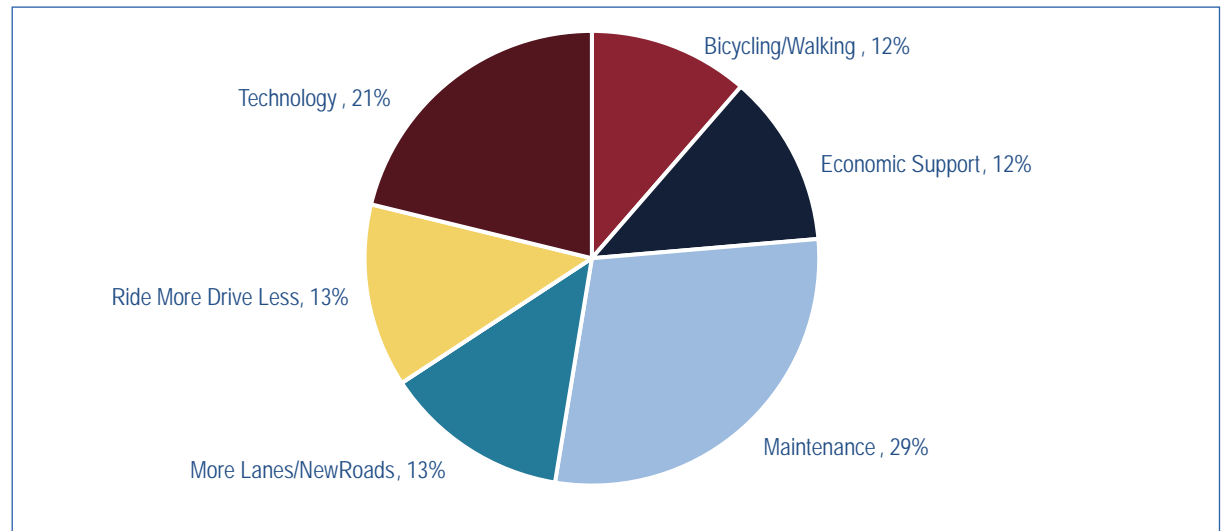
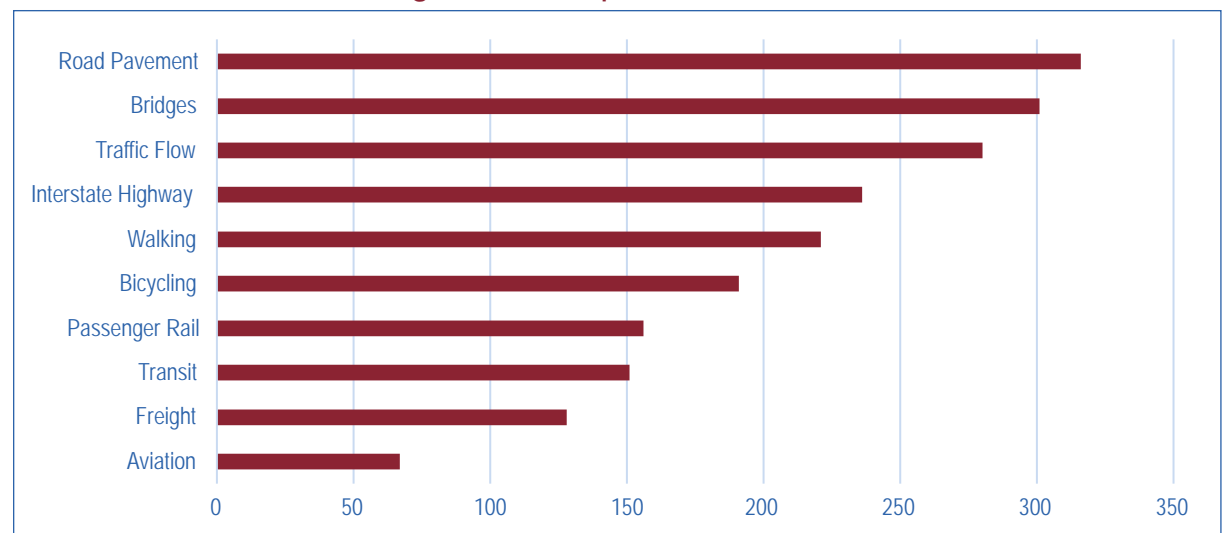


Figure 68: Transportation Priorities



Listening Session Highlights

Overview

- As part of the LRTP public outreach process, the MPO organized four Listening Sessions regionwide. These sessions were held in Lock Haven, Lewistown, Elysburg, and Lewistown during Fall 2024. Approximately 50 participants attended the four sessions, including representatives from PennDOT, DCED, county officials, and members of the general public.
- Sessions began with a brief presentation on the LRTP process, regional context, and results from the public survey. Afterward, attendees had the opportunity to ask questions, make comments, and add pins on maps to indicate transportation needs in their communities.
- Feedback from the sessions is summarized, following. Input received contributed to the development of the LRTP project list ([Appendix A](#)), the list of illustrative projects ([Appendix B](#)), and the plan's [Strategic Directions](#).

Public Transportation

- Lack of public transportation options.
- Desire for Centre Area Transportation Authority (CATA) vanpooling to State College for work.
- Need for ADA-compliant curb cuts where public transit is or should be.

Infrastructure and Traffic

- Increase in manufacturing along US 220 to I-80, with First Quality Tissues being a major traffic generator.
- Significant ATV activity in Renovo Borough; interest in letting ATVs cross local bridges.
- State College Airport is expanding its service runway, which will impact Mifflin County.
- Park-and-ride and other informal locations at the Thompsettown US 322 interchange.
- Increased traffic and activity at Electric Avenue intersections.

- Need to expand the sidewalk network.
- Influx of traffic on PA 54, with specific intersections needing attention (US 11, High Road, Bear Gap Road).
- Overwhelming traffic volumes through Danville on PA 54 to I-80 during peak hours.

Trails and Pedestrian/Bicycle Infrastructure

- Buffalo Valley Rail Trail crossing US 15.
- Intersection issues at Airport Road & PA 192, and Rights Boulevard & PA 45.
- Repurpose old rail bridges for bicyclists and pedestrians.
- Connections needed to State College and larger metropolitan areas like NYC.
- Improvement to transit service, especially to Knoebels for workers.

Beyond the Borders

Overview

Coordination with neighboring MPOs is critical to ensuring that transportation planning within the SEDA-COG MPO region aligns with broader regional and statewide priorities. Stakeholder interviews with adjacent MPOs highlighted the importance of proactive collaboration, particularly as major infrastructure investments position the region for continued growth. Projects such as the Central Susquehanna Valley Transportation (CSVT) Project and the State College Area Connector (SCAC) are expected to have far-reaching impacts on mobility, freight movement, and land use patterns that extend beyond MPO boundaries.

Key Themes from Stakeholder Engagement

Discussions with neighboring MPOs¹⁰ identified several consistent themes that will influence transportation planning throughout the LRTP horizon:

- **Freight Movement and Truck Parking:** Freight mobility remains a shared regional priority, particularly along Interstate 80 and Interstate 81, which serve as critical corridors for goods movement. Truck parking shortages were identified as a persistent challenge across the region, requiring coordinated municipal action, local support, and sustainable funding strategies.
- **Funding Constraints and Bridge Needs:** Funding limitations continue to affect all MPOs and counties, with a significant portion of TIPs committed to bridge preservation and replacement. Both state-owned and locally owned bridges require ongoing investment. Many counties are pursuing bridge bundling strategies to maximize limited resources and achieve efficiencies in project delivery.
- **Major Corridor Investments:** The CSVT and SCAC corridors are projects with regional and statewide significance. These facilities are expected to influence travel patterns, economic development, and freight movement well beyond their immediate environs, emphasizing the need for continued inter-MPO coordination.
- **Active Transportation and Emerging Technologies:** Stakeholders emphasized growing interest in expanding active transportation options, including walking, bicycling, and the increasing role of e-bikes for local and mid-distance trips. Electric vehicle (EV) adoption is also gradually increasing, with neighboring counties and agencies developing model ordinances and planning for charging infrastructure through initiatives such as PennDOT's National Electric Vehicle Infrastructure (NEVI) Program.
- **Passenger Rail:** Passenger rail service is an emerging regional consideration for the SEDA COG MPO, as the Centre County MPO is currently conducting a Passenger Rail Access Study to evaluate potential connections to Amtrak's *Pennsylvanian* service. The study is assessing direct rail and shuttle bus options, including potential connections to stations in Lewistown and Tyrone.

¹⁰ The planning team met with Harrisburg Area Transportation Study (HATS) MPO, Lackawanna-Luzerne Transportation Study (LLTS) MPO, Northeastern Pennsylvania (NEPA) MPO, Williamsport Area Transportation Study (WATS) MPO, Centre County MPO, North Central RPO, Southern Alleghenies RPO, and the Northern Tier RPO.

Ongoing Regional Collaboration

Neighboring MPOs emphasized the value of continued collaboration with the SEDA-COG MPO, in areas related to joint studies and information sharing. Ongoing coordination, such as the SEDA-COG/WATS joint study evaluating development impacts along the CSVT corridor, will remain essential to addressing cross-boundary transportation issues and ensuring that regional investments are planned and implemented effectively over the life of the LRTP.



Source: PennDOT (<https://www.csvt.com>)

Planning Implications

- The LRTP emphasizes improved incident management on major roadways, particularly Interstate 80, and expanded goals and strategies related to active transportation.
- Given the importance of regional freight corridors, continued exploration of partnerships, such as potential participation in the Eastern Pennsylvania Freight Alliance, could enhance freight planning and coordination.
- Bridge preservation and replacement will continue to represent a significant regional need, with funding constraints remaining a persistent challenge as a substantial share of TIP resources is directed toward both state- and locally owned bridges. Incorporating a bridge condition analysis would support more strategic prioritization of future investments, while exploring alternative funding mechanisms, such as local use fees and innovative financing strategies, could help address long-term funding needs.
- Stakeholders noted the importance of zoning and land use policies in shaping transportation. Sharing best practices, such as model zoning language for EV charging infrastructure, can support more consistent and coordinated planning across jurisdictions.



Strategic Directions

Planning Factor 1 – Economic Vitality

Plan for Strategic Additions to Roadway Capacity

Both the CSVT and State College Area Connector (SCAC) have the potential to spur significant traffic impacts and economic growth regionwide. In coordination with neighboring MPOs and PennDOT, the recommendations from the US 15 Corridor Improvement Study and the CSVT Special Impact Study should be implemented, so the region's transportation network continues to function efficiently for all users.

Support the Viability of the Region's Airports as Catalysts for Economic Development

Although there is no commercial passenger service available in the SEDA-COG MPO region, the regional airports serve as a network for private charters, business activity, and aircraft maintenance services that bring visitors, business leaders, and executives into the region. The MPO, in coordination with regional airport officials, will continue to pursue funding opportunities to increase charter flights, build relationships with state agencies, and advance technologies to bring vertiports and pod-type air freight transport to the region.

Assume Leadership of the CSVT Implementation Task Force

A key recommendation of the CSVT Special Impact Study and the US 15 Corridor Improvement Study was to develop an implementation task force to track regional impacts of the CSVT as it opens to traffic. The SEDA-COG MPO should provide leadership for the task force, ensuring it meets at least twice per year to monitor changes in travel patterns and develop needed solutions. This initiative should be carried out in collaboration with PennDOT and the Williamsport MPO.

Source: PennDOT (<https://www.csvt.com>)

Planning Factor 2 – Safety

Address Incident Management Needs along Interstate 80 and Affected Communities

Incidents on Interstate 80 can have detrimental effects on the region's mobility, causing major delays on the Interstate while also causing congestion and safety concerns on parallel roadways. A Traffic Incident Management (TIM) strategy needs to be developed for the entire I-80 corridor within the region. The Harrisburg MPO has established TIM teams to coordinate incident management strategies to enhance response time, particularly along I-83 and I-81. The SEDA-COG MPO could coordinate with the Harrisburg MPO to discuss the best practices and program development. An effective TIM program relies on efficient data collection, analysis, and reporting to measure performance and help identify gaps that can be addressed.

Enhance Safety on Local Roads

Concerns about safety on local roads are on the rise. The MPO, in partnership with local municipalities, plans to identify problematic areas and seek funding for cost-effective safety enhancements. The MPO will prioritize high-crash corridors and intersections to enhance safety throughout the regional road network.

Promote Safety of Bicyclists and Pedestrians

Expanding and improving bicycle and pedestrian infrastructure will make non-motorized modes a more viable travel option that is safer and more convenient for users. The MPO, in coordination with local bicycle and pedestrian stakeholder groups, will continue to identify locations that are most in need of attention and may be eligible for low-cost safety improvements. Incorporating dedicated bicycle and pedestrian infrastructure (e.g., bicycle lanes, walking paths) along key active transportation routes will help promote them as reliable modes of transportation.

Identify and Incorporate Effective Safety Measures for Horse-and-Buggy Traffic

The MPO acknowledges the special safety needs of Plain Sect populations. In collaboration with municipalities, the MPO will identify areas where horse-and-buggy travel is common and will implement specific safety measures tailored to this mode of transportation. By considering the unique needs of buggy operators in roadway planning and design, the region's roadways can better promote safe and efficient travel for both motorized and non-motorized users.

continued

Pursue Candidate Safety Projects via the HSIP Application Process

The Highway Safety Improvement Program (HSIP) is a Federal-Aid initiative aimed at reducing traffic fatalities and serious injuries on all public roads, including those owned by local governments. Currently, the MPO anticipates \$9.3 million in HSIP funding to be available for its 2027 TIP projects. The MPO will review PennDOT's network screening process and involve local stakeholders to identify areas with a significant crash history and safety concerns. The MPO will establish an HSIP project selection process in collaboration with PennDOT to prioritize eligible projects.

Implement the Recommendations of the US 522 Corridor Study

The SEDA-COG MPO conducted the US 522 Corridor Study in 2022 to assess and analyze major intersections and segments along the corridor that experience congestion and safety issues, identify future growth, and recommend strategies and funding sources for identified problem areas. As the CSVT is completed and opens to traffic, the MPO, in collaboration with its municipal partners and PennDOT, will work to implement the study recommendations through the TIP or other planning initiatives.

Monitor the Evolution of Micromobility Devices and Equipment and their Impact on Transportation

Personal mobility devices, such as scooters and e-bikes, have emerged as a new mode of transportation that may present both challenges and impacts for communities. State and local agencies are primarily responsible for regulating e-bikes and scooters. The MPO will continue to monitor the emerging use of these devices across the region and their effects on the transportation network. In collaboration with PennDOT and local stakeholders, the MPO will organize meetings with the region's municipalities and provide input on how to best accommodate these devices as part of the region's transportation system.





Planning Factor 3 – Security

Support SEDA-COG Joint Rail Authority (JRA) in Upgrading Rail Corridor to Ensure Reliable Service

The SEDA-COG Joint Rail Authority is a strong economic generator in the region for rail freight. The authority's network covers nine counties, includes 205 miles of mainline track, and serves more than 100 customers over the six short lines operating privately under JRA. Currently rail freight supports more than 12,000 jobs in the region, which greatly contributes to the regional economy. Although funding continues to be a challenge, JRA is pursuing a federal Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant for improvements to the North Shore Railroad corridor that will include rail replacement, drainage improvements, crossing replacements, and bridge rehabilitation to ensure continuous and reliable service along the corridor while improving safety. The MPO will continue to support the JRA as opportunities emerge to improve the rail freight network in support of the region's shippers and receivers.

Coordinate with PennDOT's Truck Parking Task Force in Addressing Regional Truck Parking Needs along Major Arteries

Adequate truck parking enhances safety and security by allowing drivers to meet federal rest requirements and avoid unsafe parking situations. Nationally, truck parking has been a growing concern for more than a decade. Increasing truck traffic on Interstate 80 and US 11/15 highlights the need for convenient public truck stops and rest areas. To assess truck parking needs, the MPO will collaborate with PennDOT's Truck Parking Task Force and local stakeholders, identifying critical areas and prioritizing improvement needs along key routes.

Planning Factor 4 – Accessibility & Mobility

Continue to Plan for Completion of the CSVT

With the expected completion of the CSVT's Southern Section in 2027, there is an opportunity for potential increases in economic development and improved connectivity between housing and employment areas. The MPO will continue to assist surrounding municipalities in developing comprehensive plans and land use tools to address anticipated growth. The MPO will conduct a post-construction evaluation of key corridors along the CSVT to identify secondary impacts to the local roadway network.

Continue to Support Innovative Public Transportation Options such as Microtransit

Public transportation is a needed service across the SEDA-COG MPO region, especially for low- to moderate-income residents and those without access to a car. Microtransit provides a viable option for broad regional coverage in lieu of expanded fixed-route services. The MPO will work with the region's public transit providers to promote microtransit. Additionally, the MPO will explore further ridesharing options to connect people to jobs and essential services.

Assist with Identifying Funding Opportunities to Support Local Public Transportation Options

The demand for additional public transportation options is increasing, however the available funding for these services is decreasing. The MPO will collaborate with local transit providers to seek funding opportunities that enhance local transportation options and improve services where there is significant demand.



Planning Factor 5 – Environmental Protection, Quality of Life, & Energy Conservation

Advance the Recommendations of the MPO’s Electric Vehicle (EV) Charging Stations Study

The SEDA-COG MPO developed an Electric Vehicle Charging Stations Study and Implementation Plan (August 2024) to identify existing and potential future sites for EV charging infrastructure on major transportation corridors. Throughout 2026, PennDOT will open four regional funding opportunities to invest \$100 million of its federal National Electric Vehicle Infrastructure (NEVI) formula funding into Pennsylvania’s Community Charging Program. The SEDA-COG MPO will continue to implement the recommendations of its EV plan, and is working with municipalities and site owners to develop a prioritized list of locations that are eligible for the Community Charging Program.

Assist Municipalities and Local Agencies with Active Transportation and Outdoor Recreation Initiatives and Planning Efforts

Active Transportation remains a key initiative regionwide to encourage alternative modes of transportation. The SEDA-COG MPO will continue to assist municipalities and local agencies in developing strategies to enhance active transportation. Increasing awareness and integrating active transportation policies into local planning efforts will improve the overall experience for all users of the transportation network. Additionally, MPO staff will advocate for PennDOT’s Local Technical Assistance Program (LTAP) training course “Active Transportation for Pennsylvania Communities” to raise awareness among municipal officials.

Prioritize System Resiliency

The MPO will strengthen the transportation network’s resilience to help minimize disruptions due to events such as severe weather. Work will involve upgrading infrastructure and integrating smart technologies to enhance system resilience and enable rapid recovery. Furthermore, the MPO will collaborate with local authorities and stakeholders to develop and implement comprehensive resilience strategies and emergency response protocols.



Planning Factor 6 – System Integration & Connectivity

Support Improvement of Pedestrian Access to and around the Lewistown Amtrak Station

With the ongoing upgrades at Lewistown’s Amtrak station to improve the waiting area, and the 2026 planned addition of a second train for the *Pennsylvanian* service, ensuring the surrounding facilities are ADA-compliant and pedestrian-friendly will continue to be a priority to build ridership. The MPO will work in coordination with local stakeholders to identify potential funding to improve pedestrian access, not only around the Amtrak station, but also along key corridors connecting individuals to the facility.

Promote Multimodal Connectivity

Bus shuttle services between Amtrak stations and popular destinations such as universities, medical centers, business hubs, and recreational sites can greatly enhance connectivity, accessibility, and convenience for both residents and visitors. By integrating such shuttle services with the broader transportation network, the SEDA-COG MPO aims to foster a balanced and efficient transit system that supports the region’s economic and community development.

Raise Awareness of the Benefits of ‘Complete Streets’ Policies and Multimodalism with Municipalities as Part of Future Planning Efforts and Land Use Management

“Complete Streets” refers to an approach to planning, designing, and constructing streets that safely accommodate all users of the transportation system, including pedestrians, bicyclists, people with disabilities, motorists, and freight vehicles. The MPO will work with interested municipalities to promote the MPO’s Complete Streets Policy and encourage municipalities to implement policies in future planning and land use management efforts.



Planning Factor 7 – System Management & Operations

Review Signal Timings along Relevant Roadways after CSVT Opens to Traffic

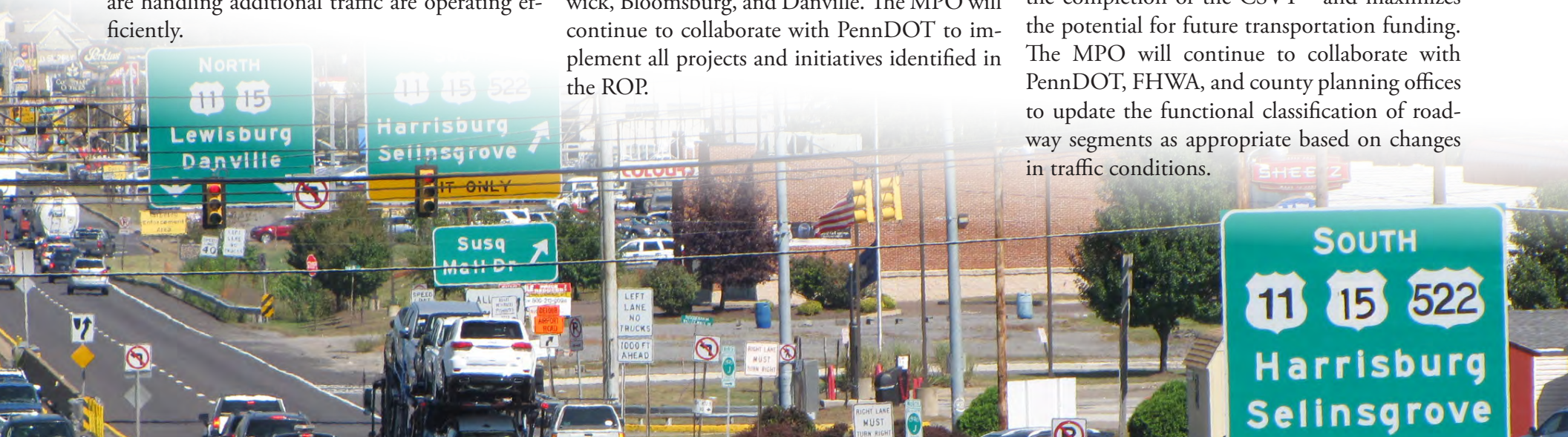
Traffic signal equipment that is properly timed and maintained can significantly improve traffic efficiency and reduce the cost of signal operation and maintenance over time. Traffic signals are owned and maintained by the municipality. MPO staff, in coordination with each of the local municipalities within the CSVT travel shed, will review signal timings after the CSVT is fully operational to ensure all intersections that are handling additional traffic are operating efficiently.

Program Projects as Identified in PennDOT’s Regional Operations Plan

Each TSMO region across the state develops a Regional Operations Plan (ROP) comprising integrated strategies aimed at enhancing reliability and mobility on existing roadway infrastructure without adding lanes. The MPO is part of the Central Region ROP, which underwent an update in May 2025. Illustrative projects include the installation of CCTV at the intersection of US 15 & PA 192 and signal upgrades in Berwick, Bloomsburg, and Danville. The MPO will continue to collaborate with PennDOT to implement all projects and initiatives identified in the ROP.

Update and Maintain the Region’s Functional Classification Scheme

Functional classification categorizes streets and highways based on the level and type of service they are intended to provide. This classification is crucial in transportation planning and programming, as it influences the prioritization of candidate projects and their eligibility for funding. Regular evaluation of the region’s functional classification scheme ensures that it keeps pace with changing roadway and traffic characteristics—such as changes in traffic volumes due to the completion of the CSVT—and maximizes the potential for future transportation funding. The MPO will continue to collaborate with PennDOT, FHWA, and county planning offices to update the functional classification of roadway segments as appropriate based on changes in traffic conditions.



Planning Factor 8 – Preservation

Coordinate with PennDOT as it Refines Asset Management Tools, Such as PAMS (pavement) and BAMS (bridges)/Project Builder

Asset management tools can provide crucial information during the planning and programming of projects to ensure proper prioritization of projects and allocation of limited resources to maintain the transportation system in a state of good repair. MPO staff will continue to coordinate with PennDOT as it continues to develop and refine its asset management tools, such as the Local Bridge GIS tool/map, to inform future planning.

Explore Opportunities to Assist Municipalities Pursuing Discretionary Grants for Key Community Priority Projects

The Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL), includes several discretionary grant programs that may offer additional funding to the MPO and local jurisdictions facing funding constraints for priority projects. The MPO will continue to monitor the status of federal discretionary grants and assist local municipalities interested in pursuing opportunities to complete various projects.

Assist Municipalities with Bridge Preservation Techniques, such as Bridge Bundling and Retro-Reimbursement

Local bridges are often ineligible for federal transportation funds, except for those eligible for the Bridge Off-system Funding (BOF) program. That program establishes criteria for funding improvements to bridges that are not on the Federal-Aid system. PennDOT is required to apply 15 percent of its annual funding allocation to these bridges. The MPO will work with local partners to address local bridge needs and will maintain a list of priority off-system bridges to guide investment when local or federal funds become available.¹⁰ The MPO can refer to neighboring MPOs that have developed a bridge bundle program (such as Harrisburg) to begin rehabilitating or replacing local bridges that are not eligible for federal funds.



Planning Factor 9 – Resiliency & Reliability

Include Slide Repairs as a Line Item in Future Transportation Improvement Programs (TIP)

The MPO is making efforts to reduce the impact of natural disasters, such as slides and flooding, on the transportation network. As projects are planned and move into the design phase, there is a consideration for allocating funds to mitigate or minimize potential impacts. This may involve addressing areas with a high risk of slides during heavy rain events. The MPO will collaborate with PennDOT to explore opportunities for including a TIP line item specifically for slide repairs and mitigation.



Planning Factor 10 – Travel & Tourism

Consider Regional Tourist Destinations and Attractions in the Programming of Transportation Projects

Current tourism trends across the region are showing increases in the demand for access to outdoor recreational opportunities. The MPO will continue to consider the needs of tourist destinations and attractions when programming transportation projects. This is an opportunity for the MPO to engage with the visitors' bureaus and other tourist agencies for insight into where travel is occurring and what roads are experiencing increased traffic.

Support Efforts to Expand Transit Service that Serves Tourism Destinations and Locations

The MPO supports efforts to expand transit service to key tourism destinations and visitor locations, recognizing public transportation's role in promoting regional economic vitality, reducing congestion, and improving access for residents and visitors to tourism destinations. Enhanced transit connections to popular attractions can strengthen the tourism industry and support workforce mobility and provide sustainable travel options that benefit both the environment and the broader community.

Coordinate Efforts among Visitors' Bureaus, PennDOT, and Municipalities on the Location and Placement of Wayfinding Signage

The MPO supports coordination among visitors' bureaus, PennDOT, and municipalities to improve the location and placement of wayfinding signage. Clear, consistent signage enhances the visitor experience, supports local businesses, and helps minimize congestion and improve safety by directing travelers to their planned destinations. Collaborative planning ensures that signage aligns with transportation networks, local priorities, and branding efforts, helping travelers navigate more easily while promoting regional identity and economic development.





Appendices

Appendix A: Fiscally Constrained Project Listing

Table A-1: LRTP Projects by Planning Period

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|---------|------|-----------|---|-------|---------------------------|--|---------------------------------|
| Clinton | | 92421 | SC Bridge Plank/Channel Program | C | \$1,000,000 | | |
| Clinton | | 117921 | Infrastructure Investment Reserve Line Item | C | \$2,112,000 | | |
| Clinton | | 117921 | Infrastructure Investment Reserve Line Item | C | \$2,387,378 | | |
| Clinton | | 117921 | Infrastructure Investment Reserve Line Item | C | \$1,915,903 | \$2,243,866 | |
| Clinton | | 117921 | Infrastructure Investment Reserve Line Item | C | | \$4,224,000 | |
| Clinton | | 120805 | Maintenance/Betterment Line Item | C | \$8,000,000 | | |
| Clinton | | 83139 | Retro Local Bridge | C | \$2,000,000 | | |
| Clinton | | 68128 | Reserve Betterment/Safety Line Item | C | | \$7,422,000 | |
| Clinton | | 68128 | Reserve Betterment/Safety Line Item | C | \$805,511 | | |
| Clinton | 64 | 119320 | SEDA-COG PCS Project for VRUs | P | \$445,578 | | |
| Clinton | 64 | 119320 | SEDA-COG PCS Project for VRUs | F | \$437,091 | | |
| Clinton | 64 | 119320 | SEDA-COG PCS Project for VRUs | U | \$163,910 | | |
| Clinton | 64 | 119320 | SEDA-COG PCS Project for VRUs | R | \$163,910 | | |
| Clinton | 64 | 119320 | SEDA-COG PCS Project for VRUs | C | \$1,696,000 | | |
| Clinton | 64 | 120759 | SR 64 Concrete Preservation | +P | \$477,406 | | |
| Clinton | 64 | 120759 | SR 64 Concrete Preservation | +U | \$126,677 | | |

Key to Phases: P – Preliminary Engineering; F – Final Design; U – Utility Relocation; R – Right-of-Way Acquisition; C – Construction
 + indicates the phase qualifies for toll funds

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|---------|------|-----------|-----------------------------|-------|---------------------------|--|---------------------------------|
| Clinton | 64 | 120759 | SR 64 Concrete Preservation | +R | \$63,339 | | |
| Clinton | 64 | 120759 | SR 64 Concrete Preservation | C | \$4,331,088 | | |
| Clinton | 64 | 120759 | SR 64 Concrete Preservation | C | \$2,171,529 | | |
| Clinton | 120 | 3793 | PA 120/North Smith Run | P | \$154,444 | | |
| Clinton | 120 | 3793 | PA 120/North Smith Run | F | \$380,031 | | |
| Clinton | 120 | 3793 | PA 120/North Smith Run | U | \$95,008 | | |
| Clinton | 120 | 3793 | PA 120/North Smith Run | R | \$95,008 | | |
| Clinton | 120 | 3793 | PA 120/North Smith Run | C | \$1,096,309 | | |
| Clinton | 120 | 91546 | SR 120 Upper Stimpson Run | P | \$82,176 | | |
| Clinton | 120 | 91546 | SR 120 Upper Stimpson Run | F | \$380,031 | | |
| Clinton | 120 | 91546 | SR 120 Upper Stimpson Run | U | \$95,008 | | |
| Clinton | 120 | 91546 | SR 120 Upper Stimpson Run | R | \$95,008 | | |
| Clinton | 120 | 91546 | SR 120 Upper Stimpson Run | C | \$1,395,410 | | |
| Clinton | 120 | 113133 | SR 120 over Dry Run | C | \$585,662 | | |
| Clinton | 120 | 119926 | SR 120 Bridge Preservations | P | \$548,005 | | |
| Clinton | 120 | 119926 | SR 120 Bridge Preservations | U | | \$103,818 | |
| Clinton | 120 | 119926 | SR 120 Bridge Preservations | R | | \$103,818 | |
| Clinton | 120 | 119926 | SR 120 Bridge Preservations | C | | \$1,500,000 | |
| Clinton | 120 | 119926 | SR 120 Bridge Preservations | C | | \$1,267,216 | |
| Clinton | 120 | 123267 | SR 120 Ice Mine Cut | +P | \$458,944 | | |
| Clinton | 120 | 123267 | SR 120 Ice Mine Cut | F | \$337,653 | | |
| Clinton | 120 | 123267 | SR 120 Ice Mine Cut | U | \$56,275 | | |
| Clinton | 120 | 123267 | SR 120 Ice Mine Cut | R | \$56,275 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|---------|------|-----------|----------------------------------|-------|---------------------------|--|---------------------------------|
| Clinton | 120 | 123267 | SR 120 Ice Mine Cut | C | \$1,738,911 | | |
| Clinton | 150 | 3861 | Laurel Run Bridge | +P | \$501,501 | | |
| Clinton | 150 | 3861 | Laurel Run Bridge | +F | \$380,030 | | |
| Clinton | 150 | 3861 | Laurel Run Bridge | +U | \$63,339 | | |
| Clinton | 150 | 3861 | Laurel Run Bridge | +R | \$63,339 | | |
| Clinton | 150 | 3861 | Laurel Run Bridge | C | \$1,000,000 | | |
| Clinton | 150 | 123147 | SR 150 over Penna. Canal | +P | | \$496,433 | |
| Clinton | 150 | 123147 | SR 150 over Penna. Canal | +U | | \$67,196 | |
| Clinton | 150 | 123147 | SR 150 over Penna. Canal | +R | | \$67,196 | |
| Clinton | 150 | 123147 | SR 150 over Penna. Canal | +C | | \$1,411,919 | |
| Clinton | 150 | 119928 | SR 150 Bridge Preservations | P | \$359,268 | | |
| Clinton | 150 | 119928 | SR 150 Bridge Preservations | U | \$56,275 | | |
| Clinton | 150 | 119928 | SR 150 Bridge Preservations | R | \$56,275 | | |
| Clinton | 150 | 119928 | SR 150 Bridge Preservations | C | \$1,121,947 | | |
| Clinton | 150 | 120760 | Hogan Blvd Drainage | C | \$2,013,596 | | |
| Clinton | 220 | 119935 | SR 220 over Private Drive | P | \$200,000 | | |
| Clinton | 220 | 119935 | SR 220 over Private Drive | P | \$258,947 | | |
| Clinton | 220 | 119935 | SR 220 over Private Drive | F | \$360,164 | | |
| Clinton | 220 | 119935 | SR 220 over Private Drive | U | \$57,964 | | |
| Clinton | 220 | 119935 | SR 220 over Private Drive | R | \$57,964 | | |
| Clinton | 220 | 119935 | SR 220 over Private Drive | C | \$2,188,745 | \$531,496 | |
| Clinton | 220 | 119935 | SR 220 over Private Drive | C | \$1,042,802 | \$2,162,798 | |
| Clinton | 220 | 123136 | SR 220 over T-373 Draketown Road | P | \$207,399 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|---------|------|-----------|----------------------------------|-------|---------------------------|--|---------------------------------|
| Clinton | 220 | 123136 | SR 220 over T-373 Draketown Road | P | \$265,315 | | |
| Clinton | 220 | 123136 | SR 220 over T-373 Draketown Road | F | \$370,968 | | |
| Clinton | 220 | 123136 | SR 220 over T-373 Draketown Road | U | \$57,964 | | |
| Clinton | 220 | 123136 | SR 220 over T-373 Draketown Road | R | \$57,964 | | |
| Clinton | 220 | 123136 | SR 220 over T-373 Draketown Road | C | | \$1,000,000 | |
| Clinton | 220 | 123136 | SR 220 over T-373 Draketown Road | C | | \$1,985,131 | |
| Clinton | 220 | 117043 | SEDA-COG Bridge Preservation 1 | +P | \$472,714 | | |
| Clinton | 220 | 117043 | SEDA-COG Bridge Preservation 1 | U | | \$57,963 | |
| Clinton | 220 | 117043 | SEDA-COG Bridge Preservation 1 | R | | \$57,963 | |
| Clinton | 220 | 117043 | SEDA-COG Bridge Preservation 1 | C | | \$7,232,878 | |
| Clinton | 220 | 117043 | SEDA-COG Bridge Preservation 1 | C | | \$3,931,511 | |
| Clinton | 220 | 88178 | Bridge over Norfolk Southern | +P | | \$548,005 | |
| Clinton | 220 | 88178 | Bridge over Norfolk Southern | +U | | \$69,212 | |
| Clinton | 220 | 88178 | Bridge over Norfolk Southern | +R | | \$69,212 | |
| Clinton | 220 | 88178 | Bridge over Norfolk Southern | +C | | \$5,260,089 | |
| Clinton | 220 | 120763 | SR 220 Concrete Preservation | C | \$1,859,847 | | |
| Clinton | 220 | 123265 | SR 220 Corridor Hwy Restoration | +P | \$445,576 | | |
| Clinton | 220 | 123265 | SR 220 Corridor Hwy Restoration | +F | \$349,673 | | |
| Clinton | 220 | 123265 | SR 220 Corridor Hwy Restoration | +U | \$54,636 | | |
| Clinton | 220 | 123265 | SR 220 Corridor Hwy Restoration | +R | \$54,636 | | |
| Clinton | 220 | 123265 | SR 220 Corridor Hwy Restoration | C | \$6,863,767 | | |
| Clinton | 880 | 121465 | SR 880 Pipe | P | \$200,000 | | |
| Clinton | 880 | 121465 | SR 880 Pipe | U | \$50,000 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|------------------------------|------|-----------|---------------------------------|-------|---------------------------|--|---------------------------------|
| Clinton | 880 | 121465 | SR 880 Pipe | R | \$50,000 | | |
| Clinton | 880 | 121465 | SR 880 Pipe | C | \$700,000 | | |
| Clinton | 1014 | 123266 | Hyner Mtn Slope | P | | \$548,005 | |
| Clinton | 1014 | 123266 | Hyner Mtn Slope | F | | \$403,175 | |
| Clinton | 1014 | 123266 | Hyner Mtn Slope | U | | \$100,000 | |
| Clinton | 1014 | 123266 | Hyner Mtn Slope | R | | \$100,000 | |
| Clinton | 1014 | 123266 | Hyner Mtn Slope | C | | \$3,351,000 | |
| Clinton | 1016 | 119958 | Avis Bridge | P | \$472,714 | | |
| Clinton | 1016 | 119958 | Avis Bridge | F | \$370,968 | | |
| Clinton | 1016 | 119958 | Avis Bridge | U | | \$59,703 | |
| Clinton | 1016 | 119958 | Avis Bridge | R | | \$59,703 | |
| Clinton | 1016 | 119958 | Avis Bridge | C | | \$6,667,288 | |
| Clinton | 2010 | 3840 | Rauchtown Bridge | C | \$1,731,631 | | |
| Clinton | 7215 | 95903 | T-349 over Fishing Creek | F | \$318,271 | | |
| Clinton | 7215 | 95903 | T-349 over Fishing Creek | U | \$53,046 | | |
| Clinton | 7215 | 95903 | T-349 over Fishing Creek | R | \$53,046 | | |
| Clinton | 7215 | 95903 | T-349 over Fishing Creek | C | \$1,427,067 | | |
| Clinton | 7215 | 95903 | T-349 over Fishing Creek | C | \$244,806 | | |
| Clinton | 7215 | 3763 | T-537 over Fishing Creek Bridge | C | \$316,000 | | |
| Clinton County Totals | | | | | \$62,777,642 | \$53,102,594 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|----------|------|-----------|---|-------|---------------------------|--|---------------------------------|
| Columbia | | 99283 | I-80 Major Guide Signs | F | \$20,000 | | |
| Columbia | | 99283 | I-80 Major Guide Signs | C | \$275,000 | | |
| Columbia | | 113590 | Environmental Remediation & SCM Monitoring SEDA-COG | S | \$680,000 | \$960,000 | |
| Columbia | | 120928 | 26-27 RPM Contract SEDA-COG | C | \$80,000 | | |
| Columbia | | 120929 | 27-28 RPM Contract SEDA-COG | C | \$81,000 | | |
| Columbia | | 121001 | Columbia Co 2027 Crack Seal | F | \$5,000 | | |
| Columbia | | 121002 | Columbia Co 2028 Crack Seal | F | \$5,000 | | |
| Columbia | | 121008 | Southern RAR 2028 | F | \$5,000 | | |
| Columbia | | 121013 | Southern RAR 2029 | F | \$5,000 | | |
| Columbia | | 5375 | T-373 over Roaring Creek Co Br #11 | C | \$2,500,000 | | |
| Columbia | | 5569 | T-367 over Catawissa Creek | S | \$150,000 | | |
| Columbia | | 5569 | T-367 over Catawissa Creek | P | | \$500,000 | |
| Columbia | | 5569 | T-367 over Catawissa Creek | F | | \$500,000 | |
| Columbia | | 5569 | T-367 over Catawissa Creek | U | | \$50,000 | |
| Columbia | | 5569 | T-367 over Catawissa Creek | R | | \$50,000 | |
| Columbia | | 5569 | T-367 over Catawissa Creek | C | | \$2,820,000 | |
| Columbia | | 5571 | T-628 over Scotch Run | P | \$500,000 | | |
| Columbia | | 5571 | T-628 over Scotch Run | F | | \$500,000 | |
| Columbia | | 5571 | T-628 over Scotch Run | U | | \$50,000 | |
| Columbia | | 5571 | T-628 over Scotch Run | R | | \$50,000 | |
| Columbia | | 5571 | T-628 over Scotch Run | C | | \$1,500,000 | |
| Columbia | | 5572 | T-621 (Chestnut Ln) over Shingle Rn | P | | \$500,000 | |
| Columbia | | 5572 | T-621 (Chestnut Ln) over Shingle Rn | F | | \$500,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|----------|------|-----------|---|-------|---------------------------|--|---------------------------------|
| Columbia | | 5572 | T-621 (Chestnut Ln) over Shingle Rn | U | | \$50,000 | |
| Columbia | | 5572 | T-621 (Chestnut Ln) over Shingle Rn | R | | \$50,000 | |
| Columbia | | 5572 | T-621 (Chestnut Ln) over Shingle Rn | C | | \$1,500,000 | |
| Columbia | | 103833 | T-557 over Little Fishing Creek | F | \$200,000 | | |
| Columbia | | 103833 | T-557 over Little Fishing Creek | U | \$20,000 | | |
| Columbia | | 103833 | T-557 over Little Fishing Creek | R | \$25,000 | | |
| Columbia | | 103833 | T-557 over Little Fishing Creek | C | \$1,050,000 | | |
| Columbia | | 107019 | Adjacent Box Beam Bridge Bundle | +C | \$200,000 | | |
| Columbia | | 103836 | T-356 over Montour Run | C | \$970,000 | | |
| Columbia | | 123638 | T-725 (Yost Hollow Rd) over Briar Creek | C | \$527,500 | | |
| Columbia | | 68016 | 3-0 SEDA-COG Line Item | C | \$3,741,000 | \$7,985,000 | |
| Columbia | | 68016 | 3-0 SEDA-COG Line Item | C | \$1,587,000 | \$11,129,000 | |
| Columbia | | 68016 | 3-0 SEDA-COG Line Item | C | | \$4,371,000 | |
| Columbia | | 68016 | 3-0 SEDA-COG Line Item | C | | \$4,457,000 | |
| Columbia | | 68016 | 3-0 SEDA-COG Line Item | C | | \$29,041,750 | |
| Columbia | | 68016 | 3-0 SEDA-COG Line Item | C | | \$21,834,000 | |
| Columbia | | 68016 | 3-0 SEDA-COG Line Item | C | | \$375,000 | |
| Columbia | | 68016 | 3-0 SEDA-COG Line Item | C | | \$15,000 | |
| Columbia | 11 | 97648 | US 11 Signals Berwick Boro | P | \$200,000 | \$200,000 | |
| Columbia | 11 | 97648 | US 11 Signals Berwick Boro | F | | \$250,000 | |
| Columbia | 11 | 97648 | US 11 Signals Berwick Boro | +C | | \$3,600,000 | |
| Columbia | 11 | 115536 | Park St to Shaffer Rd | F | | \$15,000 | |
| Columbia | 11 | 115536 | Park St to Shaffer Rd | +C | | \$1,100,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|----------|------|-----------|--|-------|---------------------------|--|---------------------------------|
| Columbia | 11 | 115543 | Valley Rd to SR 487 | P | \$277,000 | | |
| Columbia | 11 | 115543 | Valley Rd to SR 487 | F | \$33,000 | \$167,000 | |
| Columbia | 11 | 115543 | Valley Rd to SR 487 | +C | | \$3,100,000 | |
| Columbia | 11 | 122550 | Park Blvd to Luzerne Co | F | | \$175,000 | |
| Columbia | 11 | 122550 | Park Blvd to Luzerne Co | C | | \$1,023,000 | |
| Columbia | 11 | 122550 | Park Blvd to Luzerne Co | C | | \$2,300,000 | |
| Columbia | 11 | 122590 | Park Blvd to Luzerne Co | F | | \$450,000 | |
| Columbia | 11 | 122590 | Park Blvd to Luzerne Co | C | | \$3,500,000 | |
| Columbia | 42 | 100443 | Roaring Cr to Southern Dr | +C | \$290,000 | | |
| Columbia | 42 | 115538 | Catawissa Cr to SR 11 | P | | \$150,000 | |
| Columbia | 42 | 115538 | Catawissa Cr to SR 11 | F | | \$150,000 | |
| Columbia | 42 | 115538 | Catawissa Cr to SR 11 | +C | | \$3,750,000 | |
| Columbia | 42 | 115539 | Schoolhouse Rd to 1/4mile N of SR 4009 | F | | \$15,000 | |
| Columbia | 42 | 115539 | Schoolhouse Rd to 1/4mile N of SR 4009 | C | | \$600,000 | |
| Columbia | 42 | 115540 | 1/4mile N of SR 4009 to Millville | F | | \$150,000 | |
| Columbia | 42 | 115540 | 1/4mile N of SR 4009 to Millville | C | | \$7,000,000 | |
| Columbia | 42 | 115541 | SR 11 to Frosty Valley Rd | P | | \$150,000 | |
| Columbia | 42 | 115541 | SR 11 to Frosty Valley Rd | F | | \$150,000 | |
| Columbia | 42 | 115541 | SR 11 to Frosty Valley Rd | +C | | \$2,000,000 | |
| Columbia | 42 | 115542 | Frosty Valley Rd to Schoolhouse Rd | P | | \$150,000 | |
| Columbia | 42 | 115542 | Frosty Valley Rd to Schoolhouse Rd | F | | \$150,000 | |
| Columbia | 42 | 115542 | Frosty Valley Rd to Schoolhouse Rd | C | | \$3,000,000 | |
| Columbia | 42 | 116700 | White Church Rd to Gaswell Rd | C | \$200,000 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|----------|------|-----------|--|-------|---------------------------|--|---------------------------------|
| Columbia | 42 | 120083 | D3 SEDA-COG Bridge Lighting Upgrades to LED | +C | \$900,000 | | |
| Columbia | 42 | 121659 | SR 442 to SR 4024 | S | \$150,000 | | |
| Columbia | 42 | 123142 | SEDA-COG Sign Structures | P | \$10,000 | | |
| Columbia | 42 | 123142 | SEDA-COG Sign Structures | F | \$10,000 | | |
| Columbia | 42 | 123142 | SEDA-COG Sign Structures | C | \$510,000 | | |
| Columbia | 44 | 98928 | SR 44 over Tb Mud Creek | P | | \$450,000 | |
| Columbia | 44 | 98928 | SR 44 over Tb Mud Creek | F | | \$250,000 | |
| Columbia | 44 | 98928 | SR 44 over Tb Mud Creek | U | | \$60,000 | |
| Columbia | 44 | 98928 | SR 44 over Tb Mud Creek | R | | \$40,000 | |
| Columbia | 44 | 98928 | SR 44 over Tb Mud Creek | C | | \$2,000,000 | |
| Columbia | 54 | 122554 | Columbia Co line to Firehouse Rd | F | | \$150,000 | |
| Columbia | 54 | 122554 | Columbia Co line to Firehouse Rd | C | | \$1,000,000 | |
| Columbia | 80 | 97553 | I-80 WB Montour Co to Millville Rd (SR 4009) | F | | \$15,000 | |
| Columbia | 80 | 97553 | I-80 WB Montour Co to Millville Rd (SR 4009) | +C | | \$1,000,000 | |
| Columbia | 80 | 105529 | I-80EB Hetlerville Rd (SR 2028) to Luzerne Co Line | F | | \$15,000 | |
| Columbia | 80 | 105529 | I-80EB Hetlerville Rd (SR 2028) to Luzerne Co Line | +C | | \$950,000 | |
| Columbia | 80 | 109377 | SR 11 to SR 2028 (Hetlerville Rd) EB | +F | \$100,000 | | |
| Columbia | 80 | 109377 | SR 11 to SR 2028 (Hetlerville Rd) EB | +C | \$2,761,000 | | |
| Columbia | 80 | 109378 | SR 11 to SR 2028 (Hetlerville Rd) WB | P | \$250,000 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|----------|------|-----------|--|-------|---------------------------|--|---------------------------------|
| Columbia | 80 | 109378 | SR 11 to SR 2028 (Hetlerville Rd) WB | F | \$200,000 | | |
| Columbia | 80 | 109378 | SR 11 to SR 2028 (Hetlerville Rd) WB | C | | \$296,000 | |
| Columbia | 80 | 109378 | SR 11 to SR 2028 (Hetlerville Rd) WB | C | \$1,046,000 | \$1,000,000 | |
| Columbia | 80 | 109380 | Rest Area to the Luzerne Co line | F | | \$10,000 | |
| Columbia | 80 | 109380 | Rest Area to the Luzerne Co line | C | | \$275,000 | |
| Columbia | 80 | 110221 | Hetlerville Rd to Rest Area WB | P | | \$273,000 | |
| Columbia | 80 | 110221 | Hetlerville Rd to Rest Area WB | F | | \$250,000 | |
| Columbia | 80 | 110221 | Hetlerville Rd to Rest Area WB | +C | | \$1,100,000 | |
| Columbia | 80 | 121925 | Clinton Co to Luzerne Co | C | | \$550,000 | |
| Columbia | 80 | 123639 | Columbia Bridge Joint Repairs | P | \$225,000 | | |
| Columbia | 80 | 123639 | Columbia Bridge Joint Repairs | F | \$150,000 | | |
| Columbia | 80 | 123639 | Columbia Bridge Joint Repairs | C | \$1,000,000 | | |
| Columbia | 118 | 97622 | SR 118 over East and West Branch Fishing Creek | P | \$800,000 | | |
| Columbia | 118 | 97622 | SR 118 over East and West Branch Fishing Creek | +F | \$500,000 | | |
| Columbia | 118 | 97622 | SR 118 over East and West Branch Fishing Creek | U | \$100,000 | | |
| Columbia | 118 | 97622 | SR 118 over East and West Branch Fishing Creek | +R | \$80,000 | | |
| Columbia | 118 | 97622 | SR 118 over East and West Branch Fishing Creek | C | \$3,380,000 | \$4,370,250 | |
| Columbia | 239 | 5580 | SR 239 over West Creek | P | \$550,000 | | |
| Columbia | 239 | 5580 | SR 239 over West Creek | F | \$350,000 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|----------|------|-----------|---|-------|---------------------------|--|---------------------------------|
| Columbia | 239 | 5580 | SR 239 over West Creek | U | | \$50,000 | |
| Columbia | 239 | 5580 | SR 239 over West Creek | R | \$40,000 | | |
| Columbia | 239 | 5580 | SR 239 over West Creek | C | | \$1,100,000 | |
| Columbia | 239 | 5580 | SR 239 over West Creek | C | | \$1,170,000 | |
| Columbia | 239 | 94321 | SR 239 over West Branch of West Creek | P | \$560,250 | | |
| Columbia | 239 | 94321 | SR 239 over West Branch of West Creek | F | \$34,500 | \$465,500 | |
| Columbia | 239 | 94321 | SR 239 over West Branch of West Creek | U | | \$100,000 | |
| Columbia | 239 | 94321 | SR 239 over West Branch of West Creek | R | | \$50,000 | |
| Columbia | 239 | 94321 | SR 239 over West Branch of West Creek | C | | \$1,800,000 | |
| Columbia | 239 | 106181 | SR 239 over Fishing Creek | C | \$500,000 | | |
| Columbia | 239 | 97738 | West Creek to PA 118 | C | \$610,000 | | |
| Columbia | 254 | 107113 | Montour Co to White Hall Rd | C | \$205,000 | | |
| Columbia | 254 | 98941 | SR 254 over Tributary Fishing Creek | F | \$100,000 | | |
| Columbia | 254 | 98941 | SR 254 over Tributary Fishing Creek | U | \$60,000 | | |
| Columbia | 254 | 98941 | SR 254 over Tributary Fishing Creek | R | \$30,000 | | |
| Columbia | 254 | 98941 | SR 254 over Tributary Fishing Creek | +C | \$1,400,000 | | |
| Columbia | 254 | 120888 | Multiple br over Fishing & Ltl Fishing Crks | P | \$250,000 | | |
| Columbia | 254 | 120888 | Multiple br over Fishing & Ltl Fishing Crks | F | \$100,000 | | |
| Columbia | 254 | 120888 | Multiple br over Fishing & Ltl Fishing Crks | C | \$3,752,000 | | |
| Columbia | 254 | 122844 | White Hall Rd (SR 44) to Taylor Rd | C | \$400,000 | | |
| Columbia | 339 | 98483 | Catawissa Crk. to SR 2009 | C | \$725,000 | | |
| Columbia | 339 | 122555 | SR 80 to Kelchner Rd (SR 2017) | C | \$600,000 | | |
| Columbia | 487 | 97695 | SR 487 from Hollow Rd to SR 239 | C | | \$900,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|----------|------|-----------|---|-------|---------------------------|--|---------------------------------|
| Columbia | 487 | 103011 | SR 487 over Abandoned RR | +C | \$1,951,000 | | |
| Columbia | 487 | 98506 | SR 42 to Airport Rd | C | \$1,000,000 | | |
| Columbia | 487 | 98489 | SR 44 to Chestnut Street | F | | \$450,000 | |
| Columbia | 487 | 98489 | SR 44 to Chestnut Street | C | | \$2,230,000 | |
| Columbia | 487 | 5635 | SR 487 over Tb Roaring Crk | P | \$475,000 | | |
| Columbia | 487 | 5635 | SR 487 over Tb Roaring Crk | F | \$300,000 | | |
| Columbia | 487 | 5635 | SR 487 over Tb Roaring Crk | U | | \$50,000 | |
| Columbia | 487 | 5635 | SR 487 over Tb Roaring Crk | R | \$40,000 | | |
| Columbia | 487 | 5635 | SR 487 over Tb Roaring Crk | C | | \$1,600,000 | |
| Columbia | 487 | 120889 | Multiple br in Col, North & Snyder Cos. | P | \$130,000 | | |
| Columbia | 487 | 120889 | Multiple br in Col, North & Snyder Cos. | F | \$275,000 | | |
| Columbia | 487 | 120889 | Multiple br in Col, North & Snyder Cos. | C | \$4,388,000 | \$200,000 | |
| Columbia | 1001 | 93643 | SR 1001 over Tributary to Susquehanna R | F | \$125,000 | | |
| Columbia | 1001 | 93643 | SR 1001 over Tributary to Susquehanna R | U | \$25,000 | | |
| Columbia | 1001 | 93643 | SR 1001 over Tributary to Susquehanna R | R | \$30,000 | | |
| Columbia | 1001 | 93643 | SR 1001 over Tributary to Susquehanna R | C | \$600,000 | | |
| Columbia | 1004 | 5382 | SR 1004 over Kinney Run | P | \$220,000 | | |
| Columbia | 1004 | 5382 | SR 1004 over Kinney Run | F | | \$130,000 | |
| Columbia | 1004 | 5382 | SR 1004 over Kinney Run | U | | \$250,000 | |
| Columbia | 1004 | 5382 | SR 1004 over Kinney Run | R | | \$40,000 | |
| Columbia | 1004 | 5382 | SR 1004 over Kinney Run | C | | \$500,000 | |
| Columbia | 1004 | 107103 | McGuire Dr to SR 2028 | F | | \$150,000 | |
| Columbia | 1004 | 107103 | McGuire Dr to SR 2028 | C | | \$2,800,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|----------|------|-----------|---|-------|---------------------------|--|---------------------------------|
| Columbia | 1014 | 107116 | Hilltop Rd to SR 1025 | C | | \$1,720,000 | |
| Columbia | 1015 | 98513 | SR 11 to SR 1037 | C | \$240,000 | | |
| Columbia | 1020 | 82774 | SR 1020 over Pine Creek | C | \$4,000 | | |
| Columbia | 1022 | 5622 | SR 1022 over Old Channel | +P | \$425,000 | | |
| Columbia | 1022 | 5622 | SR 1022 over Old Channel | F | \$250,000 | | |
| Columbia | 1022 | 5622 | SR 1022 over Old Channel | U | | \$25,000 | |
| Columbia | 1022 | 5622 | SR 1022 over Old Channel | R | \$35,000 | | |
| Columbia | 1022 | 5622 | SR 1022 over Old Channel | +C | | \$1,900,000 | |
| Columbia | 1022 | 5621 | SR 1022 over Fishing Creek | +P | \$525,000 | | |
| Columbia | 1022 | 5621 | SR 1022 over Fishing Creek | F | \$250,000 | | |
| Columbia | 1022 | 5621 | SR 1022 over Fishing Creek | U | | \$25,000 | |
| Columbia | 1022 | 5621 | SR 1022 over Fishing Creek | R | \$35,000 | | |
| Columbia | 1022 | 5621 | SR 1022 over Fishing Creek | +C | | \$1,830,000 | |
| Columbia | 1025 | 115994 | SR 93 to Briar Ln | F | | \$15,000 | |
| Columbia | 1025 | 115994 | SR 93 to Briar Ln | C | | \$550,000 | |
| Columbia | 1027 | 114157 | SR 1027 over Tributary of Susquehanna R | P | \$265,000 | | |
| Columbia | 1027 | 114157 | SR 1027 over Tributary of Susquehanna R | F | \$110,000 | | |
| Columbia | 1027 | 114157 | SR 1027 over Tributary of Susquehanna R | U | \$30,000 | | |
| Columbia | 1027 | 114157 | SR 1027 over Tributary of Susquehanna R | R | \$35,000 | | |
| Columbia | 1027 | 114157 | SR 1027 over Tributary of Susquehanna R | C | \$375,000 | \$100,000 | |
| Columbia | 1027 | 122564 | Eighth St to Broad St | C | | \$700,000 | |
| Columbia | 1035 | 123640 | SR 1035 over Raven Creek | P | \$150,000 | | |
| Columbia | 1035 | 123640 | SR 1035 over Raven Creek | F | \$250,000 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|----------|------|-----------|--|-------|---------------------------|--|---------------------------------|
| Columbia | 1035 | 123640 | SR 1035 over Raven Creek | U | \$60,000 | | |
| Columbia | 1035 | 123640 | SR 1035 over Raven Creek | C | \$800,000 | | |
| Columbia | 2001 | 117577 | SR 2001 over Roaring Creek | +C | \$184,000 | | |
| Columbia | 2003 | 99122 | Ringtown Mtn Rd to Crk Rd | C | | \$500,000 | |
| Columbia | 2005 | 88034 | SR 2005 over Roaring Creek | F | \$325,000 | | |
| Columbia | 2005 | 88034 | SR 2005 over Roaring Creek | U | \$50,000 | | |
| Columbia | 2005 | 88034 | SR 2005 over Roaring Creek | R | \$35,000 | | |
| Columbia | 2005 | 88034 | SR 2005 over Roaring Creek | C | \$2,020,000 | | |
| Columbia | 2005 | 88034 | SR 2005 over Roaring Creek | C | \$250,000 | | |
| Columbia | 2009 | 5584 | SR 2009 over Tributary to Catawissa Creek | P | | \$500,000 | |
| Columbia | 2009 | 5584 | SR 2009 over Tributary to Catawissa Creek | F | | \$375,000 | |
| Columbia | 2009 | 5584 | SR 2009 over Tributary to Catawissa Creek | U | | \$60,000 | |
| Columbia | 2009 | 5584 | SR 2009 over Tributary to Catawissa Creek | R | | \$60,000 | |
| Columbia | 2009 | 5584 | SR 2009 over Tributary to Catawissa Creek | C | | \$2,130,000 | |
| Columbia | 2009 | 99147 | SR 2009 Soil Slide Repair | P | \$200,000 | | |
| Columbia | 2009 | 99147 | SR 2009 Soil Slide Repair | F | \$250,000 | | |
| Columbia | 2009 | 99147 | SR 2009 Soil Slide Repair | +C | \$1,150,000 | \$500,000 | |
| Columbia | 2009 | 122569 | SR 339 to SR 487 | C | | \$600,000 | |
| Columbia | 2016 | 122572 | SR 42 to Church St (SR 2018) | C | | \$50,000 | |
| Columbia | 2024 | 122845 | Scotch Valley Dr (SR 2022) to Columbia Co Line | F | | \$150,000 | |
| Columbia | 2024 | 122845 | Scotch Valley Dr (SR 2022) to Columbia Co Line | C | | \$1,000,000 | |
| Columbia | 2028 | 117504 | SR 2028 over Trib to Nescopeck Creek | P | | \$210,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|----------|------|-----------|--------------------------------------|-------|---------------------------|--|---------------------------------|
| Columbia | 2028 | 117504 | SR 2028 over Trib to Nescopeck Creek | F | | \$150,000 | |
| Columbia | 2028 | 117504 | SR 2028 over Trib to Nescopeck Creek | U | | \$25,000 | |
| Columbia | 2028 | 117504 | SR 2028 over Trib to Nescopeck Creek | R | | \$35,000 | |
| Columbia | 2028 | 117504 | SR 2028 over Trib to Nescopeck Creek | C | | \$500,000 | |
| Columbia | 4008 | 88777 | SR 4008 over Tb Fishing Crk | P | \$175,000 | | |
| Columbia | 4008 | 88777 | SR 4008 over Tb Fishing Crk | F | \$250,000 | | |
| Columbia | 4008 | 88777 | SR 4008 over Tb Fishing Crk | U | \$44,125 | | |
| Columbia | 4008 | 88777 | SR 4008 over Tb Fishing Crk | R | \$35,000 | | |
| Columbia | 4008 | 88777 | SR 4008 over Tb Fishing Crk | C | \$500,000 | | |
| Columbia | 4009 | 122567 | SR 11 to SR 42 | F | | \$250,000 | |
| Columbia | 4009 | 122567 | SR 11 to SR 42 | C | | \$2,100,000 | |
| Columbia | 4016 | 114231 | SR 4016 over Black Run | P | \$275,000 | | |
| Columbia | 4016 | 114231 | SR 4016 over Black Run | F | \$122,000 | | |
| Columbia | 4016 | 114231 | SR 4016 over Black Run | U | | \$30,000 | |
| Columbia | 4016 | 114231 | SR 4016 over Black Run | R | \$35,000 | | |
| Columbia | 4016 | 114231 | SR 4016 over Black Run | C | | \$300,000 | |
| Columbia | 4016 | 114231 | SR 4016 over Black Run | C | | \$200,000 | |
| Columbia | 4031 | 117582 | SR 4031 over Little Fishing Creek | P | | \$225,000 | |
| Columbia | 4031 | 117582 | SR 4031 over Little Fishing Creek | F | | \$150,000 | |
| Columbia | 4031 | 117582 | SR 4031 over Little Fishing Creek | U | | \$50,000 | |
| Columbia | 4031 | 117582 | SR 4031 over Little Fishing Creek | R | | \$40,000 | |
| Columbia | 4031 | 117582 | SR 4031 over Little Fishing Creek | C | | \$200,000 | |
| Columbia | 4032 | 114141 | SR 4032 over Little Briar Run | P | \$405,000 | \$95,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|-------------------------------|------|-----------|--|-------|---------------------------|--|---------------------------------|
| Columbia | 4032 | 114141 | SR 4032 over Little Briar Run | F | | \$130,000 | |
| Columbia | 4032 | 114141 | SR 4032 over Little Briar Run | U | | \$35,000 | |
| Columbia | 4032 | 114141 | SR 4032 over Little Briar Run | R | | \$25,000 | |
| Columbia | 4032 | 114141 | SR 4032 over Little Briar Run | C | | \$1,200,000 | |
| Columbia County Totals | | | | | \$55,768,375 | \$168,912,500 | |
| Juniata | 22 | 119962 | SR 22 over Wagner Rd | P | \$545,005 | | |
| Juniata | 22 | 119962 | SR 22 over Wagner Rd | +U | | \$69,212 | |
| Juniata | 22 | 119962 | SR 22 over Wagner Rd | +R | | \$69,212 | |
| Juniata | 22 | 119962 | SR 22 over Wagner Rd | C | | \$1,843,365 | |
| Juniata | 22 | 119959 | SR 22 over Lost Creek | +P | | \$616,785 | |
| Juniata | 22 | 119959 | SR 22 over Lost Creek | +U | | \$75,630 | |
| Juniata | 22 | 119959 | SR 22 over Lost Creek | +R | | \$75,630 | |
| Juniata | 22 | 119959 | SR 22 over Lost Creek | +C | | \$6,930,469 | |
| Juniata | 22 | 119967 | SR 22 over T-554 Pfoutz Valley Rd | +P | | \$616,785 | |
| Juniata | 22 | 119967 | SR 22 over T-554 Pfoutz Valley Rd | +U | | \$77,899 | |
| Juniata | 22 | 119967 | SR 22 over T-554 Pfoutz Valley Rd | +R | | \$77,899 | |
| Juniata | 22 | 119967 | SR 22 over T-554 Pfoutz Valley Rd | +C | | \$3,006,478 | |
| Juniata | 22 | 101907 | US 22/322 Resurfacing | +P | \$445,578 | | |
| Juniata | 22 | 101907 | US 22/322 Resurfacing | +F | \$349,673 | | |
| Juniata | 22 | 101907 | US 22/322 Resurfacing | +U | \$54,636 | | |
| Juniata | 22 | 101907 | US 22/322 Resurfacing | +R | \$54,636 | | |
| Juniata | 22 | 101907 | US 22/322 Resurfacing | C | \$3,714,179 | | |
| Juniata | 22 | 123681 | US 22 from County Line to Thompsontown | P | | \$548,005 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|---------|------|-----------|--|-------|---------------------------|--|---------------------------------|
| Juniata | 22 | 123681 | US 22 from County Line to Thompsontown | F | | \$403,175 | |
| Juniata | 22 | 123681 | US 22 from County Line to Thompsontown | +U | | \$67,196 | |
| Juniata | 22 | 123681 | US 22 from County Line to Thompsontown | +R | | \$67,196 | |
| Juniata | 22 | 123681 | US 22 from County Line to Thompsontown | +C | | \$1,500,000 | |
| Juniata | 22 | 123681 | US 22 from County Line to Thompsontown | +C | | \$9,769,359 | |
| Juniata | 35 | 123166 | SR 35 over McCahan Run | P | | \$548,005 | |
| Juniata | 35 | 123166 | SR 35 over McCahan Run | F | | \$442,955 | |
| Juniata | 35 | 123166 | SR 35 over McCahan Run | U | | \$69,212 | |
| Juniata | 35 | 123166 | SR 35 over McCahan Run | R | | \$69,212 | |
| Juniata | 35 | 123166 | SR 35 over McCahan Run | C | | \$1,038,175 | |
| Juniata | 35 | 123168 | SR 35 over Trib Cocolamus Creek | P | | \$548,005 | |
| Juniata | 35 | 123168 | SR 35 over Trib Cocolamus Creek | F | | \$430,053 | |
| Juniata | 35 | 123168 | SR 35 over Trib Cocolamus Creek | U | | \$69,212 | |
| Juniata | 35 | 123168 | SR 35 over Trib Cocolamus Creek | R | | \$69,212 | |
| Juniata | 35 | 123168 | SR 35 over Trib Cocolamus Creek | C | | \$1,038,175 | |
| Juniata | 35 | 123145 | SR 35 over Lost Creek | +P | | \$548,005 | |
| Juniata | 35 | 123145 | SR 35 over Lost Creek | +U | | \$67,196 | |
| Juniata | 35 | 123145 | SR 35 over Lost Creek | R | | \$67,196 | |
| Juniata | 35 | 123145 | SR 35 over Lost Creek | +C | | \$1,799,504 | |
| Juniata | 35 | 123682 | SR 35 Mifflintown to Cocolamus | P | \$472,214 | | |
| Juniata | 35 | 123682 | SR 35 Mifflintown to Cocolamus | F | \$347,782 | | |
| Juniata | 35 | 123682 | SR 35 Mifflintown to Cocolamus | U | \$57,964 | | |
| Juniata | 35 | 123682 | SR 35 Mifflintown to Cocolamus | R | \$57,964 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|---------|------|-----------|-------------------------------------|-------|---------------------------|--|---------------------------------|
| Juniata | 35 | 123682 | SR 35 Mifflintown to Cocolamus | C | | \$15,390,760 | |
| Juniata | 75 | 85178 | SR 0075 over Trib Tuscaro | C | \$550,001 | | |
| Juniata | 75 | 85176 | SR 0075 over Trib Tuscarora | C | \$1,591,167 | | |
| Juniata | 75 | 123130 | SR 75 over Hunters Creek | P | \$258,945 | | |
| Juniata | 75 | 123130 | SR 75 over Hunters Creek | P | \$200,000 | | |
| Juniata | 75 | 123130 | SR 75 over Hunters Creek | F | \$360,164 | | |
| Juniata | 75 | 123130 | SR 75 over Hunters Creek | U | \$56,276 | | |
| Juniata | 75 | 123130 | SR 75 over Hunters Creek | R | \$56,276 | | |
| Juniata | 75 | 123130 | SR 75 over Hunters Creek | C | \$947,783 | \$791,130 | |
| Juniata | 75 | 119721 | SR 75 over Juniata River BRPRES I | P | \$445,579 | | |
| Juniata | 75 | 119721 | SR 75 over Juniata River BRPRES I | F | \$349,674 | | |
| Juniata | 75 | 119721 | SR 75 over Juniata River BRPRES I | U | \$54,638 | | |
| Juniata | 75 | 119721 | SR 75 over Juniata River BRPRES I | R | \$54,638 | | |
| Juniata | 75 | 119721 | SR 75 over Juniata River BRPRES I | C | \$2,251,018 | | |
| Juniata | 75 | 123445 | SR 75 over Juniata River BRPRES II | P | \$472,714 | | |
| Juniata | 75 | 123445 | SR 75 over Juniata River BRPRES II | F | \$370,968 | | |
| Juniata | 75 | 123445 | SR 75 over Juniata River BRPRES II | U | \$57,964 | | |
| Juniata | 75 | 123445 | SR 75 over Juniata River BRPRES II | R | \$57,964 | | |
| Juniata | 75 | 123445 | SR 75 over Juniata River BRPRES II | C | | \$4,179,183 | |
| Juniata | 75 | 123446 | SR 75 over Juniata River BRPRES III | P | | \$501,502 | |
| Juniata | 75 | 123446 | SR 75 over Juniata River BRPRES III | F | | \$393,560 | |
| Juniata | 75 | 123446 | SR 75 over Juniata River BRPRES III | U | | \$61,494 | |
| Juniata | 75 | 123446 | SR 75 over Juniata River BRPRES III | R | | \$61,494 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|---------|------|-----------|-------------------------------------|-------|---------------------------|--|---------------------------------|
| Juniata | 75 | 123446 | SR 75 over Juniata River BRPRES III | C | | \$4,432,696 | |
| Juniata | 235 | 4160 | Stoney Run Bridge | F | \$63,230 | | |
| Juniata | 235 | 4160 | Stoney Run Bridge | C | \$1,727,850 | | |
| Juniata | 235 | 93942 | SR 235 Cranes Run Bridge | P | \$516,548 | | |
| Juniata | 235 | 93942 | SR 235 Cranes Run Bridge | F | \$391,433 | | |
| Juniata | 235 | 93942 | SR 235 Cranes Run Bridge | U | \$65,240 | | |
| Juniata | 235 | 93942 | SR 235 Cranes Run Bridge | R | \$65,240 | | |
| Juniata | 235 | 93942 | SR 235 Cranes Run Bridge | C | \$1,176,600 | | |
| Juniata | 235 | 120112 | SR 235 HFST | P | \$20,000 | | |
| Juniata | 235 | 120112 | SR 235 HFST | C | \$150,000 | | |
| Juniata | 235 | 123268 | SR 235 Rdwy Restoration | +P | | \$900,000 | |
| Juniata | 235 | 123268 | SR 235 Rdwy Restoration | +F | | \$391,432 | |
| Juniata | 235 | 123268 | SR 235 Rdwy Restoration | +U | | \$65,239 | |
| Juniata | 235 | 123268 | SR 235 Rdwy Restoration | +R | | \$65,239 | |
| Juniata | 235 | 123268 | SR 235 Rdwy Restoration | +C | | \$13,439,164 | |
| Juniata | 333 | 116804 | SR 333 over Delaware Creek | P | | \$615,783 | |
| Juniata | 333 | 116804 | SR 333 over Delaware Creek | F | | \$481,412 | |
| Juniata | 333 | 116804 | SR 333 over Delaware Creek | U | | \$82,643 | |
| Juniata | 333 | 116804 | SR 333 over Delaware Creek | R | | \$82,643 | |
| Juniata | 333 | 116804 | SR 333 over Delaware Creek | C | | \$2,721,665 | |
| Juniata | 333 | 116805 | SR 333 over Delaware Creek II | P | | \$635,288 | |
| Juniata | 333 | 116805 | SR 333 over Delaware Creek II | F | | \$481,412 | |
| Juniata | 333 | 116805 | SR 333 over Delaware Creek II | U | | \$82,643 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|---------|------|-----------|-------------------------------|-------|---------------------------|--|---------------------------------|
| Juniata | 333 | 116805 | SR 333 over Delaware Creek II | R | | \$82,643 | |
| Juniata | 333 | 116805 | SR 333 over Delaware Creek II | C | | \$2,553,650 | |
| Juniata | 333 | 123146 | SR 333 over Delaware Creek | +P | | \$501,502 | |
| Juniata | 333 | 123146 | SR 333 over Delaware Creek | +U | | \$61,494 | |
| Juniata | 333 | 123146 | SR 333 over Delaware Creek | +R | | \$61,494 | |
| Juniata | 333 | 123146 | SR 333 over Delaware Creek | +C | | \$3,839,000 | |
| Juniata | 333 | 123684 | SR 333 Thompsontown North | P | | \$548,005 | |
| Juniata | 333 | 123684 | SR 333 Thompsontown North | F | | \$403,175 | |
| Juniata | 333 | 123684 | SR 333 Thompsontown North | U | | \$100,000 | |
| Juniata | 333 | 123684 | SR 333 Thompsontown North | R | | \$100,000 | |
| Juniata | 333 | 123684 | SR 333 Thompsontown North | C | | \$14,500,000 | |
| Juniata | 850 | 119978 | SR 850 over Woodward Run | P | | \$581,378 | |
| Juniata | 850 | 119978 | SR 850 over Woodward Run | F | | \$147,558 | |
| Juniata | 850 | 119978 | SR 850 over Woodward Run | U | | \$73,427 | |
| Juniata | 850 | 119978 | SR 850 over Woodward Run | R | | \$73,427 | |
| Juniata | 850 | 123159 | SR 850 over Laurel Run | P | | \$501,502 | |
| Juniata | 850 | 123159 | SR 850 over Laurel Run | F | | \$393,560 | |
| Juniata | 850 | 123159 | SR 850 over Laurel Run | U | | \$61,494 | |
| Juniata | 850 | 123159 | SR 850 over Laurel Run | R | | \$61,494 | |
| Juniata | 850 | 123159 | SR 850 over Laurel Run | C | | \$2,786,894 | |
| Juniata | 2003 | 109717 | SR 2003 over Doe Run II | +C | \$1,194,053 | | |
| Juniata | 2007 | 85188 | SR 2007 over Doe Run | +C | \$709,674 | | |
| Juniata | 2007 | 85188 | SR 2007 over Doe Run | +C | \$998,375 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|---------|------|-----------|---|-------|---------------------------|--|---------------------------------|
| Juniata | 2007 | 116997 | Doe Run BOX | +P | \$231,855 | | |
| Juniata | 2007 | 116997 | Doe Run BOX | +U | | \$59,703 | |
| Juniata | 2007 | 116997 | Doe Run BOX | R | | \$59,703 | |
| Juniata | 2007 | 116997 | Doe Run BOX | +C | | \$1,053,443 | |
| Juniata | 2010 | 112751 | Trib Cocolamus Creek BOX | C | \$212,180 | | |
| Juniata | 2016 | 119981 | SR 2016 Bridge Preservation | +P | \$445,218 | | |
| Juniata | 2016 | 119981 | SR 2016 Bridge Preservation | +F | \$337,654 | | |
| Juniata | 2016 | 119981 | SR 2016 Bridge Preservation | +U | \$54,636 | | |
| Juniata | 2016 | 119981 | SR 2016 Bridge Preservation | +R | \$54,636 | | |
| Juniata | 2016 | 119981 | SR 2016 Bridge Preservation | +C | \$2,251,020 | | |
| Juniata | 2019 | 4096 | Mahantango Creek Bridge | C | \$100,000 | | |
| Juniata | 3002 | 123686 | Roundabout to County Maintenance Office | P | \$472,714 | | |
| Juniata | 3002 | 123686 | Roundabout to County Maintenance Office | F | \$347,782 | | |
| Juniata | 3002 | 123686 | Roundabout to County Maintenance Office | U | \$57,964 | | |
| Juniata | 3002 | 123686 | Roundabout to County Maintenance Office | R | \$57,964 | | |
| Juniata | 3002 | 123686 | Roundabout to County Maintenance Office | C | \$2,206,669 | | |
| Juniata | 3008 | 123161 | SR 3008 over Robinson Run | P | | \$501,502 | |
| Juniata | 3008 | 123161 | SR 3008 over Robinson Run | U | | \$61,494 | |
| Juniata | 3008 | 123161 | SR 3008 over Robinson Run | R | | \$61,494 | |
| Juniata | 3008 | 123161 | SR 3008 over Robinson Run | C | | \$949,078 | |
| Juniata | 3014 | 91516 | SR 3014 Doyle Run Bridge | +P | | \$581,378 | |
| Juniata | 3014 | 91516 | SR 3014 Doyle Run Bridge | F | | \$440,560 | |
| Juniata | 3014 | 91516 | SR 3014 Doyle Run Bridge | U | | \$73,427 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|------------------------------|------|-----------|-------------------------------------|-------|---------------------------|--|---------------------------------|
| Juniata | 3014 | 91516 | SR 3014 Doyle Run Bridge | R | | \$73,427 | |
| Juniata | 3014 | 91516 | SR 3014 Doyle Run Bridge | +C | | \$3,839,000 | |
| Juniata | 3019 | 113146 | SR 3019 over Doyle Run BOX | C | \$1,001,630 | | |
| Juniata | 3030 | 119983 | SRs 3030 & 3019 over Tuscarora Crk | +F | \$248,270 | | |
| Juniata | 3030 | 119983 | SRs 3030 & 3019 over Tuscarora Crk | +F | \$70,613 | | |
| Juniata | 3030 | 119983 | SRs 3030 & 3019 over Tuscarora Crk | +U | \$59,702 | | |
| Juniata | 3030 | 119983 | SRs 3030 & 3019 over Tuscarora Crk | +R | \$59,702 | | |
| Juniata | 3030 | 119983 | SR's 3030 & 3019 over Tuscarora Crk | C | \$3,859,462 | | |
| Juniata | 7210 | 72681 | T-415 over Linigers Creek | C | | \$2,015,000 | |
| Juniata | 8006 | 123687 | US 322 Port Royal Ramps | +P | | \$501,502 | |
| Juniata | 8006 | 123687 | US 322 Port Royal Ramps | +F | | \$368,962 | |
| Juniata | 8006 | 123687 | US 322 Port Royal Ramps | +U | | \$61,494 | |
| Juniata | 8006 | 123687 | US 322 Port Royal Ramps | +R | | \$61,494 | |
| Juniata | 8006 | 123687 | US 322 Port Royal Ramps | C | | \$3,260,933 | |
| Juniata County Totals | | | | | \$33,443,314 | \$119,930,085 | |
| Mifflin | | 4594 | Kish Creek Ill, T-368 | C | | \$2,687,000 | |
| Mifflin | | 4694 | T-315 Jacks Creek Br. | C | | \$4,031,000 | |
| Mifflin | | 4700 | T-783 Buck Run Brdg. | C | | \$2,687,000 | |
| Mifflin | 22 | 119987 | SR 22 over Beaver Dam Run | P | \$516,548 | | |
| Mifflin | 22 | 119987 | SR 22 over Beaver Dam Run | F | \$418,112 | | |
| Mifflin | 22 | 119987 | SR 22 over Beaver Dam Run | U | \$65,240 | | |
| Mifflin | 22 | 119987 | SR 22 over Beaver Dam Run | R | \$65,240 | | |
| Mifflin | 22 | 119987 | SR 22 over Beaver Dam Run | C | \$1,758,446 | \$930,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|---------|------|-----------|---------------------------|-------|---------------------------|--|---------------------------------|
| Mifflin | 22 | 120795 | SR 22 over Musser Run | P | \$516,548 | | |
| Mifflin | 22 | 120795 | SR 22 over Musser Run | F | \$391,433 | | |
| Mifflin | 22 | 120795 | SR 22 over Musser Run | U | \$65,240 | | |
| Mifflin | 22 | 120795 | SR 22 over Musser Run | R | \$65,240 | | |
| Mifflin | 22 | 120795 | SR 22 over Musser Run | C | \$1,389,593 | \$700,000 | |
| Mifflin | 22 | 113153 | SR 22 over Abandoned RR | P | | \$654,346 | |
| Mifflin | 22 | 113153 | SR 22 over Abandoned RR | F | | \$481,142 | |
| Mifflin | 22 | 113153 | SR 22 over Abandoned RR | U | | \$82,643 | |
| Mifflin | 22 | 113153 | SR 22 over Abandoned RR | R | | \$80,236 | |
| Mifflin | 22 | 113153 | SR 22 over Abandoned RR | C | | \$1,702,433 | |
| Mifflin | 22 | 116799 | SR 22 over Wakefield Run | P | | \$529,407 | |
| Mifflin | 22 | 116799 | SR 22 over Wakefield Run | U | | \$80,236 | |
| Mifflin | 22 | 116799 | SR 22 over Wakefield Run | R | | \$80,236 | |
| Mifflin | 22 | 116799 | SR 22 over Wakefield Run | C | | \$1,702,433 | |
| Mifflin | 22 | 119985 | SR 22 over Carters Run II | P | | \$516,547 | |
| Mifflin | 22 | 119985 | SR 22 over Carters Run II | +F | | \$391,432 | |
| Mifflin | 22 | 119985 | SR 22 over Carters Run II | +U | | \$65,239 | |
| Mifflin | 22 | 119985 | SR 22 over Carters Run II | +R | | \$65,239 | |
| Mifflin | 22 | 119985 | SR 22 over Carters Run II | +C | | \$2,500,000 | |
| Mifflin | 22 | 4582 | Lewistown Narrows Rehab | C | \$100,000 | | |
| Mifflin | 22 | 123152 | SR 22 over T-600 | P | | \$584,005 | |
| Mifflin | 22 | 123152 | SR 22 over T-600 | U | | \$67,196 | |
| Mifflin | 22 | 123152 | SR 22 over T-600 | R | | \$67,196 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|---------|------|-----------|----------------------------------|-------|---------------------------|--|---------------------------------|
| Mifflin | 22 | 123152 | SR 22 over T-600 | C | | \$2,020,981 | |
| Mifflin | 22 | 123679 | US 22/322 Corridor | +P | | \$501,502 | |
| Mifflin | 22 | 123679 | US 22/322 Corridor | +F | | \$369,892 | |
| Mifflin | 22 | 123679 | US 22/322 Corridor | +U | | \$61,494 | |
| Mifflin | 22 | 123679 | US 22/322 Corridor | +R | | \$61,494 | |
| Mifflin | 22 | 123679 | US 22/322 Corridor | C | | \$3,883,957 | |
| Mifflin | 22 | 123679 | US 22/322 Corridor | C | | \$18,808,347 | |
| Mifflin | 103 | 119464 | Delaware Ave RR Warning Device | +C | \$366,000 | | |
| Mifflin | 522 | 123169 | SR 522 over Br Jacks Creek | P | | \$584,005 | |
| Mifflin | 522 | 123169 | SR 522 over Br Jacks Creek | F | | \$403,175 | |
| Mifflin | 522 | 123169 | SR 522 over Br Jacks Creek | U | | \$67,196 | |
| Mifflin | 522 | 123169 | SR 522 over Br Jacks Creek | R | | \$67,196 | |
| Mifflin | 522 | 123169 | SR 522 over Br Jacks Creek | C | | \$401,428 | |
| Mifflin | 522 | 123148 | SR 522 over Kishacoquillas Creek | P | | \$548,005 | |
| Mifflin | 522 | 123148 | SR 522 over Kishacoquillas Creek | +U | | \$67,196 | |
| Mifflin | 522 | 123148 | SR 522 over Kishacoquillas Creek | +R | | \$67,196 | |
| Mifflin | 522 | 123148 | SR 522 over Kishacoquillas Creek | +C | | \$3,183,738 | |
| Mifflin | 522 | 117782 | Walnut St RR Device Install | +C | \$340,000 | | |
| Mifflin | 522 | 72767 | Lewistown to Co. Line Betterment | C | \$3,938,280 | | |
| Mifflin | 655 | 119994 | SR 655 over Kishacoquillas Crk | P | \$445,578 | | |
| Mifflin | 655 | 119994 | SR 655 over Kishacoquillas Crk | F | \$327,819 | | |
| Mifflin | 655 | 119994 | SR 655 over Kishacoquillas Crk | U | \$63,339 | | |
| Mifflin | 655 | 119994 | SR 655 over Kishacoquillas Crk | R | \$63,339 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|---------|------|-----------|--|-------|---------------------------|--|---------------------------------|
| Mifflin | 655 | 119994 | SR 655 over Kishacoquillas Crk | C | \$1,125,510 | | |
| Mifflin | 655 | 81491 | Co. Line to Belleville | P | \$445,578 | | |
| Mifflin | 655 | 81491 | Co. Line to Belleville | F | \$327,820 | | |
| Mifflin | 655 | 81491 | Co. Line to Belleville | U | \$84,414 | | |
| Mifflin | 655 | 81491 | Co. Line to Belleville | R | \$84,414 | | |
| Mifflin | 655 | 81491 | Co. Line to Belleville | C | \$5,461,738 | | |
| Mifflin | 655 | 123269 | SR 655 Rdwy Restoration | +P | | \$532,043 | |
| Mifflin | 655 | 123269 | SR 655 Rdwy Restoration | +F | | \$500,000 | |
| Mifflin | 655 | 123269 | SR 655 Rdwy Restoration | +U | | \$100,000 | |
| Mifflin | 655 | 123269 | SR 655 Rdwy Restoration | +R | | \$100,000 | |
| Mifflin | 655 | 123269 | SR 655 Rdwy Restoration | +C | | \$10,500,000 | |
| Mifflin | 1002 | 4551 | SR 1002 over Honey Creek | C | \$2,387,065 | | |
| Mifflin | 1002 | 119778 | SR 1002 Honey Creek Rd Slide Restoration | C | \$2,567,622 | | |
| Mifflin | 1005 | 81529 | Tea Creek Bridge #2 | P | | \$501,502 | |
| Mifflin | 1005 | 81529 | Tea Creek Bridge #2 | F | | \$393,560 | |
| Mifflin | 1005 | 81529 | Tea Creek Bridge #2 | U | | \$61,494 | |
| Mifflin | 1005 | 81529 | Tea Creek Bridge #2 | R | | \$61,494 | |
| Mifflin | 1005 | 81529 | Tea Creek Bridge #2 | C | | \$2,871,511 | |
| Mifflin | 1005 | 89984 | SR 1005 Bridge Replacement | P | | \$510,005 | |
| Mifflin | 1005 | 89984 | SR 1005 Bridge Replacement | F | | \$403,175 | |
| Mifflin | 1005 | 89984 | SR 1005 Bridge Replacement | U | | \$67,196 | |
| Mifflin | 1005 | 89984 | SR 1005 Bridge Replacement | R | | \$67,196 | |
| Mifflin | 1005 | 89984 | SR 1005 Bridge Replacement | C | | \$2,037,913 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|---------|------|-----------|-----------------------------------|-------|---------------------------|--|---------------------------------|
| Mifflin | 2002 | 113152 | SR 2002 over Hungry Run | P | \$472,714 | | |
| Mifflin | 2002 | 113152 | SR 2002 over Hungry Run | F | | \$370,969 | |
| Mifflin | 2002 | 113152 | SR 2002 over Hungry Run | U | | \$57,964 | |
| Mifflin | 2002 | 113152 | SR 2002 over Hungry Run | R | | \$57,964 | |
| Mifflin | 2002 | 113152 | SR 2002 over Hungry Run | C | | \$855,923 | |
| Mifflin | 2004 | 114303 | 2025 SEDA-COG Bridge Preservation | +C | \$2,155,825 | | |
| Mifflin | 2005 | 81528 | SR 2005 Br. Kish Creek | F | \$113,386 | | |
| Mifflin | 2005 | 81528 | SR 2005 Br. Kish Creek | U | \$58,350 | | |
| Mifflin | 2005 | 81528 | SR 2005 Br. Kish Creek | R | \$58,350 | | |
| Mifflin | 2005 | 81528 | SR 2005 Br. Kish Creek | C | \$1,300,000 | | |
| Mifflin | 2005 | 123139 | SR 2005 over Kishacoquillas Creek | P | \$472,714 | | |
| Mifflin | 2005 | 123139 | SR 2005 over Kishacoquillas Creek | F | | \$370,969 | |
| Mifflin | 2005 | 123139 | SR 2005 over Kishacoquillas Creek | U | | \$57,964 | |
| Mifflin | 2005 | 123139 | SR 2005 over Kishacoquillas Creek | R | | \$57,964 | |
| Mifflin | 2005 | 123139 | SR 2005 over Kishacoquillas Creek | C | | \$1,106,887 | |
| Mifflin | 2008 | 120767 | SR 2008 over Brower Run BOX | U | \$59,702 | | |
| Mifflin | 2008 | 120767 | SR 2008 over Brower Run BOX | R | \$59,702 | | |
| Mifflin | 2008 | 120767 | SR 2008 over Brower Run BOX | C | \$1,117,230 | | |
| Mifflin | 3002 | 121033 | SR 3002/Bus 22 Resurfacing | +P | \$486,895 | | |
| Mifflin | 3002 | 121033 | SR 3002/Bus 22 Resurfacing | C | | \$3,930,165 | |
| Mifflin | 3006 | 85299 | Lewistown Bridges | +F | \$50,000 | | |
| Mifflin | 3006 | 85299 | Lewistown Bridges | +U | \$20,000 | | |
| Mifflin | 3006 | 85299 | Lewistown Bridges | +R | \$30,555 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|---------|------|-----------|-----------------------------------|-------|---------------------------|--|---------------------------------|
| Mifflin | 3006 | 85299 | Lewistown Bridges | C | \$3,042,126 | | |
| Mifflin | 3006 | 85299 | Lewistown Bridges | C | \$1,076,941 | | |
| Mifflin | 3006 | 119996 | SR 3006 over Jacks Creek | F | \$50,000 | | |
| Mifflin | 3006 | 119996 | SR 3006 over Jacks Creek | U | \$50,000 | | |
| Mifflin | 3006 | 119996 | SR 3006 over Jacks Creek | R | \$50,000 | | |
| Mifflin | 3006 | 119996 | SR 3006 over Jacks Creek | C | \$3,044,276 | | |
| Mifflin | 3006 | 119996 | SR 3006 over Jacks Creek | C | \$1,649,560 | | |
| Mifflin | 3015 | 94968 | 2022 SEDA-COG Br. Pres. | +P | \$286,895 | | |
| Mifflin | 3015 | 94968 | 2022 SEDA-COG Br. Pres. | +P | \$200,000 | | |
| Mifflin | 3015 | 94968 | 2022 SEDA-COG Br. Pres. | +F | | \$200,000 | |
| Mifflin | 3015 | 94968 | 2022 SEDA-COG Br. Pres. | +F | | \$313,442 | |
| Mifflin | 3015 | 94968 | 2022 SEDA-COG Br. Pres. | +U | | \$20,000 | |
| Mifflin | 3015 | 94968 | 2022 SEDA-COG Br. Pres. | +U | | \$39,703 | |
| Mifflin | 3015 | 94968 | 2022 SEDA-COG Br. Pres. | +R | | \$20,000 | |
| Mifflin | 3015 | 94968 | 2022 SEDA-COG Br. Pres. | +R | | \$39,703 | |
| Mifflin | 3015 | 94968 | 2022 SEDA-COG Br. Pres. | +C | | \$2,075,155 | |
| Mifflin | 3015 | 94968 | 2022 SEDA-COG Br. Pres. | +C | | \$1,082,170 | |
| Mifflin | 3017 | 113155 | SR 3017 over Trib Juniata River | P | | \$635,288 | |
| Mifflin | 3017 | 113155 | SR 3017 over Trib Juniata River | F | | \$481,411 | |
| Mifflin | 3017 | 113155 | SR 3017 over Trib Juniata River | U | | \$82,643 | |
| Mifflin | 3017 | 113155 | SR 3017 over Trib Juniata River | R | | \$82,643 | |
| Mifflin | 3017 | 113155 | SR 3017 over Trib Juniata River | C | | \$1,717,182 | |
| Mifflin | 4013 | 116889 | 2027 SEDA-COG Bridge Preservation | C | \$2,410,994 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|------------------------------|------|-----------|----------------------------------|-------|---------------------------|--|---------------------------------|
| Mifflin | 4013 | 123683 | Ferguson Valley Road Restoration | P | | \$548,005 | |
| Mifflin | 4013 | 123683 | Ferguson Valley Road Restoration | F | | \$403,175 | |
| Mifflin | 4013 | 123683 | Ferguson Valley Road Restoration | U | | \$100,000 | |
| Mifflin | 4013 | 123683 | Ferguson Valley Road Restoration | R | | \$100,000 | |
| Mifflin | 4013 | 123683 | Ferguson Valley Road Restoration | C | | \$14,000,000 | |
| Mifflin | 7204 | 95939 | T-737 over Jacks Creek | C | | \$1,920,000 | |
| Mifflin | 7204 | 95973 | T-391 ov Belltown Run | C | | \$2,015,000 | |
| Mifflin | 7205 | 110175 | T-422 over Kish Creek | R | \$20,000 | | |
| Mifflin | 7205 | 110175 | T-422 over Kish Creek | C | \$715,000 | | |
| Mifflin | 8008 | 123270 | SR 522 Ramps & Rdwy Restoration | +P | \$445,578 | | |
| Mifflin | 8008 | 123270 | SR 522 Ramps & Rdwy Restoration | +F | \$327,818 | | |
| Mifflin | 8008 | 123270 | SR 522 Ramps & Rdwy Restoration | +U | \$54,636 | | |
| Mifflin | 8008 | 123270 | SR 522 Ramps & Rdwy Restoration | +R | \$54,636 | | |
| Mifflin | 8008 | 123270 | SR 522 Ramps & Rdwy Restoration | C | \$2,397,819 | | |
| Mifflin | 8012 | 123685 | US 22 Business Ramps | +P | | \$900,000 | |
| Mifflin | 8012 | 123685 | US 22 Business Ramps | +F | | \$750,000 | |
| Mifflin | 8012 | 123685 | US 22 Business Ramps | +U | | \$100,000 | |
| Mifflin | 8012 | 123685 | US 22 Business Ramps | +R | | \$100,000 | |
| Mifflin | 8012 | 123685 | US 22 Business Ramps | +C | | \$3,731,000 | |
| Mifflin | 8012 | 123685 | US 22 Business Ramps | +C | | \$403,175 | |
| Mifflin County Totals | | | | | \$45,711,858 | \$109,215,321 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|---------|------|-----------|--|-------|---------------------------|--|---------------------------------|
| Montour | | 6369 | T-318 over Beaver Run | P | \$500,000 | | |
| Montour | | 6369 | T-318 over Beaver Run | F | | \$350,000 | |
| Montour | | 6369 | T-318 over Beaver Run | U | | \$50,000 | |
| Montour | | 6369 | T-318 over Beaver Run | R | | \$50,000 | |
| Montour | | 6369 | T-318 over Beaver Run | C | | \$1,300,000 | |
| Montour | | 117506 | T-412 over Sechler Run | P | \$40,000 | | |
| Montour | | 117506 | T-412 over Sechler Run | F | \$275,000 | | |
| Montour | | 117506 | T-412 over Sechler Run | U | \$50,000 | | |
| Montour | | 117506 | T-412 over Sechler Run | R | \$40,000 | | |
| Montour | | 117506 | T-412 over Sechler Run | C | \$1,050,000 | | |
| Montour | | 117510 | T-422 over Limestone Run | P | \$360,000 | | |
| Montour | | 117510 | T-422 over Limestone Run | F | \$250,000 | | |
| Montour | | 117510 | T-422 over Limestone Run | U | \$50,000 | | |
| Montour | | 117510 | T-422 over Limestone Run | R | \$35,000 | | |
| Montour | | 117510 | T-422 over Limestone Run | C | \$2,000,000 | | |
| Montour | | 117513 | T-362 over Mouses Creek, County Bridge #18 | P | \$452,500 | | |
| Montour | | 117513 | T-362 over Mouses Creek, County Bridge #18 | F | \$250,000 | | |
| Montour | | 117513 | T-362 over Mouses Creek, County Bridge #18 | U | \$25,000 | | |
| Montour | | 117513 | T-362 over Mouses Creek, County Bridge #18 | R | \$35,000 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|---------|------|-----------|--|-------|---------------------------|--|---------------------------------|
| Montour | | 117513 | T-362 over Mause Creek, County Bridge #18 | C | | \$2,222,000 | |
| Montour | | 123026 | T-347 (Keefer Mill Rd) ov Chillisquaue Crk | C | \$175,000 | | |
| Montour | 11 | 115544 | 1500ft W of Montour St to Clinic Rd | +C | \$500,000 | | |
| Montour | 11 | 115548 | 1500ft W of Montour St to Clinic Rd | F | | \$150,000 | |
| Montour | 11 | 115548 | 1500ft W of Montour St to Clinic Rd | +C | | \$500,000 | |
| Montour | 11 | 116308 | Sechler Run to Columbia Co | F | \$15,000 | | |
| Montour | 11 | 116308 | Sechler Run to Columbia Co | C | \$750,000 | | |
| Montour | 11 | 120377 | Railroad St to Clinic Rd | +C | \$230,000 | | |
| Montour | 44 | 114031 | SR 54 to Northumberland Co Line | F | \$10,000 | | |
| Montour | 44 | 114031 | SR 54 to Northumberland Co Line | C | \$700,000 | | |
| Montour | 45 | 106715 | Northumberland Co to SR 642 | C | | \$480,000 | |
| Montour | 54 | 93524 | SR 54 over Stony Brook | C | \$475,000 | | |
| Montour | 54 | 103853 | SR 54 Corridor Safety Improvement | C | \$4,945,000 | | |
| Montour | 54 | 107128 | SR 54 under Market Street | C | \$1,630,000 | | |
| Montour | 54 | 113972 | Chillisquaue Cr to SR 254 | F | \$150,000 | | |
| Montour | 54 | 113972 | Chillisquaue Cr to SR 254 | C | \$5,000,000 | | |
| Montour | 54 | 115545 | Mahoning Twp Line to SR 11 | P | \$425,000 | | |
| Montour | 54 | 115545 | Mahoning Twp Line to SR 11 | F | \$225,000 | | |
| Montour | 54 | 115545 | Mahoning Twp Line to SR 11 | C | \$1,300,000 | \$3,500,000 | |
| Montour | 54 | 117527 | SR 54 over Mud Creek | P | \$300,000 | \$250,000 | |
| Montour | 54 | 117527 | SR 54 over Mud Creek | F | | \$425,000 | |
| Montour | 54 | 117527 | SR 54 over Mud Creek | U | | \$250,000 | |
| Montour | 54 | 117527 | SR 54 over Mud Creek | R | | \$40,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|---------|------|-----------|---|-------|---------------------------|--|---------------------------------|
| Montour | 54 | 117527 | SR 54 over Mud Creek | C | | \$4,028,000 | |
| Montour | 54 | 118107 | Northumberland Co to High Rd | F | | \$15,000 | |
| Montour | 54 | 118107 | Northumberland Co to High Rd | C | | \$200,000 | |
| Montour | 54 | 123641 | SEDA-COG Group Deck Overlays | P | \$320,150 | | |
| Montour | 54 | 123641 | SEDA-COG Group Deck Overlays | F | \$150,000 | | |
| Montour | 54 | 123641 | SEDA-COG Group Deck Overlays | C | \$2,188,000 | | |
| Montour | 54 | 123641 | SEDA-COG Group Deck Overlays | C | \$595,000 | | |
| Montour | 80 | 105520 | I-80 EB Mexico Rd (SR 3013) to Trib to Mauses Crk | F | | \$15,000 | |
| Montour | 80 | 105520 | I-80 EB Mexico Rd (SR 3013) to Trib to Mauses Crk | +C | | \$1,550,000 | |
| Montour | 80 | 105521 | I-80 WB Montour Co Line to Mexico Rd (SR 3013) | F | | \$10,000 | |
| Montour | 80 | 105521 | I-80 WB Montour Co Line to Mexico Rd (SR 3013) | +C | | \$150,000 | |
| Montour | 80 | 105524 | I-80 from Mexico Rd to Stump Rd | F | | \$15,000 | |
| Montour | 80 | 105524 | I-80 from Mexico Rd to Stump Rd | +C | | \$900,000 | |
| Montour | 80 | 109375 | SR 54 to Columbia Co EB | F | | \$15,000 | |
| Montour | 80 | 109375 | SR 54 to Columbia Co EB | +C | | \$1,050,000 | |
| Montour | 80 | 116808 | Trib to Mauses Cr to Columbia Co | F | | \$15,000 | |
| Montour | 80 | 116808 | Trib to Mauses Cr to Columbia Co | +C | | \$1,125,000 | |
| Montour | 80 | 123073 | I-80 HTCMB | C | \$1,065,890 | | |
| Montour | 254 | 88800 | SR 254 over Mud Creek and Chillisquaque Creek | P | \$750,000 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|------------------------------|------|-----------|---|-------|---------------------------|--|---------------------------------|
| Montour | 254 | 88800 | SR 254 over Mud Creek and Chillisquaque Creek | F | | \$550,000 | |
| Montour | 254 | 88800 | SR 254 over Mud Creek and Chillisquaque Creek | U | | \$200,000 | |
| Montour | 254 | 88800 | SR 254 over Mud Creek and Chillisquaque Creek | R | | \$200,000 | |
| Montour | 254 | 88800 | SR 254 over Mud Creek and Chillisquaque Creek | C | | \$1,380,000 | |
| Montour | 254 | 88800 | SR 254 over Mud Creek and Chillisquaque Creek | C | | \$7,142,000 | |
| Montour | 642 | 98507 | SR 642 over Mause's Creek | U | \$35,000 | | |
| Montour | 642 | 98507 | SR 642 over Mause's Creek | C | \$550,000 | \$650,000 | |
| Montour | 642 | 115577 | SR 45 to Mause's Cr | F | | \$125,000 | |
| Montour | 642 | 115577 | SR 45 to Mause's Cr | +C | | \$1,450,000 | |
| Montour | 642 | 87898 | SR 642 from Northumberland County to SR 45 | C | \$402,000 | | |
| Montour | 2010 | 116227 | Ferry St to Cherry St | C | \$270,000 | | |
| Montour County Totals | | | | | \$28,568,540 | \$30,352,000 | |
| Northumberland | | 103890 | T-658 (Warrior Rn Blvd) over Warrior Rn | P | \$475,000 | | |
| Northumberland | | 103890 | T-658 (Warrior Rn Blvd) over Warrior Rn | F | \$350,000 | | |
| Northumberland | | 103890 | T-658 (Warrior Rn Blvd) over Warrior Rn | U | \$50,000 | | |
| Northumberland | | 103890 | T-658 (Warrior Rn Blvd) over Warrior Rn | R | \$50,000 | | |
| Northumberland | | 103890 | T-658 (Warrior Rn Blvd) over Warrior Rn | C | \$1,000,000 | \$800,000 | |
| Northumberland | | 103917 | T-696 over Plum Creek | C | \$1,500,000 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|----------------|------|-----------|--|-------|---------------------------|--|---------------------------------|
| Northumberland | | 103928 | 8th St over Shamokin Crk | C | \$250,000 | | |
| Northumberland | | 120917 | Bridge Road over Chillisquaque Creek | P | \$500,000 | | |
| Northumberland | | 120917 | Bridge Road over Chillisquaque Creek | F | | \$500,000 | |
| Northumberland | | 120917 | Bridge Road over Chillisquaque Creek | U | | \$50,000 | |
| Northumberland | | 120917 | Bridge Road over Chillisquaque Creek | R | | \$50,000 | |
| Northumberland | | 120917 | Bridge Road over Chillisquaque Creek | C | | \$1,500,000 | |
| Northumberland | | 121036 | T-630 over Delaware Run | P | | \$475,000 | |
| Northumberland | | 121036 | T-630 over Delaware Run | F | | \$350,000 | |
| Northumberland | | 121036 | T-630 over Delaware Run | U | | \$50,000 | |
| Northumberland | | 121036 | T-630 over Delaware Run | R | | \$50,000 | |
| Northumberland | | 121036 | T-630 over Delaware Run | C | | \$2,000,000 | |
| Northumberland | | 113178 | T-364 (Grange Hall Rd) over Muddy Rn | C | \$722,000 | | |
| Northumberland | 11 | 99177 | Ridge Rd (SR 1024) to Montour County Line | F | | \$50,000 | |
| Northumberland | 11 | 99177 | Ridge Rd (SR 1024) to Montour County Line | C | | \$5,500,000 | |
| Northumberland | 11 | 117615 | SR 11 over W Branch Susquehanna River | +C | \$1,850,000 | | |
| Northumberland | 11 | 117615 | SR 11 over W Branch Susquehanna River | +C | \$4,184,000 | | |
| Northumberland | 11 | 122516 | SR 405 to Ridge Rd (SR 1024) | F | | \$75,000 | |
| Northumberland | 11 | 122516 | SR 405 to Ridge Rd (SR 1024) | C | | \$884,000 | |
| Northumberland | 44 | 99243 | SR 44 & SR 1006; SR 44 & SR 1014 Intersections | P | | \$550,000 | |
| Northumberland | 44 | 99243 | SR 44 & SR 1006; SR 44 & SR 1014 Intersections | F | | \$550,000 | |
| Northumberland | 44 | 99243 | SR 44 & SR 1006; SR 44 & SR 1014 Intersections | C | | \$7,500,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|----------------|------|-----------|---|-------|---------------------------|--|---------------------------------|
| Northumberland | 44 | 99001 | SR 44 over Tb Chill Creek | P | | \$275,000 | |
| Northumberland | 44 | 99001 | SR 44 over Tb Chill Creek | F | | \$180,000 | |
| Northumberland | 44 | 99001 | SR 44 over Tb Chill Creek | U | | \$35,000 | |
| Northumberland | 44 | 99001 | SR 44 over Tb Chill Creek | R | | \$80,000 | |
| Northumberland | 44 | 99001 | SR 44 over Tb Chill Creek | C | | \$1,800,000 | |
| Northumberland | 44 | 118289 | Grandview Dr to Firehouse Ln | F | | \$15,000 | |
| Northumberland | 44 | 118289 | Grandview Dr to Firehouse Ln | C | | \$1,000,000 | |
| Northumberland | 44 | 122793 | Grand View Dr to Freeman Rd | C | | \$1,200,000 | |
| Northumberland | 44 | 122849 | Comley Rd (SR 1012) to County Line Rd (SR 4001) | C | | \$256,000 | |
| Northumberland | 44 | 122852 | Grand View Dr to Main St (SR 1007) | F | | \$125,000 | |
| Northumberland | 44 | 122852 | Grand View Dr to Main St (SR 1007) | C | | \$1,125,000 | |
| Northumberland | 45 | 115507 | Water St to SR 147 | P | \$125,000 | | |
| Northumberland | 45 | 115507 | Water St to SR 147 | F | \$125,000 | | |
| Northumberland | 45 | 115507 | Water St to SR 147 | +C | \$1,750,000 | \$250,000 | |
| Northumberland | 45 | 122584 | Montandon SCM Sink Hole | S | \$150,000 | | |
| Northumberland | 54 | 97593 | Locust Gap to Locust Summit | F | \$51,000 | | |
| Northumberland | 54 | 97593 | Locust Gap to Locust Summit | +C | \$1,280,000 | | |
| Northumberland | 54 | 99238 | SR 54 Soil Slide Repair | P | \$250,000 | | |
| Northumberland | 54 | 99238 | SR 54 Soil Slide Repair | F | \$50,000 | \$225,000 | |
| Northumberland | 54 | 99238 | SR 54 Soil Slide Repair | U | | \$100,000 | |
| Northumberland | 54 | 99238 | SR 54 Soil Slide Repair | R | | \$100,000 | |
| Northumberland | 54 | 99238 | SR 54 Soil Slide Repair | +C | | \$200,000 | |
| Northumberland | 54 | 104615 | SR 54 from Shaners Ln to SR 44 | C | | \$500,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|----------------|------|-----------|--|-------|---------------------------|--|---------------------------------|
| Northumberland | 54 | 99390 | I-180 to PA 44 | F | \$25,000 | | |
| Northumberland | 54 | 99390 | I-180 to PA 44 | +C | \$700,000 | \$2,550,000 | |
| Northumberland | 54 | 115506 | Natalie to SR 487 | F | | \$50,000 | |
| Northumberland | 54 | 118290 | Lycoming Co Line to River Rd | C | \$100,000 | | |
| Northumberland | 54 | 123336 | SEDA-COG Lane Departure Safety Improvement | +P | \$359,000 | | |
| Northumberland | 54 | 123336 | SEDA-COG Lane Departure Safety Improvement | +F | \$491,000 | | |
| Northumberland | 54 | 123336 | SEDA-COG Lane Departure Safety Improvement | +C | \$2,458,000 | | |
| Northumberland | 61 | 6704 | SR 61 over Shamokin Creek | P | \$600,000 | | |
| Northumberland | 61 | 6704 | SR 61 over Shamokin Creek | F | \$200,000 | \$150,000 | |
| Northumberland | 61 | 6704 | SR 61 over Shamokin Creek | U | | \$100,000 | |
| Northumberland | 61 | 6704 | SR 61 over Shamokin Creek | R | | \$60,000 | |
| Northumberland | 61 | 6704 | SR 61 over Shamokin Creek | C | | \$8,000,000 | |
| Northumberland | 61 | 99329 | Shamokin Creek to 4 Lane | +P | | \$1,450,000 | |
| Northumberland | 61 | 99329 | Shamokin Creek to 4 Lane | +F | | \$1,250,000 | |
| Northumberland | 61 | 99329 | Shamokin Creek to 4 Lane | U | | \$1,000,000 | |
| Northumberland | 61 | 99329 | Shamokin Creek to 4 Lane | +R | | \$900,000 | |
| Northumberland | 61 | 99329 | Shamokin Creek to 4 Lane | C | | \$2,250,000 | |
| Northumberland | 61 | 99327 | 16th St to 4th St | +P | \$909,000 | | |
| Northumberland | 61 | 99327 | 16th St to 4th St | +P | \$738,000 | | |
| Northumberland | 61 | 99327 | 16th St to 4th St | +P | \$500,000 | | |
| Northumberland | 61 | 99327 | 16th St to 4th St | +F | \$950,000 | \$150,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|----------------|------|-----------|---------------------------------|-------|---------------------------|--|---------------------------------|
| Northumberland | 61 | 99327 | 16th St to 4th St | +F | | \$275,000 | |
| Northumberland | 61 | 99327 | 16th St to 4th St | +U | | \$950,000 | |
| Northumberland | 61 | 99327 | 16th St to 4th St | +R | | \$496,000 | |
| Northumberland | 61 | 99327 | 16th St to 4th St | +R | \$506,000 | \$250,000 | |
| Northumberland | 61 | 99327 | 16th St to 4th St | C | | \$1,400,000 | |
| Northumberland | 61 | 99327 | 16th St to 4th St | C | | \$5,750,000 | |
| Northumberland | 61 | 99009 | SR 61 over SR 2026 & 901 | P | \$450,000 | | |
| Northumberland | 61 | 99009 | SR 61 over SR 2026 & 901 | +F | \$300,000 | | |
| Northumberland | 61 | 99009 | SR 61 over SR 2026 & 901 | +U | \$40,000 | | |
| Northumberland | 61 | 99009 | SR 61 over SR 2026 & 901 | +R | \$40,000 | | |
| Northumberland | 61 | 99009 | SR 61 over SR 2026 & 901 | C | | \$3,933,000 | |
| Northumberland | 61 | 99006 | SR 61 over Dark Run | +P | | \$320,000 | |
| Northumberland | 61 | 99006 | SR 61 over Dark Run | +F | | \$275,000 | |
| Northumberland | 61 | 99006 | SR 61 over Dark Run | +U | | \$150,000 | |
| Northumberland | 61 | 99006 | SR 61 over Dark Run | +R | | \$40,000 | |
| Northumberland | 61 | 99006 | SR 61 over Dark Run | +C | | \$2,556,000 | |
| Northumberland | 61 | 99391 | Kulpmont to Lancaster Switch | +C | \$1,735,000 | | |
| Northumberland | 61 | 108431 | Miles Rd to Hollow Rd (SR 4015) | F | \$15,000 | | |
| Northumberland | 61 | 108431 | Miles Rd to Hollow Rd (SR 4015) | +C | \$680,000 | | |
| Northumberland | 61 | 108436 | Hollow Rd (SR 4015) to Maple Rd | F | | \$15,000 | |
| Northumberland | 61 | 108436 | Hollow Rd (SR 4015) to Maple Rd | C | | \$1,150,000 | |
| Northumberland | 61 | 110224 | 5th St to Dark Run | +C | \$775,000 | | |
| Northumberland | 61 | 119249 | Columbia Co to 5th St | F | \$15,000 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|----------------|------|-----------|--|-------|---------------------------|--|---------------------------------|
| Northumberland | 61 | 119249 | Columbia Co to 5th St | +C | \$870,000 | | |
| Northumberland | 61 | 119249 | Columbia Co to 5th St | +C | \$580,000 | | |
| Northumberland | 61 | 121660 | Hamilton Underpass | S | \$114,000 | | |
| Northumberland | 61 | 122766 | SR 901 to Shamokin St | C | | \$400,000 | |
| Northumberland | 61 | 122842 | SR 225 to SR 487 | F | | \$150,000 | |
| Northumberland | 61 | 122842 | SR 225 to SR 487 | C | | \$6,200,000 | |
| Northumberland | 80 | 97564 | I-80 East Bound Lane from SR 405 to Montour County | F | | \$15,000 | |
| Northumberland | 80 | 97564 | I-80 East Bound Lane from SR 405 to Montour County | +C | | \$1,300,000 | |
| Northumberland | 80 | 105519 | I-80 West Bound Lane from Union Co to Montour Co | F | | \$15,000 | |
| Northumberland | 80 | 105519 | I-80 West Bound Lane from Union Co to Montour Co | +C | | \$1,300,000 | |
| Northumberland | 80 | 109577 | I-80 over SR 254 & Limestone Run | +C | \$2,040,000 | | |
| Northumberland | 125 | 91430 | SR 125 over Carbon Run | +P | \$200,000 | \$200,000 | |
| Northumberland | 125 | 91430 | SR 125 over Carbon Run | +F | | \$250,000 | |
| Northumberland | 125 | 91430 | SR 125 over Carbon Run | +U | | \$120,000 | |
| Northumberland | 125 | 91430 | SR 125 over Carbon Run | +R | | \$35,000 | |
| Northumberland | 125 | 91430 | SR 125 over Carbon Run | +C | | \$1,550,000 | |
| Northumberland | 125 | 122857 | Market St to Commerce St | C | \$96,000 | | |
| Northumberland | 147 | 98641 | Chestnut St to Wise Rd | P | | \$50,000 | |
| Northumberland | 147 | 98641 | Chestnut St to Wise Rd | F | | \$20,000 | |
| Northumberland | 147 | 98641 | Chestnut St to Wise Rd | C | | \$715,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|----------------|------|-----------|---------------------------------------|-------|---------------------------|--|---------------------------------|
| Northumberland | 147 | 115581 | PA 45 to Muddy Run | F | | \$15,000 | |
| Northumberland | 147 | 115582 | Muddy Run to I-80 | F | | \$15,000 | |
| Northumberland | 147 | 122708 | Ridge Rd to Front St | C | | \$920,000 | |
| Northumberland | 147 | 122794 | Brush Valley Rd to SR 61 | C | | \$500,000 | |
| Northumberland | 147 | 122836 | Ridge Rd (SR 1024) to Main St (SR 44) | C | | \$1,120,000 | |
| Northumberland | 147 | 99317 | PA 147 Major Guide Sign | F | \$10,000 | | |
| Northumberland | 147 | 99317 | PA 147 Major Guide Sign | +C | \$300,000 | \$300,000 | |
| Northumberland | 180 | 109360 | SR 54 to I-80 WB | F | | \$15,000 | |
| Northumberland | 180 | 109360 | SR 54 to I-80 WB | +C | | \$1,500,000 | |
| Northumberland | 180 | 117764 | Lycoming County to SR 54 WB | F | \$15,000 | | |
| Northumberland | 180 | 117764 | Lycoming County to SR 54 WB | +C | \$1,000,000 | | |
| Northumberland | 180 | 117772 | Lycoming County to SR 54 EB | F | \$15,000 | | |
| Northumberland | 180 | 117772 | Lycoming County to SR 54 EB | +C | \$1,000,000 | | |
| Northumberland | 225 | 78935 | SR 225 over Mahantango Creek | +C | \$1,170,000 | | |
| Northumberland | 225 | 6697 | SR 225 over Fiddler's Run | P | \$550,000 | | |
| Northumberland | 225 | 6697 | SR 225 over Fiddler's Run | F | | \$300,000 | |
| Northumberland | 225 | 6697 | SR 225 over Fiddler's Run | U | | \$80,000 | |
| Northumberland | 225 | 6697 | SR 225 over Fiddler's Run | R | | \$40,000 | |
| Northumberland | 225 | 6697 | SR 225 over Fiddler's Run | C | | \$2,000,000 | |
| Northumberland | 254 | 115579 | Northumberland SR 254 Grind & Patch | F | | \$15,000 | |
| Northumberland | 254 | 115579 | Northumberland SR 254 Grind & Patch | C | | \$600,000 | |
| Northumberland | 254 | 122713 | Front St (SR 405) to North Ridge Rd | F | | \$125,000 | |
| Northumberland | 254 | 122713 | Front St (SR 405) to North Ridge Rd | C | | \$496,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|----------------|------|-----------|--|-------|---------------------------|--|---------------------------------|
| Northumberland | 405 | 85622 | SR 405 over Tb Delaware Run | +P | | \$600,000 | |
| Northumberland | 405 | 85622 | SR 405 over Tb Delaware Run | +F | | \$400,000 | |
| Northumberland | 405 | 85622 | SR 405 over Tb Delaware Run | +U | | \$100,000 | |
| Northumberland | 405 | 85622 | SR 405 over Tb Delaware Run | +R | | \$75,000 | |
| Northumberland | 405 | 85622 | SR 405 over Tb Delaware Run | +C | | \$3,000,000 | |
| Northumberland | 405 | 98674 | Acorn Drive to North of Housels Run Road | +P | \$55,000 | | |
| Northumberland | 405 | 98674 | Acorn Drive to North of Housels Run Road | +F | \$175,000 | | |
| Northumberland | 405 | 98674 | Acorn Drive to North of Housels Run Road | U | \$200,000 | | |
| Northumberland | 405 | 98674 | Acorn Drive to North of Housels Run Road | +R | \$203,000 | | |
| Northumberland | 405 | 98674 | Acorn Drive to North of Housels Run Road | +C | \$4,398,000 | \$500,000 | |
| Northumberland | 405 | 115584 | Church St to Shikellamy Ave | +C | \$760,000 | | |
| Northumberland | 405 | 115584 | Church St to Shikellamy Ave | +C | \$1,350,000 | | |
| Northumberland | 405 | 115584 | Church St to Shikellamy Ave | +C | \$25,000 | | |
| Northumberland | 487 | 122778 | SR 61 to East Center St | C | | \$596,800 | |
| Northumberland | 890 | 88798 | Substructure Contract | F | \$265,000 | | |
| Northumberland | 890 | 88798 | Substructure Contract | +C | \$1,700,000 | | |
| Northumberland | 901 | 97655 | SR 54 to SR 4025 (Stein Rd) | +P | | \$900,000 | |
| Northumberland | 901 | 97655 | SR 54 to SR 4025 (Stein Rd) | +F | | \$650,000 | |
| Northumberland | 901 | 97655 | SR 54 to SR 4025 (Stein Rd) | U | | \$400,000 | |
| Northumberland | 901 | 97655 | SR 54 to SR 4025 (Stein Rd) | R | | \$250,000 | |
| Northumberland | 901 | 97655 | SR 54 to SR 4025 (Stein Rd) | +C | | \$2,000,000 | |
| Northumberland | 901 | 6725 | SR 901 over SEDA-COG Railroad | +C | \$1,642,000 | | |
| Northumberland | 901 | 122715 | SR 61 to Industrial Park Rd | C | | \$68,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|----------------|------|-----------|--------------------------------------|-------|---------------------------|--|---------------------------------|
| Northumberland | 901 | 122717 | Upper Excelsior Rd to SR 54 | C | | \$368,000 | |
| Northumberland | 1006 | 122691 | Main St (SR 44) to Liberty St | C | | \$570,000 | |
| Northumberland | 1006 | 122828 | Main St (SR 44) to Spruce Av | C | | \$200,000 | |
| Northumberland | 1007 | 99195 | Warrior Run to PA 54 | P | | \$10,000 | |
| Northumberland | 1007 | 99195 | Warrior Run to PA 54 | F | | \$10,000 | |
| Northumberland | 1007 | 99195 | Warrior Run to PA 54 | C | | \$400,000 | |
| Northumberland | 1011 | 117540 | SR 1011 over Branch of Warrior Run | P | \$110,000 | \$110,000 | |
| Northumberland | 1011 | 117540 | SR 1011 over Branch of Warrior Run | F | | \$140,000 | |
| Northumberland | 1011 | 117540 | SR 1011 over Branch of Warrior Run | U | | \$30,000 | |
| Northumberland | 1011 | 117540 | SR 1011 over Branch of Warrior Run | R | | \$35,000 | |
| Northumberland | 1011 | 117540 | SR 1011 over Branch of Warrior Run | C | | \$550,000 | |
| Northumberland | 1014 | 122831 | Canal St to Main St (SR 44) | C | | \$105,000 | |
| Northumberland | 1014 | 123697 | SR 1014 over W. B. Susquehanna River | P | \$500,000 | | |
| Northumberland | 1014 | 123697 | SR 1014 over W. B. Susquehanna River | F | \$450,000 | | |
| Northumberland | 1014 | 123697 | SR 1014 over W. B. Susquehanna River | U | \$40,000 | | |
| Northumberland | 1014 | 123697 | SR 1014 over W. B. Susquehanna River | C | \$1,500,000 | \$1,500,000 | |
| Northumberland | 1016 | 114134 | SR 1016 over Muddy Run | +U | \$120,000 | | |
| Northumberland | 1016 | 114134 | SR 1016 over Muddy Run | C | \$135,000 | | |
| Northumberland | 1022 | 122692 | Housels Run Rd (SR 1031) to SR 147 | C | | \$208,000 | |
| Northumberland | 1024 | 102810 | CSV T to SR 11 | F | \$414,691 | | |
| Northumberland | 1024 | 102810 | CSV T to SR 11 | C | \$18,500,000 | | |
| Northumberland | 2002 | 6691 | SR 2002 over Logan's Run | P | \$505,000 | | |
| Northumberland | 2002 | 6691 | SR 2002 over Logan's Run | F | \$260,000 | \$40,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|----------------|------|-----------|--------------------------------------|-------|---------------------------|--|---------------------------------|
| Northumberland | 2002 | 6691 | SR 2002 over Logan's Run | U | \$50,000 | | |
| Northumberland | 2002 | 6691 | SR 2002 over Logan's Run | R | \$40,000 | | |
| Northumberland | 2002 | 6691 | SR 2002 over Logan's Run | C | | \$1,749,000 | |
| Northumberland | 2010 | 120918 | SR 2010 over Shamokin Creek | P | \$500,000 | | |
| Northumberland | 2010 | 120918 | SR 2010 over Shamokin Creek | F | \$400,000 | | |
| Northumberland | 2010 | 120918 | SR 2010 over Shamokin Creek | U | | \$50,000 | |
| Northumberland | 2010 | 120918 | SR 2010 over Shamokin Creek | R | \$50,000 | | |
| Northumberland | 2010 | 120918 | SR 2010 over Shamokin Creek | C | | \$2,300,000 | |
| Northumberland | 2013 | 6663 | Railroad Bridge Removal over SR 2013 | P | | \$400,000 | |
| Northumberland | 2013 | 6663 | Railroad Bridge Removal over SR 2013 | F | | \$250,000 | |
| Northumberland | 2013 | 6663 | Railroad Bridge Removal over SR 2013 | U | | \$60,000 | |
| Northumberland | 2013 | 6663 | Railroad Bridge Removal over SR 2013 | R | | \$60,000 | |
| Northumberland | 2013 | 6663 | Railroad Bridge Removal over SR 2013 | C | | \$1,000,000 | |
| Northumberland | 2013 | 121022 | West of Shamokin Creek | S | \$100,000 | | |
| Northumberland | 2016 | 6736 | SR 2016 over Millers Run | P | \$350,000 | | |
| Northumberland | 2016 | 6736 | SR 2016 over Millers Run | F | \$345,000 | | |
| Northumberland | 2016 | 6736 | SR 2016 over Millers Run | U | \$50,000 | | |
| Northumberland | 2016 | 6736 | SR 2016 over Millers Run | R | \$50,000 | | |
| Northumberland | 2016 | 6736 | SR 2016 over Millers Run | C | \$2,300,000 | | |
| Northumberland | 2023 | 122693 | Hickory St to SR 61 | C | | \$300,000 | |
| Northumberland | 2026 | 116005 | SR 61 to Ash St | C | \$250,000 | | |
| Northumberland | 2029 | 122694 | Hicory St (SR 2023) to SR 61 | C | | \$375,000 | |
| Northumberland | 2034 | 122695 | SR 61 to SR 54 | C | | \$238,400 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|----------------|------|-----------|---|-------|---------------------------|--|---------------------------------|
| Northumberland | 2038 | 117067 | Laurel Run to SR 61 | C | | \$870,000 | |
| Northumberland | 2040 | 122698 | SR 61 to South Turnpike St | C | | \$300,000 | |
| Northumberland | 2044 | 122699 | SR 125 to 1600 ft W of SR 125 | C | | \$235,200 | |
| Northumberland | 3003 | 114142 | SR 3003 over Mouse Creek | F | \$100,000 | | |
| Northumberland | 3003 | 114142 | SR 3003 over Mouse Creek | U | \$40,000 | | |
| Northumberland | 3003 | 114142 | SR 3003 over Mouse Creek | R | \$40,000 | | |
| Northumberland | 3003 | 114142 | SR 3003 over Mouse Creek | C | \$500,000 | | |
| Northumberland | 3010 | 112616 | SR 225 to Schwaben Creek | C | | \$475,000 | |
| Northumberland | 3012 | 122700 | SR 147 to SR 225 | C | \$16,000 | | |
| Northumberland | 3014 | 122704 | SR 3012 to Gold St (SR 225) | C | \$10,000 | | |
| Northumberland | 3016 | 122856 | Gold St SR 225 to Klingerstown Rd (SR 3018) | C | | \$960,000 | |
| Northumberland | 3018 | 79049 | SR 3018 over Mahantango Creek | P | \$350,000 | | |
| Northumberland | 3018 | 79049 | SR 3018 over Mahantango Creek | F | \$325,000 | | |
| Northumberland | 3018 | 79049 | SR 3018 over Mahantango Creek | U | | \$50,000 | |
| Northumberland | 3018 | 79049 | SR 3018 over Mahantango Creek | R | \$35,000 | | |
| Northumberland | 3018 | 79049 | SR 3018 over Mahantango Creek | C | | \$1,650,000 | |
| Northumberland | 3018 | 99213 | Cemetery Rd to Schuylkill Co | P | | \$10,000 | |
| Northumberland | 3018 | 99213 | Cemetery Rd to Schuylkill Co | F | | \$10,000 | |
| Northumberland | 3018 | 99213 | Cemetery Rd to Schuylkill Co | C | | \$1,000,000 | |
| Northumberland | 3018 | 117608 | SR 3018 over Mahantango Creek | +C | \$1,162,000 | | |
| Northumberland | 3018 | 123642 | SR 3018 over Snow Crk | P | | \$449,750 | |
| Northumberland | 3018 | 123642 | SR 3018 over Snow Crk | F | | \$300,000 | |
| Northumberland | 3018 | 123642 | SR 3018 over Snow Crk | U | | \$60,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|----------------|------|-----------|---|-------|---------------------------|--|---------------------------------|
| Northumberland | 3018 | 123642 | SR 3018 over Snow Crk | R | | \$50,000 | |
| Northumberland | 3018 | 123642 | SR 3018 over Snow Crk | C | | \$2,500,000 | |
| Northumberland | 4004 | 114175 | SR 4004 over Tributary of Susquehanna R | P | \$275,000 | | |
| Northumberland | 4004 | 114175 | SR 4004 over Tributary of Susquehanna R | +F | \$150,000 | | |
| Northumberland | 4004 | 114175 | SR 4004 over Tributary of Susquehanna R | U | \$30,000 | | |
| Northumberland | 4004 | 114175 | SR 4004 over Tributary of Susquehanna R | +R | \$35,000 | | |
| Northumberland | 4004 | 114175 | SR 4004 over Tributary of Susquehanna R | C | \$260,000 | \$240,000 | |
| Northumberland | 4004 | 122705 | Market St (SR 61) to Shikellamy Av (SR 4008) | C | | \$225,600 | |
| Northumberland | 4006 | 122707 | Reagan St (SR 4010) to Packer St | C | \$44,000 | | |
| Northumberland | 4008 | 122718 | Bridge Ave (SR 405) to Mile Post Rd (SR 4004) | C | | \$30,400 | |
| Northumberland | 4011 | 122720 | State St (SR 61) to Dewart St | C | | \$28,000 | |
| Northumberland | 4012 | 114158 | SR 4012 over UNT to Shamokin Creek | P | \$50,000 | | |
| Northumberland | 4012 | 114158 | SR 4012 over UNT to Shamokin Creek | F | \$150,000 | | |
| Northumberland | 4012 | 114158 | SR 4012 over UNT to Shamokin Creek | U | \$30,000 | | |
| Northumberland | 4012 | 114158 | SR 4012 over UNT to Shamokin Creek | R | \$35,000 | | |
| Northumberland | 4012 | 114158 | SR 4012 over UNT to Shamokin Creek | C | \$500,000 | | |
| Northumberland | 4012 | 122721 | Market St (SR 61) to Reagan St (SR 4010) | C | | \$64,000 | |
| Northumberland | 4020 | 6615 | SR 4020 over Little Shamokin Creek | C | \$125,000 | | |
| Northumberland | 4021 | 122806 | SR 147 / SR 61 Interchange | C | \$30,000 | | |
| Northumberland | 4022 | 6700 | SR 4022 over Boile Run | P | \$180,000 | | |
| Northumberland | 4022 | 6700 | SR 4022 over Boile Run | F | | \$120,000 | |
| Northumberland | 4022 | 6700 | SR 4022 over Boile Run | U | | \$20,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|-------------------------------------|------|-----------|---------------------------------------|-------|---------------------------|--|---------------------------------|
| Northumberland | 4022 | 6700 | SR 4022 over Boile Run | R | | \$40,000 | |
| Northumberland | 4022 | 6700 | SR 4022 over Boile Run | C | | \$400,000 | |
| Northumberland | 4026 | 122409 | SR 890 to SR 61 | C | | \$800,000 | |
| Northumberland | 4026 | 6662 | Railroad Bridge Removal over SR 4026 | P | | \$400,000 | |
| Northumberland | 4026 | 6662 | Railroad Bridge Removal over SR 4026 | F | | \$250,000 | |
| Northumberland | 4026 | 6662 | Railroad Bridge Removal over SR 4026 | U | | \$60,000 | |
| Northumberland | 4026 | 6662 | Railroad Bridge Removal over SR 4026 | R | | \$60,000 | |
| Northumberland | 4026 | 6662 | Railroad Bridge Removal over SR 4026 | C | | \$1,000,000 | |
| Northumberland | 4028 | 122813 | Vanhorn St (SR 4011) to SR890 | C | \$30,000 | | |
| Northumberland County Totals | | | | | \$77,552,691 | \$117,487,150 | |
| Snyder | | 7588 | Cent. Susq. Val. Sty | F | \$440,000 | | |
| Snyder | | 6860 | T-481 over Tuscarora Crk | C | \$850,000 | | |
| Snyder | | 6863 | T-308 (Church Rd) over Mahantango Crk | P | | \$500,000 | |
| Snyder | | 6863 | T-308 (Church Rd) over Mahantango Crk | F | | \$350,000 | |
| Snyder | | 6863 | T-308 (Church Rd) over Mahantango Crk | U | | \$50,000 | |
| Snyder | | 6863 | T-308 (Church Rd) over Mahantango Crk | R | | \$50,000 | |
| Snyder | | 6863 | T-308 (Church Rd) over Mahantango Crk | C | | \$1,750,000 | |
| Snyder | | 123643 | T-467 (Sand Hill Rd) over Swift Rn | P | \$500,000 | | |
| Snyder | | 123643 | T-467 (Sand Hill Rd) over Swift Rn | F | | \$500,000 | |
| Snyder | | 123643 | T-467 (Sand Hill Rd) over Swift Rn | U | | \$50,000 | |
| Snyder | | 123643 | T-467 (Sand Hill Rd) over Swift Rn | R | | \$50,000 | |
| Snyder | | 123643 | T-467 (Sand Hill Rd) over Swift Rn | C | | \$1,500,000 | |
| Snyder | | 120883 | T-399 over Trib to Middle Creek | C | \$837,500 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|--------|------|-----------|---|-------|---------------------------|--|---------------------------------|
| Snyder | | 120920 | T-458 over Trib to Middle Creek | C | \$837,500 | | |
| Snyder | | 123695 | T-306 over Trib to W Br Mahantan Crk | C | \$137,500 | | |
| Snyder | | 123696 | East Front St over Trib to Susquehecka Cr | C | \$205,000 | | |
| Snyder | 11 | 110228 | Penns Cr to SR 522 NB | P | \$200,000 | | |
| Snyder | 11 | 110228 | Penns Cr to SR 522 NB | F | \$150,000 | | |
| Snyder | 11 | 110228 | Penns Cr to SR 522 NB | C | \$2,500,000 | \$1,600,000 | |
| Snyder | 11 | 110229 | Penns CR to SR 522 SB | P | \$175,000 | | |
| Snyder | 11 | 110229 | Penns CR to SR 522 SB | F | \$125,000 | | |
| Snyder | 11 | 110229 | Penns CR to SR 522 SB | +C | \$2,550,000 | \$1,600,000 | |
| Snyder | 11 | 113787 | Roosevelt Ave to SR 15/11 Split | C | \$4,000,000 | | |
| Snyder | 11 | 116549 | Granger Hollow Rd to Union Co | F | | \$15,000 | |
| Snyder | 11 | 116549 | Granger Hollow Rd to Union Co | C | | \$1,250,000 | |
| Snyder | 11 | 120369 | Ulsh Rd to N. Main St | F | | \$15,000 | |
| Snyder | 11 | 120369 | Ulsh Rd to N. Main St | C | | \$1,750,000 | |
| Snyder | 11 | 120631 | Juniata Co to McKee Half Falls (NB & SB) | F | | \$50,000 | |
| Snyder | 11 | 120631 | Juniata Co to McKee Half Falls (NB & SB) | C | | \$1,450,000 | |
| Snyder | 15 | 115551 | SR 11 to Union Co | C | \$450,000 | | |
| Snyder | 15 | 115560 | SR 11 to Union Co NB & SB | P | \$300,000 | | |
| Snyder | 15 | 115560 | SR 11 to Union Co NB & SB | F | \$200,000 | | |
| Snyder | 15 | 115560 | SR 11 to Union Co NB & SB | C | | \$6,998,600 | |
| Snyder | 15 | 102811 | CSVIT ITS Phase 1 | C | \$6,500,000 | | |
| Snyder | 15 | 123084 | CSVIT ITS Phase 2 | C | \$8,200,000 | | |
| Snyder | 35 | 99120 | SR 35 overTb Middle Creek | +P | | \$600,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|--------|------|-----------|--|-------|---------------------------|--|---------------------------------|
| Snyder | 35 | 99120 | SR 35 over Tb Middle Creek | +F | | \$350,000 | |
| Snyder | 35 | 99120 | SR 35 over Tb Middle Creek | +U | | \$100,000 | |
| Snyder | 35 | 99120 | SR 35 over Tb Middle Creek | +R | | \$50,000 | |
| Snyder | 35 | 99120 | SR 35 over Tb Middle Creek | +C | | \$2,000,000 | |
| Snyder | 35 | 99121 | SR 35 over Tb Middle Creek | P | | \$600,000 | |
| Snyder | 35 | 99121 | SR 35 over Tb Middle Creek | F | | \$350,000 | |
| Snyder | 35 | 99121 | SR 35 over Tb Middle Creek | U | | \$100,000 | |
| Snyder | 35 | 99121 | SR 35 over Tb Middle Creek | R | | \$50,000 | |
| Snyder | 35 | 99121 | SR 35 over Tb Middle Creek | C | | \$2,000,000 | |
| Snyder | 35 | 115553 | Brosius Hill Rd to Sunny Hill Rd | F | \$25,000 | | |
| Snyder | 35 | 115553 | Brosius Hill Rd to Sunny Hill Rd | C | \$2,250,000 | | |
| Snyder | 35 | 121658 | Juniata Co to Dollar General | S | \$100,000 | | |
| Snyder | 35 | 123127 | Snyder Co line to Old Road | F | | \$15,000 | |
| Snyder | 35 | 123127 | Snyder Co line to Old Road | C | | \$400,000 | |
| Snyder | 104 | 109837 | Dry Run to Union Co | C | \$479,000 | | |
| Snyder | 104 | 115557 | Martin Brothers Rd (SR 2006) to Heister Valley Rd | F | \$25,000 | | |
| Snyder | 104 | 115557 | Martin Brothers Rd (SR 2006) to Heister Valley Rd | C | \$1,273,000 | | |
| Snyder | 104 | 115558 | Juniata County line to Troup Valley Road (SR 3004) | C | \$900,000 | | |
| Snyder | 522 | 6907 | SR 522 over Kern Run | +F | \$365,000 | | |
| Snyder | 522 | 6907 | SR 522 over Kern Run | U | \$90,000 | | |
| Snyder | 522 | 6907 | SR 522 over Kern Run | +R | \$40,000 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|--------|------|-----------|--|-------|---------------------------|--|---------------------------------|
| Snyder | 522 | 6907 | SR 522 over Kern Run | +C | \$1,167,000 | | |
| Snyder | 522 | 6907 | SR 522 over Kern Run | +C | \$433,000 | | |
| Snyder | 522 | 6909 | SR 522 over Luphers Run | +F | \$365,000 | | |
| Snyder | 522 | 6909 | SR 522 over Luphers Run | U | \$40,000 | | |
| Snyder | 522 | 6909 | SR 522 over Luphers Run | R | \$80,000 | | |
| Snyder | 522 | 6909 | SR 522 over Luphers Run | +C | \$1,500,000 | | |
| Snyder | 522 | 99143 | SR 522 over Tb Middle Crk | +P | \$350,000 | \$150,000 | |
| Snyder | 522 | 99143 | SR 522 over Tb Middle Crk | +F | | \$325,000 | |
| Snyder | 522 | 99143 | SR 522 over Tb Middle Crk | +U | | \$44,000 | |
| Snyder | 522 | 99143 | SR 522 over Tb Middle Crk | +R | | \$165,000 | |
| Snyder | 522 | 99143 | SR 522 over Tb Middle Crk | +C | | \$2,281,000 | |
| Snyder | 522 | 116340 | Gregor Hill Ln to Spring Alley | F | \$15,000 | | |
| Snyder | 522 | 116340 | Gregor Hill Ln to Spring Alley | C | \$100,000 | \$500,000 | |
| Snyder | 522 | 116341 | Smalsh Barrick Rd to Mountain Dr | F | \$15,000 | | |
| Snyder | 522 | 116341 | Smalsh Barrick Rd to Mountain Dr | C | \$1,050,000 | | |
| Snyder | 522 | 122229 | Kearn Run to Wetzel Run | F | \$15,000 | | |
| Snyder | 522 | 122229 | Kearn Run to Wetzel Run | C | \$420,000 | | |
| Snyder | 522 | 120923 | SR 522 and SR 487 bridge painting | +P | | \$400,000 | |
| Snyder | 522 | 120923 | SR 522 and SR 487 bridge painting | +F | | \$200,000 | |
| Snyder | 522 | 120923 | SR 522 and SR 487 bridge painting | C | | \$4,700,000 | |
| Snyder | 1007 | 114320 | SR 3006 over Mahanoy Cr & SR 1007 over Middle Cr | +C | \$1,802,000 | | |
| Snyder | 1009 | 123141 | SR 522 to SR 204 | C | \$330,000 | | |
| Snyder | 1011 | 98548 | SR 1011 over Tb Penn's Crk | C | \$80,000 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|--------|------|-----------|--|-------|---------------------------|--|---------------------------------|
| Snyder | 1013 | 120926 | SR 1013 over Penns Creek | S | \$200,000 | | |
| Snyder | 1013 | 120926 | SR 1013 over Penns Creek | P | \$386,000 | | |
| Snyder | 1013 | 120926 | SR 1013 over Penns Creek | P | \$155,000 | | |
| Snyder | 1013 | 120926 | SR 1013 over Penns Creek | F | \$225,000 | \$175,000 | |
| Snyder | 1013 | 120926 | SR 1013 over Penns Creek | U | | \$50,000 | |
| Snyder | 1013 | 120926 | SR 1013 over Penns Creek | R | | \$40,000 | |
| Snyder | 1013 | 120926 | SR 1013 over Penns Creek | C | | \$3,780,000 | |
| Snyder | 1014 | 98885 | SR 204 to SR 11 | +C | \$200,000 | | |
| Snyder | 1017 | 116547 | Old Trail Rd to Fisher Rd | F | \$25,000 | | |
| Snyder | 1023 | 122230 | SR 11 to Center St | F | | \$175,000 | |
| Snyder | 1023 | 122230 | SR 11 to Center St | C | | \$3,000,000 | |
| Snyder | 2004 | 106752 | SR 2004 over Tributary to Mahantango Creek | P | \$500,000 | | |
| Snyder | 2004 | 106752 | SR 2004 over Tributary to Mahantango Creek | F | | \$300,000 | |
| Snyder | 2004 | 106752 | SR 2004 over Tributary to Mahantango Creek | U | | \$50,000 | |
| Snyder | 2004 | 106752 | SR 2004 over Tributary to Mahantango Creek | R | | \$50,000 | |
| Snyder | 2004 | 106752 | SR 2004 over Tributary to Mahantango Creek | C | | \$1,500,000 | |
| Snyder | 2007 | 114304 | SR 2007 over Branch of Silver Creek | P | \$268,000 | | |
| Snyder | 2007 | 114304 | SR 2007 over Branch of Silver Creek | F | | \$177,000 | |
| Snyder | 2007 | 114304 | SR 2007 over Branch of Silver Creek | U | | \$30,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|--------|------|-----------|--|-------|---------------------------|--|---------------------------------|
| Snyder | 2007 | 114304 | SR 2007 over Branch of Silver Creek | R | | \$35,000 | |
| Snyder | 2007 | 114304 | SR 2007 over Branch of Silver Creek | C | | \$500,000 | |
| Snyder | 3006 | 114143 | SR 3006 over Trib of West Branch of Mahantango Crk | U | \$20,000 | | |
| Snyder | 3006 | 114143 | SR 3006 over Trib of West Branch of Mahantango Crk | R | \$30,000 | | |
| Snyder | 3006 | 114143 | SR 3006 over Trib of West Branch of Mahantango Crk | C | \$450,000 | | |
| Snyder | 3016 | 6797 | SR 3016 over Aline Creek | P | \$50,000 | | |
| Snyder | 3016 | 6797 | SR 3016 over Aline Creek | F | \$175,000 | | |
| Snyder | 3016 | 6797 | SR 3016 over Aline Creek | U | \$45,000 | | |
| Snyder | 3016 | 6797 | SR 3016 over Aline Creek | R | \$30,000 | | |
| Snyder | 3016 | 6797 | SR 3016 over Aline Creek | C | \$500,000 | | |
| Snyder | 3016 | 114176 | SR 3016 over Tributary of Mahantango Creek | P | \$265,000 | | |
| Snyder | 3016 | 114176 | SR 3016 over Tributary of Mahantango Creek | +F | \$150,000 | | |
| Snyder | 3016 | 114176 | SR 3016 over Tributary of Mahantango Creek | U | \$30,000 | | |
| Snyder | 3016 | 114176 | SR 3016 over Tributary of Mahantango Creek | R | \$30,000 | | |
| Snyder | 3016 | 114176 | SR 3016 over Tributary of Mahantango Creek | C | \$250,000 | \$250,000 | |
| Snyder | 4005 | 117552 | SR 4005 over Tributary Middle Creek | P | | \$240,000 | |
| Snyder | 4005 | 117552 | SR 4005 over Tributary Middle Creek | F | | \$150,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|---------------------|------|-----------|---|-------|---------------------------|--|---------------------------------|
| Snyder | 4005 | 117552 | SR 4005 over Tributary Middle Creek | U | | \$30,000 | |
| Snyder | 4005 | 117552 | SR 4005 over Tributary Middle Creek | R | | \$40,000 | |
| Snyder | 4005 | 117552 | SR 4005 over Tributary Middle Creek | C | | \$550,000 | |
| Snyder | 4006 | 97589 | SR 4006 over Middle Creek | +P | \$340,000 | | |
| Snyder | 4006 | 97589 | SR 4006 over Middle Creek | F | \$75,000 | \$150,000 | |
| Snyder | 4006 | 97589 | SR 4006 over Middle Creek | +U | | \$30,000 | |
| Snyder | 4006 | 97589 | SR 4006 over Middle Creek | +R | | \$50,000 | |
| Snyder | 4006 | 97589 | SR 4006 over Middle Creek | +C | | \$2,900,000 | |
| Snyder | 4012 | 98589 | SR 4012 over Krebs Gap Run | P | | \$235,000 | |
| Snyder | 4012 | 98589 | SR 4012 over Krebs Gap Run | +F | | \$150,000 | |
| Snyder | 4012 | 98589 | SR 4012 over Krebs Gap Run | +U | | \$50,000 | |
| Snyder | 4012 | 98589 | SR 4012 over Krebs Gap Run | R | | \$40,000 | |
| Snyder | 4012 | 98589 | SR 4012 over Krebs Gap Run | C | | \$500,000 | |
| Snyder | 6015 | 76402 | CSV T Structures South Sec | C | \$18,100,000 | | |
| Snyder | 6015 | 76403 | CSV T Paving South Section | C | \$85,000,000 | \$93,200,000 | |
| Snyder Total | | | | | \$149,965,500 | \$143,335,600 | |
| Union | | 7547 | T-428 over Spruce Run | P | | \$400,000 | |
| Union | | 7547 | T-428 over Spruce Run | F | | \$300,000 | |
| Union | | 7547 | T-428 over Spruce Run | U | | \$50,000 | |
| Union | | 7547 | T-428 over Spruce Run | R | | \$50,000 | |
| Union | | 7547 | T-428 over Spruce Run | C | | \$1,700,000 | |
| Union | | 72352 | T-421 over White Deer Hole Creek, County Br#2 | F | \$225,000 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|--------|------|-----------|---|-------|---------------------------|--|---------------------------------|
| Union | | 72352 | T-421 over White Deer Hole Creek, County Br#2 | R | \$50,000 | | |
| Union | | 72352 | T-421 over White Deer Hole Creek, County Br#2 | C | \$2,275,000 | | |
| Union | | 113459 | T-319 over Penns Creek (Union Cnty #23) | C | \$2,500,000 | | |
| Union | | 120868 | T-454 (Turtle Crk Rd) ov Turtle Crk | C | \$765,000 | | |
| Union | 15 | 108425 | Joe Rd to SR 1010 | F | \$259,000 | | |
| Union | 15 | 108425 | Joe Rd to SR 1010 | C | \$2,000,000 | | |
| Union | 15 | 115565 | SR 44 to BRYSON Rd | F | \$50,000 | | |
| Union | 15 | 115565 | SR 44 to BRYSON Rd | +C | \$748,000 | | |
| Union | 15 | 115565 | SR 44 to BRYSON Rd | +C | \$2,002,000 | | |
| Union | 15 | 99242 | North Bound at North Hill Rd | P | \$500,000 | | |
| Union | 15 | 99242 | North Bound at North Hill Rd | F | \$550,000 | | |
| Union | 15 | 99242 | North Bound at North Hill Rd | C | \$1,803,000 | \$300,000 | |
| Union | 15 | 99242 | North Bound at North Hill Rd | C | \$1,665,000 | | |
| Union | 15 | 98883 | SR 15 over Turtle Creek | P | | \$700,000 | |
| Union | 15 | 98883 | SR 15 over Turtle Creek | F | | \$500,000 | |
| Union | 15 | 98883 | SR 15 over Turtle Creek | U | | \$60,000 | |
| Union | 15 | 98883 | SR 15 over Turtle Creek | R | | \$50,000 | |
| Union | 15 | 98883 | SR 15 over Turtle Creek | C | | \$2,082,000 | |
| Union | 15 | 99448 | SR 15 over Tb Limestone Run | +P | | \$600,000 | |
| Union | 15 | 99448 | SR 15 over Tb Limestone Run | +F | | \$400,000 | |
| Union | 15 | 99448 | SR 15 over Tb Limestone Run | +U | | \$60,000 | |
| Union | 15 | 99448 | SR 15 over Tb Limestone Run | R | | \$50,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|--------|------|-----------|--|-------|---------------------------|--|---------------------------------|
| Union | 15 | 99448 | SR 15 over Tb Limestone Run | +C | | \$1,800,000 | |
| Union | 15 | 99273 | White Deer Township - Joe Road to SR 44 | C | \$1,000,000 | | |
| Union | 15 | 99407 | PA44 to Lycoming Co | F | | \$175,000 | |
| Union | 15 | 99407 | PA44 to Lycoming Co | C | | \$1,162,000 | |
| Union | 15 | 99407 | PA44 to Lycoming Co | C | | \$1,273,000 | |
| Union | 15 | 97633 | US 15 over Winfield Creek | +F | \$450,000 | | |
| Union | 15 | 97633 | US 15 over Winfield Creek | +U | | \$120,000 | |
| Union | 15 | 97633 | US 15 over Winfield Creek | +R | \$35,000 | | |
| Union | 15 | 97633 | US 15 over Winfield Creek | +C | | \$4,464,000 | |
| Union | 15 | 114379 | Snyder Co to SR 304 | P | \$250,000 | | |
| Union | 15 | 114379 | Snyder Co to SR 304 | F | \$150,000 | | |
| Union | 15 | 114379 | Snyder Co to SR 304 | C | \$3,425,000 | | |
| Union | 15 | 115562 | Winfield to Martin St | F | | \$125,000 | |
| Union | 15 | 115562 | Winfield to Martin St | C | | \$3,000,000 | |
| Union | 15 | 115563 | Fairview Rd to 7th St | F | | \$15,000 | |
| Union | 15 | 115563 | Fairview Rd to 7th St | C | | \$3,000,000 | |
| Union | 15 | 115564 | Walter Dr to Deitrich Rd | F | | \$15,000 | |
| Union | 15 | 115564 | Walter Dr to Deitrich Rd | C | | \$2,700,000 | |
| Union | 15 | 123125 | SR 45 Intersection | C | | \$600,000 | |
| Union | 15 | 123128 | SR 192 Intersection | C | | \$600,000 | |
| Union | 15 | 87994 | Multiple bridges in Sny, North & Union Cos | F | \$190,000 | | |
| Union | 15 | 87994 | Multiple bridges in Sny, North & Union Cos | U | \$80,000 | | |
| Union | 15 | 87994 | Multiple bridges in Sny, North & Union Cos | R | \$80,000 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|--------|------|-----------|--|-------|---------------------------|--|---------------------------------|
| Union | 15 | 87994 | Multiple bridges in Sny, North & Union Cos | C | \$1,356,000 | | |
| Union | 44 | 117418 | SR 15 to Susquehanna River | F | \$10,000 | | |
| Union | 44 | 117418 | SR 15 to Susquehanna River | C | \$500,000 | | |
| Union | 45 | 97592 | SR 45 over Limestone Run | P | | \$575,000 | |
| Union | 45 | 97592 | SR 45 over Limestone Run | F | | \$500,000 | |
| Union | 45 | 97592 | SR 45 over Limestone Run | U | | \$60,000 | |
| Union | 45 | 97592 | SR 45 over Limestone Run | R | | \$50,000 | |
| Union | 45 | 97592 | SR 45 over Limestone Run | C | | \$2,500,000 | |
| Union | 45 | 99134 | SR 45 over Limestone Run | P | | \$600,000 | |
| Union | 45 | 99134 | SR 45 over Limestone Run | F | | \$450,000 | |
| Union | 45 | 99134 | SR 45 over Limestone Run | U | | \$60,000 | |
| Union | 45 | 99134 | SR 45 over Limestone Run | R | | \$50,000 | |
| Union | 45 | 99134 | SR 45 over Limestone Run | C | | \$2,151,000 | |
| Union | 45 | 97720 | Forest Hill Rd (SR 3007) to Buffalo Cr | F | \$110,000 | | |
| Union | 45 | 97720 | Forest Hill Rd (SR 3007) to Buffalo Cr | C | \$750,000 | | |
| Union | 45 | 113788 | Bull Run to Northumberland Co | P | | \$500,000 | |
| Union | 45 | 113788 | Bull Run to Northumberland Co | F | | \$400,000 | |
| Union | 45 | 113788 | Bull Run to Northumberland Co | C | | \$2,750,000 | |
| Union | 45 | 115566 | Red Barn Ln to Limestone Run | F | | \$15,000 | |
| Union | 45 | 115566 | Red Barn Ln to Limestone Run | C | | \$1,400,000 | |
| Union | 45 | 116354 | Penn St to Kaiser Run Rd | F | \$15,000 | | |
| Union | 45 | 116354 | Penn St to Kaiser Run Rd | C | \$500,000 | | |
| Union | 45 | 123644 | SR 45 over Bull Rn | P | | \$600,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|--------|------|-----------|----------------------------------|-------|---------------------------|--|---------------------------------|
| Union | 45 | 123644 | SR 45 over Bull Rn | F | | \$500,000 | |
| Union | 45 | 123644 | SR 45 over Bull Rn | U | | \$60,000 | |
| Union | 45 | 123644 | SR 45 over Bull Rn | R | | \$50,000 | |
| Union | 45 | 123644 | SR 45 over Bull Rn | C | | \$2,500,000 | |
| Union | 45 | 87904 | Kaiser Run Rd to SR 3010 | C | \$380,000 | | |
| Union | 80 | 97535 | US 15 to Northumberland Co | C | | \$500,000 | |
| Union | 80 | 97551 | SR 1011 to Northumberland Co WB | F | \$10,000 | | |
| Union | 80 | 97551 | SR 1011 to Northumberland Co WB | C | \$235,000 | \$365,000 | |
| Union | 80 | 97566 | US 15 to Northumberland Co EB | F | | \$25,000 | |
| Union | 80 | 97566 | US 15 to Northumberland Co EB | C | | \$600,000 | |
| Union | 80 | 105516 | Mile Run to Clinton County | +F | \$250,000 | | |
| Union | 80 | 105516 | Mile Run to Clinton County | +C | \$2,700,000 | \$1,812,000 | |
| Union | 80 | 105516 | Mile Run to Clinton County | +C | | \$488,000 | |
| Union | 80 | 109365 | Clinton Co to SR 4001 EB | F | | \$15,000 | |
| Union | 80 | 109365 | Clinton Co to SR 4001 EB | C | | \$900,000 | |
| Union | 80 | 110231 | Mile Run to SR 1010 EB | +F | \$10,000 | | |
| Union | 80 | 110231 | Mile Run to SR 1010 EB | +C | \$1,500,000 | | |
| Union | 80 | 113612 | Mile Run to SR 1010 WB | +F | \$15,000 | | |
| Union | 80 | 113612 | Mile Run to SR 1010 WB | +C | \$3,448,000 | | |
| Union | 80 | 113612 | Mile Run to SR 1010 WB | +C | \$1,931,000 | | |
| Union | 80 | 121860 | I-80 EB from Mile Run to SR 1010 | P | | \$725,000 | |
| Union | 80 | 121860 | I-80 EB from Mile Run to SR 1010 | F | | \$350,000 | |
| Union | 80 | 121860 | I-80 EB from Mile Run to SR 1010 | C | | \$9,000,000 | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|--------|------|-----------|---|-------|---------------------------|--|---------------------------------|
| Union | 80 | 122390 | Type A Signs | C | \$325,000 | | |
| Union | 104 | 117421 | Penns Creek to SR 45 | F | | \$15,000 | |
| Union | 104 | 117421 | Penns Creek to SR 45 | C | | \$725,000 | |
| Union | 192 | 115588 | Bull Run Crossing to SR 15 | F | | \$25,000 | |
| Union | 192 | 115588 | Bull Run Crossing to SR 15 | C | | \$1,500,000 | |
| Union | 192 | 123237 | SR 192 - Hidden Valley Campground Duckweed Pipe | C | \$200,000 | | |
| Union | 235 | 121040 | Pick Rd to Fairground Rd | F | | \$25,000 | |
| Union | 235 | 121040 | Pick Rd to Fairground Rd | C | | \$935,000 | |
| Union | 304 | 117424 | SR 45 to Front St | F | | \$25,000 | |
| Union | 304 | 117424 | SR 45 to Front St | C | | \$5,000,000 | |
| Union | 304 | 122334 | Walnut St to Front St | C | | \$200,000 | |
| Union | 1001 | 7415 | SR 1001 over Buffalo Creek | P | \$275,000 | | |
| Union | 1001 | 7415 | SR 1001 over Buffalo Creek | F | | \$175,000 | |
| Union | 1001 | 7415 | SR 1001 over Buffalo Creek | U | | \$40,000 | |
| Union | 1001 | 7415 | SR 1001 over Buffalo Creek | R | | \$40,000 | |
| Union | 1001 | 7415 | SR 1001 over Buffalo Creek | C | | \$2,280,000 | |
| Union | 1004 | 117420 | JPM Rd to 3rd St | C | | \$1,800,000 | |
| Union | 1005 | 97746 | JPM Rd to Col John Kelly | C | \$325,000 | | |
| Union | 1011 | 99249 | High St to SR 1010 | C | \$625,000 | | |
| Union | 1011 | 99141 | SR 1011 over Tributary to Susquehanna River | +P | \$100,000 | | |
| Union | 1011 | 99141 | SR 1011 over Tributary to Susquehanna River | F | \$280,000 | | |
| Union | 1011 | 99141 | SR 1011 over Tributary to Susquehanna River | U | \$50,000 | | |
| Union | 1011 | 99141 | SR 1011 over Tributary to Susquehanna River | R | \$40,000 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|--------|------|-----------|---|-------|---------------------------|--|---------------------------------|
| Union | 1011 | 99141 | SR 1011 over Tributary to Susquehanna River | +C | \$1,419,000 | \$81,000 | |
| Union | 1011 | 99137 | SR 1011 over Tributary to Susquehanna River | P | \$425,000 | | |
| Union | 1011 | 99137 | SR 1011 over Tributary to Susquehanna River | +F | | \$220,000 | |
| Union | 1011 | 99137 | SR 1011 over Tributary to Susquehanna River | +U | | \$56,000 | |
| Union | 1011 | 99137 | SR 1011 over Tributary to Susquehanna River | +R | | \$75,000 | |
| Union | 1011 | 99137 | SR 1011 over Tributary to Susquehanna River | +C | | \$2,000,000 | |
| Union | 1014 | 98777 | SR 1014 over South Creek | F | \$180,000 | | |
| Union | 1014 | 98777 | SR 1014 over South Creek | U | \$80,000 | | |
| Union | 1014 | 98777 | SR 1014 over South Creek | R | \$35,000 | | |
| Union | 1014 | 98777 | SR 1014 over South Creek | C | \$470,000 | | |
| Union | 2001 | 74042 | SR 2001 over Buffalo Crk | P | \$500,000 | | |
| Union | 2001 | 74042 | SR 2001 over Buffalo Crk | +F | \$320,000 | | |
| Union | 2001 | 74042 | SR 2001 over Buffalo Crk | +U | \$25,000 | | |
| Union | 2001 | 74042 | SR 2001 over Buffalo Crk | +R | \$45,000 | | |
| Union | 2001 | 74042 | SR 2001 over Buffalo Crk | C | \$1,164,000 | | |
| Union | 2001 | 74042 | SR 2001 over Buffalo Crk | C | \$2,088,000 | | |
| Union | 2004 | 117553 | SR 2004 over Tributary to Turtle Creek | P | | \$220,000 | |
| Union | 2004 | 117553 | SR 2004 over Tributary to Turtle Creek | F | | \$150,000 | |
| Union | 2004 | 117553 | SR 2004 over Tributary to Turtle Creek | U | | \$50,000 | |
| Union | 2004 | 117553 | SR 2004 over Tributary to Turtle Creek | R | | \$40,000 | |
| Union | 2004 | 117553 | SR 2004 over Tributary to Turtle Creek | C | | \$450,000 | |
| Union | 3006 | 98826 | SR 3006 over Cold Run | F | \$35,000 | | |
| Union | 3006 | 98826 | SR 3006 over Cold Run | U | \$30,000 | | |

| County | S.R. | Project # | Project Title | Phase | Near-Term (TIP) 2027-2030 | Mid-Term (Years 5-12 of TYP) 2031-2038 | Long-Term (Out Years) 2039-2050 |
|---------------------------------------|------|-----------|-------------------------------|-------|---------------------------|--|---------------------------------|
| Union | 3006 | 98826 | SR 3006 over Cold Run | C | \$525,000 | | |
| Union | 3007 | 98945 | PA 45 to PA 192 | C | \$200,000 | | |
| Union | 3007 | 121734 | SR 45 to Green Ridge Road | C | \$500,000 | | |
| Union | 3012 | 97591 | SR 3012 over Sweitzers Run | P | \$450,000 | | |
| Union | 3012 | 97591 | SR 3012 over Sweitzers Run | F | | \$325,000 | |
| Union | 3012 | 97591 | SR 3012 over Sweitzers Run | U | | \$50,000 | |
| Union | 3012 | 97591 | SR 3012 over Sweitzers Run | R | | \$50,000 | |
| Union | 3012 | 97591 | SR 3012 over Sweitzers Run | C | | \$2,000,000 | |
| Union County Totals | | | | | \$45,483,000 | \$75,454,000 | |
| | | | Regionwide Line Item: Safety | | | | \$27,828,000 |
| | | | Regionwide Line Item: Roadway | | | | \$589,560,000 |
| | | | Regionwide Line Item: Bridge | | | | \$467,160,000 |
| SEDA-COG MPO Region Subtotals | | | | | \$499,270,920 | \$817,789,250 | \$1,084,548,000 |
| SEDA-COG MPO Region TYP Total | | | | | 1,317,060,170 | | |
| SEDA-COG MPO Region LRTP Total | | | | | \$2,401,608,170 | | |

Appendix B: Illustrative Projects

Table B-1: Illustrative (Eligible but Unfunded) Projects

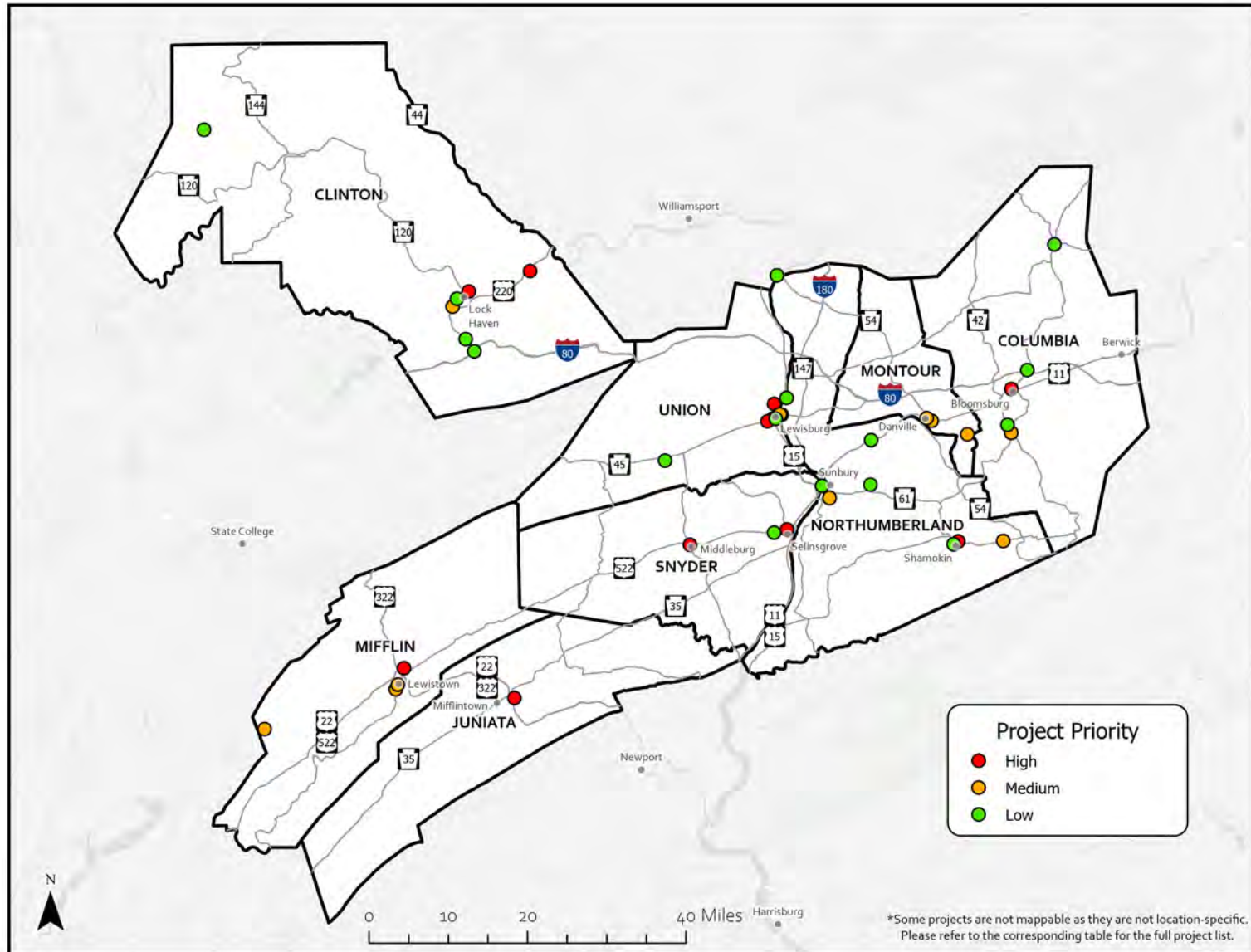
| County | Project Name | Description | Score |
|----------|---|---|-------|
| Clinton | Bald Eagle Valley Trail – Phases 3, 6, and 7 | Complete unconstructed sections of the BEVT, including Phases 3, 6 and 7 to close gaps and connect to the City of Lock Haven | High |
| Columbia | Bloomsburg Bicycle Lanes | Install painted bicycle lanes along Market Street in Bloomsburg | High |
| Union | Buffalo Valley Rail Trail – St. John Street Corridor | BVRT connection to St. John Street in Lewisburg | High |
| Union | Buffalo Valley Rail Trail US 15 Crossing | Connect the BVRT across Route 15 with signalized, at-grade crossing with raised median pedestrian refuge and additional adjacent signal upgrades | High |
| Juniata | Cedar Springs Road/Industrial Park Road | Intersection safety improvements due to industrial park traffic | High |
| Mifflin | Electric Ave/S Logan Blvd Bike/Ped Improvements | Active transportation facilities including on-road bike accommodations and pedestrian crossings along commercial corridor in Derry Township | High |
| Multiple | Establish additional carpool, vanpool, and car-sharing programs | Establish ride-share programs to or near major employment centers | High |
| Multiple | Expand existing and develop additional park-and-ride lots | Study, establish and expand park and ride facilities along heavily traveled corridors in the region to encourage carpooling to employment centers | High |
| Union | Hospital Drive/JPM Rd Roundabout | Realign intersection approaches and install roundabout to improve intersection safety and efficiency | High |
| Clinton | LHU Bike Route and Connector, aka Active Arts Corridor | Construct 1.75 corridor connecting to the BEVT including murals, bike/ped facilities, and wayfinding signage | High |

| County | Project Name | Description | Score |
|----------------|--|--|--------|
| Multiple | Local Truck Parking Study | Develop study into truck parking issues and solutions in the MPO region | High |
| Multiple | More ADA Accessible Vehicles or Spaces on Vehicles, Better Amenities | Provide ADA amenities on transit vehicles to encourage ridership | High |
| Northumberland | Shamokin Independence Street Safety & Streetscape Enhancements | Continuation of Independence Street corridor and streetscape enhancements for all users | High |
| Snyder | US 522 & Broad Street (SR 0204) Improvements | Improve pedestrian crossing safety at US 522 and Broad Street, including pedestrian signal timings | High |
| Snyder | US 522 /SR 104 Intersection Improvement | Intersection operational and safety improvements with bike/ped integration | High |
| Union | West Market Street Safety Improvement | Bike/Ped and streetscape improvements along SR 45/ West Market Street between 16th and 20th Streets | High |
| Union | Buffalo Valley Rail Trail – Railroad Bridge | Convert existing railroad bridge to a pedestrian facility connected to the BVRT | Medium |
| Multiple | Joint Rail Authority – North Shore Railroad Corridor Crossing Improvements | Improvements to crossings along the North Shore Railroad Corridor | Medium |
| Northumberland | Kulpmont Chestnut Street Revitalization | SR 61/Chestnut Street pike/ped and streetscape enhancements between 6th and 10th Streets | Medium |
| Mifflin | Lewistown Active Transportation Downtown to Amtrak Station Improvements | Construction of bike/ped/VRU enhancements for improved access to the Amtrak Station | Medium |
| Multiple | Locally Owned Short Span Bridge Program | Develop MPO region locally owned short span bridge program for funding | Medium |
| Montour | North Branch Canal Trail - River Drive Trail Connector | Danville-River Road segment connection to the North Branch Canal Trail | Medium |
| Northumberland | Northumberland County Rail-Trail Extension (Levee Trail) | Bike/Ped connections from proposed Northumberland County Rail-Trail trailhead with the Riverfront Park | Medium |
| Columbia | PA 42/PA 487 Intersection Improvement | Study and construct safety and drainage improvements at complex intersection in Catawissa Township | Medium |

| County | Project Name | Description | Score |
|----------------|---|---|--------|
| Multiple | Resiliency Improvement Program Study | Study to prioritize immediate and long-term investments to address resiliency to natural hazards along the region's transportation networks. | Medium |
| Multiple | Roaring Creek Valley Wayfinding and Multimodal Planning Study | Study to address increased traffic volumes on rural roads and identify solutions and future improvements | Medium |
| Clinton | SR 150/Hogan Blvd Pedestrian Safety Improvements | Hogan Blvd pedestrian and bike friendly connection between Flemington Borough, Bald Eagle Township, and Mill Hall Borough along commercial corridor | Medium |
| Northumberland | SR 45/SR 405 Intersection Improvements Study | Study to identify potential intersection improvements at SR 45 and SR 405 | Medium |
| Mifflin | SR 655 Allensville Active Transportation Improvements | Streetscape, pedestrian/bike accommodations, and traffic calming through Allensville in Menno Township along SR 655 | Medium |
| Montour | US 11 and PA 54 Access Management Plan | Develop access plans for future development in the area | Medium |
| Montour | US 11, Railroad Street, and East Market Street H&H Study | Study to identify causes and mitigation options for repeated flooding | Medium |
| Mifflin | Victory Park to Stone Arch Bridge Walk Trail | Creation of walking trail and right-of-way enhancements from the between Victory Park and the Stone Arch Bridge in Lewistown. | Medium |
| Union | Allenwood Village to Montgomery Borough Multi-Use Riverfront Trail | Construct trail along railroad grade/Susquehanna River from Allenwood to Montgomery (Lycoming County) | Low |
| Columbia | Benton Borough/Green Acres Road Access Loop Project | Reconstruction of Green Acres Road and School Avenue to create an access loop serving the elementary school and surrounding neighborhoods. | Low |
| Union | Buffalo Valley Rail Trail Western Extension – Mifflinburg to Swengle Road | Extend BVRT from Mifflinburg to Swengle Road in Limestone Township | Low |
| Union | BVRT Extension from Hufnagle Park to River Road Bend | Extend BVRT from Hufnagle Park to River Road | Low |

| County | Project Name | Description | Score |
|----------------|--|--|-------|
| Columbia | Columbia County Susquehanna Trail Extension | Trail connection from existing trail on Iron Street in Bloomsburg to Kocher Park in Lightstreet and additional locations | Low |
| Clinton | I-80/US 220 High Speed Interchange | Construction of high-speed interchange between I-80 Exit 178 and SR 220 | Low |
| Snyder | Lake Augusta West Shore Greenway Trail - Shamokin Dam to Union County Line | Implementation of a trail from Shamokin Dam and the Lake Augusta boathouse site to the Union County line at County Line Road | Low |
| Columbia | North Branch Canal Trail – Catawissa to Bloomsburg | Construct bike/ped trail parallel to SR 42 | Low |
| Northumberland | North Branch Canal Trail – Northumberland Extension | Trail linkage between Northumberland Borough/Point Township and the North Branch Canal Trail at the Montour County boundary | Low |
| Northumberland | Northumberland County Non-Motorized Rail Trail | Implementation of the Northumberland County Rail Trail Master Plan, to create a 36-mile non-motorized trail between Sunbury and Mount Carmel | Low |
| Clinton | Rock point removal near Bush Dam | Rock point removal at SR 4001 above Bush Dam on Kettle Creek Road | Low |
| Northumberland | Shamokin Creek Greenbelt/Kehler Park Multi-Use Trail | Bike/ped connections in Shamokin along Shamokin Creek including Kehler Park and Volunteer Park | Low |
| Clinton | SR 150/High Street Betterment | Stone retaining walls reconstruction along SR 150/High Street in Flemington Borough | Low |
| Northumberland | SR 405 Trail from Montandon to Milton | Trail development along SR 405 from Montandon to Milton, with eventual connections to Lewisburg | Low |
| Clinton | US 220 Widening, I-80 to Salona Interchange | Extension of four-lane highway from I-80 to Salona as part of full I-99 designation for US 220 | Low |
| Snyder | US 522/Salem Road/University Ave Safety Improvement | Implementation of US 522 Corridor Study recommendations for safety improvements at the intersection of US 522 and Salem Road/University Ave | Low |

Figure B-1: Map of Illustrative Project Locations



Asset Management Projects

Tables B-2 and B-3 present subsets of asset management projects identified through PennDOT model runs. The Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) tables include projects with estimated costs exceeding \$5 million. These proj-

ects illustrate high-capital investment needs the MPO anticipates in the future. Should alternative funding sources become available, these listings may be used to help guide project selection and prioritization.

Table B-2: Pavement Asset Management Projects

| CRS | County | Route | Start (mile marker) | End (mile marker) | Cost |
|------------------|----------------|-------|---------------------|-------------------|--------------|
| 49_61_0_2-160 | Northumberland | 61 | 2 | 160 | \$35,080,966 |
| 49_1024_0_4-100 | Northumberland | 1024 | 4 | 100 | \$25,100,000 |
| 34_22_1_121-181 | Juniata | 22 | 121 | 181 | \$15,693,796 |
| 59_15_0_10-280 | Union | 15 | 10 | 280 | \$15,392,755 |
| 44_522_0_230-360 | Mifflin | 522 | 230 | 360 | \$11,794,889 |
| 54_11_0_12-230 | Snyder | 11 | 12 | 230 | \$11,587,370 |
| 49_147_1_633-851 | Northumberland | 147 | 633 | 851 | \$8,814,731 |
| 49_147_0_632-850 | Northumberland | 147 | 632 | 850 | \$8,594,956 |
| 49_405_0_2-56 | Northumberland | 405 | 2 | 56 | \$8,375,389 |
| 44_655_0_10-140 | Mifflin | 655 | 10 | 140 | \$7,985,218 |
| 54_15_0_10-100 | Snyder | 15 | 10 | 100 | \$7,384,927 |
| 54_11_0_240-340 | Snyder | 11 | 240 | 340 | \$7,113,147 |
| 54_11_1_351-421 | Snyder | 11 | 351 | 421 | \$6,388,073 |
| 49_405_0_62-250 | Northumberland | 405 | 62 | 250 | \$6,100,000 |
| 59_45_0_300-480 | Union | 45 | 300 | 480 | \$5,930,000 |
| 54_15_1_11-101 | Snyder | 15 | 11 | 101 | \$5,651,217 |
| 47_54_0_10-90 | Montour | 54 | 10 | 90 | \$5,350,000 |
| 49_54_0_430-672 | Northumberland | 54 | 430 | 672 | \$5,167,000 |
| 49_54_0_190-420 | Northumberland | 54 | 190 | 420 | \$5,090,000 |
| 59_304_0_10-90 | Union | 304 | 10 | 90 | \$5,025,000 |

Table B-3: Bridge Asset Management Projects

| BridgeID | County | Feature Intersected | Facility Carried | Location / Structure Name | Cost |
|----------------|----------------|-------------------------------|------------------|--|--------------|
| 18022002100000 | Clinton | SR 2012 & BALD EAGLE CR | SR 220-US 220 | 2 MI E CASTANEA | \$26,908,876 |
| 34007506800000 | Juniata | FIRST ST & JUNIATA RIVER | SR 75-PA 75 | PORT ROYAL BORO | \$17,680,000 |
| 18100500401333 | Clinton | SUSQUE R, T-425 & T-565 | SR 1005 | MCELHATTAN | \$17,331,840 |
| 49006105800000 | Northumberland | SUSQUEHANNA RIVER | SR 61 | SUNBURY RIVER (VETER- ANS MEMORIAL) BRIDGE | \$16,989,990 |
| 18022002110000 | Clinton | SR 2012 & BALD EAGLE CRK | SR 220-US 220 | 2 MI E CASTANEA | \$14,584,724 |
| 18100200320000 | Clinton | W BR SUSQUEHANNA RIVER | SR 1002 | PETTY OFFICER STEPHEN "TURBO" TOBOZ, JR., BRIDGE | \$13,000,000 |
| 18022001600000 | Clinton | BALD EAGLE CREEK | SR 220-US 220 NB | 2 MI E MILL HALL | \$11,185,200 |
| 18022001610000 | Clinton | BALD EAGLE CREEK | SR 220-US 220 SB | 2 MI E MILL HALL | \$11,165,124 |
| 49014706320000 | Northumberland | SUSQUEHANNA RIVER | SR 147 | CSVT Susq River XING | \$10,214,888 |
| 54003503400000 | Snyder | OVER PENNS CREEK | SR 35 | 1 MI S OF SELINSGROVE | \$9,887,150 |
| 18022003100000 | Clinton | W BR SUSQUE R & T-425 | SR 220-US 220 | 1 MILE EAST MCELHATTAN | \$9,564,000 |
| 18022003110000 | Clinton | W BR SUSQUE R & T-425 | SR 220-US 220 | 1 MILE EAST MCELHATTAN | \$9,564,000 |
| 49101400100000 | Northumberland | W. B. SUSQUEHANNA RIVER | SR 1014 | NURSE HELEN FAIRCHILD MEMORIAL BRIDGE | \$9,072,240 |
| 18004400101156 | Clinton | PINE CREEK | SR 44-PA 44 | 2 MILE NORTHEAST AVIS | \$8,500,000 |
| 54052206100387 | Snyder | PENNS CREEK | SR 522 | BOROUGH OF SELINS- GROVE | \$7,881,390 |
| 18012005940000 | Clinton | WB SUSQ R/TR 475/NOR- FOLK | SR 120-PA 120 | GOLD STAR MOTHERS BRIDGE | \$7,835,800 |
| 18012004221253 | Clinton | NORFOLK AND SOUTHERN | SR 120-PA 120 | PENNSYLVANIA RAIL- ROAD BRIDGE | \$7,650,000 |
| 47005402820765 | Montour | NORTH BRANCH SUSQ RIVER | PA 54 | DANVILLE RIVER BRIDGE | \$7,042,140 |

| BridgeID | County | Feature Intersected | Facility Carried | Location / Structure Name | Cost |
|----------------|----------|--------------------------|------------------|--|-------------|
| 44002205532849 | Mifflin | SR 522 SEDA-COG | SR 22-US 22 | LEWISTOWN BOROUGH | \$6,218,940 |
| 19009300100000 | Columbia | N. BR. SUSQUEHANNA RIVER | SR 0093 | BERWICK - NESCOPECK VETERANS MEMORIAL BRIDGE | \$5,882,825 |
| 44301700100000 | Mifflin | SR 522 JUNIATA R PRIVATE | ON TSR 780 | KISTLER | \$5,623,560 |

Appendix C: Interstate TYP

All projects are in Columbia County on Interstate 80.

Table C-1: Interstate Highway System Twelve-Year Program Project Listing (2027–2038)

| Section | Project | Title | Phase | First Four Years | Second Four Years | Third Four Years | TYP Total |
|--------------|---------|--------------------------------|-------|----------------------|-------------------|----------------------|----------------------|
| 131 | 97561 | I-80 from Creek Road to SR 487 | +C | \$87,961,000 | | | \$87,961,000 |
| 131 | 97561 | I-80 from Creek Road to SR 487 | +C | \$3,000,000 | | | \$3,000,000 |
| 136 | 93697 | I-80 from SR 487 to SR 11 | P | \$8,114,918 | | | \$8,114,918 |
| 136 | 93697 | I-80 from SR 487 to SR 11 | F | \$5,534,432 | | | \$5,534,432 |
| 136 | 93697 | I-80 from SR 487 to SR 11 | U | \$95,008 | | | \$95,008 |
| 136 | 93697 | I-80 from SR 487 to SR 11 | R | \$31,669 | | | \$31,669 |
| 136 | 93697 | I-80 from SR 487 to SR 11 | +C | | | \$120,343,158 | \$120,343,158 |
| 140 | 97736 | East Bound Rest Area | F | \$1,500,000 | | | \$1,500,000 |
| 140 | 97736 | East Bound Rest Area | U | \$50,000 | | | \$50,000 |
| 140 | 97736 | East Bound Rest Area | C | \$14,450,000 | | | \$14,450,000 |
| Total | | | | \$120,737,027 | | \$120,343,158 | \$241,080,185 |

Key to Phases: P – Preliminary Engineering; F – Final Design; U – Utility Relocation; R – Right-of-Way Acquisition; C – Construction
 + indicates the phase qualifies for toll funds

Appendix D: Transit TIP

Table D-1: Transit Transportation Improvement Program Project Listing, by Provider

| Project Title | Project # | FFY 2027 | FFY 2028 | FFY 2029 | FFY 2030 | Total |
|---|-----------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Call-A-Ride Service, Inc. (CARS) | | | | | | |
| Upgrade server/ networking | 115130 | | | | \$10,000 | \$10,000 |
| Replace Computers | 115132 | | | | \$10,000 | \$10,000 |
| Purchase Tablets | 115139 | \$6,000 | | | | \$6,000 |
| Purchase Vehicles | 115140 | \$553,000 | \$443,000 | \$553,000 | \$333,000 | \$1,882,000 |
| Purchase new computer | 121015 | | | | \$2,000 | \$2,000 |
| Total CARS | | \$559,000 | \$443,000 | \$553,000 | \$355,000 | \$1,910,000 |
| Geisinger Health System Foundation (GHS) | | | | | | |
| Purchase Vehicles | 115127 | \$1,136,000 | \$1,193,000 | \$1,252,000 | \$1,315,000 | \$4,896,000 |
| Lower Anthracite Transit System (LATS) | | | | | | |
| Purchase Vehicle | 121017 | \$80,000 | \$410,000 | | | \$490,000 |
| TOTAL | | \$1,775,000 | \$2,046,000 | \$1,805,000 | \$1,670,000 | \$7,296,000 |

Appendix E: List of Transportation Plans and Studies Reviewed as Part of LRTP Development

Table E-1: Transportation Plans and Studies Reviewed

| Document and Link | Year | Document and Link | Year |
|--|------|---|------|
| Statewide | | US 15 Corridor Study | 2024 |
| PennDOT Bureau of Public Transportation Shared-Ride Transportation Study | 2025 | SEDA-COG MPO & WATS MPO Coordinated Public Transit-Human Services Transportation Plan | 2024 |
| PennDOT PUB 575 - Regional LRTP Guidance | 2023 | Mifflin Moves | 2023 |
| PennDOT Vulnerable Road User Safety Assessment | 2023 | US 522 Corridor Improvements Study | 2022 |
| PennDOT Freight Movement Plan | 2022 | Hogan Boulevard (PA 150) Bike/Ped Safety Study | 2022 |
| PennDOT Transportation Asset Management Plan | 2022 | SEDA-COG MPO Limited English Proficiency Plan | 2022 |
| Pennsylvania Strategic Highway Safety Plan | 2022 | SEDA-COG MPO Public Participation Plan | 2022 |
| Pennsylvania NEVI State Plan | 2022 | SEDA-COG MPO Title VI Program | 2022 |
| PennDOT Statewide LRTP | 2021 | Central Susquehanna Valley Transportation Project Special Impact Study | 2021 |
| Pennsylvania State Rail Plan | 2020 | Danville Area Transportation Study | 2020 |
| PennDOT Active Transportation Plan | 2019 | Middle Susquehanna Regional Bike-Ped Plan | 2019 |
| PennDOT Extreme Weather Vulnerability Study | 2017 | Local | |
| Regional/County | | Shamokin Comprehensive Safety Action Plan | 2025 |
| Central RTMC Regional Operations Plan | 2025 | Bloomsburg WalkBike Connectivity Study | 2022 |
| Electric Vehicle Charging Stations Study | 2024 | Northumberland Borough & Point Township Community Bicycle and Pedestrian Audit | 2019 |
| SEDA-COG MPO Strategic Plan | 2024 | | |
| SEDA-COG MPO Complete Streets Policy | 2024 | | |

Appendix F: Performance Reports, 2024

2024 Performance Measures Annual Report -- Pavements

SEDA COG

2024 MAP-21 Pavement Performance by Business Plan Network (Based on Total PA Lane Miles*)

| MAP-21 Pavement Performance Measures | Good | | Fair | | Poor | | Missing (Max 5%) | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|------------------|-------------|
| | Lane Miles | % | Lane Miles | % | Lane Miles | % | Lane Miles | % |
| Interstate | 300.9 | 86.03% | 48.5 | 13.85% | 0.4 | 0.12% | 1.3 | 0.38% |
| NHS, Non-Interstate | 364.4 | 44.80% | 441.3 | 54.26% | 7.6 | 0.93% | 17.5 | 2.10% |
| MAP-21 Pavement Performance Measure Targets | Good | | | | Poor | | | |
| | 2025 Target | 2026 Target | 2027 Target | 2028 Target | 2025 Target | 2026 Target | 2027 Target | 2028 Target |
| Interstate | 75% | 81% | 82% | 84% | 2% | 2% | 2% | 1% |
| NHS, Non-Interstate | 44% | 48% | 52% | 52% | 4% | 3% | 3% | 2% |

· MAP-21 pavement performance measures required for FHWA reporting include four distress components which translate to good, fair, or poor condition scores. See table on reverse of this page for distress and thresholds. Three conditions apply to each pavement type.

- A pavement 10th mile section is considered in good condition if all three distress components are rated as good. A pavement 10th mile section is considered in poor condition if two or more of its three distress components are rated as poor.
- FHWA requires that no more than 5 percent of a state’s NHS Interstate lane-miles be in poor condition. Additionally, state DOTs are required to establish targets.
- FHWA has not established a minimum condition for NHS non-Interstate roadways, but requires the state DOT to establish targets.
- FHWA requires that no more than 5 percent of a state’s mileage be unreported or missing.
- Conditions are assessed and analyzed for pavement "sections" that cannot exceed 0.10 miles in length, which differs from PennDOT's historic segment level data.
- MAP-21 performance measures apply to all Interstate and NHS Non-Interstate miles in PA, regardless of ownership. Therefore, PA Turnpike and local-owned miles are in Statewide totals, but not in each District's totals. Local-owned miles are included in MPO/RPO totals as appropriate.
- MAP-21 rulemaking requires that states develop and implement a risk-based asset management plan to achieve and sustain a state of good repair over the life cycle of transportation assets and to improve or preserve the condition of the NHS. Asset Management encompasses two related means of doing so: making infrastructure last as long as reasonably possible, and keeping up on preservation activities to minimize costlier major repairs. Together, these practices extend the life of assets and reduce the cost of maintaining them in the desired state of good repair. This is known as operating the network at the lowest life-cycle cost (LLCC).
- MAP-21 performance measures are not to drive planning and programming, but rather be an indication of performance achieved by states operating at the LLCC.

2024 Pavement Smoothness (IRI) Summary by Business Plan Network (Based on PennDOT Segment Miles)

| Business Plan Network | Excellent | | Good | | Fair | | Poor | | Median | Tested Seg-Mi |
|------------------------|----------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|------------|----------------|
| | Seg-Mi | % | Seg-Mi | % | Seg-Mi | % | Seg-Mi | % | IRI | |
| Interstate | 135.1 | 78.86% | 26.1 | 15.23% | 10.1 | 5.91% | 0.0 | 0.00% | 55 | 171.3 |
| NHS, Non-Interstate | 195.5 | 50.51% | 149.4 | 38.60% | 31.9 | 8.23% | 10.3 | 2.66% | 77 | 387.1 |
| Non-NHS, ≥ 2000 ADT | 345.0 | 59.68% | 174.4 | 30.17% | 46.2 | 8.00% | 12.5 | 2.16% | 94 | 578.1 |
| Non-NHS, < 2000 ADT | 405.2 | 23.63% | 554.2 | 32.32% | 351.3 | 20.49% | 403.9 | 23.56% | 168 | 1,714.6 |
| Total - Roadway | 1,080.7 | 37.91% | 904.1 | 31.71% | 439.5 | 15.42% | 426.7 | 14.97% | 112 | 2,851.0 |

2024 Overall Pavement Index (OPI) Summary by Business Plan Network (Based on PennDOT Segment Miles)

| Business Plan Network | Excellent | | Good | | Fair | | Poor | | Median |
|------------------------|--------------|---------------|----------------|---------------|--------------|---------------|--------------|--------------|-----------|
| | Seg-Mi | % | Seg-Mi | % | Seg-Mi | % | Seg-Mi | % | OPI |
| Interstate | 50.0 | 30.24% | 105.8 | 64.01% | 9.5 | 5.76% | 0.0 | 0.00% | 94 |
| NHS, Non-Interstate | 25.5 | 6.67% | 273.6 | 71.56% | 62.4 | 16.32% | 20.9 | 5.46% | 88 |
| Non-NHS, ≥ 2000 ADT | 167.3 | 29.32% | 225.8 | 39.57% | 150.1 | 26.31% | 27.4 | 4.81% | 85 |
| Non-NHS, < 2000 ADT | 550.6 | 32.16% | 752.7 | 43.97% | 317.1 | 18.53% | 91.5 | 5.34% | 79 |
| Total - Roadway | 793.4 | 28.03% | 1,357.8 | 47.98% | 539.2 | 19.05% | 139.7 | 4.94% | 84 |

Total Miles

| PennDOT Seg-Mi | PA Lane Miles |
|----------------|---------------|
| 171.8 | 351.1 |
| 392.0 | 830.7 |
| 579.3 | |
| 1,728.0 | |
| 2,871.0 | |

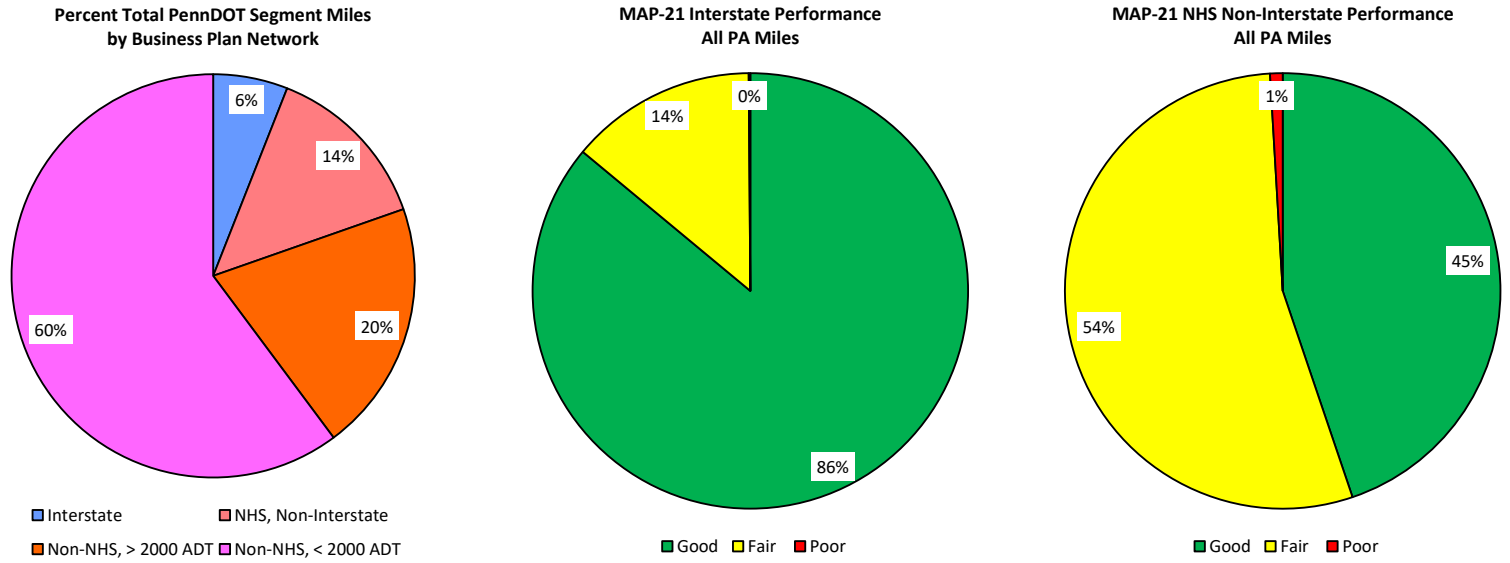
- The IRI and OPI data presented herein is segment level.
- For the Interstate and NHS, Non-Interstate Business Plan Networks, the IRI and OPI data is for 2024. For the Non-NHS Business Plan Networks, the IRI and OPI data for most recent year captured, either 2023 or 2024.
- PennDOT has historically classified Good Interstate IRI as ≤100, and Poor Interstate IRI as >150; for NHS Non-Interstate, Good is ≤120 and Poor is >170. This practice is maintained in the IRI data presented herein, but differs from the MAP-21 definitions defined in the table on the reverse of this page.

2024 Out-Of-Cycle (OOC) Assessment by Business Plan Network (Based on PennDOT Segment Miles)

| Business Plan Network | High Level Bituminous | | Low Level Bituminous | | | | Concrete | | | |
|------------------------|-----------------------|---------------------|----------------------|---------------------|---------------------|---------------|--------------|---------------------|---------------------|--------------|
| | Seg-Mi | OOC Mi ¹ | Seg-Mi | OOC Mi ² | OOC Mi ³ | Total | Seg-Mi | OOC Mi ⁴ | OOC Mi ⁵ | Total |
| Interstate | 160.18 | 43.77 | 0.00 | 0.00 | 0.00 | 0.00 | 11.57 | 0.98 | 0.00 | 0.98 |
| NHS, Non-Interstate | 376.51 | 143.36 | 7.73 | 1.41 | 1.71 | 3.13 | 47.63 | 0.84 | 23.39 | 24.23 |
| Non-NHS, ≥ 2000 ADT | 438.45 | 174.02 | 137.85 | 24.67 | 5.86 | 30.54 | 3.26 | 1.27 | 2.81 | 4.08 |
| Non-NHS, < 2000 ADT | 91.42 | 43.31 | 1,635.37 | 135.37 | 440.79 | 576.16 | 3.34 | 1.00 | 1.34 | 2.34 |
| Total - Roadway | 1,066.56 | 404.46 | 1,780.96 | 161.45 | 448.36 | 609.82 | 65.79 | 4.09 | 27.55 | 31.63 |

- Out-Of-Cycle Categories:
 - 1 - High Level Bituminous Pavement with Age > 12 Years or > 17 Years with Interim Surface Seal
 - 2 - Low Level Bituminous Surface with Age > 7 Years
 - 3 - Low Level Bituminous Pavement with Age > 20 Years or no Structural Layers
 - 4 - Concrete Pavements with Age > 30 Years
 - 5 - Concrete Pavements with Age > 20 Years and No Concrete Pavement Restoration (CPR)
- Total Low Level OOC represents the miles that are OOC for either Category 2 or 3. Segments that are OOC for both categories are not double counted. Total Concrete OOC represents the miles that are OOC for either Category 4 or 5. Segments that are OOC for both categories are not double counted.

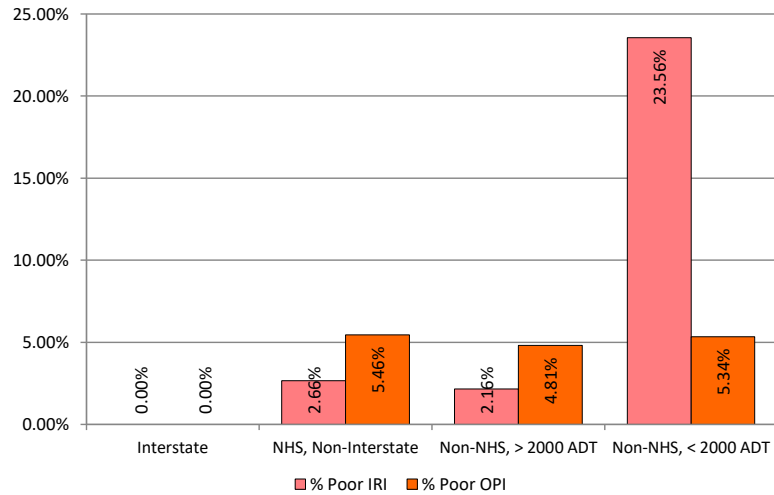
- The IRI miles and Total PennDOT miles include bridge lengths.
- The Total PA miles, used for MAP-21, do not include bridge lengths.
- The Treatment Network miles do not include bridge lengths.



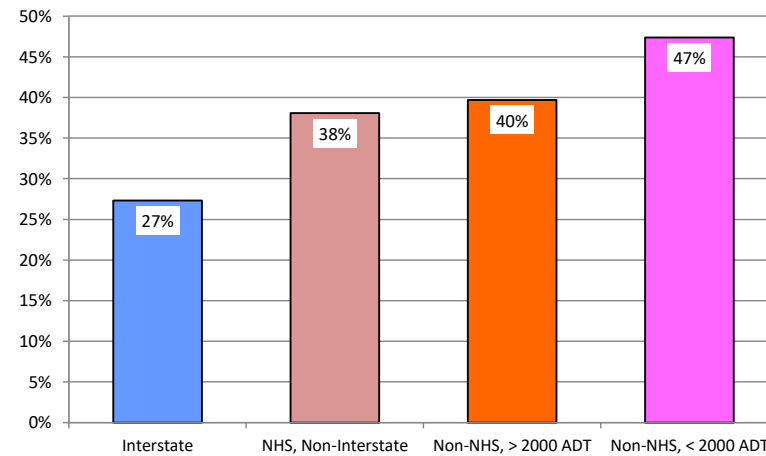
MAP-21 Pavement Conditions and Thresholds

| Rating | 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 |

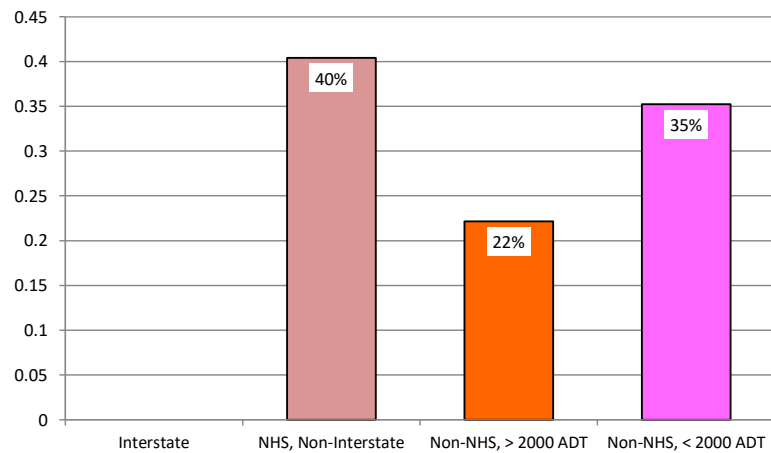
Percent of Poor IRI and Poor OPI by Business Plan Network



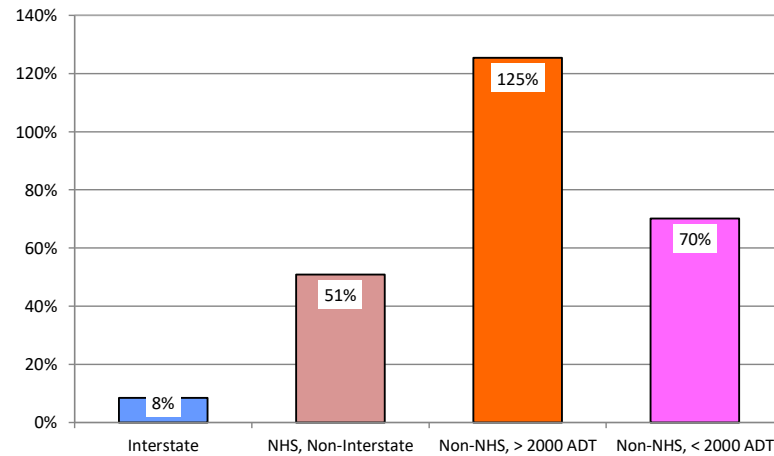
Percent of High Level Bituminous Miles Out-Of-Cycle by Business Plan Network



Percent of Low Level Bituminous Miles Out-Of-Cycle by Business Plan Network



Percent of Concrete Miles Out-Of-Cycle by Business Plan Network



End of Calendar Year 2024 Performance Measures Annual Report -- Bridges

SEDA-COG

MAP-21 Bridge Performance (Based on all NHS Bridge Owners Greater than or Equal to 20' in Length)

| MAP-21 Bridge Performance Measure | | | | | | | | | | | | |
|-----------------------------------|-------|---------|-----------------|-------------|-------|---------|-----------------|-------------|-------|---------|-----------------|-------------|
| | Good | | | | Fair | | | | Poor | | | |
| | Count | Count % | Deck Area (Msf) | Deck Area % | Count | Count % | Deck Area (Msf) | Deck Area % | Count | Count % | Deck Area (Msf) | Deck Area % |
| Interstate (Including Ramps) | 49 | 51.58% | 0.527 | 53.12% | 46 | 48.42% | 0.465 | 46.88% | 0 | 0.00% | 0.000 | 0.00% |
| NHS, Non-Interstate | 87 | 37.83% | 0.980 | 39.70% | 140 | 60.87% | 1.475 | 59.71% | 3 | 1.30% | 0.015 | 0.59% |
| Total NHS | 136 | 41.85% | 1.508 | 43.54% | 186 | 57.23% | 1.940 | 56.04% | 3 | 0.92% | 0.015 | 0.42% |

| Total NHS Deck Area Poor % | Map-21 Goal | End of Year 2024 Value | 2021 Target | 2023 Target | 2025 Target |
|----------------------------|-------------|------------------------|-------------|-------------|-------------|
| | 10.00% | 0.42% | 2.75% | 4.00% | 4.00% |

| | Count | Deck Area (Msf) |
|------------------------------|-------|-----------------|
| Interstate (Including Ramps) | 95 | 0.992 |
| NHS, Non-Interstate | 230 | 2.470 |
| Total NHS | 325 | 3.462 |

- MAP-21 bridge data is assessed and analyzed by National Bridge Inventory Standards (Bridges 20' and greater), which differs from PennDOT's 8' and greater reporting.
- MAP-21 performance measures apply to all Interstate and NHS Non-Interstate bridges in PA, regardless of ownership. Therefore, PA Turnpike and local-owned bridges are included in totals.

- MAP-21 bridge performance measures required for FHWA reporting include good, fair, or poor condition scores for each bridge. A bridge is considered to be in good condition if the minimum condition rating of the deck, superstructure, substructure, or culvert ratings is 9, 8, or 7, fair if the minimum condition rating is 6 or 5, and poor if the minimum condition rating is 4 or less.
- FHWA requires that no more than 10 percent of a state's total NHS Bridge Deck Area be in poor condition. Additionally, state DOTs are required to establish biennial targets for poor deck area.
- FHWA has not established a minimum condition for Interstate only bridges or NHS non-Interstate bridges, but requires the state DOT to establish targets.
- FHWA requires that no more than 5 percent of a state's bridge data be unreported or missing.

- MAP-21 rulemaking requires that states develop and implement a risk-based asset management plan to achieve and sustain a state of good repair over the life cycle of the asset to improve or preserve the condition of the NHS. Asset Management encompasses two related means of doing so: making infrastructure last as long as reasonably possible through keeping up on preservation activities to minimize costlier major repairs, and utilizing a structure for its entire service life. These practices allow the department to operate to lowest life cycle cost (LLCC) on the network level.
- MAP-21 performance measures are not to explicitly drive planning and programming, but rather be an indication of performance achieved by states operating at the LLCC.

| Business Plan Network | Total Bridge Count | Total Deck Area (Msf) | Aver. Bridge DA (sf) | Closed Bridges | Posted Bridges | Poor Count | % Poor by Count | Poor-Deck Area (Msf) | % Poor by Deck Area | Non-Poor Bridges with a "5" Condition Rating |
|--|--------------------|-----------------------|----------------------|----------------|----------------|------------|-----------------|----------------------|---------------------|--|
| State \geq 8'; Interstate/Ramps | 136 | 1.0211 | 7,508 | 0 | 0 | 0 | 0.00% | 0.0000 | 0.00% | 14 |
| State \geq 8'; NHS (non-Interstate) | 334 | 2.5491 | 7,632 | 0 | 0 | 5 | 1.50% | 0.0163 | 0.64% | 99 |
| State \geq 8'; non-NHS > 2000 ADT | 438 | 2.1488 | 4,906 | 0 | 1 | 9 | 2.05% | 0.0116 | 0.54% | 139 |
| State \geq 8'; non-NHS < 2000 ADT | 1,009 | 1.5329 | 1,519 | 0 | 11 | 37 | 3.67% | 0.0434 | 2.83% | 248 |
| Total - State Bridges (\geq8') | 1,917 | 7.2520 | 3,783 | 0 | 12 | 51 | 2.66% | 0.0713 | 0.98% | 500 |
| Local \geq 20' | 368 | 0.4933 | 1,340 | 15 | 79 | 89 | 24.18% | 0.0996 | 20.19% | 88 |

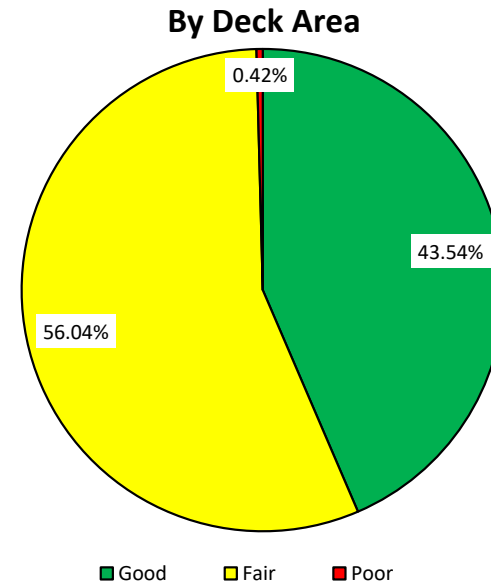
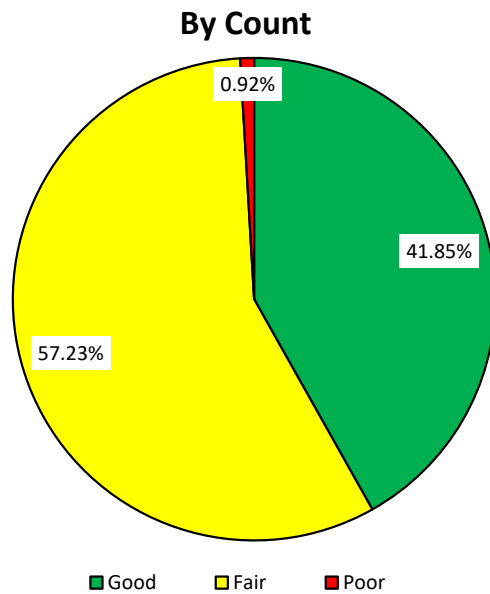
Reducing Rate of Deterioration through Investment (Non-Replacement) (Based on 8' and greater)

| Business Plan Network | Annual New Poor Count (Poor "on") | Annual New Poor Count (Poor "off") | Annual New Poor DA (Poor "on") | Annual New Poor DA (Poor "off") | Preservation (million\$) | Preservation (#bridges) |
|--|-----------------------------------|------------------------------------|--------------------------------|---------------------------------|--------------------------|-------------------------|
| State \geq 8'; Interstate/Ramps | 0 | 0 | 0.00% | 0.00% | \$2.96 | 4 |
| State \geq 8'; NHS (non-Interstate) | 0 | 3 | 0.00% | 0.86% | \$16.42 | 15 |
| State \geq 8'; non-NHS > 2000 ADT | 1 | 3 | 0.08% | 0.26% | \$4.80 | 13 |
| State \geq 8'; non-NHS < 2000 ADT | 2 | 4 | 0.11% | 0.29% | \$6.96 | 17 |
| Total - State Bridges (\geq8') | 3 | 10 | 0.04% | 0.44% | \$31.14 | 49 |
| Local \geq 20' | 2 | 3 | 0.52% | 0.48% | \$0.00 | 0 |

2024 Performance Measures Annual Report -- Bridges

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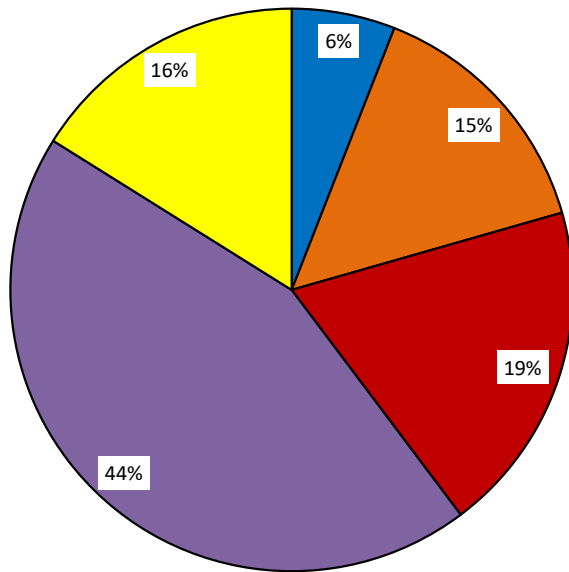
MAP-21 Bridge Performance (Based on all NHS Bridge Owners Greater than or Equal to 20' in Length)



End of Calendar Year 2024 Status of Bridges in Region (Based on 8' and greater)

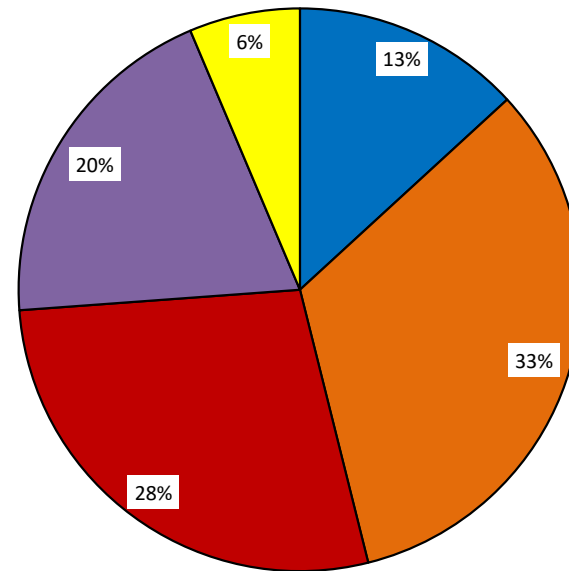
PennDOT Data 8' and Greater By Business Plan Network

% Bridges by BPN (Count)

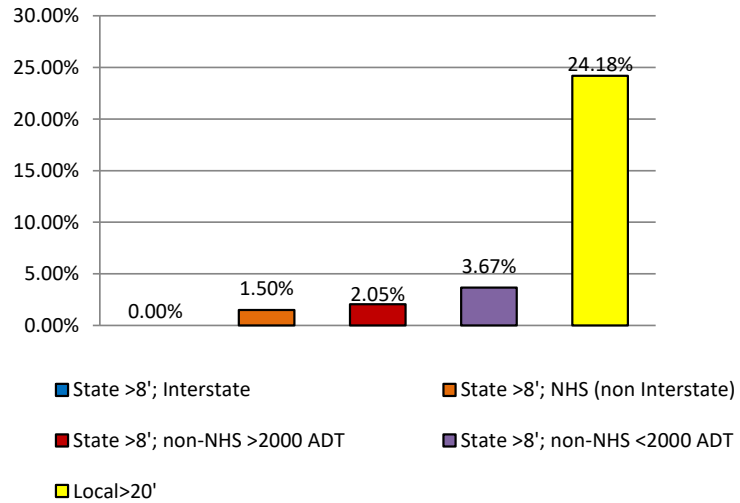


PennDOT Data 8' and Greater By Business Plan Network

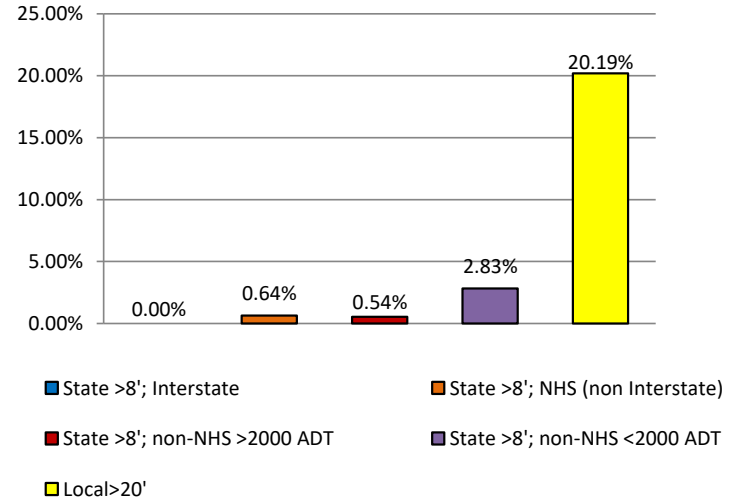
% Bridges by BPN (Deck Area)



Poor Bridge % by Business Plan Network (Count)



Poor Bridge % by Business Plan Network (Deck Area)



Appendix G: Locally Owned Roadways on the Federal-Aid System

Table G-1: Locally Owned Roadway Segments on the Federal-Aid System, by County

| County | S.R. | Segment | Length (ft) | Street Name | Beginning Description | Ending Description |
|---------|------|---------|-------------|-----------------|-----------------------|----------------------|
| Clinton | A010 | 0010 | 422 | HANNA ST | WATER ST | SR 0150/MAIN ST |
| Clinton | A020 | 0010 | 1900 | HANNA ST | LOWER CREEK RD/T375 | JERRY ST/T493 |
| Clinton | A020 | 0020 | 633 | HANNA ST | JERRY ST/T393 | SR 2023/RR XING |
| Clinton | A020 | 0030 | 1214 | HANNA ST | SR 2023/RR XING | MAIN ST/SR 0150 |
| Clinton | A001 | 0010 | 2481 | WOODS AV | HIGH ST / SR0150 | BOX CULVERT / SR2014 |
| Clinton | A001 | 0020 | 422 | WOODS AV | BOX CULVERT / SR2014 | LOCKHAVEN M/L |
| Clinton | A001 | 0030 | 2376 | WOODS AV | LOCKHAVEN M/L | SUMMIT ST |
| Clinton | A001 | 0040 | 686 | PEACH ST | SUMMIT ST | FAIRVIEW ST |
| Clinton | A002 | 0010 | 2376 | FAIRVIEW ST | SR 0150 | PEACH ST |
| Clinton | A003 | 0010 | 1108 | LIBERTY ST | WALNUT ST | SR 0150 |
| Clinton | A004 | 0010 | 264 | UPPER CREEK RD | SR 2012 | UPPER CREEK RD/T376 |
| Clinton | A004 | 0020 | 1214 | UPPER CREEK RD | UPPER CREEK RD/T376 | SR 2023 |
| Clinton | A005 | 0010 | 1108 | WALNUT ST | LIBERTY ST | GROVE ST |
| Clinton | A005 | 0020 | 950 | WALNUT ST | GROVE ST | PINE ST |
| Clinton | A005 | 0030 | 1372 | WALNUT ST | PINE ST | HANNA ST |
| Clinton | A006 | 0010 | 369 | HENDERSON ST | MAIN ST/SR0150 | WATER ST |
| Clinton | A007 | 0010 | 897 | WATER ST | JAY ST | HENDERSON ST |
| Clinton | A007 | 0020 | 792 | WATER ST | HENDERSON ST | HANNA ST/SR2023 |
| Clinton | A007 | 0030 | 2692 | WATER ST | HANNA ST/SR2023 | SR 1002 |
| Clinton | A008 | 0010 | 633 | MAIN ST | SR 2016/BRIDGE | ARCH ST |
| Clinton | A008 | 0020 | 792 | MAIN ST | ARCH ST | PENNSYLVANIA AV |
| Clinton | A008 | 0030 | 1584 | PENNSYLVANIA AV | MAIN ST | MILL HALL BORO M/L |

| County | S.R. | Segment | Length (ft) | Street Name | Beginning Description | Ending Description |
|----------|------|---------|-------------|------------------|-----------------------|---------------------|
| Clinton | A008 | 0040 | 1795 | PENNSYLVANIA AV | BALD EAGLE TWP LINE | SR0150 |
| Clinton | A009 | 0010 | 3009 | SPRING RUN RD | SR0064 | FURNACE RD/T323 |
| Clinton | A009 | 0020 | 158 | FISHING CREEK RD | SPRING RUN RD/T341 | SR2004/BRIDGE |
| Clinton | A009 | 0030 | 1267 | FISHING CREEK RD | SR2004/BRIDGE | CLINTONDALE HILL RD |
| Clinton | A009 | 0040 | 8500 | FISHING CREEK RD | CLINTONDALE HILL RD | SPOTTS RD |
| Clinton | A009 | 0050 | 2112 | FISHING CREEK RD | SPOTTS RD | SR 2004/BRIDGE |
| Clinton | A009 | 0060 | 1003 | FISHING CREEK RD | SR2004/BRIDGE | SR2004/BRIDGE |
| Clinton | A009 | 0070 | 1953 | FISHING CREEK RD | SR2004/BRIDGE | SR2004 |
| Clinton | A011 | 0010 | 9820 | JACKSONVILLE RD | CENTRE COUNTY LINE | BROWN HILLS RD/T333 |
| Clinton | A011 | 0020 | 6441 | JACKSONVILLE RD | BROWN HILLS RD/T333 | SR2018/BRIDGE |
| Clinton | A011 | 0030 | 3854 | JACKSONVILLE RD | SR2018/BRIDGE | SR2018/BRIDGE |
| Clinton | A011 | 0040 | 3115 | JACKSONVILLE RD | SR2018/BRIDGE | PORTER TWP LINE |
| Clinton | Z001 | 0010 | 5174 | WINTER RD | GREENE TWP LINE | SR0477 |
| Clinton | Z002 | 0010 | 2745 | VALLEY RD | SR-2002 | SR-2002/BRIDGE |
| Clinton | Z002 | 0020 | 3643 | VALLEY RD | SR-2002/BRIDGE | SR-2002/BRIDGE |
| Clinton | Z002 | 0030 | 4646 | VALLEY RD | SR-2002/BRIDGE | UNION COUNTY LINE |
| Columbia | C001 | 0010 | 633 | VALLEY RD | SR 0011 | SR 0011/CROSSOVER |
| Columbia | C002 | 0010 | 2059 | SIXTH ST | EAST ST/SR 0011 | MARKET ST |
| Columbia | C002 | 0020 | 1425 | SIXTH ST | MARKET ST | RAILROAD ST |
| Columbia | C184 | 0010 | 6441 | VALLEY RD | GROVANIA RD/T413 | SR 4004 |
| Columbia | C184 | 0020 | 6600 | VALLEY RD | SR 4004 | SR 0011/CROSSOVER |
| Columbia | C445 | 0010 | 528 | PERRY AV | SR0042 | SR4036 |
| Columbia | C446 | 0010 | 1267 | DRINKER ST | RED MILL RD/T809 | HEMLOCK ST/T449 |
| Columbia | C446 | 0030 | 1108 | HEMLOCK ST | UNKNOWN NAME/T459 | HASSERT DR/T457 |
| Columbia | C446 | 0040 | 316 | HEMLOCK ST | HASSERT DR/T457 | BLOOM ST/T460 |
| Columbia | C446 | 0050 | 211 | BLOOM ST | HEMLOCK ST/T449 | DRINKER ST/T451 |

| County | S.R. | Segment | Length (ft) | Street Name | Beginning Description | Ending Description |
|----------|------|---------|-------------|-----------------|-----------------------|---------------------|
| Columbia | C446 | 0060 | 264 | BLOOM ST | DRINKER ST/T451 | HEMLOCK TWP LINE |
| Columbia | C446 | 0080 | 158 | RAILROAD ST | RIDGE AV | MAIN ST/SR 0011 |
| Columbia | C446 | 0090 | 1478 | RAILROAD ST | MAIN ST/SR 0011 | FIFTH ST |
| Columbia | C446 | 0100 | 422 | RAILROAD ST | FIFTH ST | SIXTH ST |
| Columbia | C447 | 0010 | 528 | EDGAR AV | SR 1004 | WHITE BIRCH LN/T513 |
| Columbia | C447 | 0020 | 1161 | EDGAR AV | WHITE BIRCH LN/T513 | LACKAWANNA AV/T455 |
| Columbia | C447 | 0030 | 105 | EDGAR AV | LACKAWANNA AV/T455 | SR 0011 |
| Columbia | C448 | 0020 | 528 | FIFTH ST | JEFFERSON ST | MARKET ST |
| Columbia | C448 | 0030 | 1953 | FIFTH ST | MARKET ST | EAST ST/SR 0011 |
| Columbia | C449 | 0010 | 211 | MARKET ST | MAIN ST/SR 0011 | PINE AV |
| Columbia | C449 | 0030 | 422 | MARKET ST | FOURTH ST | FIFTH ST |
| Columbia | C449 | 0040 | 422 | MARKET ST | FIFTH ST | SIXTH ST |
| Columbia | C449 | 0050 | 1161 | MARKET ST | SIXTH ST | NINTH ST |
| Columbia | C449 | 0060 | 2059 | MARKET ST | NINTH ST | FORT MCCLURE BL |
| Columbia | C449 | 0070 | 2640 | FORT MCCLURE BL | MARKET ST | FERRY RD/SR 0487 |
| Columbia | C450 | 0020 | 950 | NINTH ST | CATHERINE ST | POPLAR ST/SR 0487 |
| Columbia | C451 | 0010 | 2164 | CENTRAL RD | SR 1004 | SR 0011 |
| Columbia | C451 | 0020 | 7022 | CENTRAL RD | SR 0011 | SR 0487 |
| Columbia | C453 | 0010 | 1478 | BISSETTS LN | SR 1004 | RED MAPLE LN/T463 |
| Columbia | C457 | 0010 | 1742 | MERCER ST | SUSQUEHANNA AV | FRONT ST/SR 0011 |
| Columbia | C457 | 0020 | 369 | MERCER ST | FRONT ST/SR 0011 | SPRING GARDEN AV |
| Columbia | C457 | 0030 | 897 | MERCER ST | SPRING GARDEN AV | ORANGE ST/SR 0093 |
| Columbia | C457 | 0040 | 316 | MERCER ST | ORANGE ST/SR 0093 | FERRIS AV |
| Columbia | C457 | 0050 | 1108 | MERCER ST | FERRIS AV | THIRD AV |
| Columbia | C457 | 0060 | 475 | MERCER ST | THIRD AV | SR 1016 |
| Columbia | C459 | 0020 | 369 | BOWMAN ST | STEEL ST | ORANGE ST/SR 0093 |

| County | S.R. | Segment | Length (ft) | Street Name | Beginning Description | Ending Description |
|----------|------|---------|-------------|----------------|-----------------------|----------------------|
| Columbia | C462 | 0010 | 369 | SEVENTH AV | DICKSON ST/T845 | NEW RD/T475 |
| Columbia | C462 | 0020 | 1267 | BACK RD | NEW RD/T475 | SEVENTEENTH ST |
| Columbia | C462 | 0030 | 264 | SEVENTEENTH ST | BACK RD/T476 | BRIAR CREEK TWP LINE |
| Columbia | C462 | 0040 | 580 | SEVENTEENTH ST | BERWICK BORO LINE | MULBERRY ST |
| Columbia | C462 | 0050 | 264 | SEVENTEENTH ST | MULBERRY ST | MARTZVILLE RD/SR1014 |
| Columbia | C463 | 0010 | 105 | DICKSON ST | BRIAR CREEK TWP LINE | SR1023/BRIDGE |
| Columbia | C463 | 0020 | 1795 | DICKSON ST | SR1023/BRIDGE | SR1023/BRIDGE |
| Columbia | C463 | 0030 | 844 | DICKSON ST | SR1023/BRIDGE | MARTZVILLE RD/SR1014 |
| Columbia | C464 | 0010 | 1108 | SUSQUEHANNA AV | MERCER ST | WARREN ST |
| Columbia | C464 | 0020 | 1900 | SUSQUEHANNA AV | WARREN ST | ORCHARD ST |
| Columbia | C464 | 0030 | 1003 | SUSQUEHANNA AV | ORCHARD ST | IDA ST |
| Columbia | C464 | 0040 | 686 | IDA ST | SUSQUEHANNA AV | FRONT ST/SR 0011 |
| Columbia | C465 | 0010 | 211 | VINE ST | FRONT ST/SR 0011 | SECOND ST/SR 0011 |
| Columbia | C465 | 0020 | 211 | VINE ST | SECOND ST/SR 0011 | THIRD ST |
| Columbia | C465 | 0030 | 633 | VINE ST | THIRD ST | JACKSON ST |
| Columbia | C465 | 0040 | 264 | VINE ST | JACKSON ST | WOODIN ST |
| Columbia | C465 | 0050 | 739 | VINE ST | WOODIN ST | NINTH ST |
| Columbia | C465 | 0060 | 633 | VINE ST | NINTH ST | ELEVENTH ST |
| Columbia | C465 | 0080 | 475 | VINE ST | COLUMBIA AV | BERWICK BORO LINE |
| Columbia | C465 | 0090 | 633 | VINE ST | BRIAR CREEK TWP LINE | SEVENTEENTH ST |
| Columbia | C466 | 0010 | 1056 | ELEVENTH ST | VINE ST | MARKET ST/SR 1025 |
| Columbia | C466 | 0020 | 1056 | ELEVENTH ST | MARKET ST/SR 1025 | CHESTNUT ST |
| Columbia | C466 | 0030 | 52 | CHESTNUT ST | ELEVENTH ST | ELEVENTH ST |

| County | S.R. | Segment | Length (ft) | Street Name | Beginning Description | Ending Description |
|----------|------|---------|-------------|----------------|-----------------------|----------------------|
| Columbia | C466 | 0040 | 528 | ELEVENTH ST | CHESTNUT ST | WALNUT ST |
| Columbia | C466 | 0050 | 1214 | ELEVENTH ST | WALNUT ST | FOWLER AV/SR 1027 |
| Columbia | C467 | 0010 | 897 | WALNUT ST | SECOND ST/SR 0011 | FIFTH ST |
| Columbia | C467 | 0020 | 1689 | WALNUT ST | FIFTH ST | ELEVENTH ST |
| Columbia | C467 | 0030 | 1900 | WALNUT ST | ELEVENTH ST | SIXTEENTH ST |
| Columbia | C467 | 0040 | 369 | WALNUT ST | SIXTEENTH ST | DUVAL ST |
| Columbia | C468 | 0010 | 1056 | FIFTH ST | MARKET ST/SR 1025 | CHESTNUT ST |
| Columbia | C468 | 0020 | 52 | CHESTNUT ST | FIFTH ST | FIFTH ST |
| Columbia | C468 | 0030 | 528 | FIFTH ST | CHESTNUT ST | WALNUT ST |
| Columbia | C468 | 0040 | 686 | FIFTH ST | WALNUT ST | BERWICK BORO LINE |
| Columbia | C470 | 0010 | 1584 | SIXTEENTH ST | MARKET ST/SR 1025 | WALNUT ST |
| Columbia | C470 | 0020 | 1320 | SIXTEENTH ST | WALNUT ST | FOWLER AV/SR 1027 |
| Columbia | C470 | 0030 | 1372 | SIXTEENTH ST | FOWLER AV/SR 1027 | BERWICK BORO LINE |
| Columbia | C471 | 0010 | 211 | TENTH ST | FOWLER AV/SR 1027 | BERWICK BORO LINE |
| Columbia | C446 | 0020 | 1636 | HEMLOCK ST | DRINKER ST/T451 | UNKNOWN NAME/T459 |
| Columbia | C446 | 0070 | 633 | RAILROAD ST | BLOOMSBURG TOWN LINE | RIDGE AV |
| Columbia | C448 | 0010 | 950 | FIFTH ST | RAILROAD ST | JEFFERSON ST |
| Columbia | C449 | 0020 | 686 | MARKET ST | PINE AV | FOURTH ST |
| Columbia | C450 | 0010 | 1320 | NINTH ST | MARKET ST | CATHERINE ST |
| Columbia | C453 | 0020 | 633 | BISSETTS LN | RED MAPLE LN/T463 | SR 0011 |
| Columbia | C459 | 0010 | 1636 | BOWMAN ST | FRONT ST/SR 0011 | STEEL ST |
| Columbia | C460 | 0010 | 3379 | PARK RD | SR 0011 | ORANGE ST/SR 0093 |
| Columbia | C465 | 0070 | 1425 | VINE ST | ELEVENTH ST | COLUMBIA AV |
| Columbia | C467 | 0050 | 580 | WALNUT ST | DUVAL ST | SUMMERHILL AV/SR1025 |
| Juniata | Z001 | 0010 | 1214 | CIDER PRESS RD | SR 0035 | SR 3017 |
| Juniata | Z002 | 0010 | 2692 | CUBA MILLS RD | OLD 22 RD / SR-3002 | BRIDGE SR-1002/0020 |

| County | S.R. | Segment | Length (ft) | Street Name | Beginning Description | Ending Description |
|---------|------|---------|-------------|----------------------|-----------------------|---------------------|
| Juniata | Z002 | 0020 | 4804 | CUBA MILLS RD | BRIDGE SR-1002/0020 | BRIDGE SR-1002/0032 |
| Juniata | Z002 | 0030 | 844 | CUBA MILLS RD | BRIDGE SR-1002/0032 | BRIDGE SR-1002/0036 |
| Juniata | Z002 | 0040 | 6388 | CUBA MILLS RD | BRIDGE SR-1002/0036 | BRIDGE SR-1002/0070 |
| Juniata | Z002 | 0050 | 2376 | CUBA MILLS RD | BRIDGE SR-1002/0070 | BRIDGE SR-1002/0076 |
| Juniata | Z002 | 0060 | 5491 | CUBA MILLS RD | BRIDGE SR-1002/0076 | BRIDGE SR-1002/0094 |
| Juniata | Z002 | 0070 | 2745 | CUBA MILLS RD | BRIDGE SR-1002/0094 | FAYETTE TWP ML |
| Mifflin | L001 | 0010 | 5332 | OLD 522 HW | AIRPORT HILL RD/T381 | SR 6022/BRIDGE |
| Mifflin | L001 | 0020 | 950 | OLD 522 HW | SR 6022/BRIDGE | INDUSTRIAL PARK RD |
| Mifflin | Z001 | 0010 | 316 | HOLIDAY ST | SR 0022 | MARKET ST |
| Mifflin | Z001 | 0020 | 264 | MARKET ST | HOLIDAY ST | SR 3009 |
| Mifflin | L002 | 0010 | 686 | FREEDOM AV | SR1005 | SR2002/BRIDGE |
| Mifflin | L002 | 0020 | 739 | FREEDOM AV | SR2002/BRIDGE | WALNUT ST |
| Mifflin | L002 | 0030 | 2745 | FREEDOM AV | WALNUT ST | POPLAR ST |
| Mifflin | L002 | 0040 | 3590 | FREEDOM AV | POPLAR ST | SR2002 |
| Mifflin | L003 | 0010 | 2376 | WALNUT ST | SR2005 | FREEDOM AV |
| Mifflin | L003 | 0020 | 2640 | WALNUT ST | FREEDOM AV | SIXTH AV |
| Mifflin | L003 | 0030 | 316 | SIXTH AV | WALNUT ST | BEECH ST |
| Mifflin | L003 | 0040 | 950 | BEECH ST | SIXTH AV | WARDTOWN RD |
| Mifflin | L003 | 0050 | 580 | WARDTOWN RD | BEECH ST | MILL RD |
| Mifflin | L003 | 0060 | 844 | MILL RD | WARDTOWN RD | DERRY AV |
| Mifflin | L003 | 0070 | 1214 | DERRY AV | MILL RD | THIRD ST |
| Mifflin | L003 | 0080 | 633 | THIRD ST/COUNTY BRDG | DERRY AV | SR 1005 |
| Mifflin | L004 | 0010 | 2006 | FERGUSON VALLEY RD | SR1007 | GREENWOOD AV/T502 |

| County | S.R. | Segment | Length (ft) | Street Name | Beginning Description | Ending Description |
|---------|------|---------|-------------|-------------------------|-----------------------|---------------------|
| Mifflin | L004 | 0020 | 1636 | FERGUSON VAL- LEY RD | GREENWOOD AV/T502 | MAIN ST/SR1005 |
| Mifflin | L005 | 0010 | 1742 | SPRING ST | SR 0522 | BANKS AV |
| Mifflin | L005 | 0020 | 264 | BANKS AV | SPRING ST | BRIDGE ST |
| Mifflin | L005 | 0030 | 369 | BRIDGE ST | BANKS AV | SR 2005 |
| Mifflin | L006 | 0010 | 686 | RIDGE RD | SR3005 | GRAND ST |
| Mifflin | L007 | 0010 | 1425 | GRAND ST | SR 1005 | RIDGE RD |
| Mifflin | L007 | 0020 | 316 | GRAND ST | RIDGE RD | LEWISTOWN BORO LINE |
| Mifflin | L007 | 0030 | 1214 | KLONDYKE DR | GRANVILLE TWP LINE | GRANVILLE TWP LINE |
| Mifflin | L007 | 0040 | 792 | WALNUT ST | DERRY TWP LINE | DERRY TWP LINE |
| Mifflin | L007 | 0050 | 2270 | WALNUT ST | LEWISTOWN BORO LINE | VALLEY ST/SR 1005 |
| Mifflin | L008 | 0010 | 369 | HALE ST | MAIN ST/SR 3001 | BROWN ST |
| Mifflin | L008 | 0020 | 369 | HALE ST | BROWN ST | DORCAS ST |
| Mifflin | L008 | 0030 | 844 | DORCAS ST | HALE ST | WATER ST |
| Mifflin | L008 | 0040 | 475 | DORCAS ST | WATER ST | MARKET ST/SR1005 |
| Mifflin | L009 | 0010 | 1056 | INDUSTRIAL PARK RD | OLD ROUTE 522/T360 | MIDDLE RD/T355 |
| Mifflin | L009 | 0020 | 4276 | INDUSTRIAL PARK RD | MIDDLE RD/T355 | LOOP RD/T478 |
| Mifflin | L009 | 0030 | 4329 | LOOP RD | INDUSTRIAL PARK RD | STEWARD DR/T762 |
| Mifflin | L009 | 0040 | 2270 | LOOP RD | STEWARD DR/762 | SR 3002 |
| Mifflin | L010 | 0010 | 422 | ELECTRIC AV | SR 1005 | SR1012/BRIDGE |
| Mifflin | L010 | 0020 | 633 | ELECTRIC AV | SR1012/BRIDGE | MAIN ST/T821 |
| Mifflin | L010 | 0030 | 211 | MAIN ST | ELECTRIC AV/T817 | SR1012/BRIDGE |
| Mifflin | L010 | 0040 | 158 | MAIN ST | SR1012/BRIDGE | HILL ST/T819 |
| Mifflin | L010 | 0050 | 1900 | MAIN ST | HILL ST/T819 | SIGLER ST/T816 |

| County | S.R. | Segment | Length (ft) | Street Name | Beginning Description | Ending Description |
|---------|------|---------|-------------|-------------|-----------------------|----------------------|
| Mifflin | L010 | 0060 | 105 | MAIN ST | SIGLER ST/T816 | SR1012/BRIDGE |
| Mifflin | L010 | 0070 | 3643 | MAIN ST | SR1012/BRIDGE | CHURCH LN/T464 |
| Mifflin | L010 | 0080 | 1003 | NAGINEY RD | CHURCH LN/T464 | SR1001 |
| Montour | M424 | 0010 | 950 | SPRUCE ST | CHERRY ST | UPPER MULBERRY ST |
| Montour | M424 | 0020 | 475 | SPRUCE ST | UPPER MULBERRY ST | FERRY ST |
| Montour | M424 | 0030 | 369 | SPRUCE ST | FERRY ST | MILL ST |
| Montour | M424 | 0040 | 211 | SPRUCE ST | MILL ST | SR 0054 |
| Montour | M426 | 0010 | 211 | SPRUCE ST | SR 0054 | MILL ST |
| Montour | M177 | 0010 | 369 | MAHONING ST | MILL ST/SR 2054 | FACTORY ST/SR 2054 |
| Montour | M419 | 0010 | 1108 | CHERRY ST | BLOOM ST/SR2010 | SPRUCE ST |
| Montour | M420 | 0010 | 158 | SPRUCE ST | CHERRY ST | DANVILLE BORO LINE |
| Montour | M420 | 0030 | 1848 | RED LN | POWDER MILL RD/T331 | RED OAK DR/T346 |
| Montour | M420 | 0040 | 5016 | RED LN | RED OAK DR/T346 | SR 2005 |
| Montour | M423 | 0010 | 950 | CLINIC RD | RIVER RD/SR2006 | URBAN BOUNDARY POINT |
| Montour | M423 | 0020 | 2376 | CLINIC DR | URBAN BOUNDARY POINT | TOBY RUN RD/T319 |
| Montour | M425 | 0010 | 1584 | RAILROAD ST | MARKET ST/SR 2006 | WALNUT ST/SR 0011 |
| Montour | M425 | 0030 | 739 | RAILROAD ST | MAHONING TWP LINE | ACADEMY AV/T337 |
| Montour | M425 | 0040 | 369 | ACADEMY AV | RAILROAD ST/T325 | SR 2008 |
| Montour | M598 | 0010 | 1161 | RIDGE DR | SR0011 | COOPER TWP LINE |
| Montour | M598 | 0020 | 1161 | RIDGE DR | MAHONING TWP LINE | SR2008 |
| Montour | M420 | 0020 | 2376 | RED LN | MAHONING TWP LINE | POWDER MILL RD/T331 |
| Montour | M422 | 0010 | 580 | MILL ST | BLOOM ST/SR 0011 | SPRUCE ST |
| Montour | M423 | 0030 | 4488 | CLINIC RD | TOBY RUN RD/T319 | SR 0011 |
| Montour | M425 | 0020 | 1108 | RAILROAD ST | WALNUT ST/SR 0011 | DANVILLE BORO LINE |
| Montour | M597 | 0010 | 2956 | WOODBINE LN | SR0011 | SR2008 |

| County | S.R. | Segment | Length (ft) | Street Name | Beginning Description | Ending Description |
|----------------|------|---------|-------------|-------------------|-----------------------|----------------------|
| Northumberland | 001Z | 0010 | 2376 | MOUNT PLEASANT RD | SR4006/MILE HILL RD | SR4004/SNYDERTOWN RD |
| Northumberland | 002Q | 0010 | 1531 | MARSH RD | SR1031 | BARRICADE |
| Northumberland | 002Q | 0020 | 686 | MARSH RD | BARRICADE | INDUSTRIAL PARK RD |
| Northumberland | 003Z | 0010 | 5808 | MUDDY RUN RD | STAMM RD | SR-1019 BRIDGE |
| Northumberland | 003Z | 0020 | 6864 | MUDDY RUN RD | SR-1019 BRIDGE | TURBOTVILE RD/SR1013 |
| Northumberland | 004Q | 0010 | 633 | HOUSELS RUN RD | SR 0405 | RIDGE RD/T568 |
| Northumberland | 004Q | 0020 | 7497 | HOUSELS RUN RD | RIDGE RD/T568 | SANDY CR/T590 |
| Northumberland | 004Q | 0030 | 1372 | HOUSELS RUN RD | SANDY CR/T590 | SR 0045 |
| Northumberland | D100 | 0010 | 2798 | STAMM RD | BROADWAY RD/SR0264 | MUDDY RUN RD |
| Northumberland | D400 | 0010 | 528 | KING ST | SR 0011 | SECOND ST |
| Northumberland | 002Z | 0010 | 369 | GRANGE HALL RD | BROADWAY RD/SR0254 | SHARE RD |
| Northumberland | D159 | 0010 | 1214 | SECOND ST | FRONT ST/SR 0147 | SLOUGH ST |
| Northumberland | D159 | 0030 | 1953 | SECOND ST | BAINBRIDGE ST | WALNUT ST |
| Northumberland | D338 | 0010 | 950 | CLINTON ST | JACKSON ST | WATER ST |
| Northumberland | D338 | 0020 | 633 | WATER ST | CLINTON ST | WOODLAWN AV |
| Northumberland | D338 | 0030 | 211 | WOODLAWN AV | WATER ST | WALNUT ST |
| Northumberland | D338 | 0040 | 1478 | WALNUT ST | WOODLAWN AV | CEDAR ST |
| Northumberland | D338 | 0050 | 1478 | WALNUT ST | CEDAR ST | OAK ST |
| Northumberland | D338 | 0060 | 528 | WALNUT ST | OAK ST | FIRST ST |
| Northumberland | D338 | 0070 | 158 | WALNUT ST | FIRST ST | SECOND ST |
| Northumberland | D338 | 0080 | 1161 | WALNUT ST | SECOND ST | SIXTH ST |
| Northumberland | D338 | 0090 | 316 | WALNUT ST | SIXTH ST | MARKET ST/SR 0125 |
| Northumberland | D339 | 0010 | 633 | JACKSON ST | PINE ST | STATE ST |
| Northumberland | D339 | 0020 | 422 | FERN ST | BAY ST | ASH ST |
| Northumberland | D339 | 0030 | 1531 | FERN ST | ASH ST | MAPLE ST |

| County | S.R. | Segment | Length (ft) | Street Name | Beginning Description | Ending Description |
|----------------|------|---------|-------------|--------------|-----------------------|--------------------|
| Northumberland | D339 | 0040 | 792 | MAPLE ST | FERN ST | STATE ST |
| Northumberland | D339 | 0050 | 633 | MAPLE ST | STATE ST | PINE ST |
| Northumberland | D340 | 0010 | 422 | PINE ST | JACKSON ST | FIR ST |
| Northumberland | D340 | 0020 | 1003 | PINE ST | FIR ST | BAY ST |
| Northumberland | D340 | 0030 | 1478 | PINE ST | BAY ST | POPLAR ST |
| Northumberland | D340 | 0040 | 369 | PINE ST | POPLAR ST | MAPLE ST |
| Northumberland | D340 | 0050 | 686 | PINE ST | MAPLE ST | OWL ST |
| Northumberland | D340 | 0060 | 211 | PINE ST | OWL ST | FIRST ST |
| Northumberland | D340 | 0070 | 158 | PINE ST | FIRST ST | SECOND ST |
| Northumberland | D341 | 0010 | 844 | BAY ST | FERN ST | STATE ST |
| Northumberland | D341 | 0020 | 633 | BAY ST | STATE ST | PINE ST |
| Northumberland | D342 | 0010 | 1003 | STATE ST | JACKSON ST | BAY ST |
| Northumberland | D343 | 0010 | 422 | POPLAR ST | PINE ST | SPRUCE ST |
| Northumberland | D343 | 0020 | 739 | SPRUCE ST | POPLAR ST | OAK ST |
| Northumberland | D343 | 0040 | 633 | OAK ST | LYNN ST | WALNUT ST |
| Northumberland | D344 | 0010 | 422 | JACKSON ST | CLINTON ST | PARK AV |
| Northumberland | D344 | 0020 | 633 | PARK AV | JACKSON ST | LYNN ST |
| Northumberland | D344 | 0030 | 316 | LYNN ST | PARK AV | FIR ST |
| Northumberland | D344 | 0040 | 211 | LYNN ST | FIR ST | WOODLAWN AV |
| Northumberland | D344 | 0050 | 422 | WOODLAWN AV | LYNN ST | WATER ST |
| Northumberland | D345 | 0010 | 1003 | FIR ST | PINE ST | LYNN ST |
| Northumberland | D346 | 0010 | 1689 | ARCH ST | FIRST ST | MARKET ST/SR 0125 |
| Northumberland | D346 | 0020 | 1584 | LINCOLN ST | MARKET ST/SR 0125 | LIBERTY ST |
| Northumberland | D346 | 0030 | 528 | LINCOLN ST | LIBERTY ST | SPURZHEIM ST |
| Northumberland | D346 | 0040 | 475 | SPURZHEIM ST | LINCOLN ST | FRANKLIN ST |
| Northumberland | D347 | 0010 | 369 | SECOND ST | SR0225 | COAL TOWNSHIP LINE |

| County | S.R. | Segment | Length (ft) | Street Name | Beginning Description | Ending Description |
|----------------|------|---------|-------------|-----------------|-----------------------|--------------------|
| Northumberland | D347 | 0020 | 528 | SECOND ST | SHAMOKIN CITY LINE | WALNUT ST |
| Northumberland | D347 | 0030 | 369 | SECOND ST | WALNUT ST | ARCH ST |
| Northumberland | D347 | 0040 | 1267 | SECOND ST | ARCH ST | PINE ST |
| Northumberland | D347 | 0050 | 422 | SECOND ST | PINE ST | MULBERRY ST |
| Northumberland | D347 | 0060 | 422 | MULBERRY ST | SECOND ST | FOURTH ST |
| Northumberland | D347 | 0070 | 422 | MULBERRY ST | FOURTH ST | FIFTH ST |
| Northumberland | D347 | 0080 | 422 | MULBERRY ST | FIFTH ST | MARKET ST/SR 0125 |
| Northumberland | D348 | 0010 | 1108 | RACE ST | FRANKLIN ST | SHAMOKIN CITY LINE |
| Northumberland | D348 | 0020 | 158 | RACE ST | COAL TOWNSHIP LINE | HUNTER ST |
| Northumberland | D348 | 0030 | 158 | RACE ST | HUNTER ST | HANCOCK ST |
| Northumberland | D348 | 0040 | 1425 | TIOGA ST | HANCOCK ST | HAKES ST |
| Northumberland | D348 | 0050 | 2112 | TIOGA ST | HAKES ST | THOMAS ST |
| Northumberland | D348 | 0060 | 3009 | TIOGA ST | THOMAS ST | SR 0901 |
| Northumberland | D349 | 0010 | 792 | FRANKLIN ST | RACE ST | SPURZHEIM ST |
| Northumberland | D349 | 0020 | 528 | FRANKLIN ST | SPURZHEIM ST | INDEPENDENCE ST |
| Northumberland | D349 | 0030 | 475 | FRANKLIN ST | INDEPENDENCE ST | SUNBURY ST/SR 0061 |
| Northumberland | D350 | 0010 | 1267 | INDEPENDENCE ST | MARKET ST/SR 0125 | LIBERTY ST |
| Northumberland | D350 | 0020 | 844 | INDEPENDENCE ST | LIBERTY ST | SHAMOKIN ST |
| Northumberland | D350 | 0030 | 422 | SHAMOKIN ST | INDEPENDENCE ST | SR 0061 |
| Northumberland | D351 | 0010 | 369 | LIBERTY ST | LINCOLN ST | INDEPENDENCE ST |
| Northumberland | D351 | 0020 | 475 | LIBERTY ST | INDEPENDENCE ST | SR 0061 |
| Northumberland | D352 | 0020 | 211 | HUNTER ST | CHEMUNG ST | PULASKI AV |
| Northumberland | D352 | 0030 | 316 | PULASKI AV | HUNTER ST | EMORY ST |
| Northumberland | D352 | 0040 | 264 | EMORY ST | PULASKI AV | HEMLOCK ST |

| County | S.R. | Segment | Length (ft) | Street Name | Beginning Description | Ending Description |
|----------------|------|---------|-------------|----------------|-----------------------|---------------------|
| Northumberland | D352 | 0050 | 950 | HEMLOCK ST | EMORY ST | LOGAN ST |
| Northumberland | D352 | 0060 | 528 | LOGAN ST | HEMLOCK ST | EAGLE ST |
| Northumberland | D352 | 0070 | 422 | EAGLE ST | LOGAN ST | SOUTH ST |
| Northumberland | D352 | 0080 | 686 | EAGLE ST | SOUTH ST | SHERIDAN ST |
| Northumberland | D352 | 0090 | 1267 | EAGLE ST | SHERIDAN ST | THOMAS ST |
| Northumberland | D352 | 0100 | 844 | THOMAS ST | EAGLE ST | PULASKI AV |
| Northumberland | D352 | 0110 | 528 | THOMAS ST | PULASKI AV | TIOGA ST |
| Northumberland | D354 | 0010 | 1320 | CHEMUNG ST | HUNTER ST | PULASKI AV |
| Northumberland | D354 | 0020 | 528 | PULASKI AV | CHEMUNG ST | SHERMAN ST |
| Northumberland | D354 | 0030 | 528 | PULASKI AV | SHERMAN ST | SHERIDAN ST |
| Northumberland | D354 | 0040 | 1267 | PULASKI AV | SHERIDAN ST | THOMAS ST |
| Northumberland | D355 | 0010 | 3854 | CENTER ST | SR 0061 | SIXTEENTH ST/SR2015 |
| Northumberland | D355 | 0020 | 580 | CENTER ST | SIXTEENTH ST/SR2015 | FOURTEENTH ST |
| Northumberland | D355 | 0030 | 1531 | CENTER ST | FOURTEENTH ST | SR 0061 |
| Northumberland | D356 | 0010 | 264 | MAIN ST | SR 0901 | FIRST ST |
| Northumberland | D356 | 0030 | 264 | MAIN ST | SR 2019/BRIDGE | SEVENTH ST |
| Northumberland | D356 | 0040 | 211 | MAIN ST | SEVENTH ST | SR2019/BRIDGE |
| Northumberland | D356 | 0050 | 1003 | MAIN ST | SR2019/BRIDGE | SR0061 |
| Northumberland | D357 | 0010 | 158 | HAKES ST | TIOGA ST | SR2017/BRIDGE |
| Northumberland | D357 | 0020 | 264 | HAKES ST | SR 2017/BRIDGE | SUNBURY ST/SR0061 |
| Northumberland | D358 | 0010 | 369 | OLD ORCHARD RD | SR1025 | SYCAMORE LN |
| Northumberland | D358 | 0020 | 422 | SYCAMORE LN | OLD ORCHARD RD | QUARRY LN |
| Northumberland | D358 | 0030 | 1056 | QUARRY LN | SYCAMORE LN | FRANKLIN AV |
| Northumberland | D358 | 0040 | 1267 | FRANKLIN AV | TURBOT TOWNSHIP LINE | SR 0642 |
| Northumberland | D360 | 0010 | 475 | CENTER ST | FRONT ST/SR 0405 | ARCH ST/SR 0405 |
| Northumberland | D360 | 0020 | 316 | CENTER ST | ARCH ST/SR0405 | FILBERT ST |

| County | S.R. | Segment | Length (ft) | Street Name | Beginning Description | Ending Description |
|----------------|------|---------|-------------|----------------|-----------------------|---------------------|
| Northumberland | D360 | 0030 | 369 | CENTER ST | FILBERT ST | MAPLE AV |
| Northumberland | D360 | 0040 | 1056 | CENTER ST | MAPLE AV | TURBOT AV |
| Northumberland | D363 | 0010 | 105 | WOOD ST | SR 1025 | TURBOT AV |
| Northumberland | D363 | 0020 | 1636 | TURBOT AV | WOOD ST | MAHONING ST/SR 0642 |
| Northumberland | D363 | 0030 | 2164 | TURBOT AV | MAHONING ST/SR 0642 | CENTER ST |
| Northumberland | D363 | 0040 | 897 | TURBOT AV | CENTER ST | BROADWAY/SR 0254 |
| Northumberland | D364 | 0020 | 1584 | CAMERON AV | CHERRY ST | SR 1025 |
| Northumberland | D365 | 0010 | 1848 | CHERRY ST | CAMERON AV | MAHONING ST/SR 0642 |
| Northumberland | D365 | 0020 | 844 | FILBERT ST | MAHONING ST/SR 0642 | RACE ST |
| Northumberland | D365 | 0030 | 1425 | FILBERT ST | RACE ST | SR 0254 |
| Northumberland | D366 | 0010 | 264 | SHAKESPEARE RD | OLD ORCHARD RD | SR1025/BRIDGE |
| Northumberland | D366 | 0020 | 792 | SHAKESPEARE RD | SR1025/BRIDGE | SHOWERS RD/T581 |
| Northumberland | D366 | 0030 | 2481 | SHAKESPEARE RD | SHOWERS RD/T581 | SR1025/BRIDGE |
| Northumberland | D387 | 0010 | 1003 | SECOND ST | WALNUT ST | CHESTNUT ST |
| Northumberland | D387 | 0020 | 528 | SECOND ST | CHESTNUT ST | MARKET ST/SR 0061 |
| Northumberland | D387 | 0030 | 475 | SECOND ST | MARKET ST/SR 0061 | ARCH ST |
| Northumberland | D387 | 0040 | 1689 | SECOND ST | ARCH ST | REAGAN ST/SR 4010 |
| Northumberland | D388 | 0010 | 1003 | WALNUT ST | SECOND ST | FOURTH ST |
| Northumberland | D388 | 0020 | 1742 | WALNUT ST | FOURTH ST | TENTH ST |
| Northumberland | D389 | 0010 | 1108 | FOURTH ST | WALNUT ST | CHESTNUT ST |
| Northumberland | D389 | 0020 | 580 | FOURTH ST | CHESTNUT ST | MARKET ST/SR 0061 |
| Northumberland | D390 | 0010 | 528 | ARCH ST | FRONT ST/SR 0147 | SECOND ST |
| Northumberland | D390 | 0020 | 1108 | ARCH ST | SECOND ST | FOURTH ST/SR 4004 |
| Northumberland | D390 | 0030 | 369 | ARCH ST | FOURTH ST/SR 4004 | FIFTH ST |
| Northumberland | D390 | 0040 | 528 | FIFTH ST | ARCH ST | MARKET ST/SR 0061 |
| Northumberland | D391 | 0010 | 1003 | SIXTH ST | MARKET ST/SR 0061 | RACE ST |

| County | S.R. | Segment | Length (ft) | Street Name | Beginning Description | Ending Description |
|----------------|------|---------|-------------|----------------|-----------------------|---------------------|
| Northumberland | D391 | 0020 | 1320 | SIXTH ST | RACE ST | SR 4010 |
| Northumberland | D391 | 0030 | 1003 | SIXTH ST | SR 4010 | PACKER ST |
| Northumberland | D393 | 0010 | 528 | TENTH ST | WALNUT ST | PENN ST |
| Northumberland | D393 | 0020 | 686 | TENTH ST | PENN ST | CHESTNUT ST |
| Northumberland | D393 | 0030 | 369 | TENTH ST | CHESTNUT ST | MARKET ST/SR 0061 |
| Northumberland | D394 | 0010 | 739 | PACKER ST | FRONT ST/SR 0147 | EDISON AV |
| Northumberland | D394 | 0020 | 1320 | PACKER ST | EDISON AV | FOURTH ST/SR4004 |
| Northumberland | D394 | 0030 | 739 | PACKER ST | FOURTH ST/SR 4004 | SIXTH ST |
| Northumberland | D394 | 0040 | 422 | PACKER ST | SIXTH ST | MEMORIAL DR |
| Northumberland | D394 | 0050 | 1531 | PACKER ST | MEMORIAL DR | CATAWISA AV/SR 4006 |
| Northumberland | D395 | 0010 | 3273 | MEMORIAL DR | PACKER ST | SR 4004 |
| Northumberland | D399 | 0010 | 528 | COWDEN AV | PARK DR/T300 | ISLAND BL/T553 |
| Northumberland | D399 | 0020 | 2640 | ISLAND BL | COWDEN AV/T301 | SR 0147 |
| Northumberland | D401 | 0010 | 792 | FIFTH ST | DUKE ST/SR 0147 | KING ST |
| Northumberland | D401 | 0020 | 1056 | FIFTH ST | KING ST | HANOVER ST |
| Northumberland | D401 | 0030 | 1214 | FIFTH ST | HANOVER ST | STRAWBRIDGE RD |
| Northumberland | D401 | 0040 | 2640 | STRAWBRIDGE RD | FIFTH ST | NORTHUMBERLAND M/L |
| Northumberland | D402 | 0010 | 1108 | SEVENTH ST | KING ST | HANOVER ST |
| Northumberland | D402 | 0020 | 1056 | HANOVER ST | SEVENTH ST | FIFTH ST |
| Northumberland | D402 | 0030 | 2164 | HANOVER ST | FIFTH ST | FRONT ST/SR0011 |
| Northumberland | D402 | 0040 | 528 | HANOVER ST | FRONT ST/SR 0011 | WATER ST/SR 0011 |
| Northumberland | D403 | 0010 | 792 | SECOND ST | DUKE ST/SR 0147 | KING ST |
| Northumberland | D403 | 0020 | 1161 | SECOND ST | KING ST | HANOVER ST |
| Northumberland | D404 | 0010 | 422 | EIGHTH ST | SR 0147 | QUEEN ST |
| Northumberland | D404 | 0020 | 528 | EIGHTH ST | QUEEN ST | KING ST |
| Northumberland | D405 | 0020 | 2323 | KING ST | SIXTEENTH ST/T569 | SR 1033 |

| County | S.R. | Segment | Length (ft) | Street Name | Beginning Description | Ending Description |
|----------------|------|---------|-------------|--------------|-----------------------|----------------------|
| Northumberland | D405 | 0030 | 528 | KING ST | EIGHTH ST | SEVENTH ST |
| Northumberland | D405 | 0040 | 1108 | KING ST | SEVENTH ST | FIFTH ST |
| Northumberland | D405 | 0060 | 528 | KING ST | SECOND ST | SR 0011 |
| Northumberland | D426 | 0010 | 1531 | AVENUE D | SUNBURY ST/SR 4001 | THIRD ST |
| Northumberland | D426 | 0020 | 844 | THIRD ST | AVENUE D | AVENUE F |
| Northumberland | D426 | 0030 | 2798 | THIRD ST | AVENUE F | SR 0054 |
| Northumberland | D437 | 0010 | 739 | OAK ST | FIFTH ST | SEVENTH ST |
| Northumberland | D437 | 0020 | 422 | SEVENTH ST | OAK ST | HICKORY ST/SR 2023 |
| Northumberland | D437 | 0030 | 422 | SEVENTH ST | HICKORY ST/SR 2023 | MARKET ST/SR 2040 |
| Northumberland | D439 | 0010 | 792 | POPLAR ST | FIFTH ST | THIRD ST/SR 2038 |
| Northumberland | D439 | 0020 | 686 | POPLAR ST | THIRD ST/SR 2038 | SR 0061 |
| Northumberland | D440 | 0010 | 1161 | FIFTH ST | SR 2038 | MOUNT CARMEL TWP M/L |
| Northumberland | D440 | 0020 | 369 | FIFTH ST | MOUNT CARMEL BORO ML | WILLOW ST |
| Northumberland | D440 | 0030 | 792 | FIFTH ST | WILLOW ST | POPLAR ST |
| Northumberland | D440 | 0040 | 1214 | FIFTH ST | POPLAR ST | SR 2029 |
| Northumberland | D441 | 0020 | 1478 | LOCUST ST | EAST AV | FIFTH ST/SR 0061 |
| Northumberland | D810 | 0010 | 211 | CHESTNUT ST | FRONT ST/SR0147 | RIVER AV |
| Northumberland | D810 | 0020 | 316 | CHESTNUT ST | RIVER AV | SECOND ST |
| Northumberland | D810 | 0030 | 316 | CHESTNUT ST | SECOND ST | CENTER ST |
| Northumberland | D810 | 0040 | 264 | CHESTNUT ST | CENTER ST | THIRD ST |
| Northumberland | D810 | 0050 | 580 | CHESTNUT ST | THIRD ST | FOURTH ST |
| Northumberland | D810 | 0060 | 264 | CHESTNUT ST | FOURTH ST | AWL ST |
| Northumberland | D810 | 0070 | 264 | CHESTNUT ST | AWL ST | FIFTH ST |
| Northumberland | D810 | 0080 | 475 | CHESTNUT ST | FIFTH ST | SEVENTH ST |
| Northumberland | D810 | 0090 | 739 | CHESTNUT ST | SEVENTH ST | TENTH ST |
| Northumberland | D810 | 0100 | 211 | WOLVERTON ST | TENTH ST | LENKER AV |

| County | S.R. | Segment | Length (ft) | Street Name | Beginning Description | Ending Description |
|----------------|------|---------|-------------|---------------|-----------------------|--------------------|
| Northumberland | D810 | 0110 | 422 | WOLVERTON ST | LENKER AV | ELEVENTH ST |
| Northumberland | D810 | 0120 | 1161 | WOLVERTON ST | ELEVENTH ST | HASS AV |
| Northumberland | D810 | 0130 | 580 | WOLVERTON ST | HAAS AV | SR0061 |
| Northumberland | D159 | 0020 | 1372 | SECOND ST | SLOUGH ST | BAINBRIDGE ST |
| Northumberland | D159 | 0040 | 528 | WALNUT ST | SECOND ST | FRONT ST/SR 0147 |
| Northumberland | D178 | 0010 | 844 | FRONT ST | SR 0011 | SR 0147 |
| Northumberland | D356 | 0020 | 2006 | MAIN ST | FIRST ST | SR 2019/BRIDGE |
| Northumberland | D364 | 0010 | 1531 | CAMERON AV | FRONT ST/SR 0405 | CHERRY ST |
| Northumberland | D399 | 0004 | 2112 | PARK DR | SR 0147 | COWDEN AV/T301 |
| Northumberland | D441 | 0010 | 1214 | EAST AV | SR 0061 | LOCUST ST |
| Northumberland | D352 | 0010 | 158 | HUNTER ST | RACE ST | CHEMUNG ST |
| Northumberland | D405 | 0010 | 1214 | SIXTEENTH ST | SR 0147 | KING ST/T560 |
| Northumberland | D405 | 0050 | 1584 | KING ST | FIFTH ST | SECOND ST |
| Northumberland | D343 | 0030 | 580 | OAK ST | SPRUCE ST | LYNN ST |
| Snyder | 001Z | 0010 | 2904 | TROUP RD | SR4008 | SR4005 |
| Snyder | 002Z | 0010 | 3115 | STAGE RD | SR4006 | SR4008/BRIDGE |
| Snyder | 002Z | 0012 | 580 | STAGE RD | SR4008/BRIDGE | RIDGE RD |
| Snyder | 002Z | 0020 | 4171 | RIDGE RD | STAGE RD | SR4008/BRIDGE |
| Snyder | 002Z | 0030 | 686 | RIDGE RD | SR4008/BRIDGE | SR0522 |
| Snyder | S371 | 0010 | 211 | BROAD ST | PINE ST | SR2019/BRIDGE |
| Snyder | S371 | 0020 | 1900 | BROAD ST | SR2019/BRIDGE | MILL ST |
| Snyder | S371 | 0030 | 1478 | BROAD ST | MILL ST | SR 0522 |
| Snyder | S372 | 0010 | 1900 | UNIVERSITY AV | SR1011 | SUSQUEHANNA AV |
| Snyder | S372 | 0020 | 897 | PINE ST | SUSQUEHANNA AV | BROAD ST |
| Snyder | S372 | 0030 | 1056 | PINE ST | BROAD ST | MARKET ST/SR 2017 |
| Snyder | S374 | 0010 | 844 | UNIVERSITY AV | PINE ST | BROAD ST |

| County | S.R. | Segment | Length (ft) | Street Name | Beginning Description | Ending Description |
|--------|------|---------|-------------|---------------|-----------------------|---------------------|
| Snyder | S374 | 0020 | 1161 | UNIVERSITY AV | BROAD ST | MARKET ST/SR 2017 |
| Snyder | S376 | 0010 | 792 | MILL ST | BROAD ST | EIGHTH ST |
| Snyder | S376 | 0020 | 369 | MILL ST | EIGHTH ST | ORANGE ST |
| Snyder | S376 | 0030 | 792 | MILL ST | ORANGE ST | MARKET ST/SR 2017 |
| Snyder | S378 | 0010 | 844 | MILL RD | SR0011 | SR1023 |
| Snyder | S383 | 0010 | 633 | EIGHTH AV | SR1023 | SR0011 |
| Snyder | S375 | 0010 | 3432 | EIGHTEENTH ST | SR 1011 | SR 0522 |
| Union | A026 | 0010 | 369 | ABBAY LN | SR 0015 | BETTY LN |
| Union | A028 | 0010 | 369 | STEIN LN | WASHINGTON AV | SR 0015 |
| Union | A027 | 0010 | 792 | NINTEENTH ST | JEAN BL/T494 | VERNA RD/T483 |
| Union | A027 | 0020 | 1320 | NINTEENTH ST | VERNA RD/T483 | ADAMS AV/T365 |
| Union | A027 | 0030 | 422 | NINTEENTH ST | ADAMS AV/T365 | WASHINGTON AV/T367 |
| Union | A029 | 0010 | 2640 | SMOKETOWN RD | STEIN LN/T432 | ABBAY LN/T488 |
| Union | A029 | 0020 | 1584 | ABBAY LN | SMOKETOWN RD/T355 | BETTY LN |
| Union | A030 | 0010 | 3696 | FAIRFIELD RD | SR-0045 | SMOKETOWN RD/T355 |
| Union | A030 | 0020 | 1003 | SMOKETOWN RD | FAIRFIELD RD/T450 | URBAN BOUNDARY |
| Union | A030 | 0030 | 5068 | SMOKETOWN RD | URBAN BOUNDARY | SR-2007 |
| Union | A405 | 0010 | 3432 | JPM RD | SR 1018 | SR 1005 |
| Union | A407 | 0010 | 1056 | BUFFALO RD | SR 0015 | ST ANTHONY ST |
| Union | A407 | 0020 | 422 | ST ANTHONY ST | FOURTH ST | THIRD ST |
| Union | A407 | 0030 | 1425 | ST ANTHONY ST | THIRD ST | LEWISBURG BORO LINE |
| Union | A408 | 0010 | 1584 | ST MARY ST | FAIRGROUND RD/SR2007 | FIFTEENTH ST/T462 |
| Union | A408 | 0030 | 369 | ST MARY ST | TENTH ST/T484 | SR 0015 |
| Union | A409 | 0010 | 1056 | SMOKETOWN RD | SR 2007 | TWENTYSECOND ST |
| Union | A409 | 0020 | 1056 | SMOKETOWN RD | TWENTYSECOND ST | JEAN BL/T494 |
| Union | A409 | 0040 | 211 | JEAN BL | FAIRMOUNT DR/T496 | STEIN LN/T432 |

| County | S.R. | Segment | Length (ft) | Street Name | Beginning Description | Ending Description |
|--------|------|---------|-------------|---------------|-----------------------|--------------------|
| Union | A410 | 0010 | 1161 | ADAMS AV | NINTEENTH ST/T487 | FIFTEENTH ST/T462 |
| Union | A410 | 0020 | 1689 | ADAMS AV | FIFTEENTH ST/T462 | STEIN LN/T432 |
| Union | A411 | 0010 | 422 | FIFTEENTH ST | ADAMS AV/T365 | WASHINGTON AV/T367 |
| Union | A411 | 0020 | 369 | FIFTEENTH ST | WASHINGTON AV/T367 | SR 0045/MARKET ST |
| Union | A411 | 0030 | 739 | FIFTEENTH ST | SR0045/MARKET ST | INDUSTRIAL BL/T611 |
| Union | A411 | 0040 | 844 | FIFTEENTH ST | INDUSTRIAL BL/T611 | ST MARY ST/T396 |
| Union | A411 | 0060 | 686 | FIFTEENTH ST | TERRACE DR | BUFFALO RD/SR 0192 |
| Union | A412 | 0010 | 1267 | STEIN LN | SMOKETOWN RD/T355 | JEAN BL/T494 |
| Union | A412 | 0020 | 3168 | STEIN LN | JEAN BL/T494 | ADAMS AV/T365 |
| Union | A412 | 0030 | 528 | STEIN LN | ADAMS AV/T365 | WASHINGTON AV |
| Union | A413 | 0010 | 369 | TWENTIETH ST | MARKET ST/SR 0045 | WASHINGTON AV/T367 |
| Union | A413 | 0020 | 369 | WASHINGTON AV | TWENTIETH ST/T608 | NINTEENTH ST/T487 |
| Union | A413 | 0030 | 211 | WASHINGTON AV | NINTEENTH ST/T487 | EIGHTEENTH ST/T474 |
| Union | A413 | 0040 | 369 | EIGHTEENTH ST | WASHINGTON AV/T367 | MARKET ST/SR 0045 |
| Union | A414 | 0010 | 369 | ST GEORGE ST | SEVENTH ST | SIXTH ST |
| Union | A414 | 0020 | 739 | ST GEORGE ST | SIXTH ST | FOURTH ST |
| Union | A414 | 0030 | 422 | ST GEORGE ST | FOURTH ST | THIRD ST |
| Union | A414 | 0040 | 844 | ST GEORGE ST | THIRD ST | FRONT ST |
| Union | A415 | 0010 | 475 | SEVENTH ST | SR0015 | ST MARY ST |
| Union | A415 | 0020 | 950 | SEVENTH ST | ST MARY ST | MARKET ST/SR 0045 |
| Union | A415 | 0030 | 1425 | SEVENTH ST | MARKET ST/SR 0045 | ST GEORGE ST |
| Union | A415 | 0040 | 686 | SEVENTH ST | ST GEORGE ST | WALKER ST |
| Union | A416 | 0010 | 1267 | WATER ST | MARKET ST/SR 0045 | ST ANTHONY ST |
| Union | A417 | 0020 | 475 | WALKER ST | SEVENTH ST | LOOMIS ST |
| Union | A417 | 0030 | 580 | LOOMIS ST | WALKER ST | UNIVERSITY AV |
| Union | A417 | 0040 | 1108 | UNIVERSITY AV | LOOMIS ST | ST GEORGE ST |

| County | S.R. | Segment | Length (ft) | Street Name | Beginning Description | Ending Description |
|--------|------|---------|-------------|--------------|-----------------------|--------------------|
| Union | A417 | 0050 | 1372 | THIRD ST | ST GEORGE ST | MARKET ST/SR0045 |
| Union | A417 | 0060 | 1372 | THIRD ST | MARKET ST/SR0045 | ST ANTHONY ST |
| Union | A408 | 0020 | 1848 | ST MARY ST | FIFTEENTH ST/T462 | TENTH ST/T484 |
| Union | A409 | 0030 | 1478 | JEAN BL | SMOKETOWN RD/T355 | FAIRMOUNT DR/T496 |
| Union | A411 | 0050 | 792 | FIFTEENTH ST | ST MARY ST | TERRACE DR |
| Union | A414 | 0050 | 1320 | FRONT ST | ST GEORGE ST | MARKET ST/SR 0045 |
| Union | A417 | 0010 | 2059 | MOORE AV | SR 0015 | SEVENTH ST/T473 |

Appendix H: Central Region ROP Projects

Table H-1: PennDOT Regional Operations Plan Projects, Central Region

| ROP Version | ROP Project ID | Project Title | Project Description | Estimated Cost | Status |
|-------------|----------------|----------------------------|---|----------------|------------------|
| 2018 | LT-01 | I-80 ICM (Exit 232 to 241) | Integrated Corridor Management along I-80 between Exits 232 and 241 and along the parallel corridor of US 11 through Bloomsburg. This project would include full replacements of signal equipment at approximately 12 intersections in Columbia County, including upgraded signal controllers to allow for command/control functionality. It also includes installation of 1 full-color standard DMS, 1 full-color Type A DMS, and 2 HD CCTV. | \$4,402,000 | Partial Progress |
| 2018 | LT-02 | I-80/I-99 Fiber Backbone | Expansion of fiber optic backbone network to fill in existing network gaps along I-80 and I-99 and to expand the network west on I-80 to DuBois, east on I-80 and I-180 to Montoursville, and south on I-99 to the Pennsylvania Turnpike. This includes projects in Clinton, Northumberland and Union counties. | \$41,600,000 | Partial Progress |
| 2018 | LT-07 | I-80 ICM (Exit 173 to 185) | Integrated Corridor Management along I-80 between Exits 173 and 185 and along the parallel corridors of PA 64 and PA 477 in Clinton County. This project would include upgrading signal controllers at approximately 5 intersections in order to allow for command/control functionality. It also includes installation of 1 full-color standard DMS sign, 3 full-color Type A DMS signs, and 1 CCTV camera. | \$1,169,000 | Programmed |

Partial Progress: Projects that have advanced beyond concept but are not yet fully funded or programmed.

Programmed: Projects formally included in an adopted funding or capital program.

Documented: Projects that have been completed or formally addressed in planning or implementation documents.

| ROP Version | ROP Project ID | Project Title | Project Description | Estimated Cost | Status |
|-------------|----------------|--------------------------------------|---|----------------|------------------|
| 2018 | LT-10 | Central Region Dynamic Curve Warning | Install Dynamic Curve Warning systems at noted curved road problem areas including I-80, near MM 180 in Clinton County and US 322 near Laurel Creek Reservoir in Mifflin County; System will consist of side-mounted radar speed detection and a full-color DMS (or full-color Type A DMS) for notification. | \$1,775,000 | Documented |
| 2018 | LT-11 | PA 54 Traffic Signal Improvements | This signal improvement project includes 8 signalized intersections along US 11 and PA 54 in Danville. This will include full replacements of signal equipment at each intersection, including upgraded signal controllers to allow for command/control functionality. This project also includes 2 HD CCTV cameras, 1 full-color standard DMS, and 1 full-color Type A DMS. | \$2,795,000 | Partial Progress |
| 2018 | LT-12 | Central Region DMS Gaps | Install 11 full-color standard DMS signs and 1 full-color Type A DMS throughout Central Region. DMS signs would be placed at multiple locations including: PA-64, near I-80 (Type A DMS location) in Clinton County, and I-80 westbound prior to I-180 in Union County. | \$3,774,000 | Partial Progress |
| 2018 | LT-15 | PA 150 Traffic Signal Improvements | Upgrade signal controllers at 5 signalized intersections along PA 150 near Mill Hall in Clinton County in order to allow for command/control functionality and performance measures. These signals are part of the Bald Eagle-Hogan system. | \$175,000 | Partial Progress |
| 2018 | ST-01 | CSVIT ICM + TIM Team | Integrated Corridor Management in the Central Susquehanna Valley Transportation corridor, including US 11, US 15, PA 61, and PA 147. This project includes upgrading signal controllers at approximately 9 intersections in order to allow for command/control functionality. It also includes installation of 13 full-color DMS and 9 HD CCTV cameras. This project also includes the development of a TIM Team to optimize incident response. | \$5,442,000 | In Design |
| 2018 | ST-06 | I-80 CCTV Gaps | Install 2 HD CCTV cameras to fill gaps along I-80 corridor. Cameras would be placed near the following locations: Exit 185 in Clinton County and Exit 224 in Montour County. | \$245,000 | Programmed |

| ROP Version | ROP Project ID | Project Title | Project Description | Estimated Cost | Status |
|-------------|----------------|-----------------------------------|--|----------------|------------------|
| 2018 | ST-07 | I-80 TIM Team | Establish TIM Team for I-80 Corridor to optimize incident response. | \$20,000 | Partial Progress |
| 2018 | ST-10 | I-80 Existing HAR Replacements | Replacement of 11 existing Highway Advisory Radio (HAR) transmitters along I-80, including four in Clinton County. | \$1,100,000 | Partial Progress |
| 2018 | ST-15 | US 322 Slow Vehicle Warning | Install slow-vehicle warning system along an approximately 6-mile section of US 322 which runs through the Seven Mountains area in Mifflin County. System should be installed in westbound direction. Provided side-mounted radar detection to determine speeds and a full-color Type A DMS sign to provide upstream notification. | \$342,000 | In Construction |
| 2018 | ST-23 | US 22/322 RWIS | Install 1 Road Weather Information System (RWIS) on US 22/322, near Thompsontown in Juniata County. | \$135,000 | Documented |
| 2018 | ST-25 | Special Event Use of Portable DMS | Utilize portable DMS signs for special events throughout the Central RTMC Region. Portable DMS should include cell modems and have capability to be operated remotely by RTMC. Locations within the SEDA-COG MPO include events at the Bloomsburg Fairgrounds. | \$250,000 | Partial Progress |
| 2021 | IU-07 | PA 655 Singal Improvements | In Brown Township, Mifflin County, connect four signalized intersections along PA 655 to the command and control network via an existing CCTV camera at the US 322 interchange. Upgrade signal controllers at the westbound US 322 ramps and at SR 1005 (Tea Creek Road) in order to allow for command and control functionality. | | Partial Progress |
| 2021 | IU-08 | US 220 corridor ITS | Install CCTV cameras and Type A DMS along US 220 corridor, north and south of Mill Hall. CCTV cameras should be mounted onto the DMS. | | Partial Progress |

| ROP Version | ROP Project ID | Project Title | Project Description | Estimated Cost | Status |
|-------------|----------------|-----------------------------------|---|----------------|------------------|
| 2021 | IU-10 | CSVT Signal Improvements | Evaluate traffic signal operations along two corridors and complete retiming if necessary: US 15 – Smoketown Road/Moore Avenue to Ziegler Road in Union County and US 11 – Duke Street to King Street in Northumberland County. | | Partial Progress |
| 2021 | IU-11 | Middleburg Signal Improvements | At the US 522/PA 104 intersection, upgrade traffic signal controller and detection to connected to Unified Command and Control network and allow for Automated Traffic Signal Performance Measures. | | In Construction |
| 2025 | FA-01 | US 22/322 ITS Gaps | Install CCTV, RWIS, CMS, and VSL along US 22/322 including in Juniata and Mifflin counties. | \$2M–\$10M | Documented |
| 2025 | FA-02 | District 3 I-80 Corridor ITS Gaps | Install CCTV, RWIS, CMS, and VSL along I-80 in Union, Northumberland, Montour, and Columbia counties. | \$2M–\$10M | Documented |
| 2025 | FA-03 | US 220 Global Detour Route ITS | Install CCTV, CMS, and pre-entry Type A CMS to improve operations on the US 220 Global Detour Route including in Clinton County. | \$500,000–\$2M | Documented |
| 2025 | FA-04 | I-180 Corridor ITS Gaps | Install CCTV, CMS, RWIS, and VSL to fill gaps along I-180, deploy automated queue warning and automated weather warning, and upgrade existing CMS to full size, including in Northumberland County. | \$2M–\$10M | Documented |
| 2025 | FA-13 | Loganton RWIS | Install RWIS on I-80 near Exit 185, Loganton, in Clinton County. | <\$500,000 | Documented |
| 2025 | FA-14 | US 22/322 ICM | Connect traffic signals on US 22/322 parallel routes to assist in detour operations when incidents occur on US 22/322 in Juniata and Mifflin counties. | <\$500,000 | Documented |
| 2025 | FA-15 | Jack's Mountain ITS | Install CCTV & RWIS at US 22 and SR 4007 Intersection in Mifflin County. | <\$500,000 | Documented |
| 2025 | FA-18 | US 11 Detour ICM | Upgrade traffic signals on US 11 and PA 42 in Bloomsburg and Berwick in Columbia County to improve detour operations for I-80. | \$500,000–\$2M | Documented |

| ROP Version | ROP Project ID | Project Title | Project Description | Estimated Cost | Status |
|-------------|----------------|---|--|----------------|------------|
| 2025 | FA-19 | CSVT Traffic Signal Timing Study | Perform a traffic signal timing study to determine signal retiming and coordination on US 15 near I-80 in Union County. | <\$500,000 | Documented |
| 2025 | FA-20 | Danville Traffic Signal Upgrade | Upgrade traffic signals on US 11 and PA 54 in Montour County. Install displaced left turn at US 11 and PA 54 intersection. | <\$500,000 | Documented |
| 2025 | FA-33 | Smart Truck Parking | Install Smart Parking systems at 10 rest areas along I-80 in the Central Region, including Clinton County. | \$500,000–\$2M | Documented |
| 2025 | TI-12 | Low AADT Incident/Event Management | Deploy portable CMS and CCTV on low AADT routes to manage incidents or events across the region, including Route 120 and PA 144 in Clinton County. | <\$500,000 | Documented |
| 2025 | TI-13 | Natalie Mountain Portable CMS | Deploy portable CMS near Natalie Mountain on PA 54 in Northumberland County. | <\$500,000 | Documented |
| 2025 | TI-14 | CSVT ITS | Install CCTV and CMS along US 15 and PA 147 in Union and Northumberland counties. | \$500,000–\$2M | Documented |
| 2025 | TI-15 | Lewisburg CCTV | Install CCTV at the intersection of US 15 and PA 192 in Union County. | <\$500,000 | Documented |

Appendix I: Acronyms

| | | | |
|--------------------|---|------------------|--|
| ADA | Americans with Disabilities Act | CRFC | Critical Rural Freight Corridor |
| ADT | Average Daily Traffic | CRISI. | Consolidated Rail Infrastructure and Safety Improvements |
| AICP | American Institute of Certified Planners | CRP | Carbon Reduction Program |
| AOAA | Anthracite Outdoor Adventure Area | CSVT | Central Susquehanna Valley Transportation Project |
| AREA. | Project Area Code | CUFC | Critical Urban Freight Corridor |
| ATV | All-Terrain Vehicle | DMS | Dynamic Message Signs |
| BAMS | Bridge Asset Management System | DOH. | Department of Health |
| BIL | Bipartisan Infrastructure Law | DVMT | Daily Vehicle-Miles Traveled |
| BMS | Bridge Management System | EAA | Experimental Aircraft Association |
| BOF | Bridge Off-System Funding program | EP-ACT | Eastern Pennsylvania Alliance for Clean Transportation |
| BPN | Business Plan Network | EV | Electric Vehicle |
| BRB | Bridge Removal Bundle | F or FD. | Final Design |
| BRDG | Bridge | FAF. | Freight Analysis Framework |
| BRIP | Bridge Investment Program | FAS. | Federal-Aid System |
| BTS. | USDOT Bureau of Transportation Statistics | FED | Federal funding code |
| C or CON | Construction | FFY. | Federal Fiscal Year |
| CARS. | Call A Ride Service, Inc. | FHWA | Federal Highway Administration |
| CAV | Connected/Automated Vehicle | GHS | Geisinger Health System |
| CCTV | Closed-Circuit Television | HAV | Highly Automated Vehicle |
| CEDS | Comprehensive Economic Development Strategy | HCON. | Highway Construction |
| CPRP. | Certified Park and Recreation Professional | | |

| | | | |
|-----------------|--|--------------------|--|
| HFST | High-Friction Surface Treatment | NEVI | National Electric Vehicle Infrastructure |
| HRST | Highway Restoration / Betterments | NHPP | National Highway Performance Program |
| HSIP | Highway Safety Improvement Program | NHS | National Highway System |
| ICON | Interstate Construction | NMFN | National Multimodal Freight Network |
| IJA | Infrastructure Investment and Jobs Act | NPMRDS | National Performance Management Research Data Set |
| IMAN | Interstate Maintenance | O&M | Operations and Maintenance |
| INRIX | (Company providing traffic data) | OHV | Off-Highway Vehicle |
| IRI | International Roughness Index | OPI | Overall Pavement Index |
| IRST | Interstate Restoration | P or PE | Preliminary Engineering |
| ITS | Intelligent Transportation Systems | PA | Pennsylvania |
| JRA | Joint Rail Authority | PAMS | Pavement Asset Management System |
| LATS | Lower Anthracite Transit System | PennDOT | Pennsylvania Department of Transportation |
| LBR | Local Bridge | PH | Phase |
| LEP | Limited English Proficiency | PPP | Public Participation Plan |
| LOTTR | Level of Travel Time Reliability | PRCC | Pittsburgh Region Clean Cities and Communities |
| LQ | Location Quotient | PROTECT | Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (federal grant program) |
| L RTP | Long-Range Transportation Plan | PTI | Planning Time Index |
| LTAP | Local Technical Assistance Program | R or ROW | Right of Way |
| MBUF | Mileage-Based User Fee | RBR | Retroactive Reimbursement Local Bridge |
| MM | Mile Marker | REM | Bridge Removal |
| MPMS | PennDOT’s Multimodal Project Management System | ROPs | Regional Operations Plans |
| MPO | Metropolitan Planning Organization | RPM | Raised Pavement Marking |
| MSATC | Middle Susquehanna Active Transportation Committee | RRX | Railroad Crossing |
| MTF | Multimodal Transportation Fund | | |

| | | | |
|--------------------|--|--------------------|---|
| RTMC | Regional Traffic Management Center | TIP | Transportation Improvement Program |
| RWIS | Road Weather Information Systems | TSAMS | Traffic Signal Asset Management System |
| S | Study | TSMO | Transportation System Management and Operations |
| S.R. | State Route number | TTI | Travel Time Index |
| SAMI | Safety and Mobility Improvement | TYP | Twelve-Year Program |
| SCM | Stormwater Control Measure | U or UTL | Utilities |
| SEC | Section | UAS | Unmanned Aerial Systems |
| SEDA-COG | SEDA–Council of Governments | UAV | Unmanned Aerial Vehicle (drone) |
| SLD | Slide | UPWP | Unified Planning Work Program |
| SPFED | Special Federal Funding | USDOT | United States Department of Transportation |
| ST | State Funding Code | VRU | Vulnerable Road User |
| STBG | Surface Transportation Block Grant | WATS | Williamsport Area Transportation Study |
| STC | State Transportation Commission | XRST | Expressway Restoration |
| STEP | Success Through Engagement & Partnership, Inc. | | |
| STP | Surface Transportation Program | | |
| STR | Surface Transportation Rural | | |
| STRAHNET | Strategic Highway Network | | |
| SVRR | Shamokin Valley Railroad | | |
| TAP | Transportation Alternatives Program | | |
| TASA | Transportation Alternatives Set-Aside | | |
| TDM | Travel Demand Management | | |
| TENH | Transportation Enhancements | | |
| TERM | Transit Economic Requirements Model | | |
| TIM | Traffic Incident Management | | |

Appendix J: Summary of Public Comments on Draft LRTP

forthcoming following public review