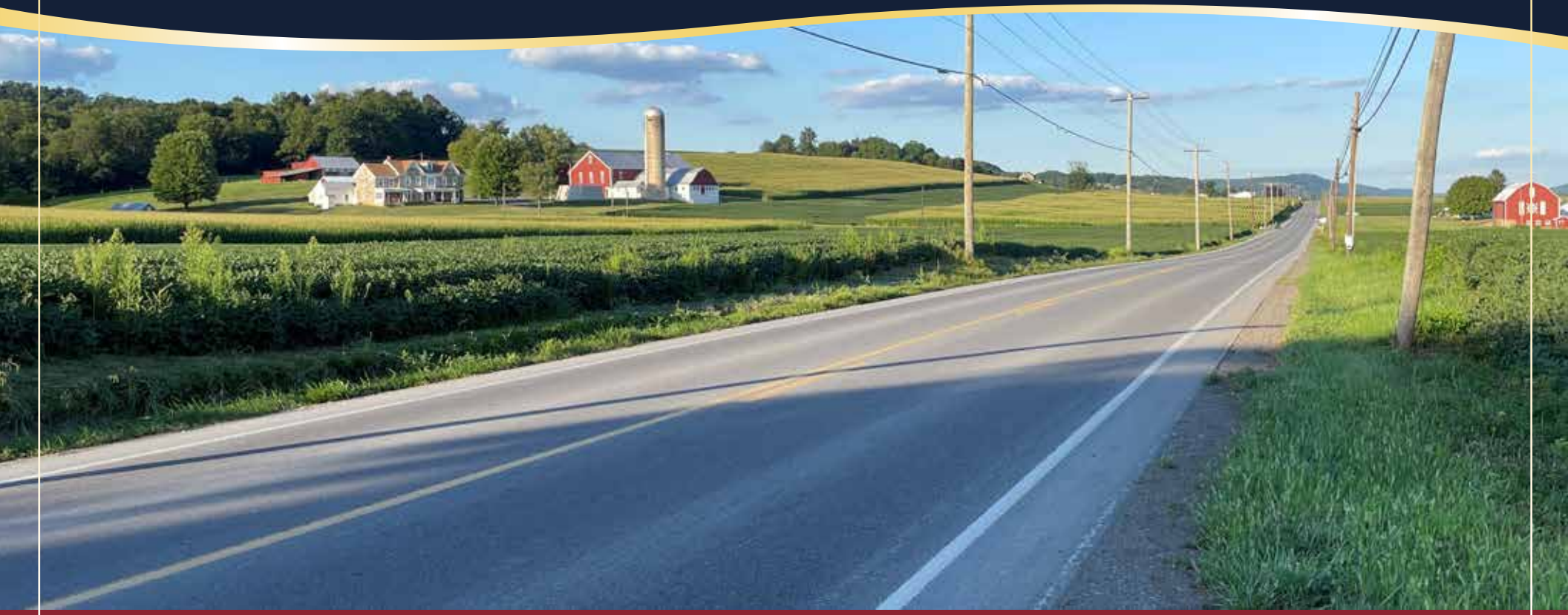
Draft
June 2026

SEDA COG MPO

2050 Long-Range Transportation Plan



DRAFT

RESOLUTION

ADOPTION OF THE 2050 SEDA-COG METROPOLITAN PLANNING ORGANIZATION LONG-RANGE TRANSPORTATION PLAN

This document certifies that the SEDA-COG Metropolitan Planning Organization (MPO) Board hereby adopts its 2050 Long-Range Transportation Plan (LRTP) for the eight-county MPO region.

The 2050 LRTP was developed and adopted in accordance with the requirements of the Infrastructure Investment and Jobs Act (Public Law 117-58) and other federal regulations, as well as Pennsylvania state regulations. The updated LRTP is fiscally constrained and is the result of a coordinated and comprehensive effort that reflects federal/state policies and local priorities.

The SEDA-COG MPO carried out a 30-day public review and comment period on the 2050 LRTP. The public comments were addressed and are incorporated as Appendix J.

The SEDA-COG MPO Board, representing the MPO by a majority vote, hereby adopts the 2050 Long-Range Transportation Plan for the SEDA-COG MPO region.

IN TESTIMONY WHEREOF I hereto subscribe my name as Chairman.

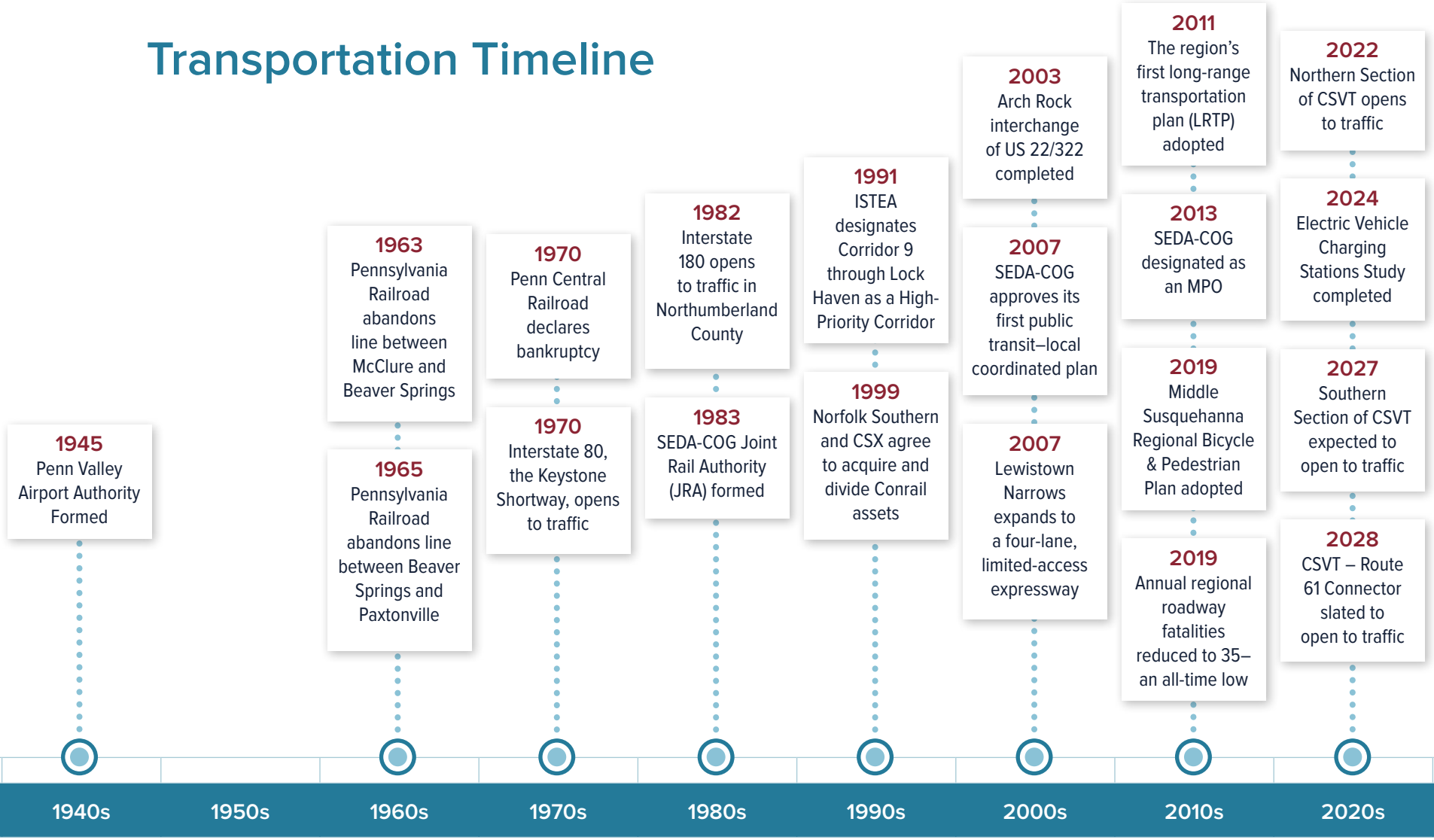
_____

Steve Herman, AICP

SEDA-COG MPO Chair

June 12, 2026

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 Chair

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Acknowledgements

SEDA-COG MPO Board

Borough of Berwick – Jack Kyttle
Town of Bloomsburg – Lisa Dooley
Clinton County – Stephen Gibson, P.E.
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

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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 rabbittransit Stop Hopper Ridership (2025)

164,484 rabbittransit 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

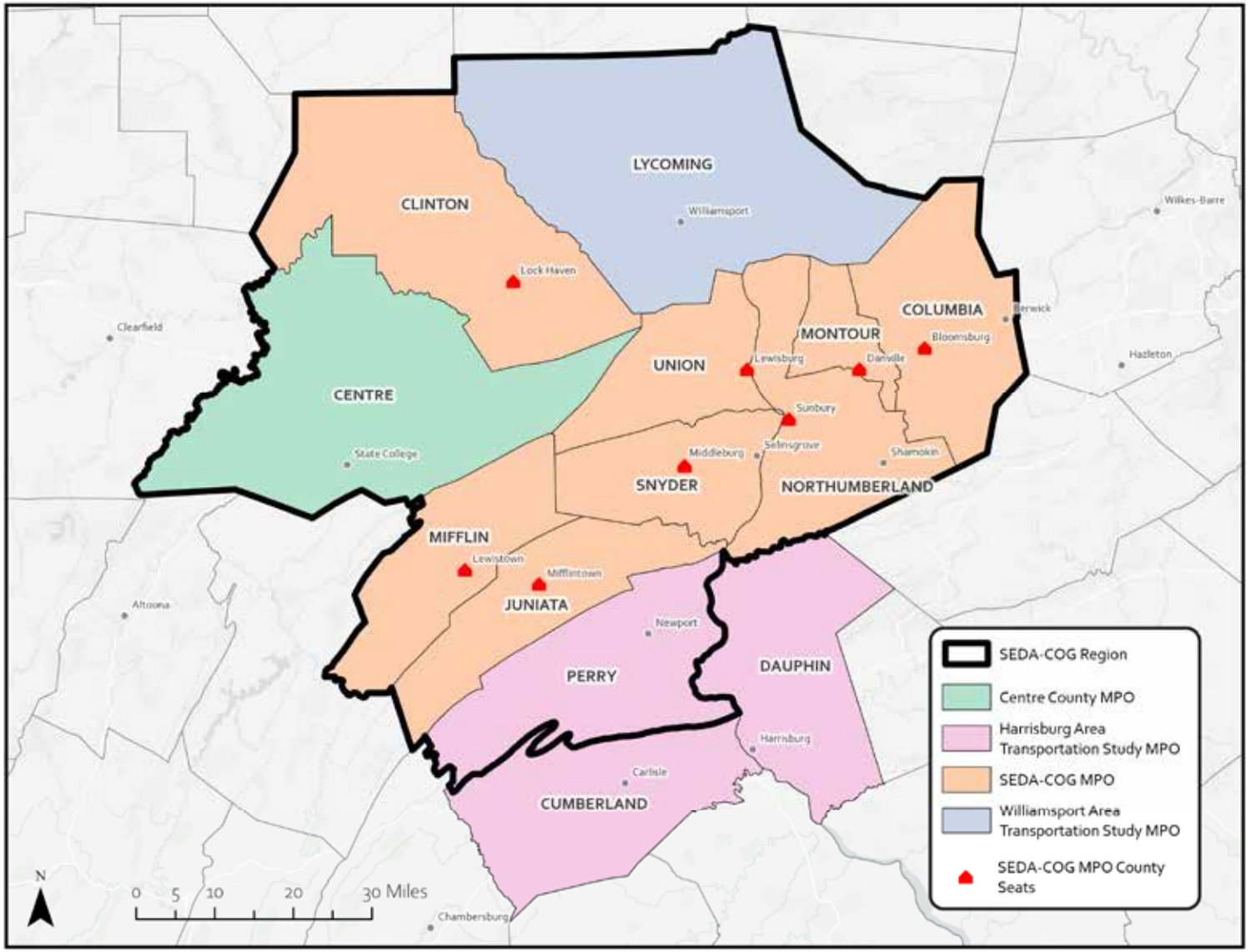
611 Electric Vehicles (2023)

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. Beyond 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.

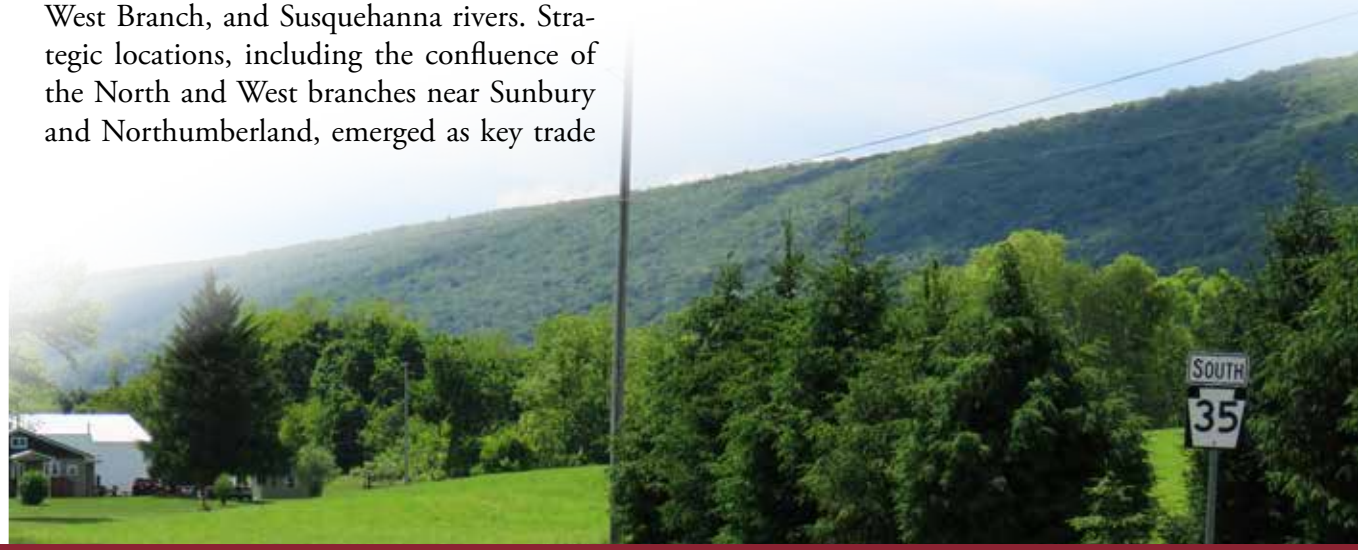
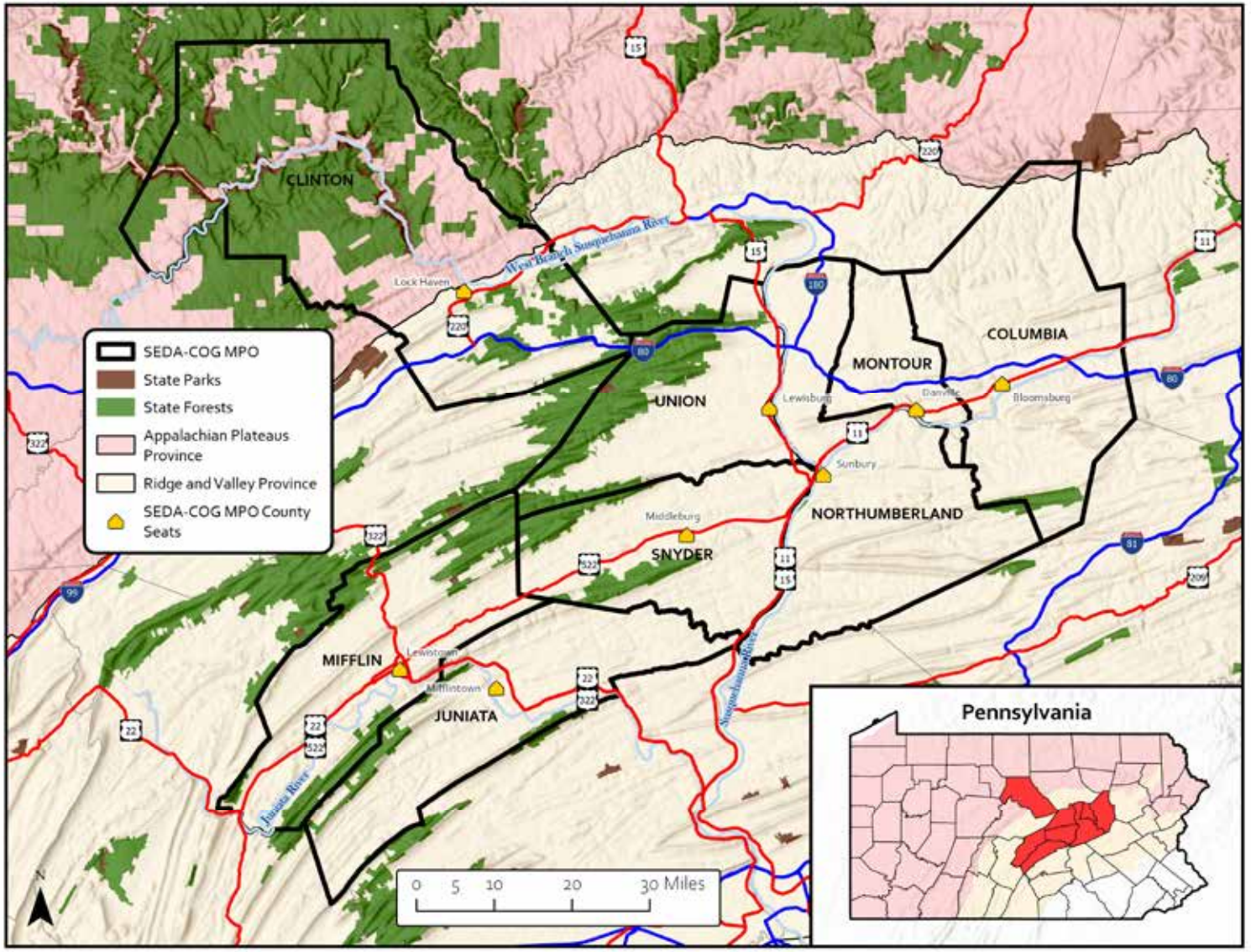


Figure 2: Geographical Features of the SEDA-COG MPO Region

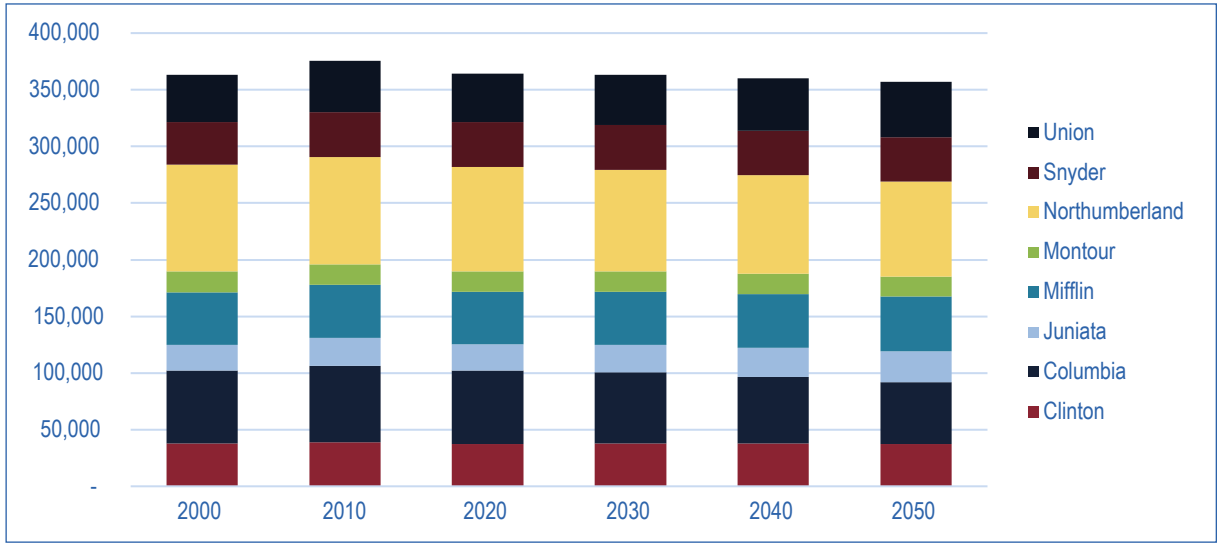


Demographics

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



Source: Center for Rural Pennsylvania

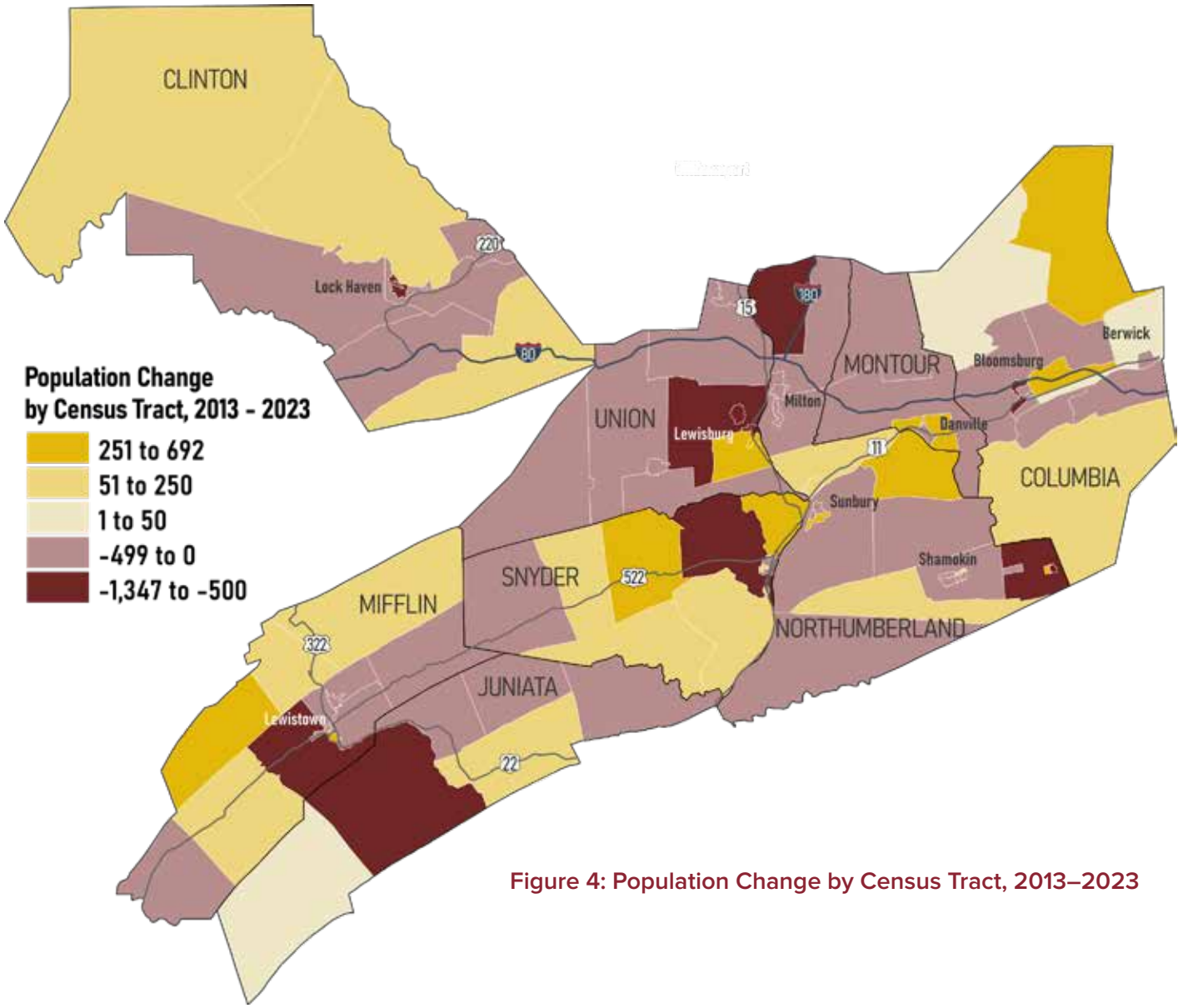


Figure 4: Population Change by Census Tract, 2013–2023

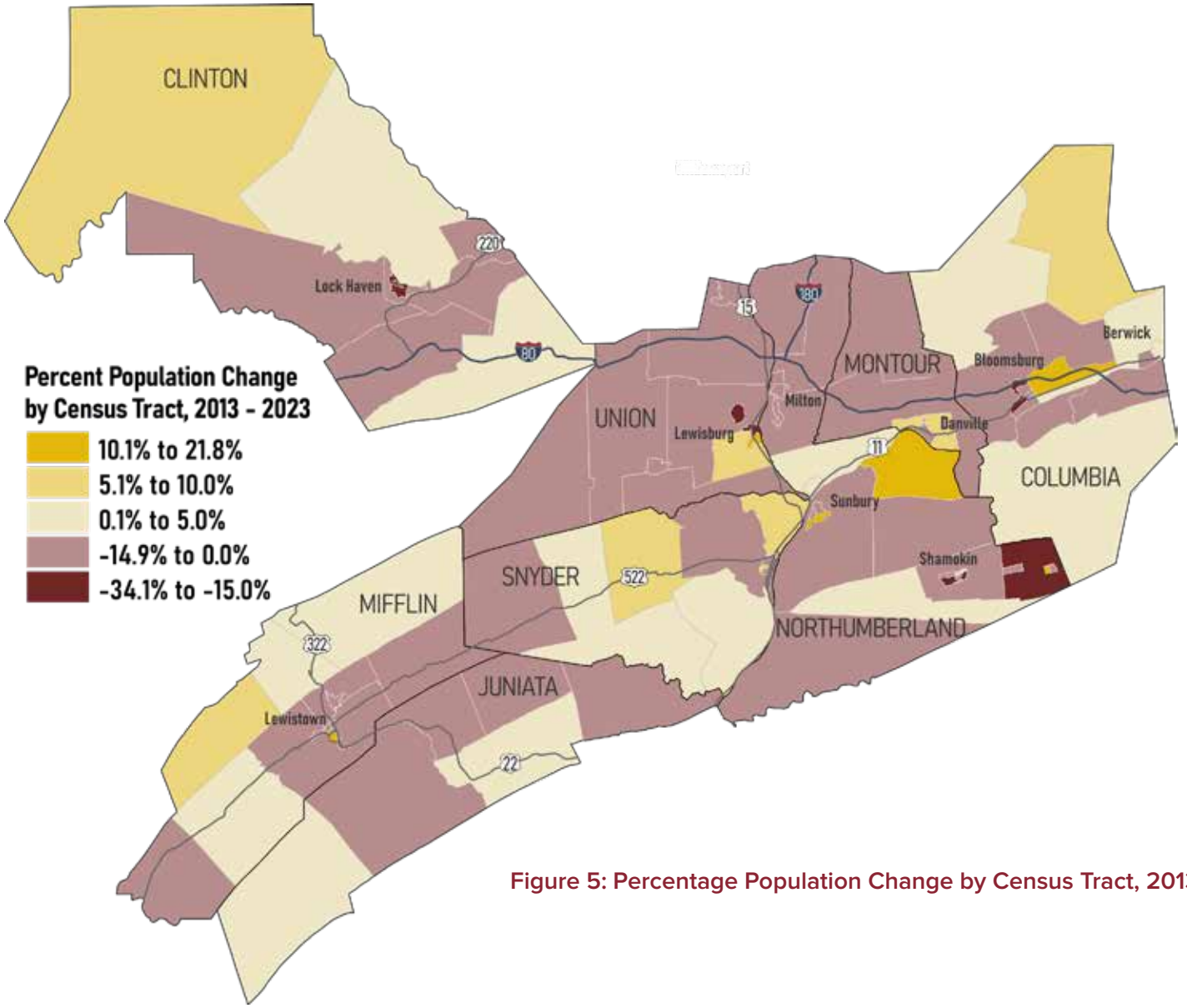


Figure 5: Percentage Population Change by Census Tract, 2013–2023

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 populations[1] 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

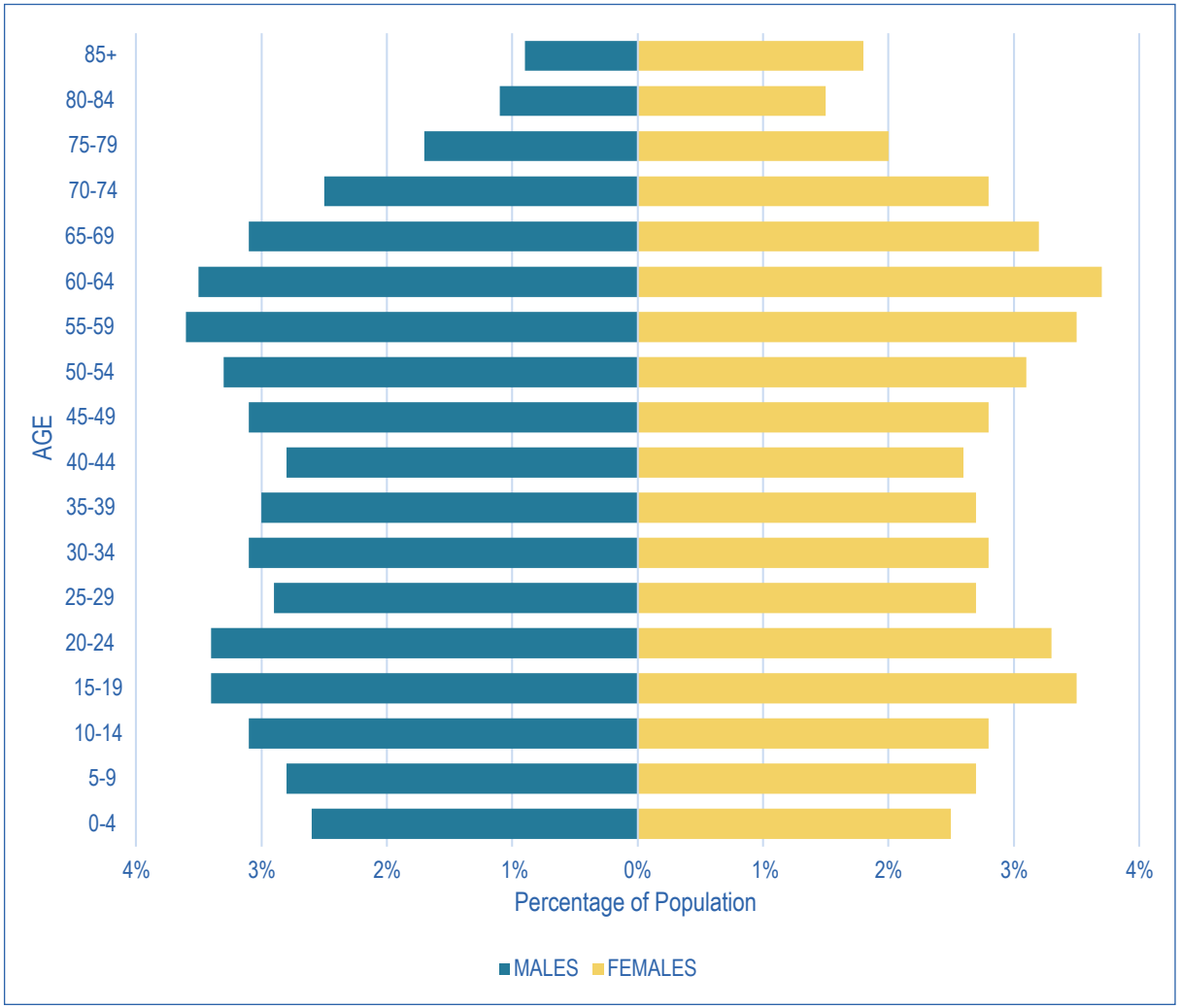
Note: Population centers are defined as areas with a population > 3,500 and a population density > 1,000 people per square mile.

- 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

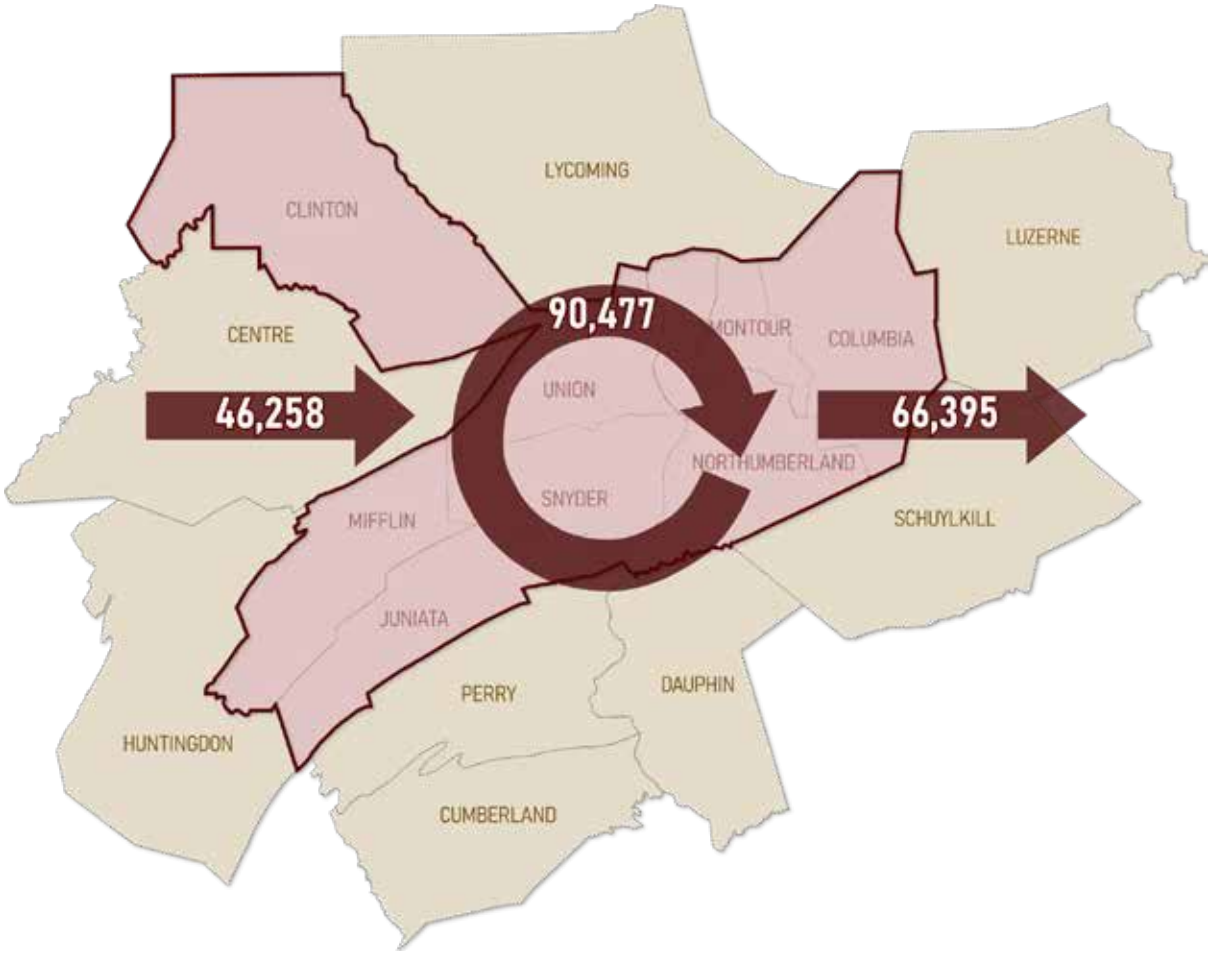
- Maintaining infrastructure while population shrinks and relocates outside of major population centers will require right-sizing transportation infrastructure. This could include rural road enhancements and increased multimodal planning being prioritized over major new road expansions, and a focus on 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).

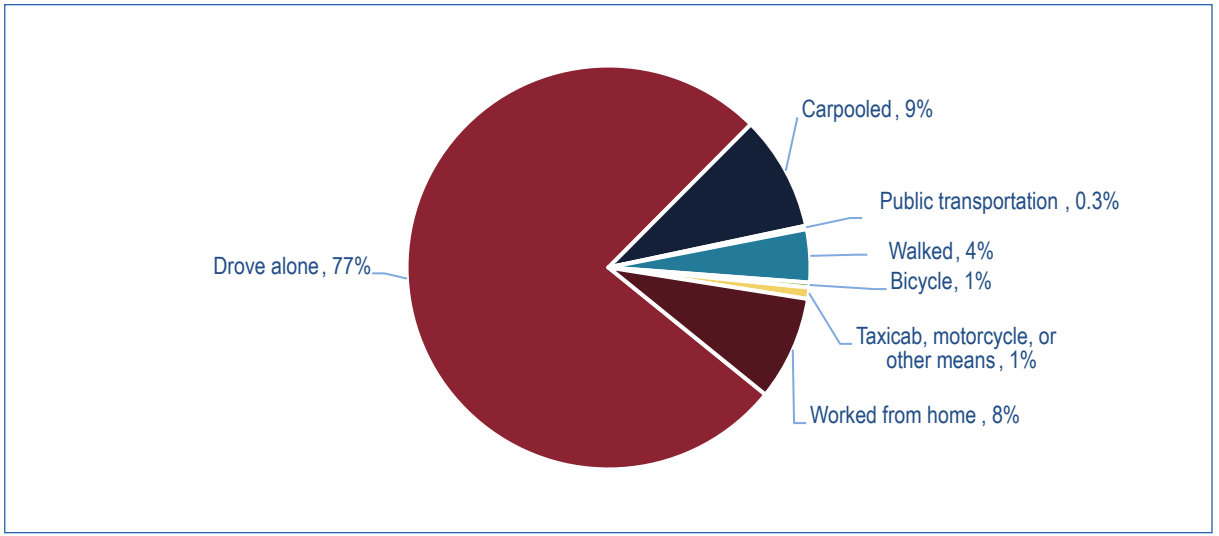
Figure 7: Workers Imported and Exported, 2021



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

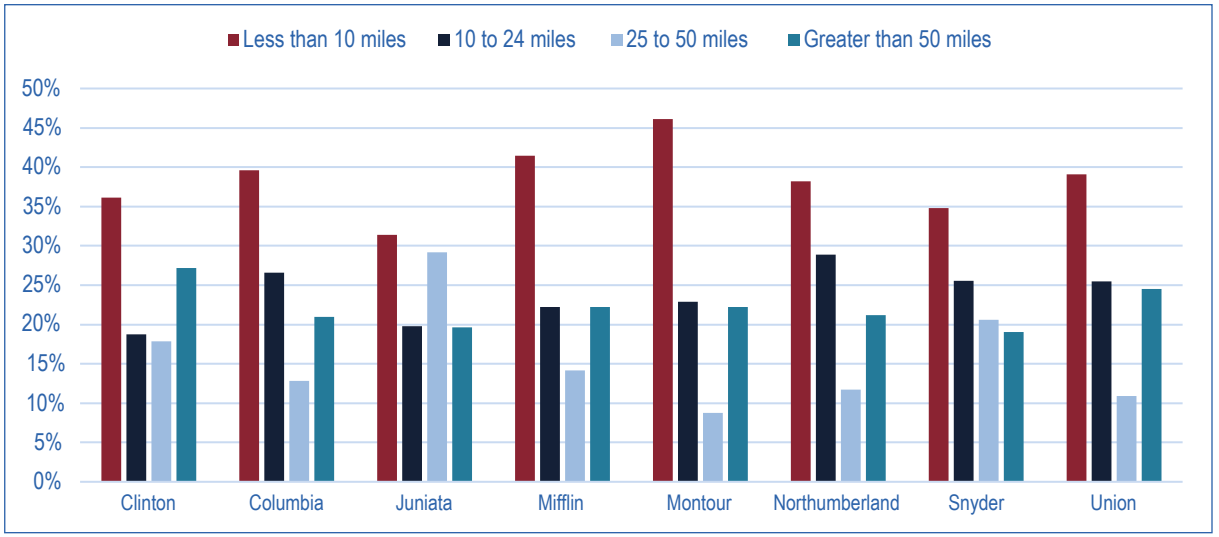
- Commuting distance patterns show that more than 38 percent of the region's workers travel less than 10 miles to work, and almost two-thirds commute less than 24 miles. Clinton County has the highest percentage of workers traveling more than 50 miles to work (27.2 percent).
- In the SEDA-COG MPO region, 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 statewide 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-umber-land	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).

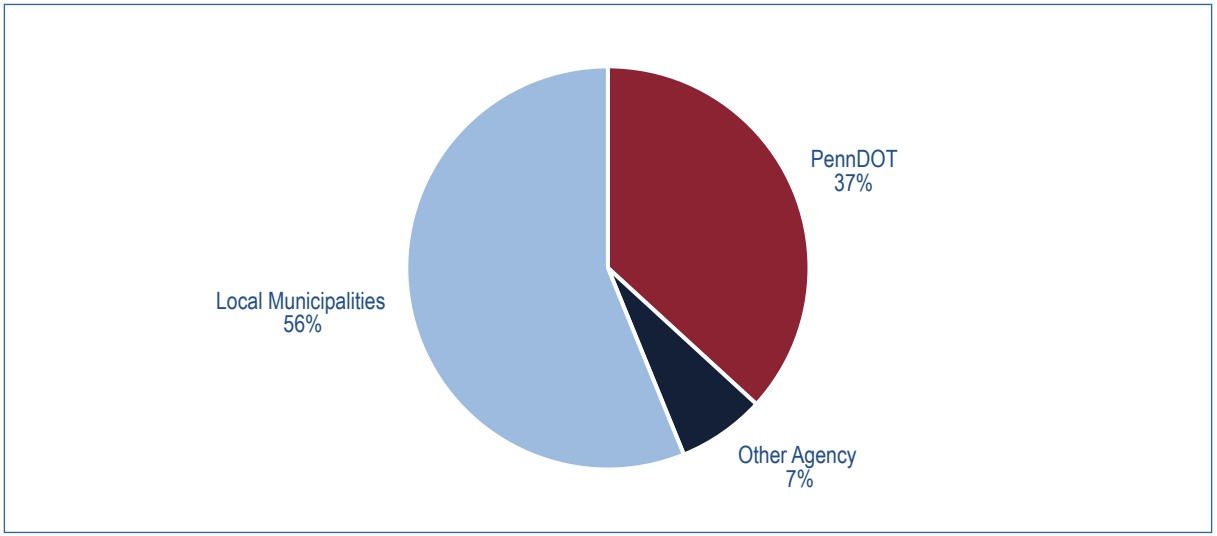
Roadway Network

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).

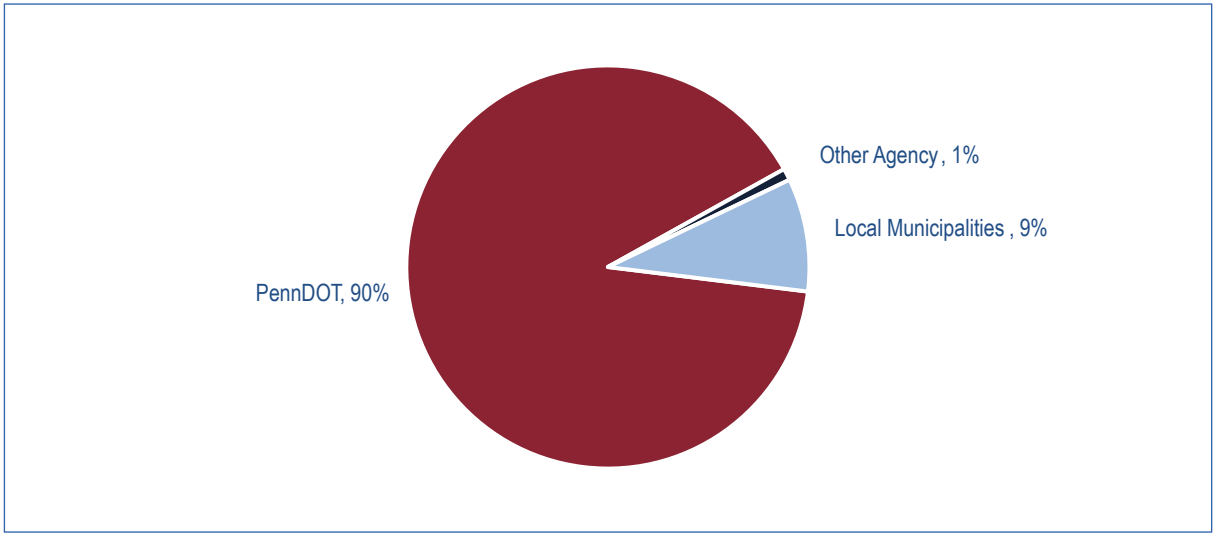
  - » Multilane upgrade of the US 322 corridor between Potters Mills and Boalsburg in Centre County (in preliminary planning/design/environmental evaluation).
- The US 220 corridor between the I-80 interchange near Bellefonte/Milesburg (Centre County) and the I-180/US 15 interchange near Williamsport (Lycoming 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

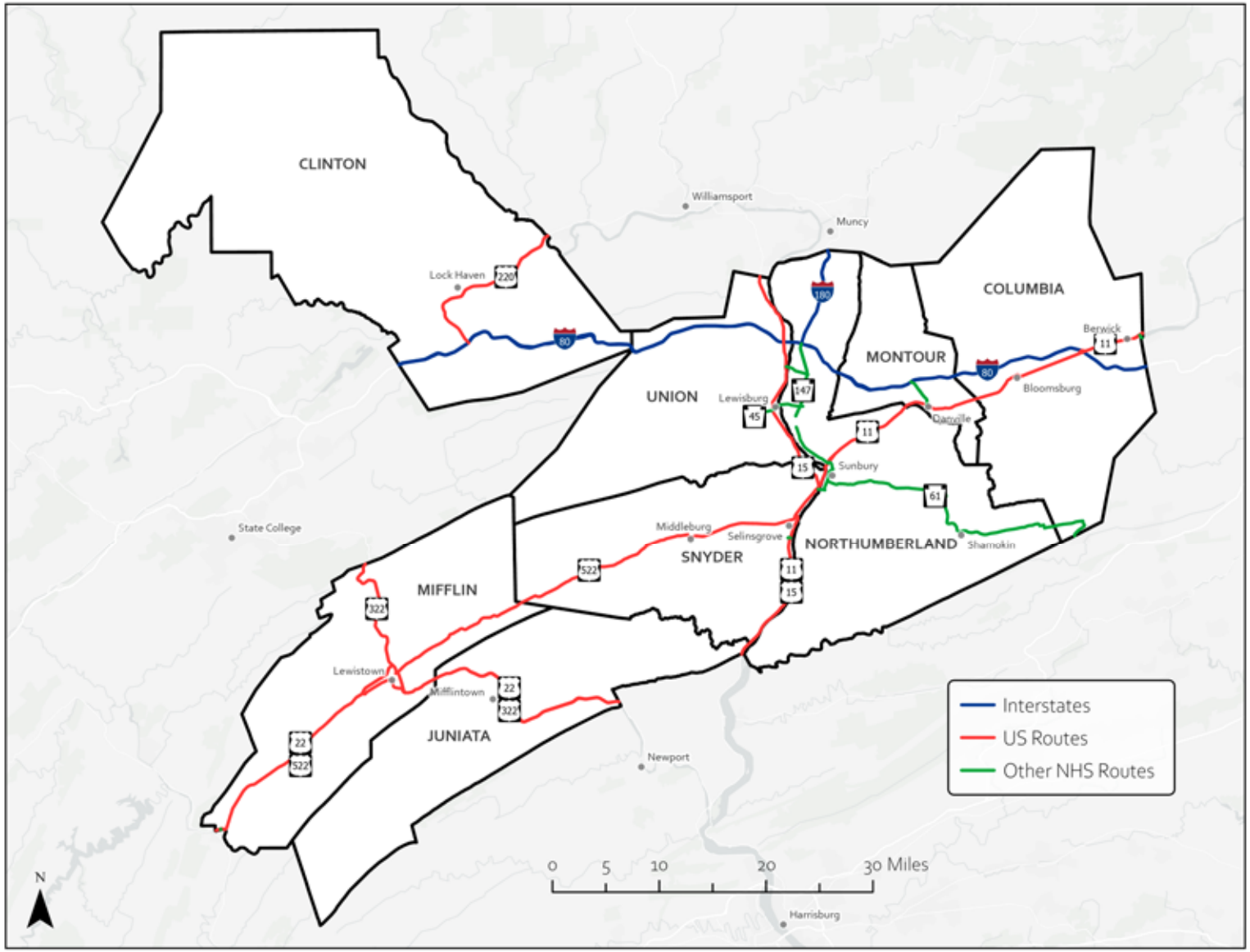
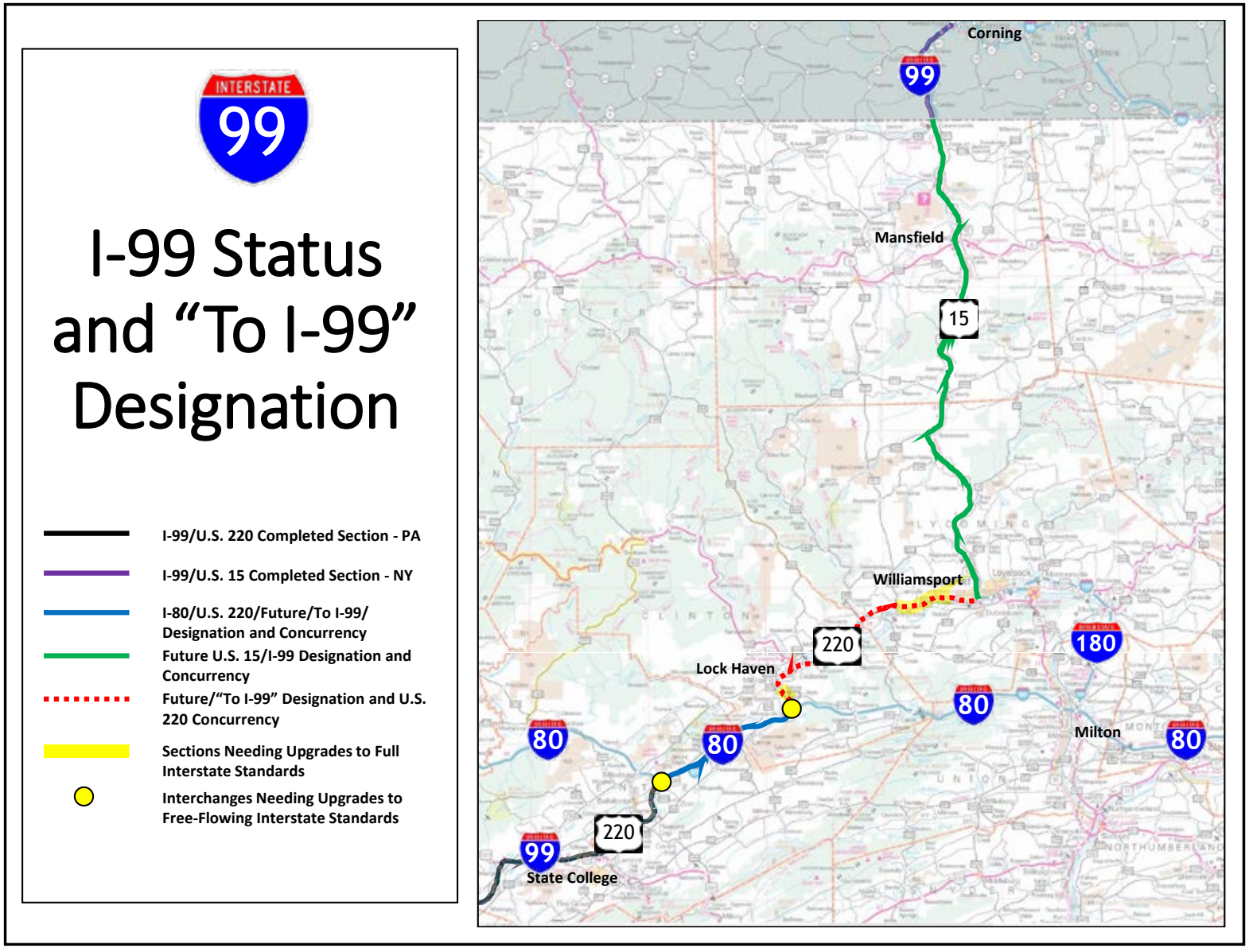
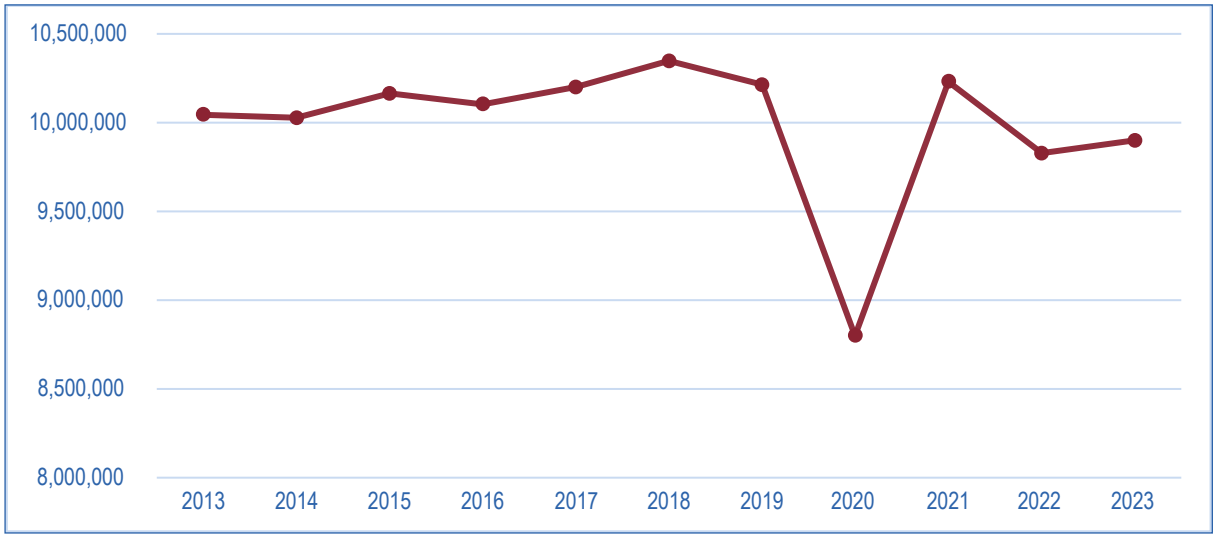


Figure 13: I-99 Status and "To I-99" Designation



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–Ber-

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

wick. They support efficient truck access to industrial parks, distribution centers, and 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

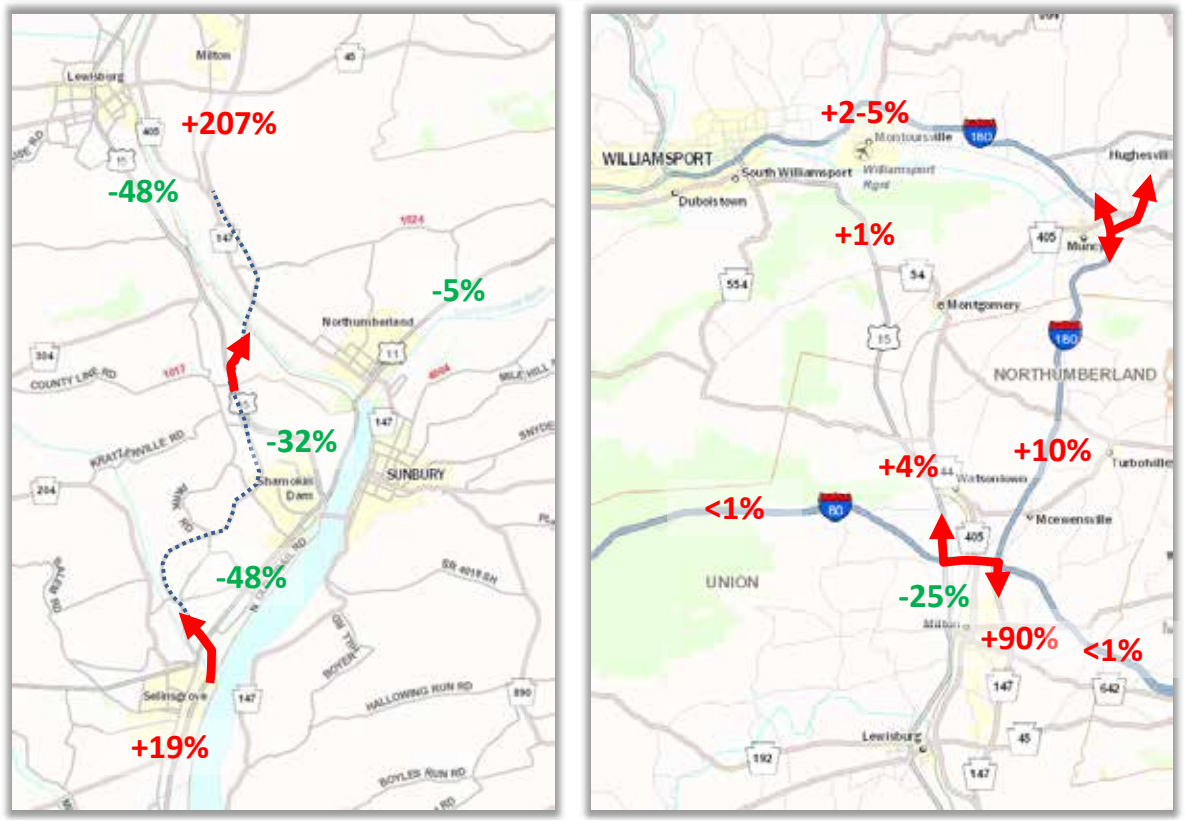
		US 15	PA 405	PA 45
Vehicle Count	Pre-Opening	23,000	13,000	9,000
	Post Opening	15,000	8,000	8,000
	% Change	-35%	-38%	-11%
Truck Count	Pre-Opening	2,100	3,100	500
	Post Opening	1,200	700	400
	% Change	-43%	-77%	-20%

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

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.

- 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

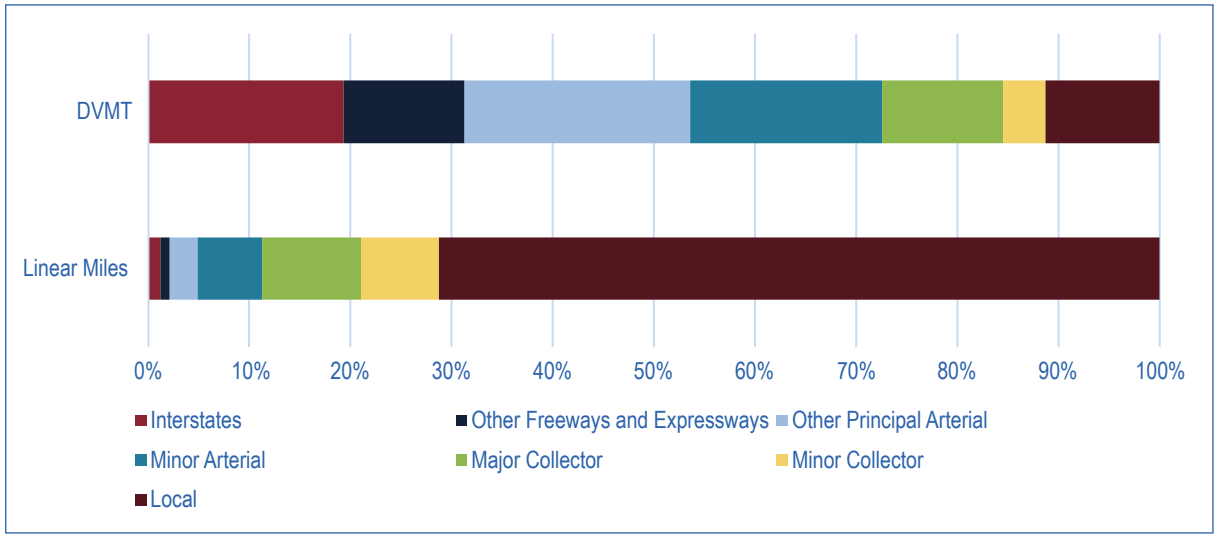
- Many municipalities lack both the funding and planning expertise to effectively respond to the anticipated development pressures and land use changes expected to result from the CSVT. To address this, the MPO must continue to play an active role in coordinating planning efforts at the county and municipal 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

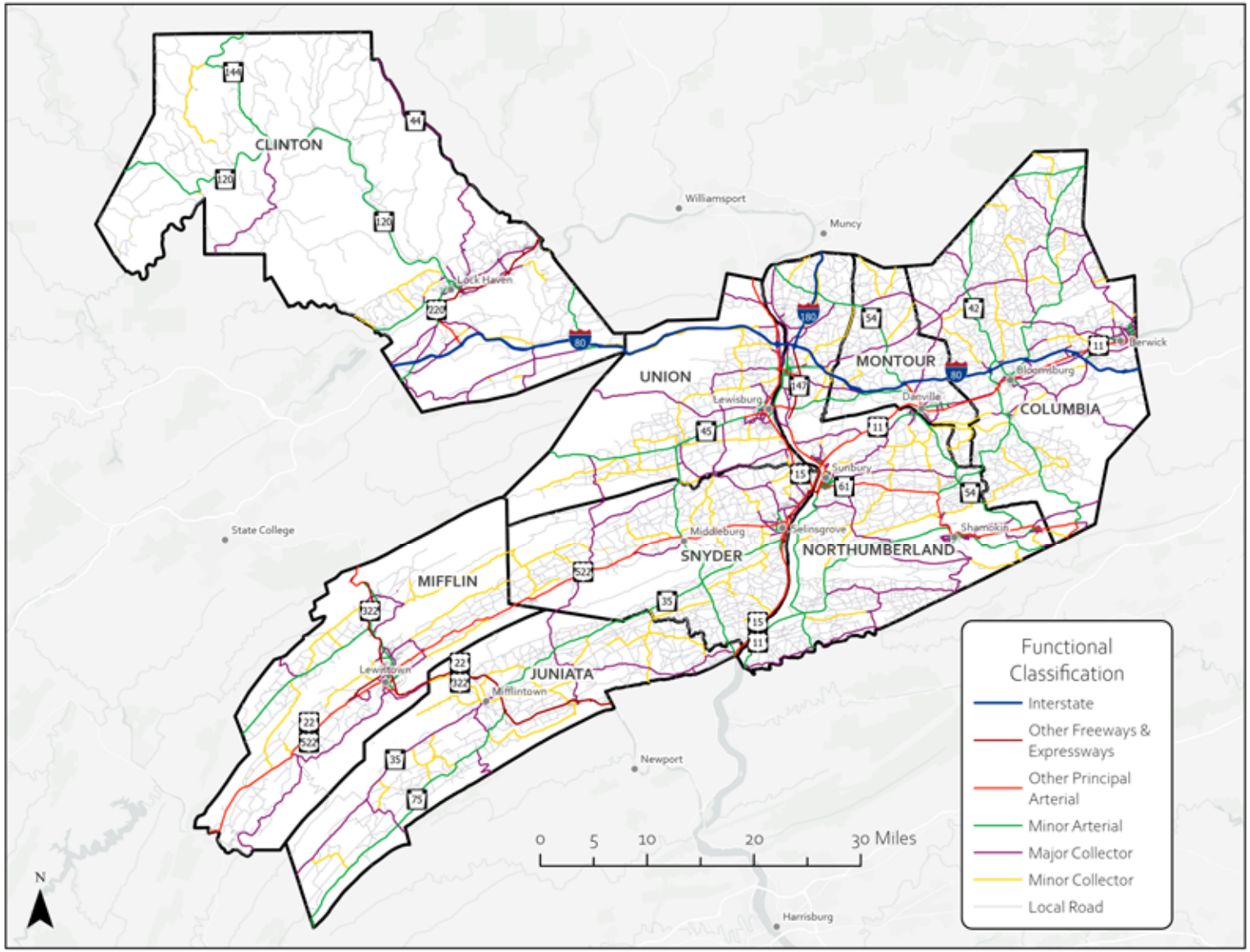


Table 7: Functional Classification Overview, 2023

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

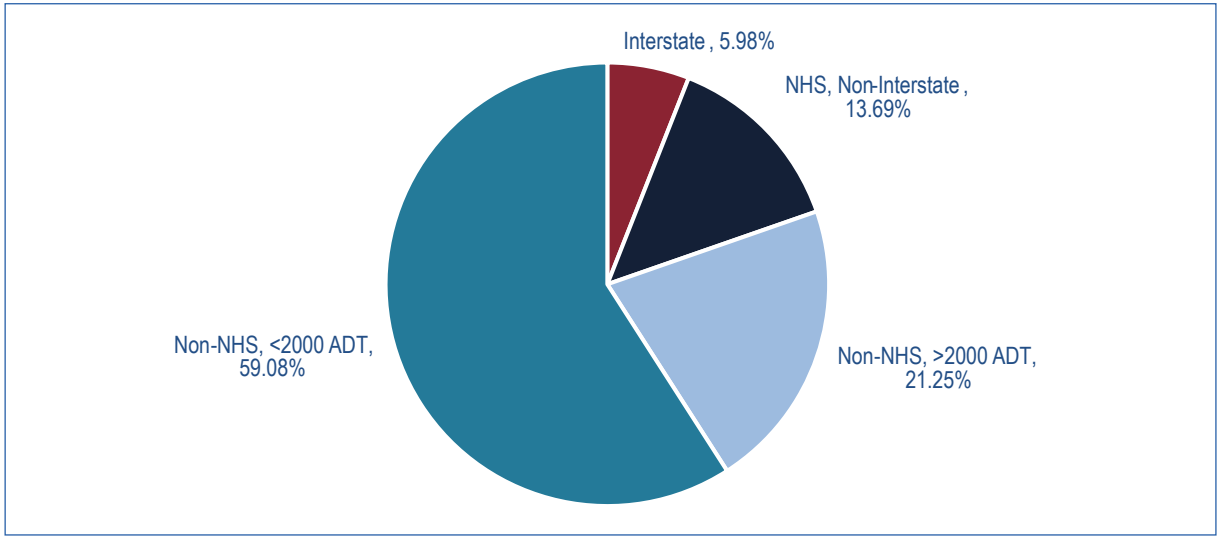
- Functional classification reviews are important to ensure that roadways are properly categorized for the type of traffic they carry, as well as to effectively serve the adjacent land uses.
- Further, functional classifications carry specific eligibility implications for federal and state funding sources, 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

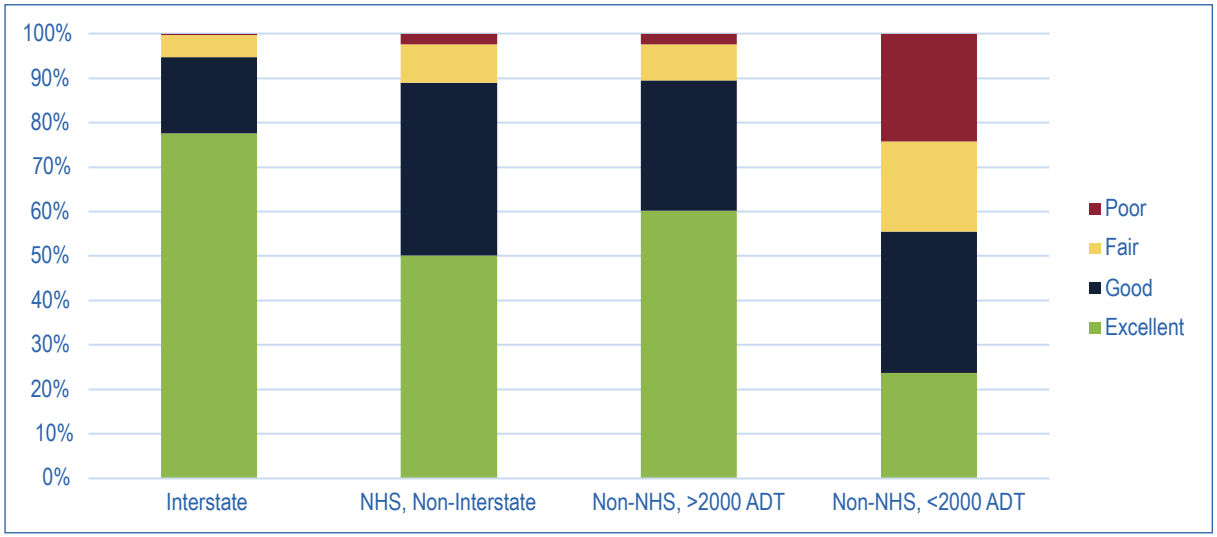
- PennDOT organizes the state's roadways into four Business Plan Networks (BPNs):
  1. Interstate;
  2. NHS Non-Interstate;
  3. Non-NHS >2,000 Average Daily Traffic (ADT); and
  4. Non-NHS <2,000 ADT.
- In the SEDA-COG MPO region, 59 percent of the roadway mileage is classified as Non-NHS <2,000 ADT (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



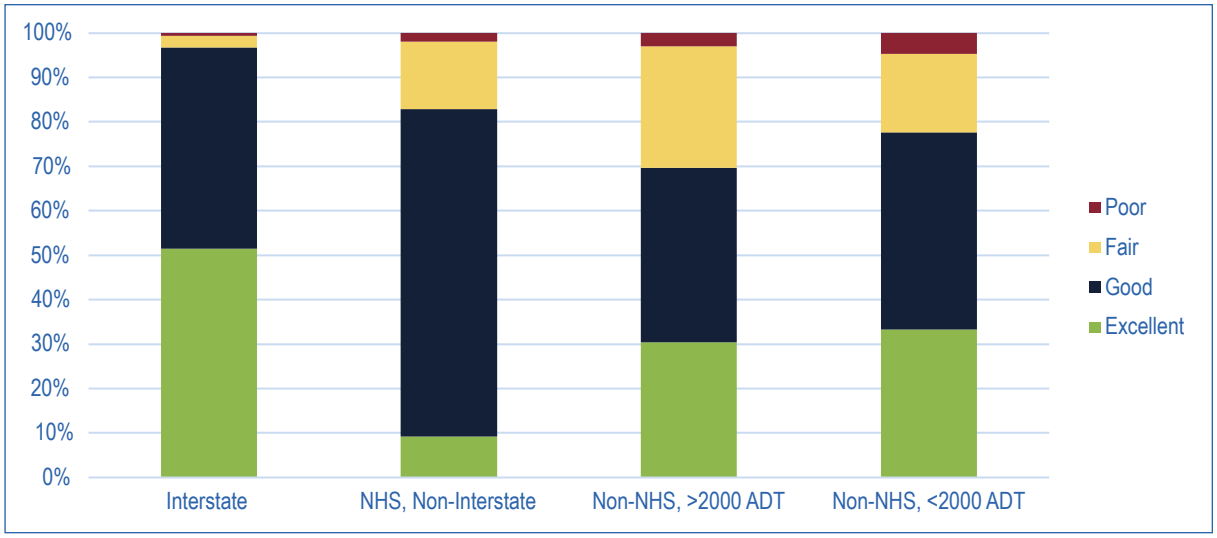
Source: SEDA-COG MPO, Performance Measures Annual Report, 2023

Figure 19: IRI by Business Plan Network, 2023



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

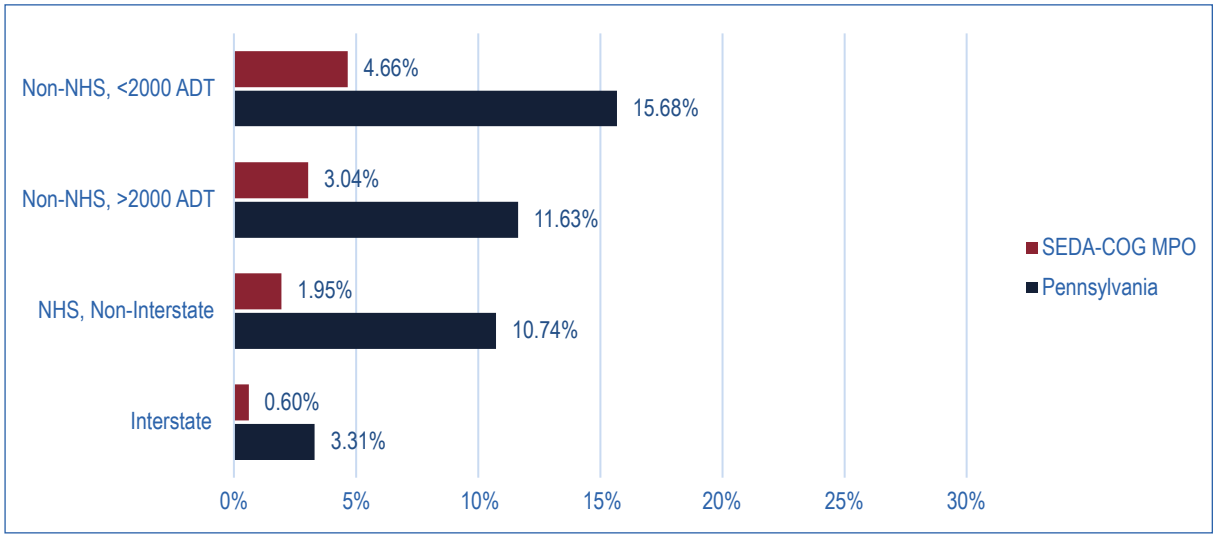
Figure 20: OPI by Business Plan Network, 2023



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

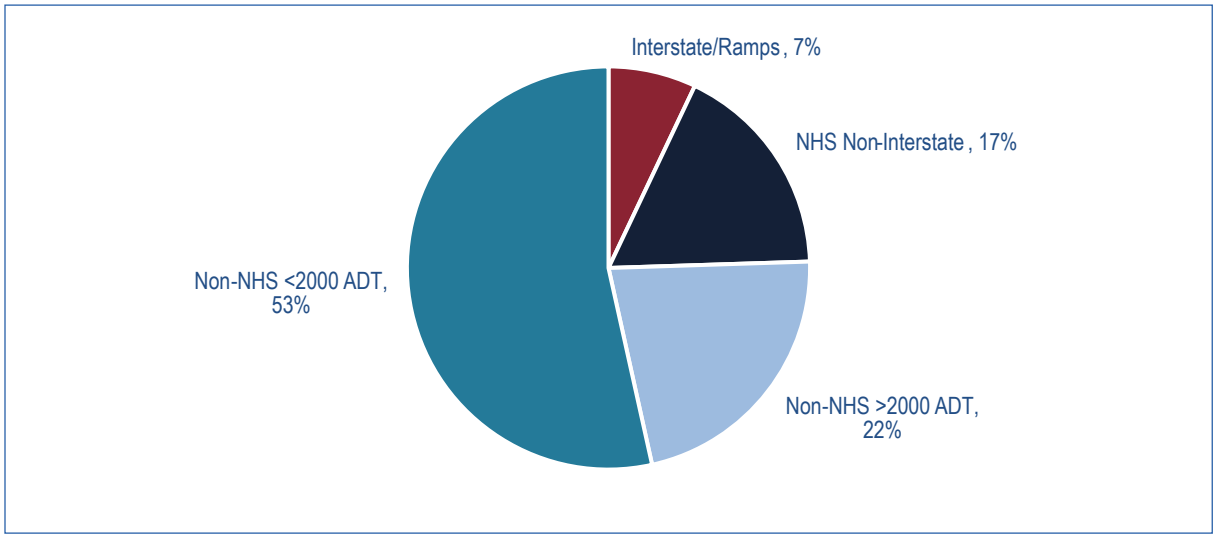
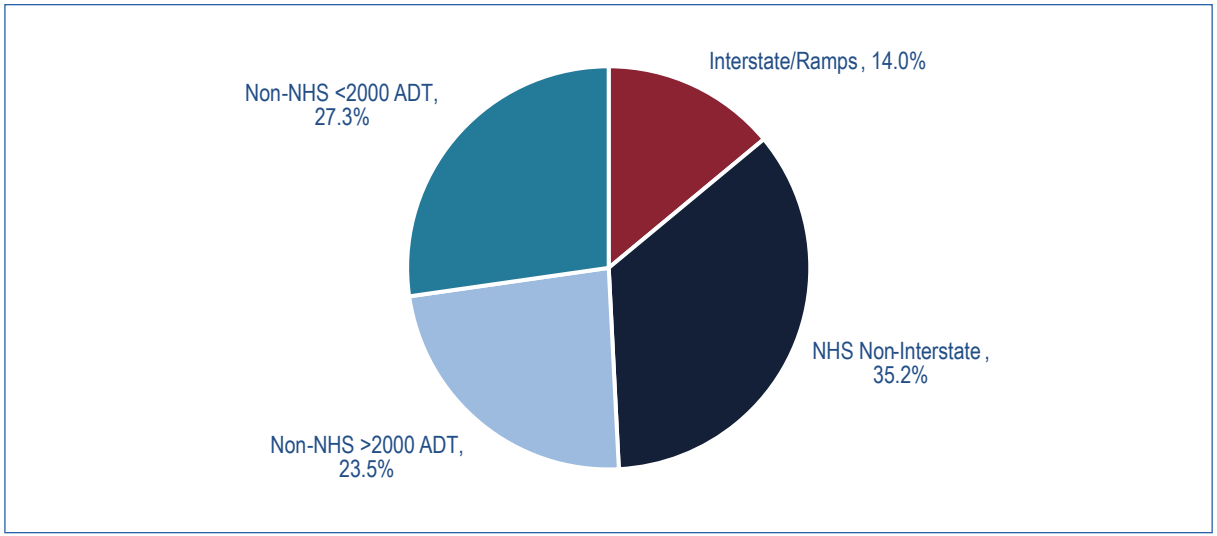
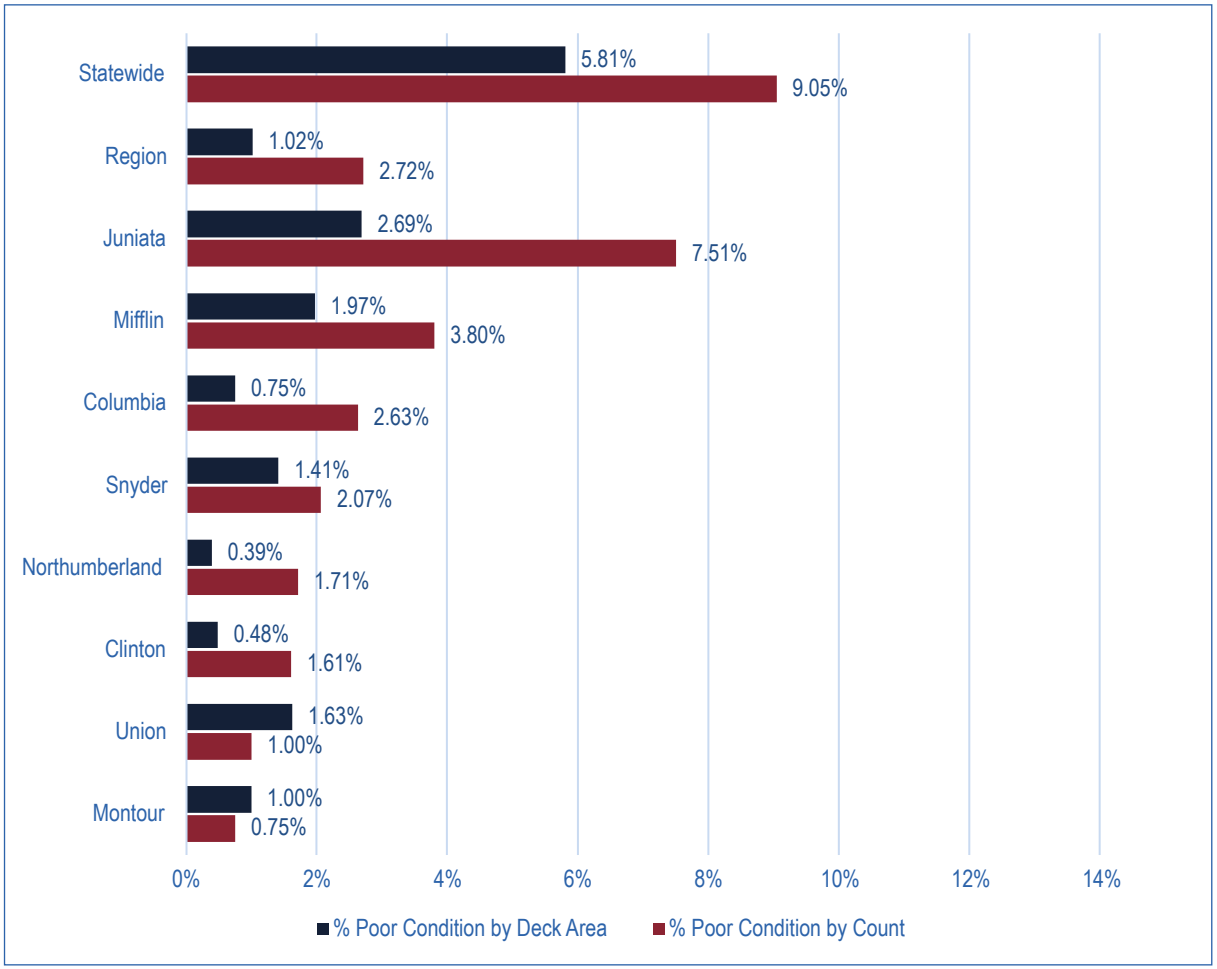


Figure 23: Percentage of Bridge Deck Area by Business Plan Network, State-Owned Bridges Greater than 8 Feet in Length



Source (2): PennDOT Bridge Management System

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

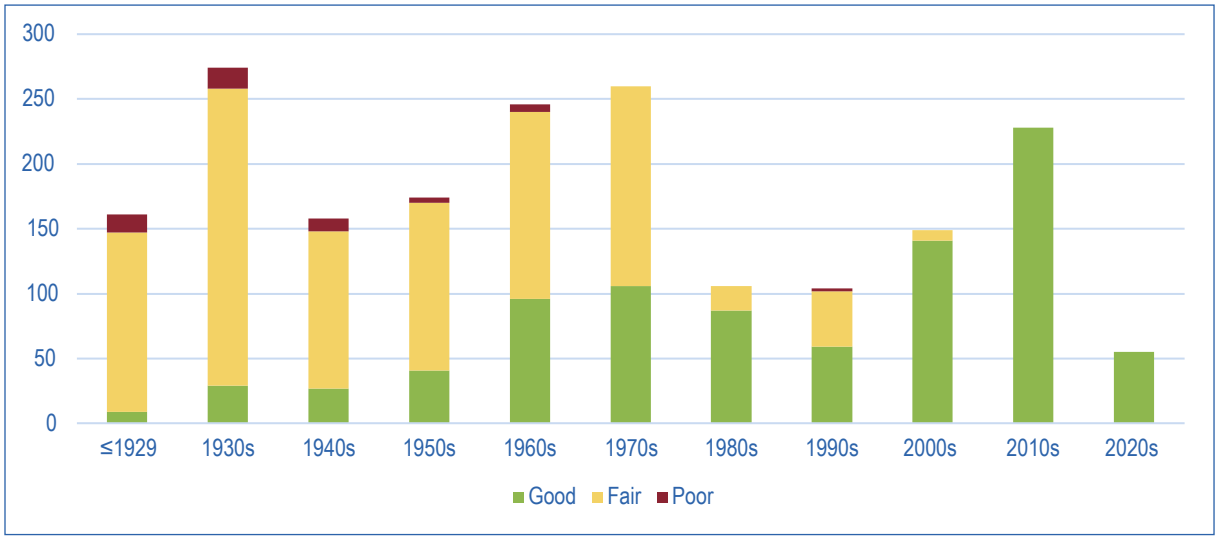


Source: PennDOT Bridge Management System

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

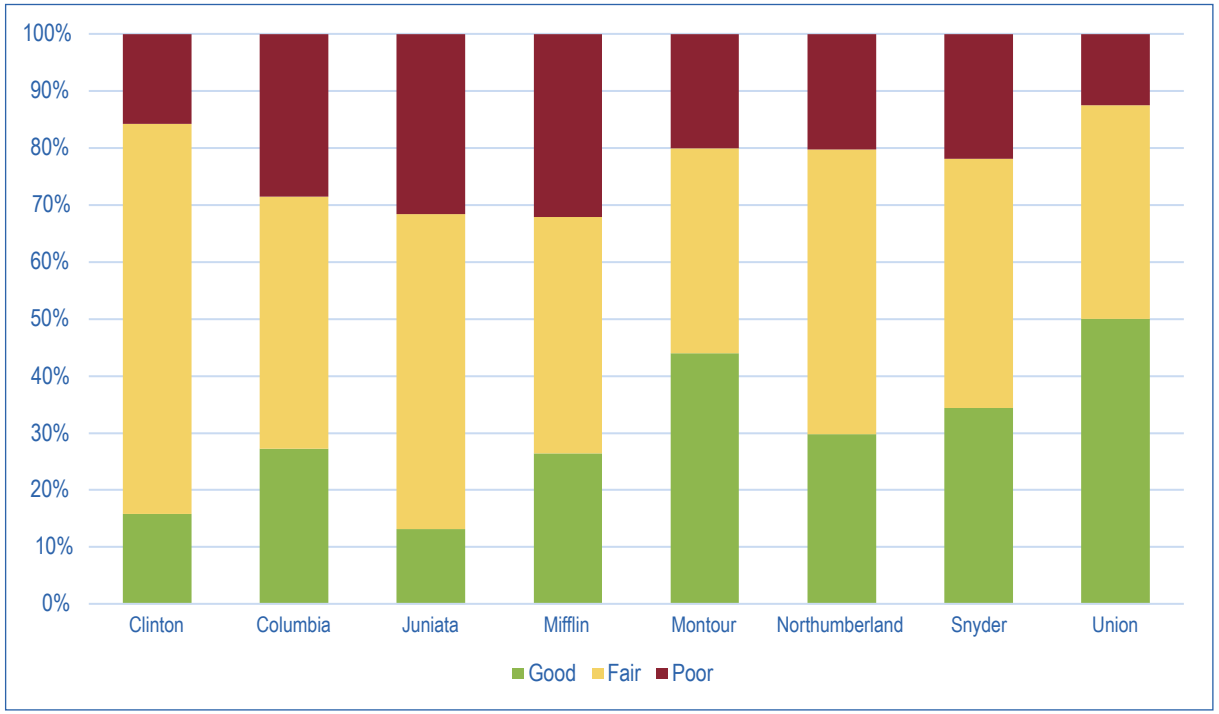
- Older bridges are more likely to have structural deterioration, fatigue, and outdated details that do not meet modern or seismic standards. Costs per bridge tend to rise steeply with age and deferred maintenance.
- As with non-bridge highway projects, future funding expectations for repair or replacement 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

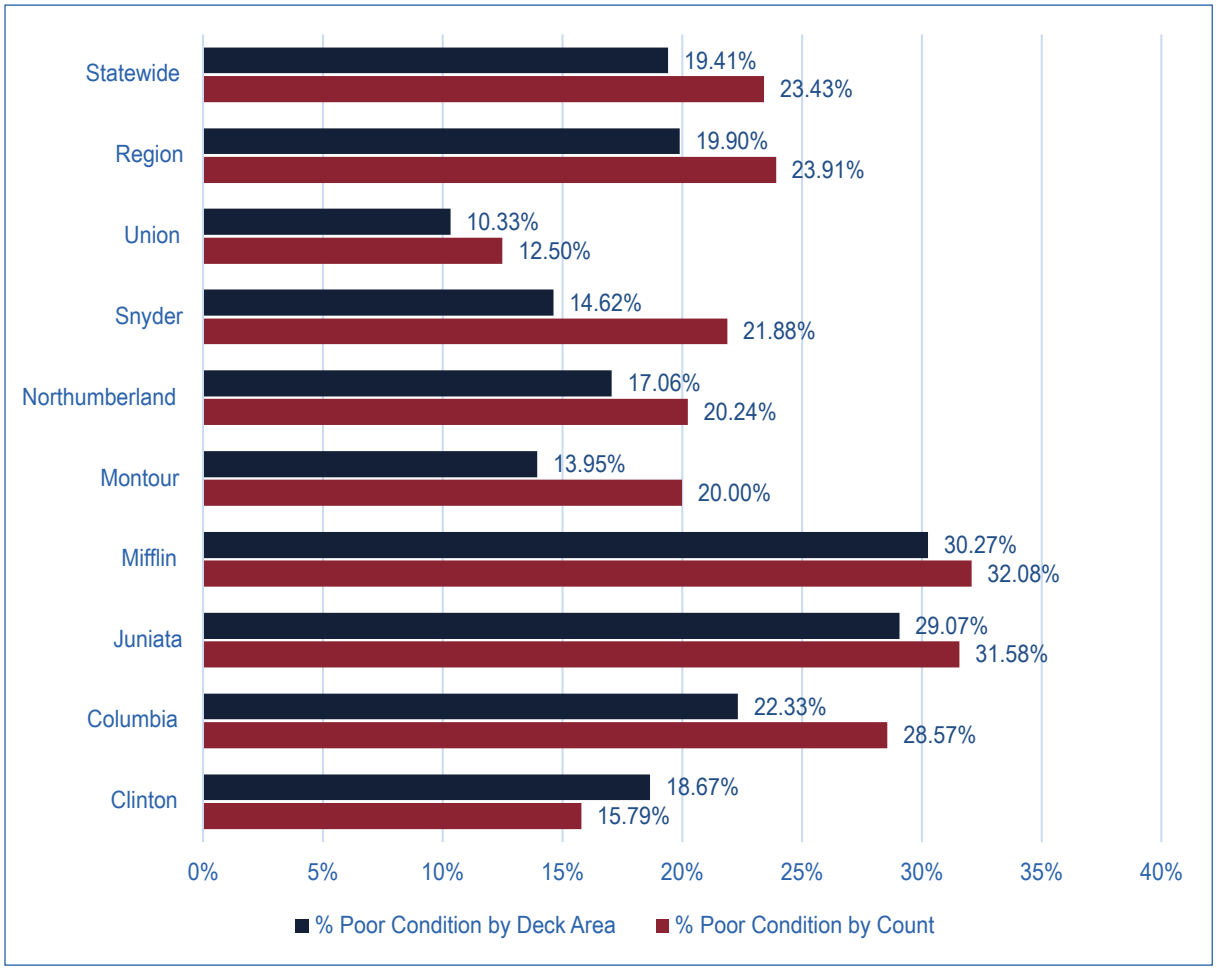
- According to PennDOT's Bridge Management System (BMS), there are 368 total locally owned bridges greater than 20 feet long in the SEDA-COG MPO region. Of those structures, 22 were closed and 73 were posted as of 2024, which together constitute more than a quarter of the total.
- The region's municipalities 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 percent, while the 2024 share of poor-condition bridges reflects a 23.4 percent reduction.
- 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 26: Locally Owned Bridge Condition by Count, 2024



Source: PennDOT Bridge Management System

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



Source: PennDOT Bridge Management System

Planning Implications

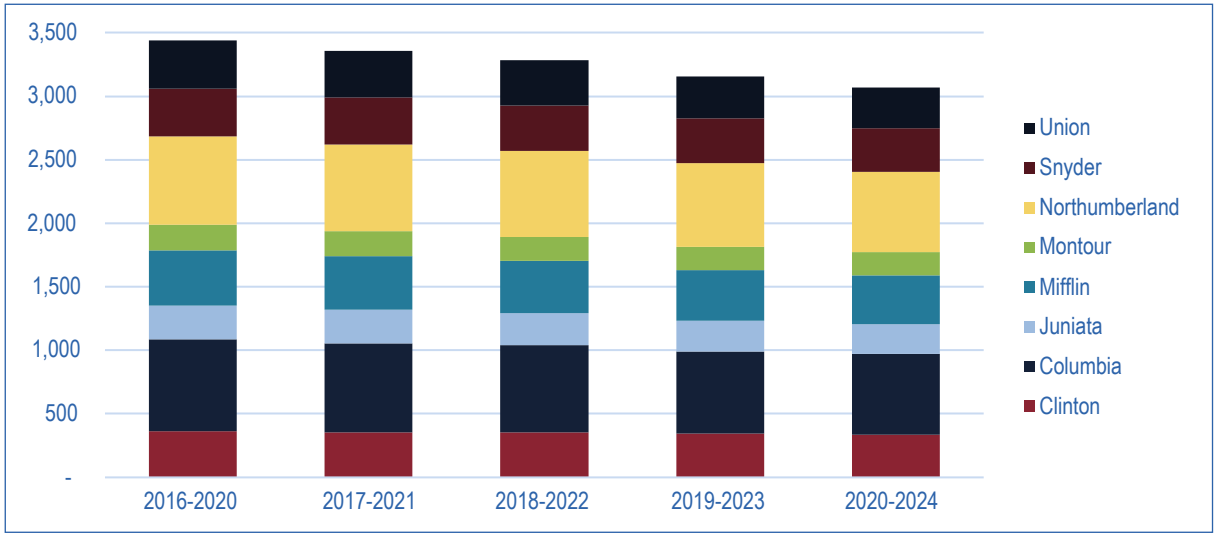
- Many of the region's local bridges are reaching the end of their design life. These structures will need to be considered for preservation, rehabilitation, or replacement to extend their design life and avoid closure. Extended bridge closures can impact overall network connectivity for both passenger 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



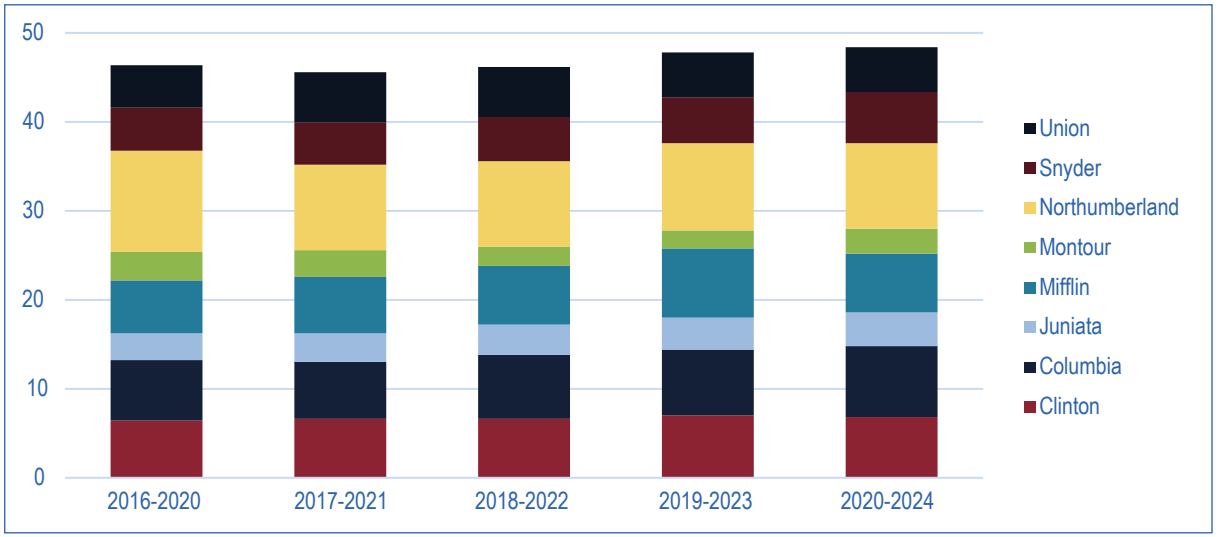
Source: Pennsylvania Crash Information Tool (PCIT)

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).

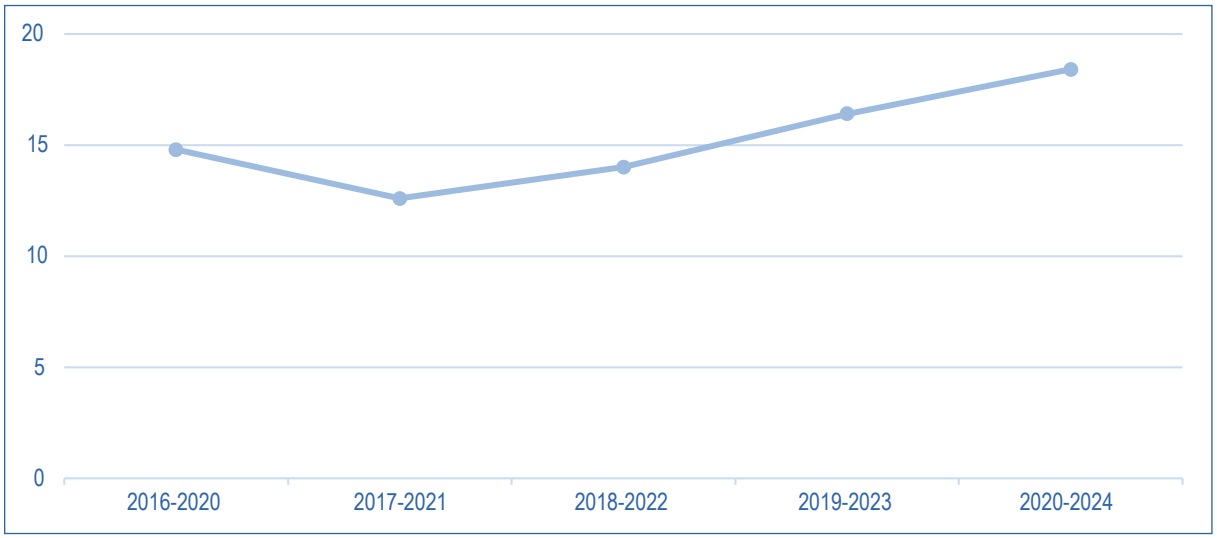
- Crashes involving individuals aged 65 and older account for 22 percent of all regional crashes, closely aligning with the demographic share of the population in that age group (21 percent). The number of crashes involving older adults has remained steady despite the overall decrease in total crashes (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



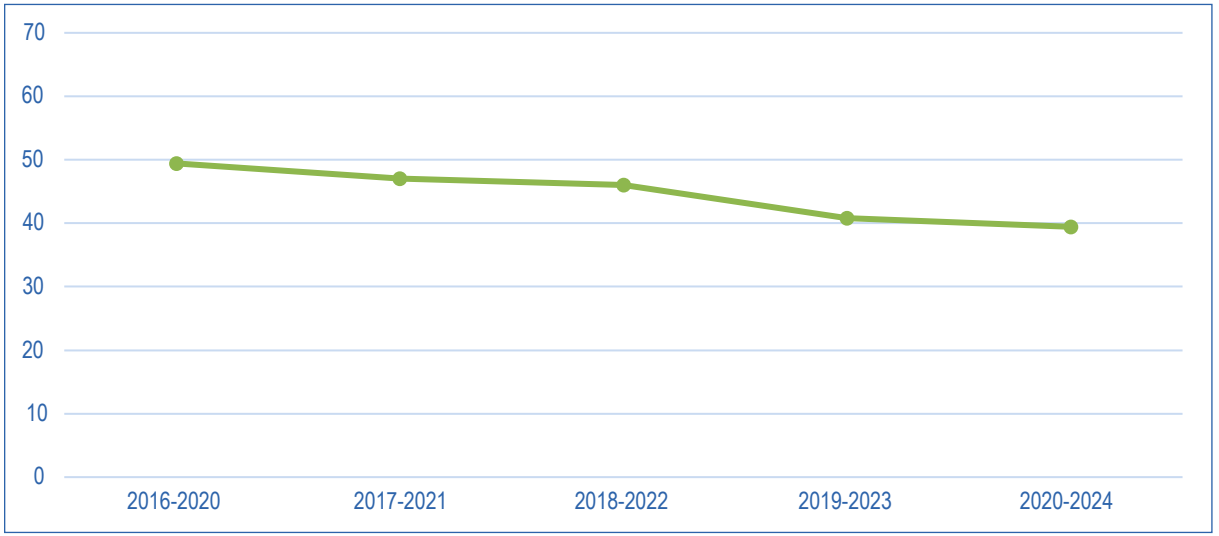
Source: Pennsylvania Crash Information Tool (PCIT)

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.

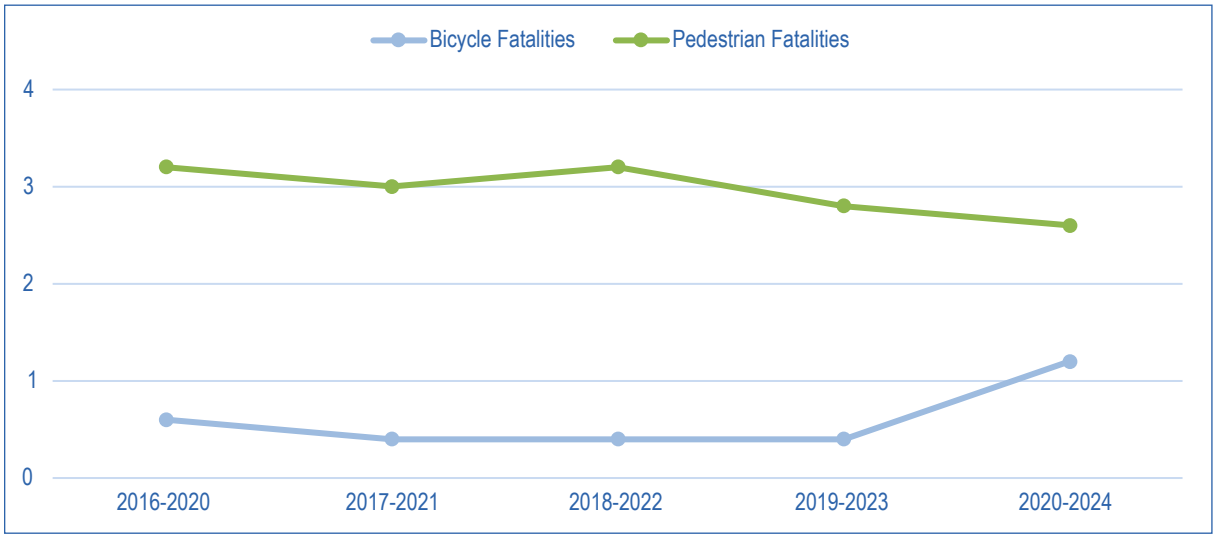
- Between 2015 and 2024, there were 2,565 crashes involving heavy trucks;[7] 6.9 percent of those crashes involved a fatality or a suspected serious injury. Crashes involving heavy trucks are concentrated along I-80, US 11, US 15, and US 322.

Figure 31: Total Pedestrian Crashes by 5-Year Average



Source: Pennsylvania Crash Information Tool (PCIT)

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

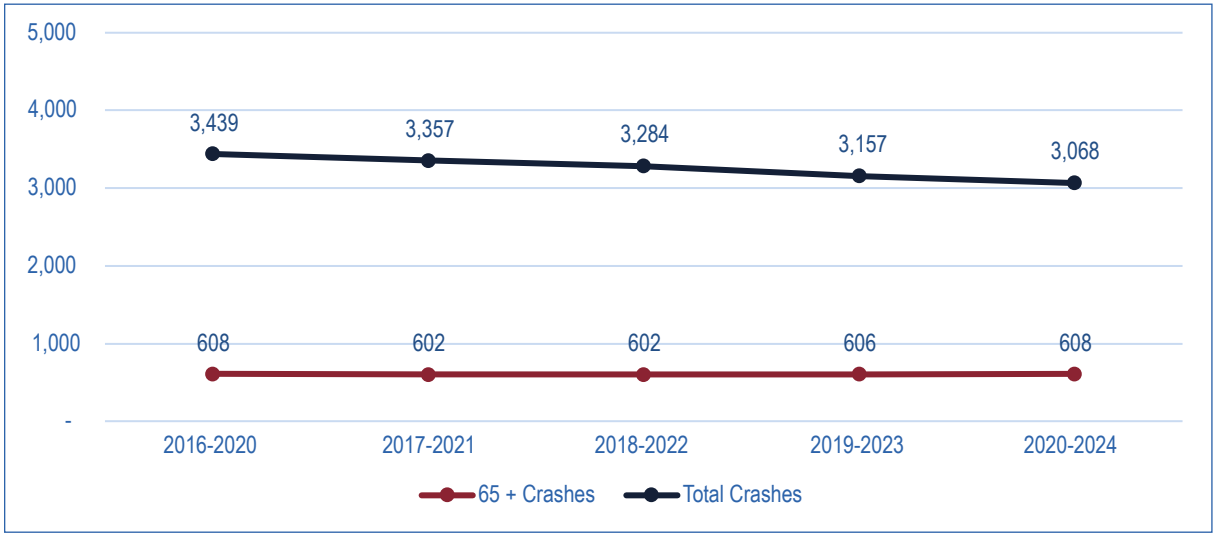


Source: Pennsylvania Crash Information Tool (PCIT)

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."

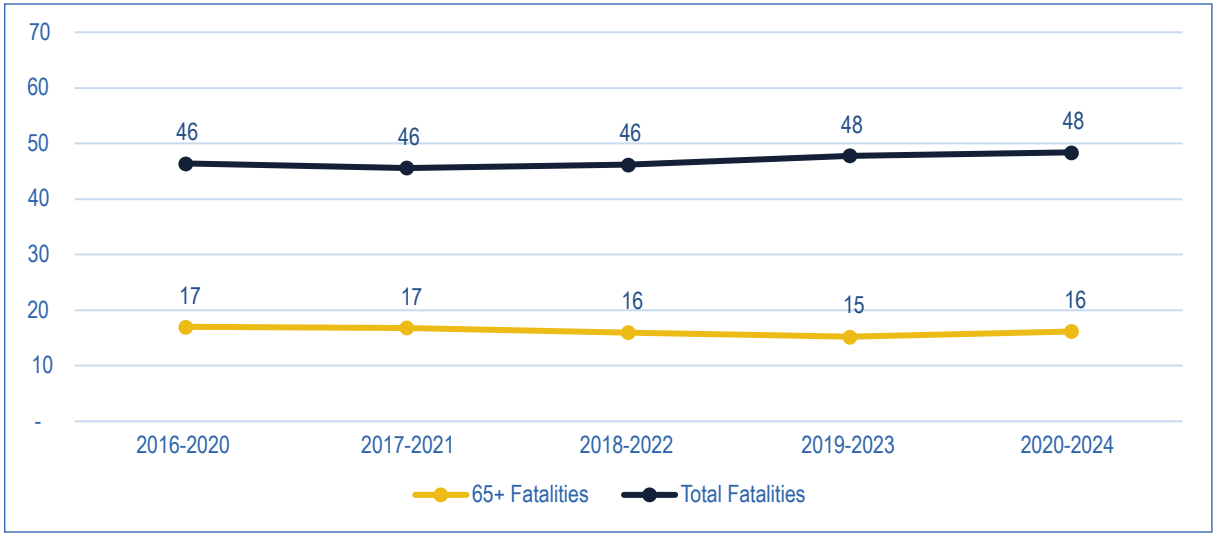
As the region's average age continues to increase, sustained efforts to improve safety for older drivers remain essential.

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



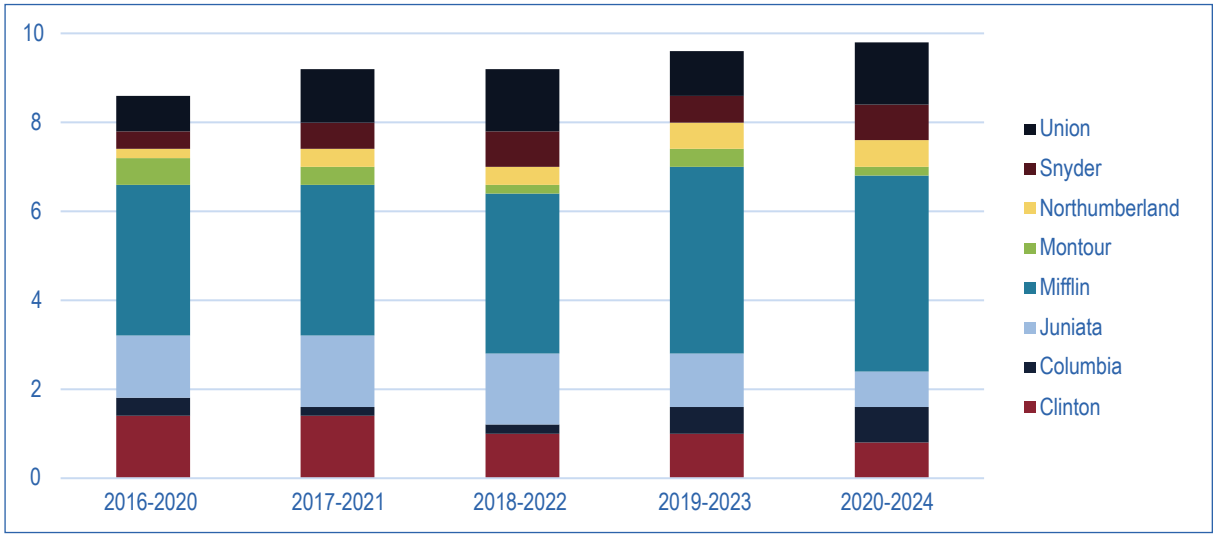
Source: Pennsylvania Crash Information Tool (PCIT)

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



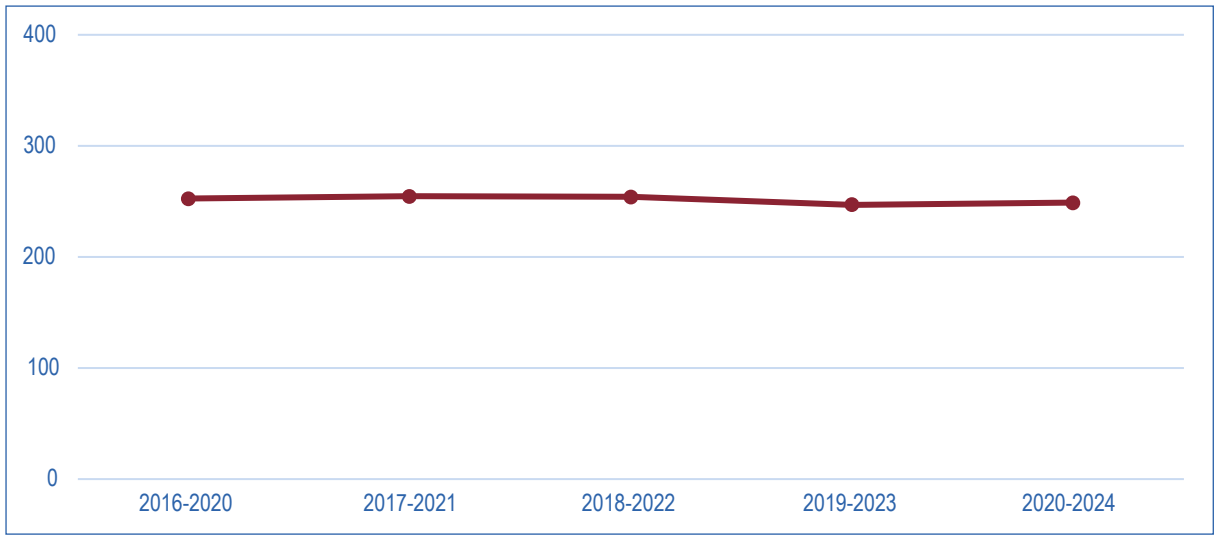
Source: Pennsylvania Crash Information Tool (PCIT)

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.

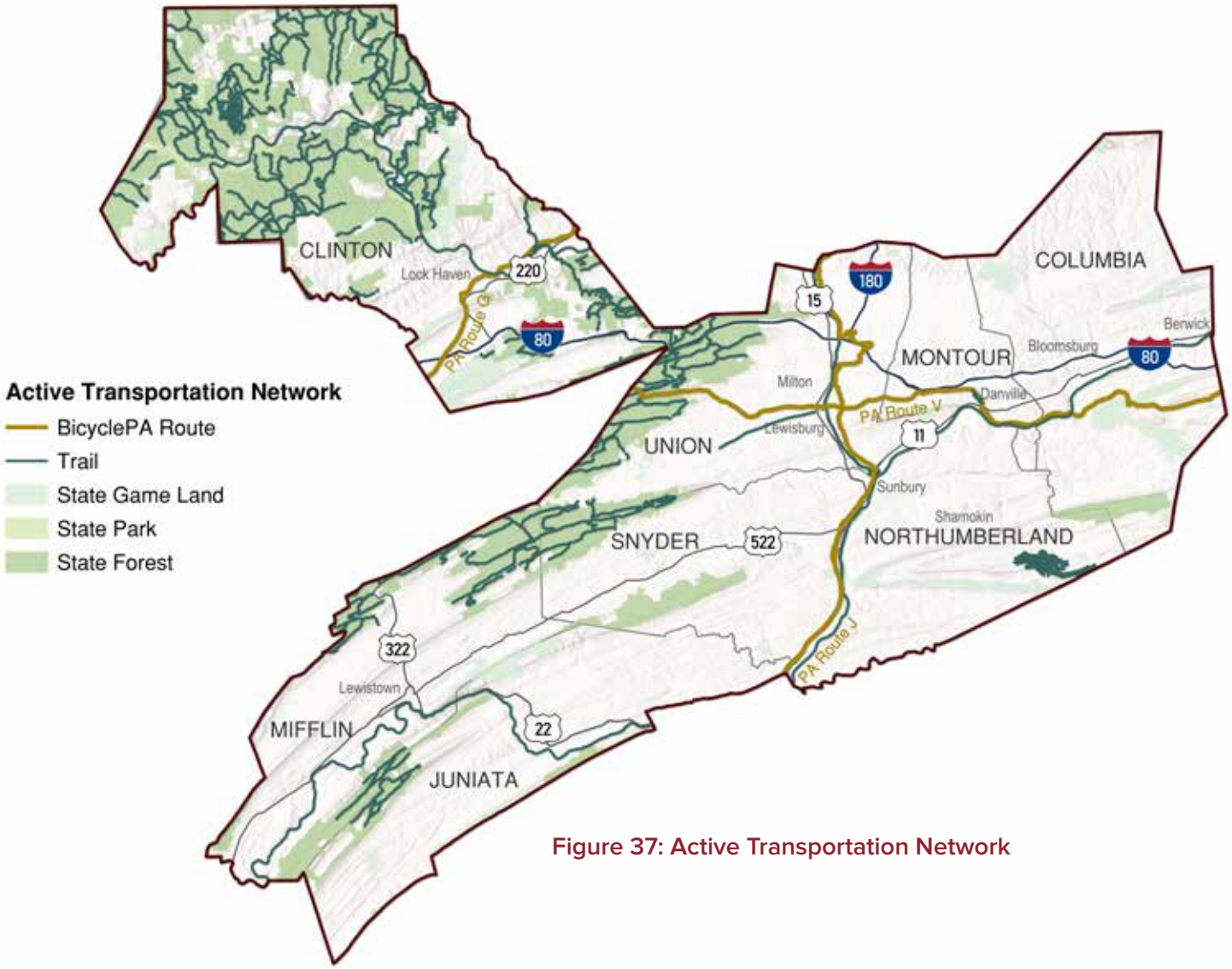
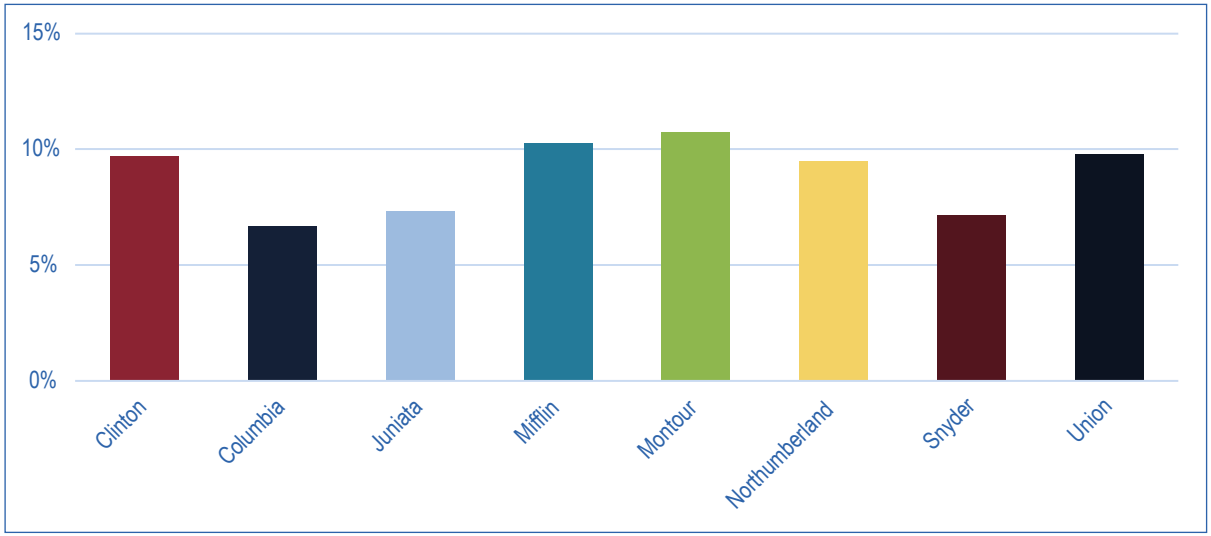


Figure 37: Active Transportation Network

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 program to develop active transportation plans, including the City of Lock Haven, as well as for pre-planning activities, such as Kulpmont Borough in Northumberland County.
- The SEDA-COG 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.

Table 8: Public Transportation Service Providers

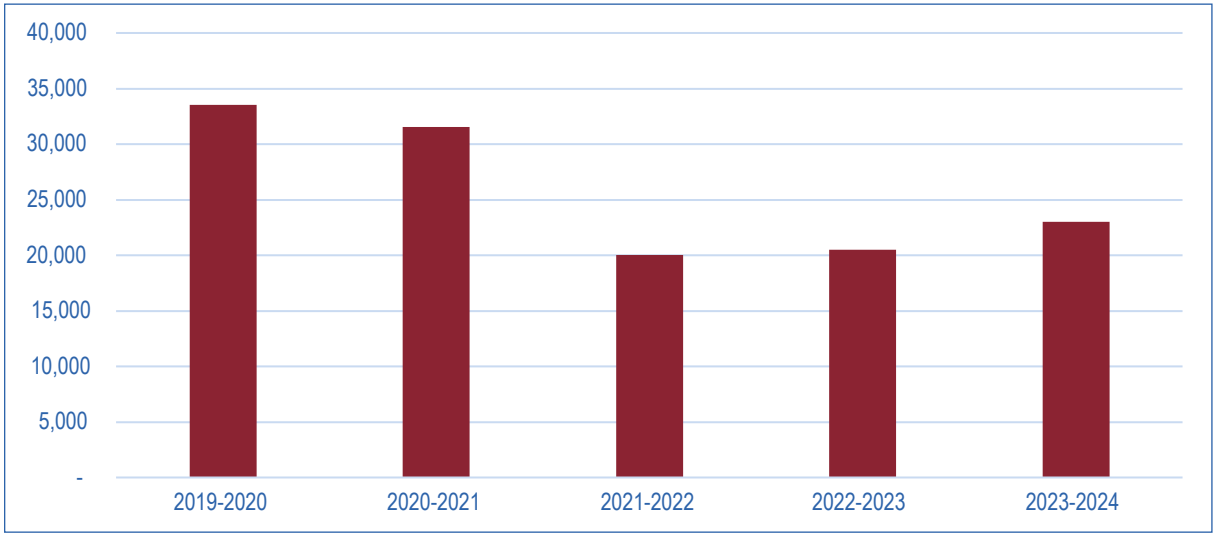
County	Fixed-Route	Shared-Ride
Clinton	N/A	STEP
Columbia	N/A	rabbittransit
Juniata	N/A	CARS
Mifflin	N/A	CARS
Montour	N/A	rabbittransit
Northumberland	LATS	rabbittransit
Snyder	N/A	rabbittransit
Union	N/A	rabbittransit

- 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. Additionally, 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.

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).

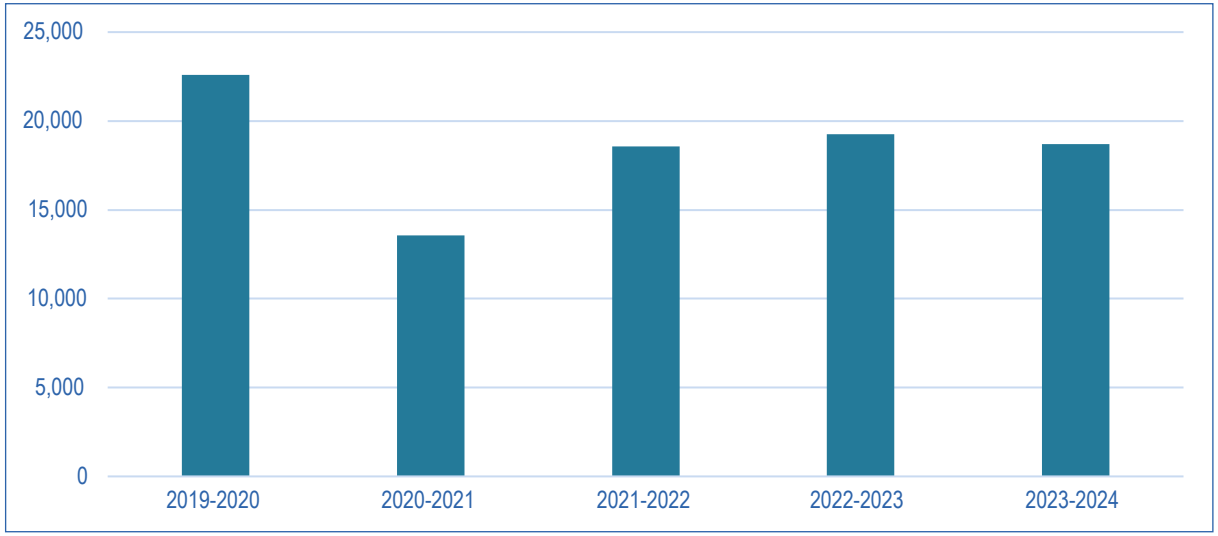
- Shared-ride ridership trends by provider are shown in Figure 40 (Success through Engagement & Partnership, STEP, Inc.), Figure 41 (rabbittransit), and Figure 43 (Call a Ride Service, CARS).
- While paratransit is available to all, it is often not cost-effective without financial support. Most riders 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

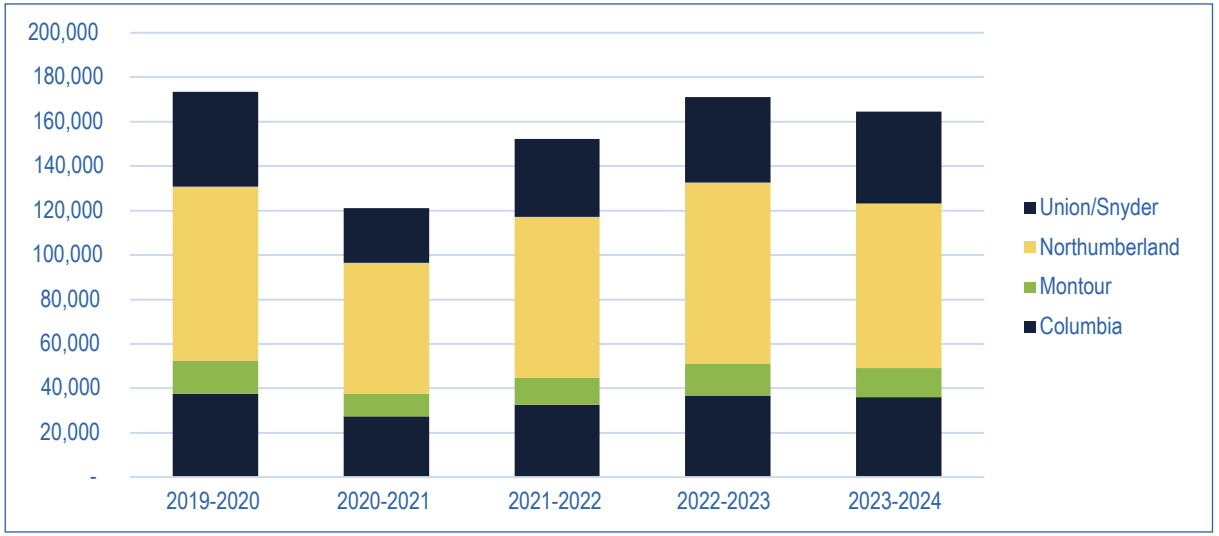
Figure 40: STEP Total Shared-Ride Trips, FY 2019-2024



Source: Bureau of Public Transportation Annual Performance Report

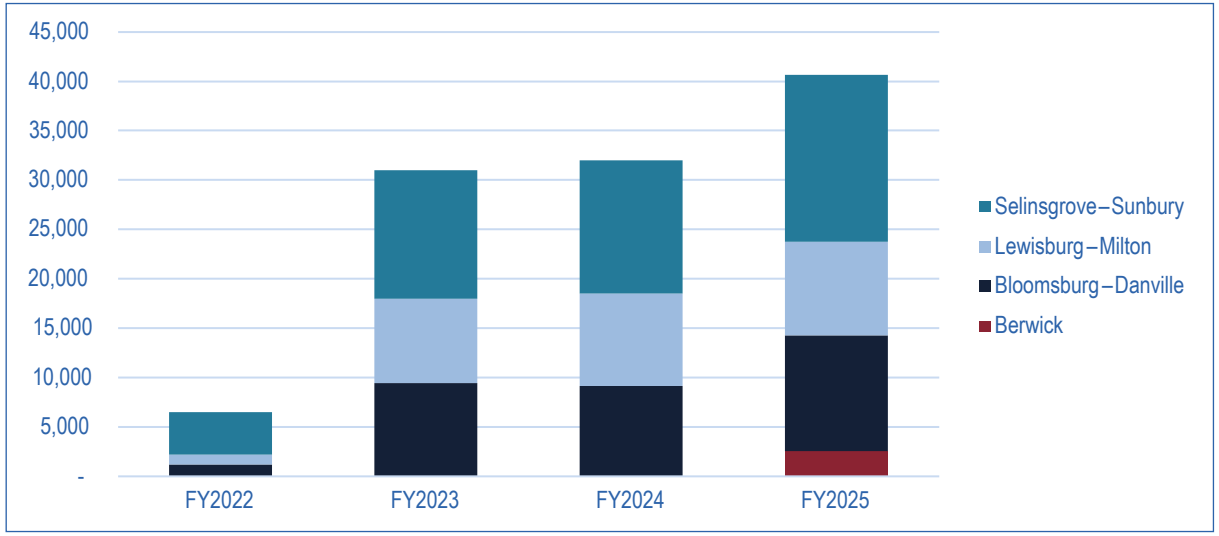
- rabbittransit's shared-ride services provided 164,484 passenger trips in FY 2023-24 (Figure 41).
  - » In addition to its shared-ride service, rabbittransit offers the Stop Hopper microtransit program—an app-based, on-demand shuttle service that provides origin-to-destination transportation within designated service zones. Operating in three areas of the SEDA-COG MPO region (Berwick–Bloomsburg–Danville, Lewisburg–Milton, and Selinsgrove–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



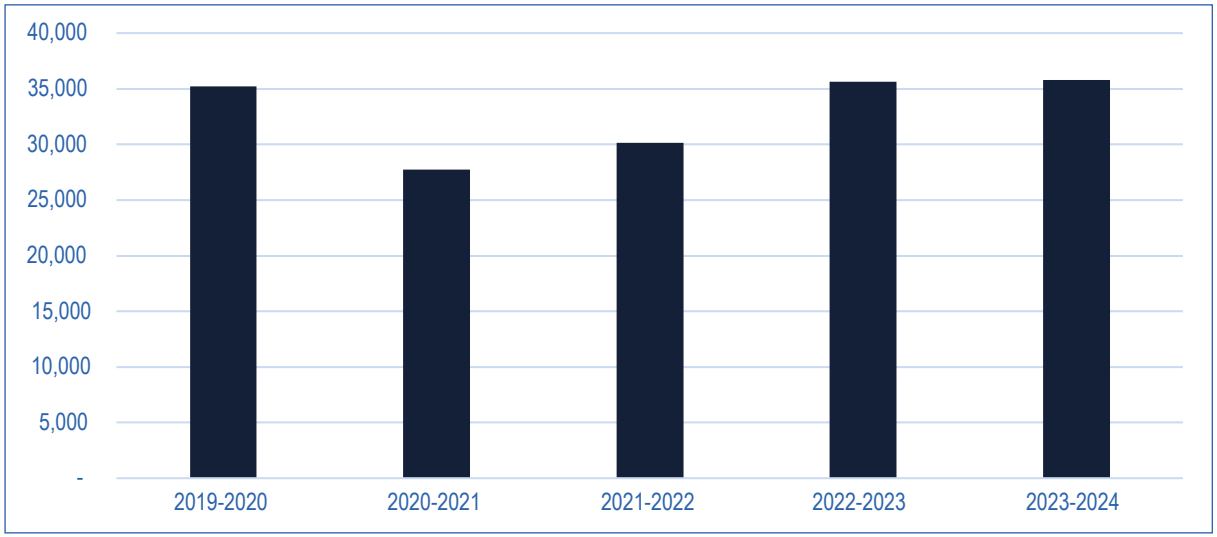
Source: Bureau of Public Transportation Annual Performance Report

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.

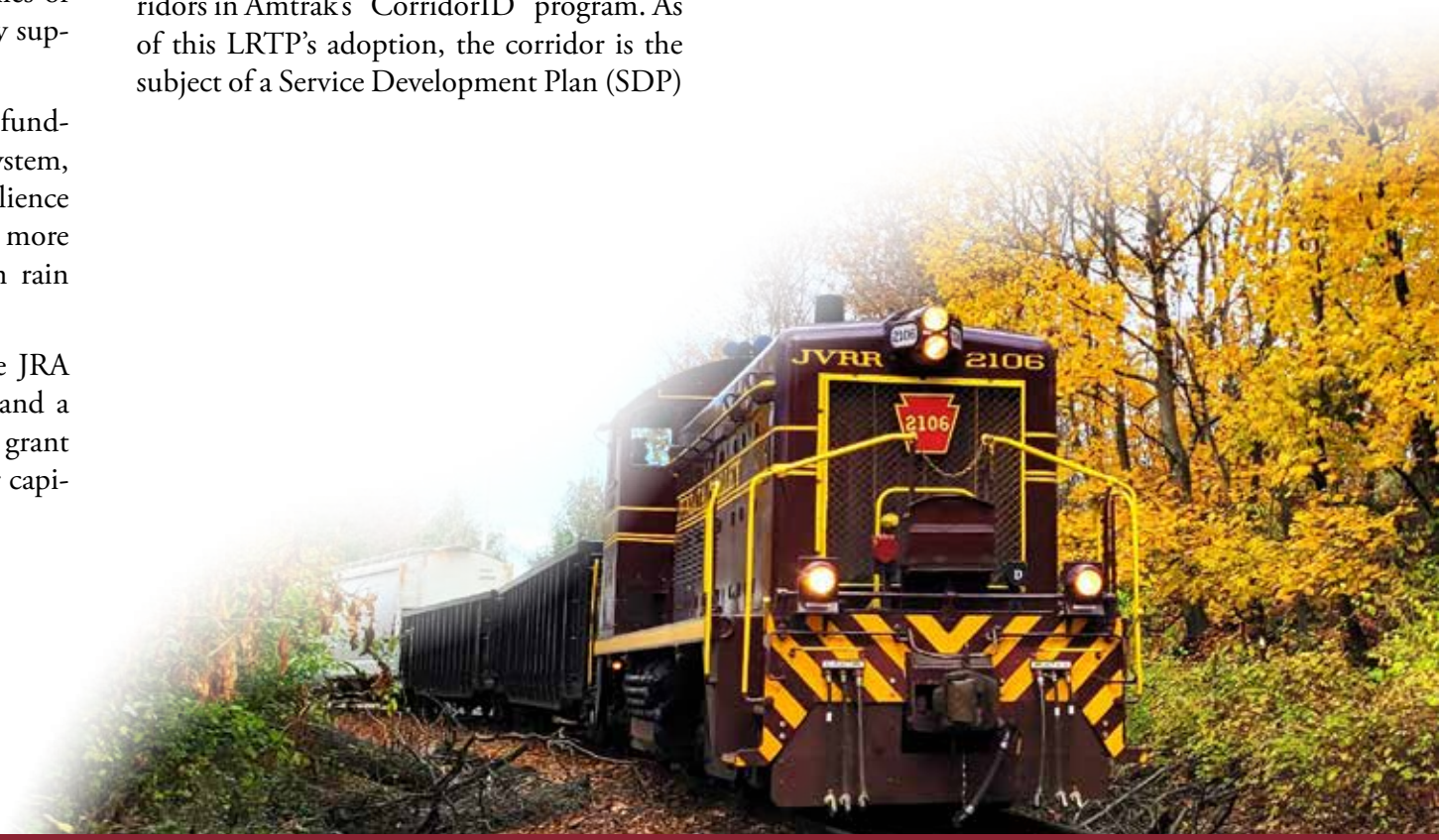
Planning Implications

- 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.



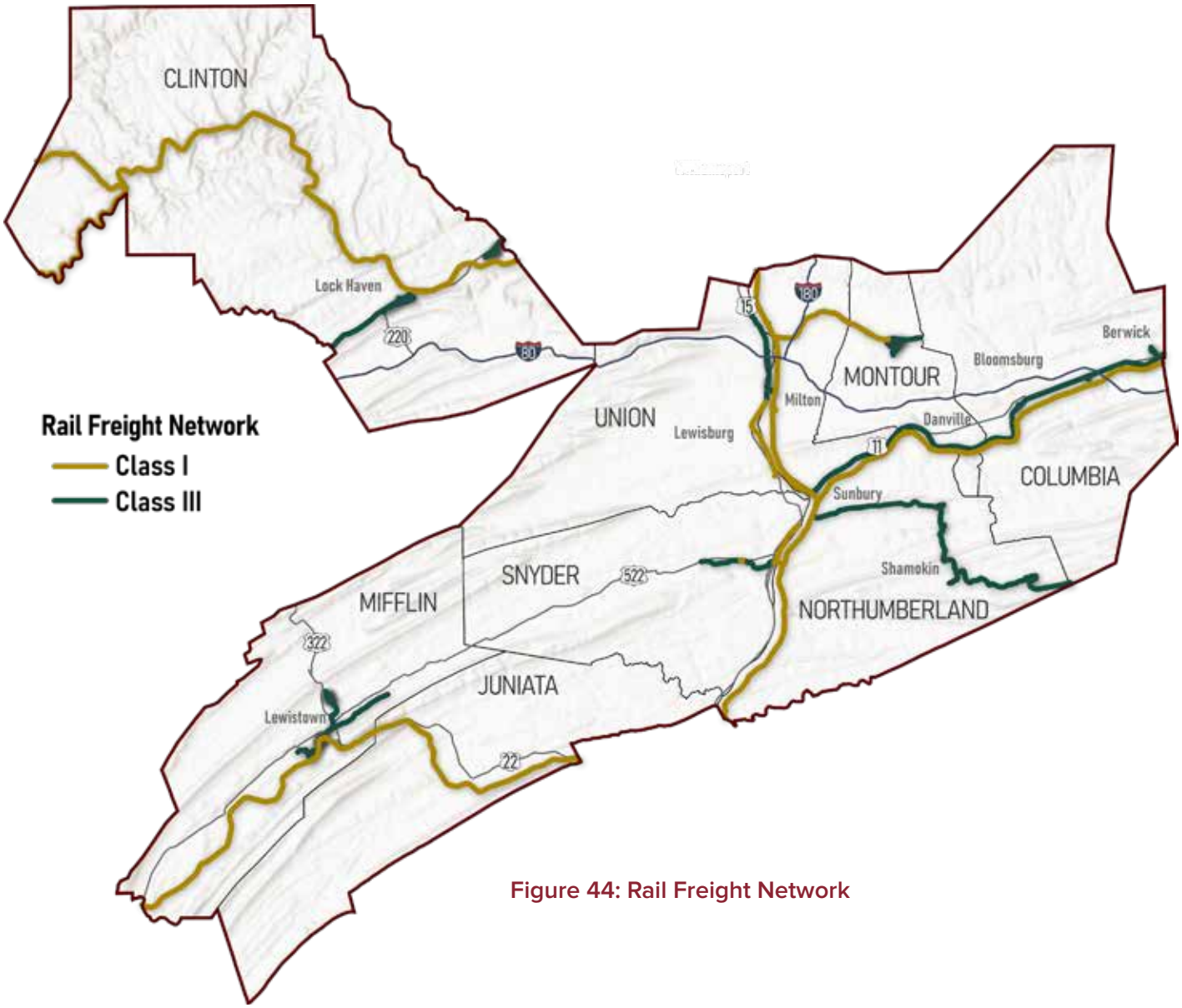


Figure 44: Rail Freight Network

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.

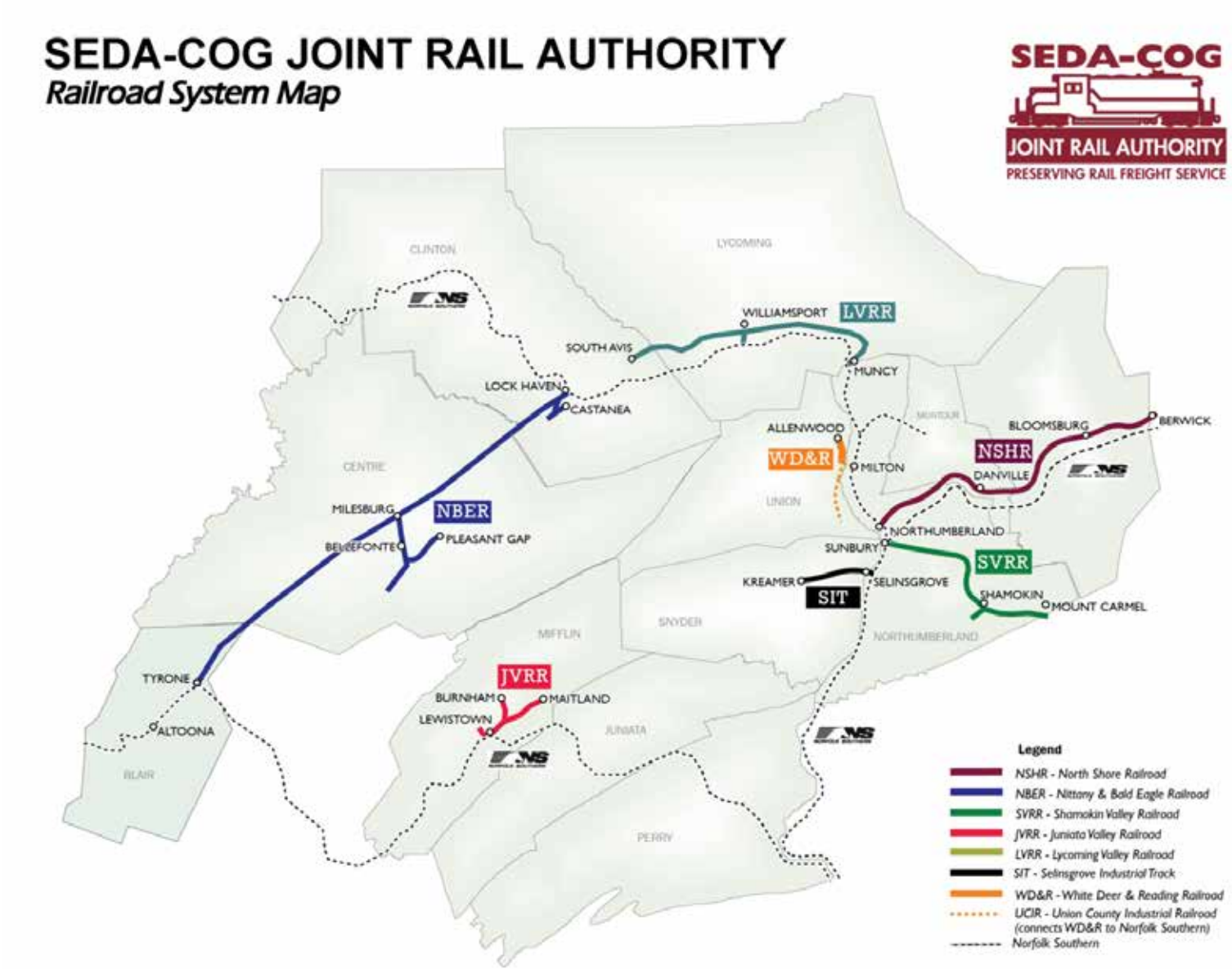


Figure 45: SEDA-COG's Joint Rail Authority (JRA) System

Planning Implications

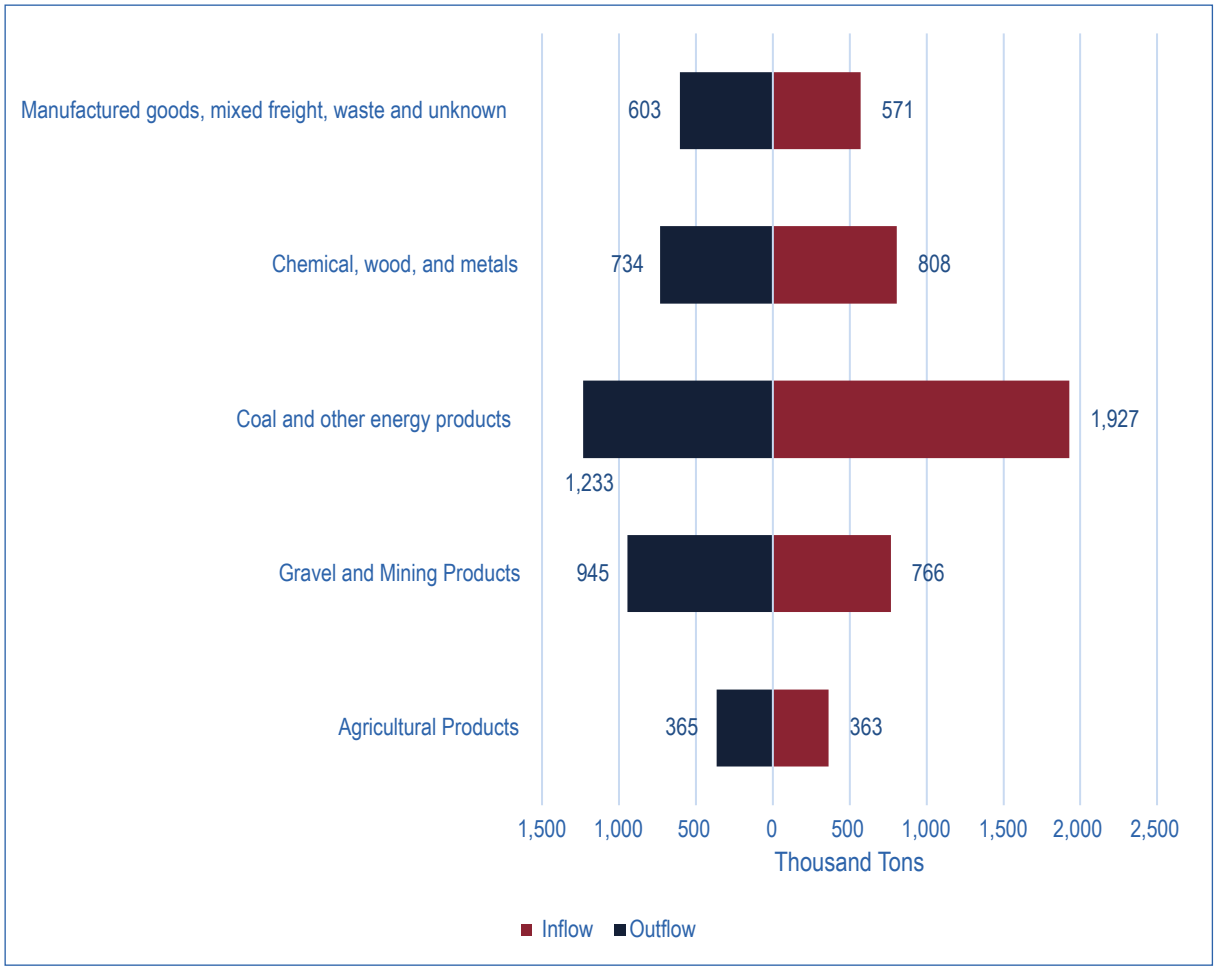
- Funding from the federal Railway-Highway Crossings Program (23 USC 130) has enabled the SEDA-COG MPO to partner with PennDOT and local municipalities to complete rail crossing improvements. Such safety efforts should continue to be a priority.
- There is a need for a transload facility along US 522 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.

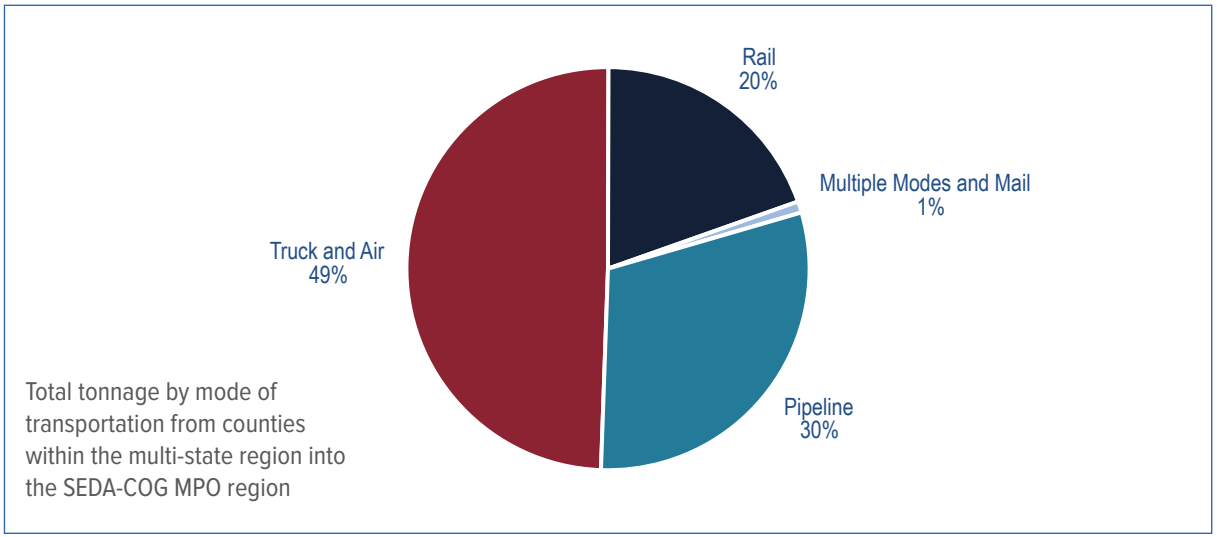
Figure 46: Total Tonnage by Commodity Group (Inflow/Outflow), 2022



Source: USDOT Freight Analysis Framework version 5.7.1

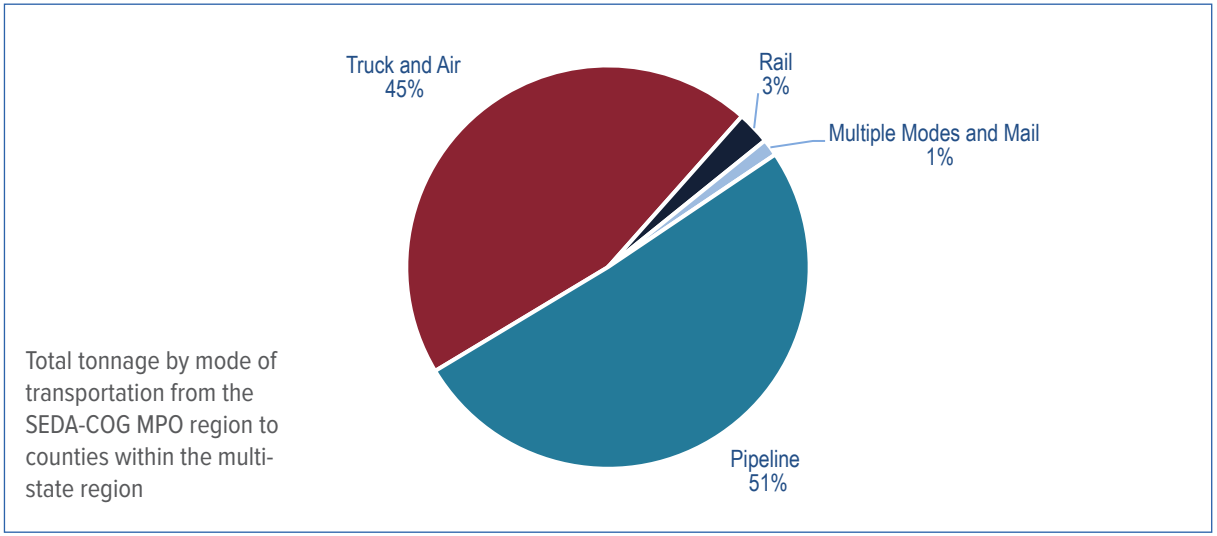
- "Freight bottlenecks" as defined by PennDOT are largely located along portions of the I-80 corridor, as are the most significant truck parking problems.
- Increasing extreme weather events and natural disasters can have a significant effect on trucking and freight movements. Continual monitoring and evaluation of freight capacity of the transportation network in the SEDA-COG 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)



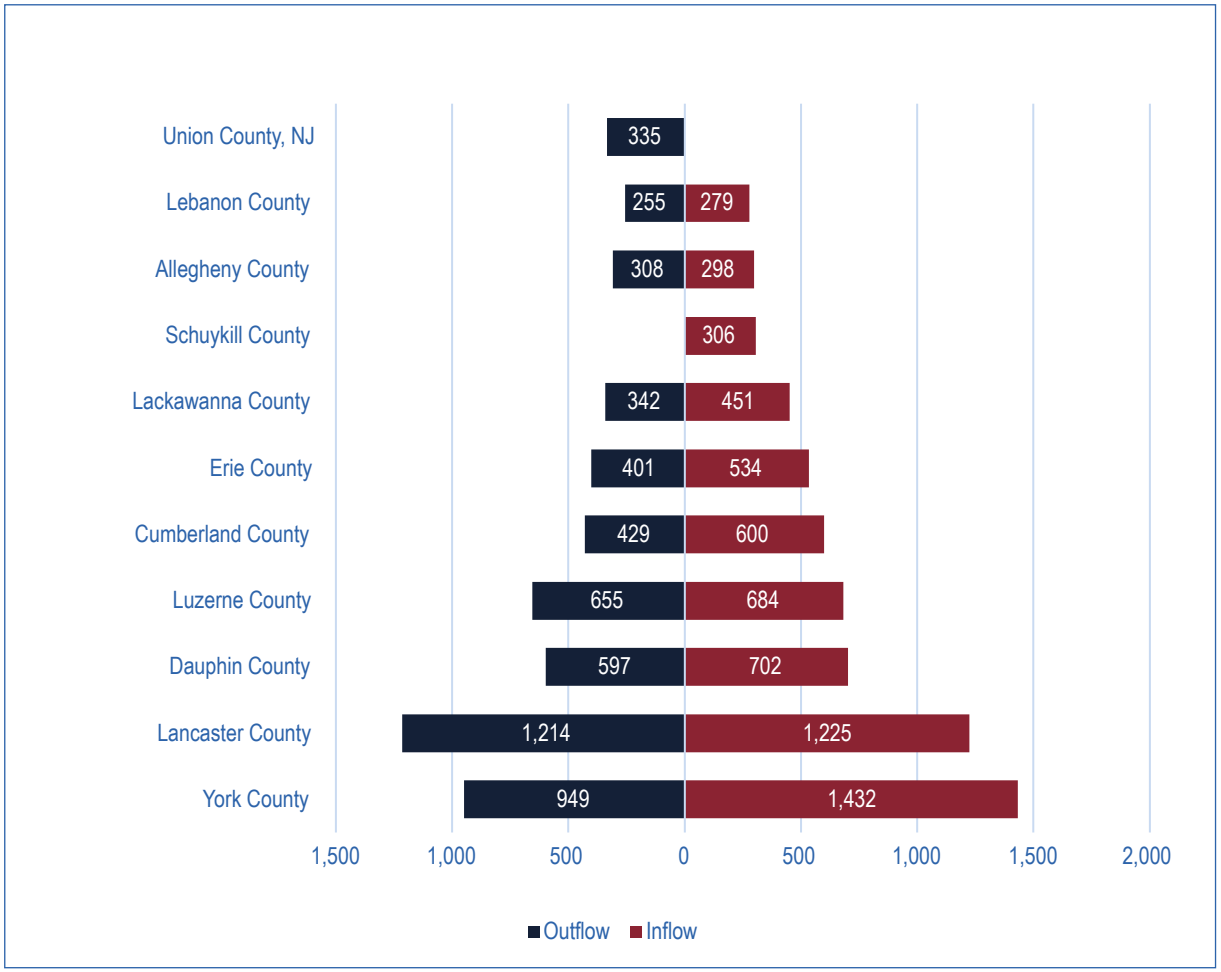
Source: USDOT Freight Analysis Framework version 5.7.1

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).
- Regional coal origination is projected to cease in 2026 following the closure of Fisher Mining operations in Lycoming County. Remaining coal-related activity is expected to consist primarily of through movements originating in Clearfield and Indiana counties, and passing through the area via rail to ports at either Baltimore, MD, or Hampton Roads, VA. In contrast, energy-related freight activity in the region is increasing, particularly in the form of frac sand shipments; approximately 2 million tons were delivered to Lycoming County in 2025 for transfer to trucks.

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.

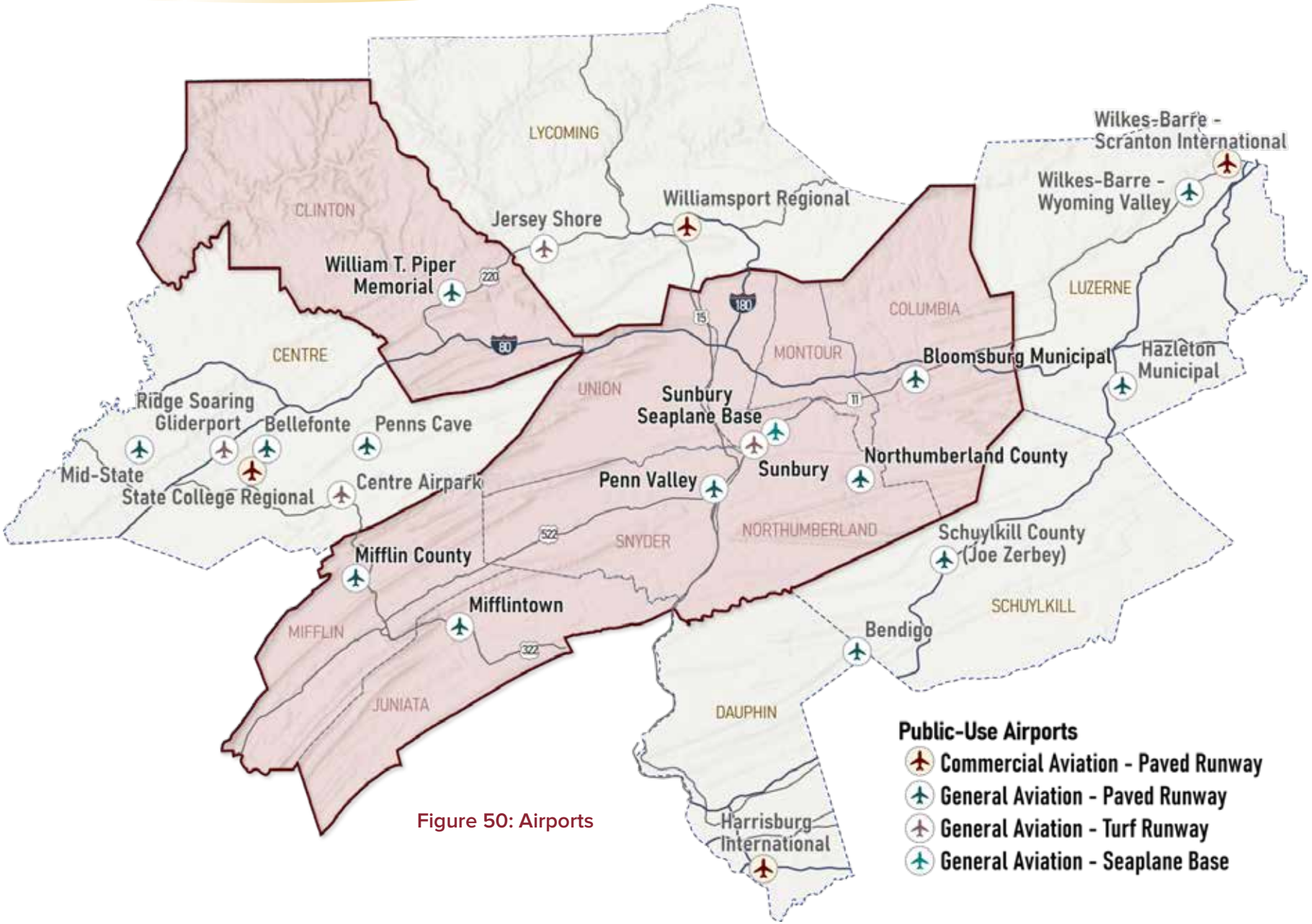


Figure 50: Airports

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

Planning Implications

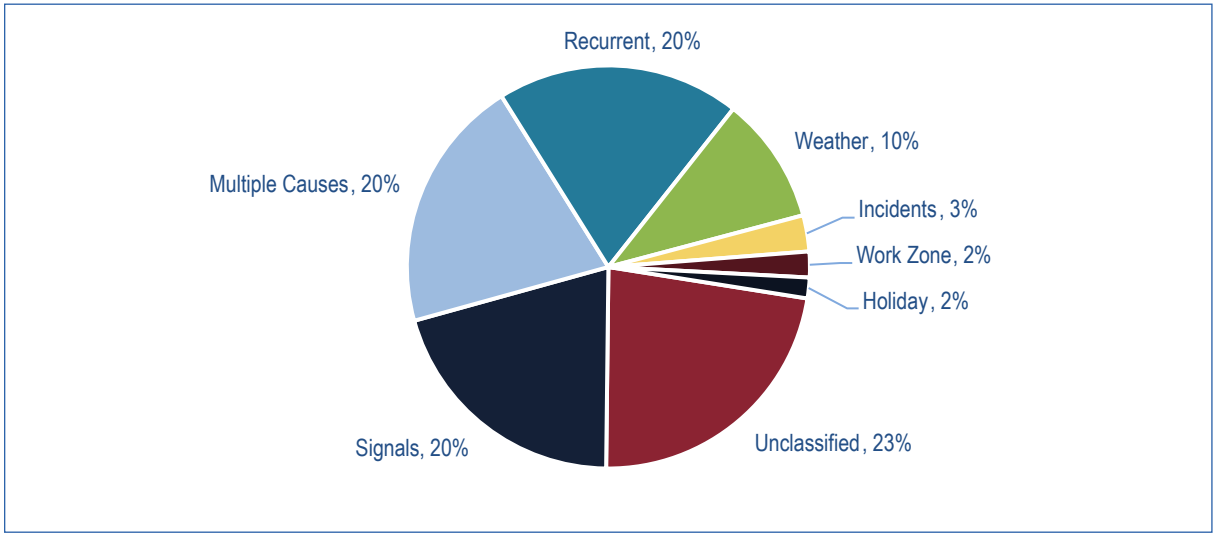
- Continued support of general aviation airports can foster meaningful economic development and help sustain businesses and jobs. Creative development approaches and new technologies can offer opportunities for these airports to support their own operations and expand the local economy.
- General aviation airports in the SEDA-COG 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 statewide 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.

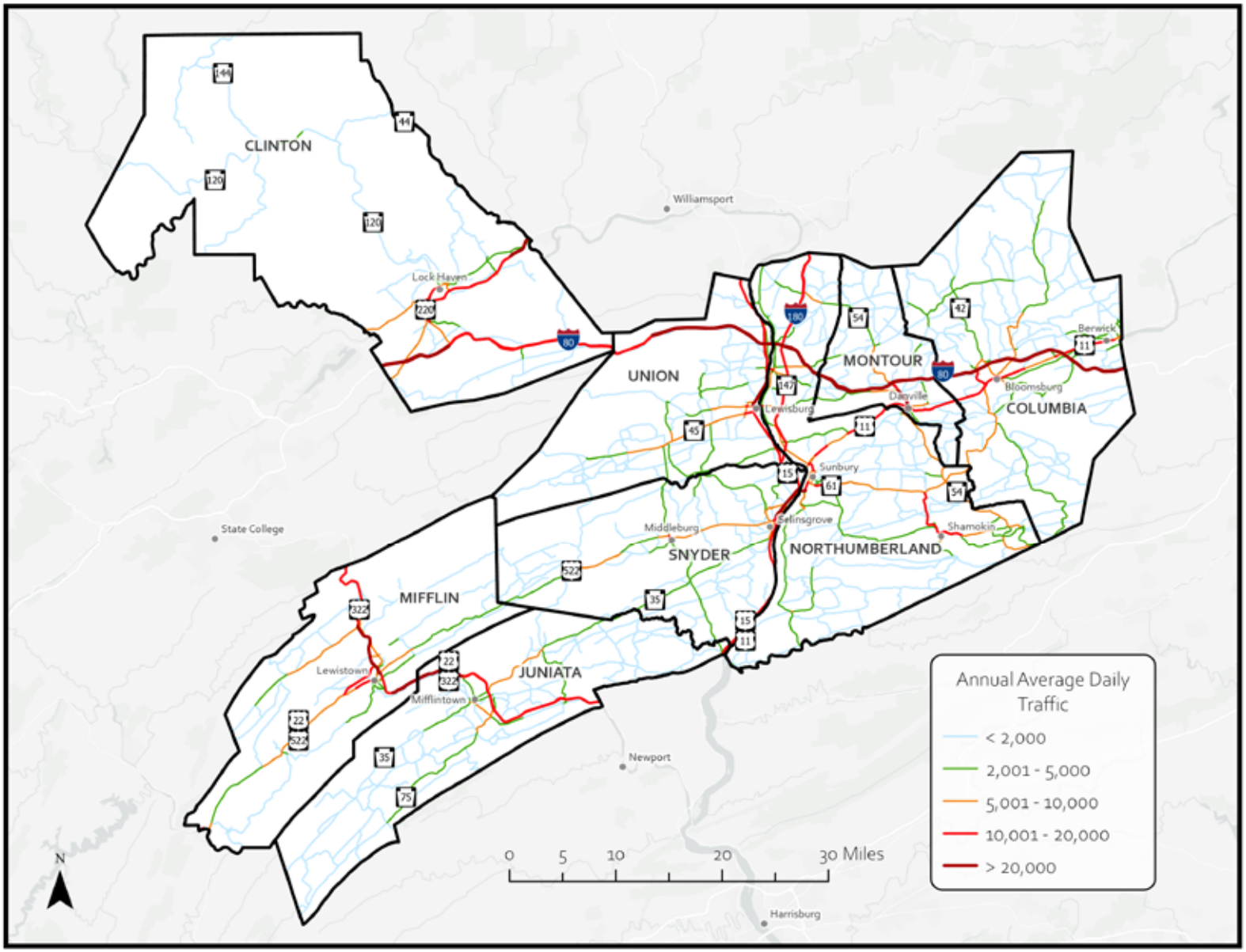
Figure 51: Causes of Congestion, 2024



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.

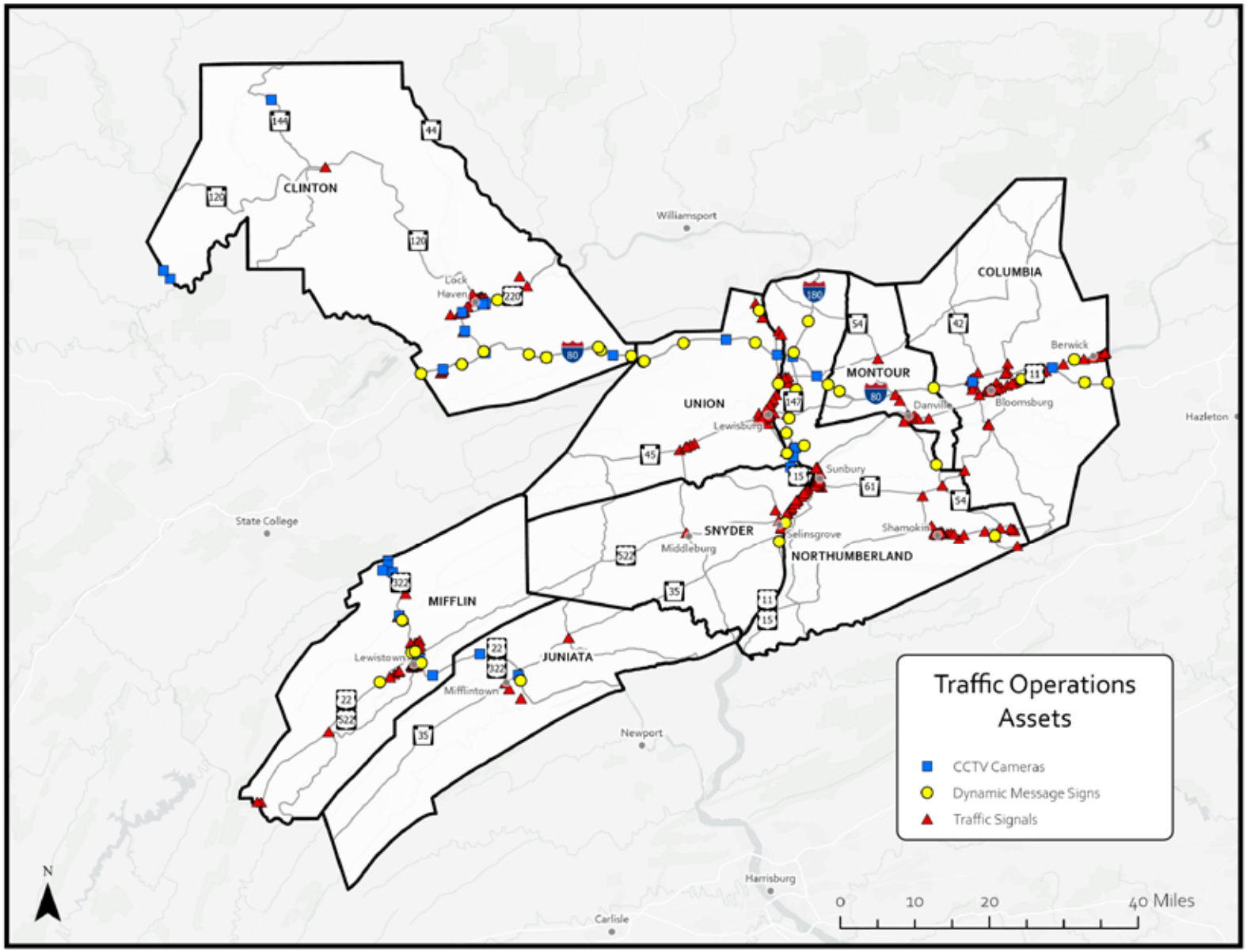
Emerging Technologies

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/penndot/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

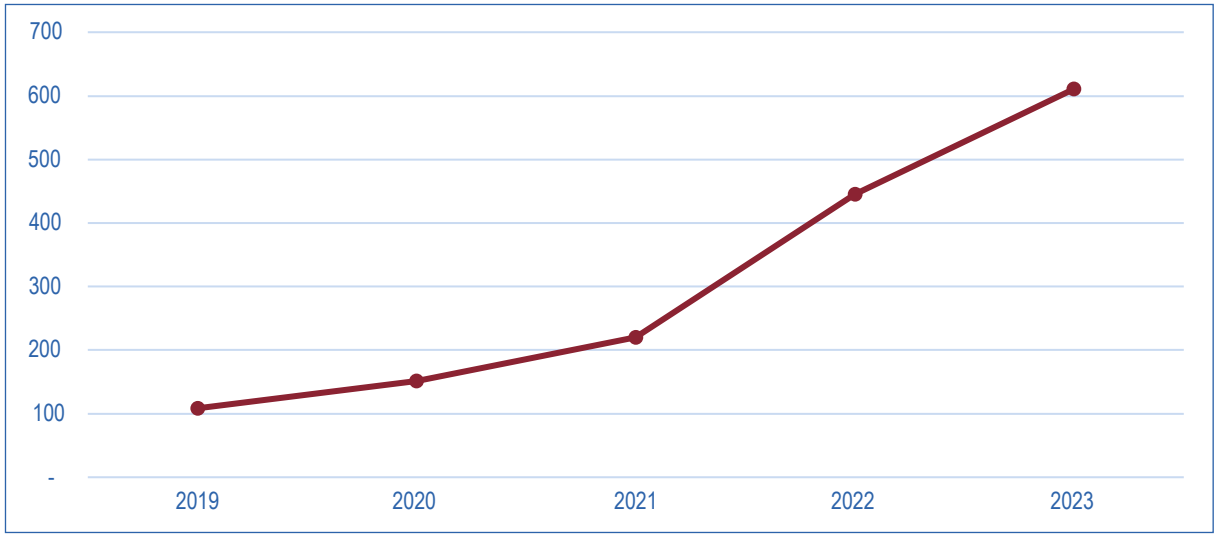
Figure 53: ITS Elements Deployed in SEDA-COG Region



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 affecting 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-

Figure 54: Regional Electric Vehicle Registrations, 2019–2023

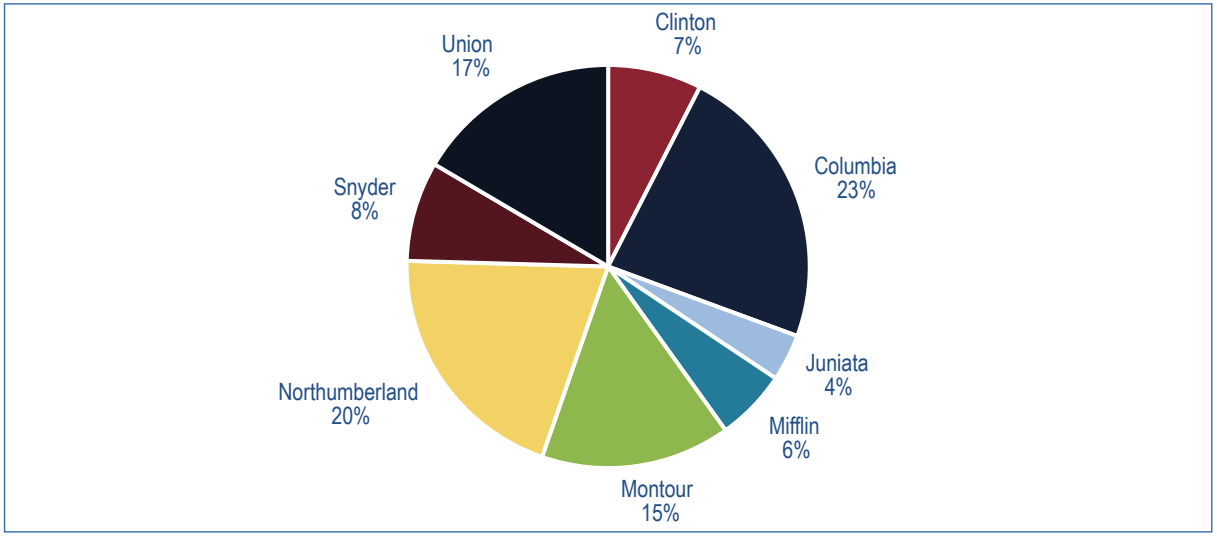


Source: PennDOT Bureau of Motor Vehicles Report of Registrations, 2019–2024

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.

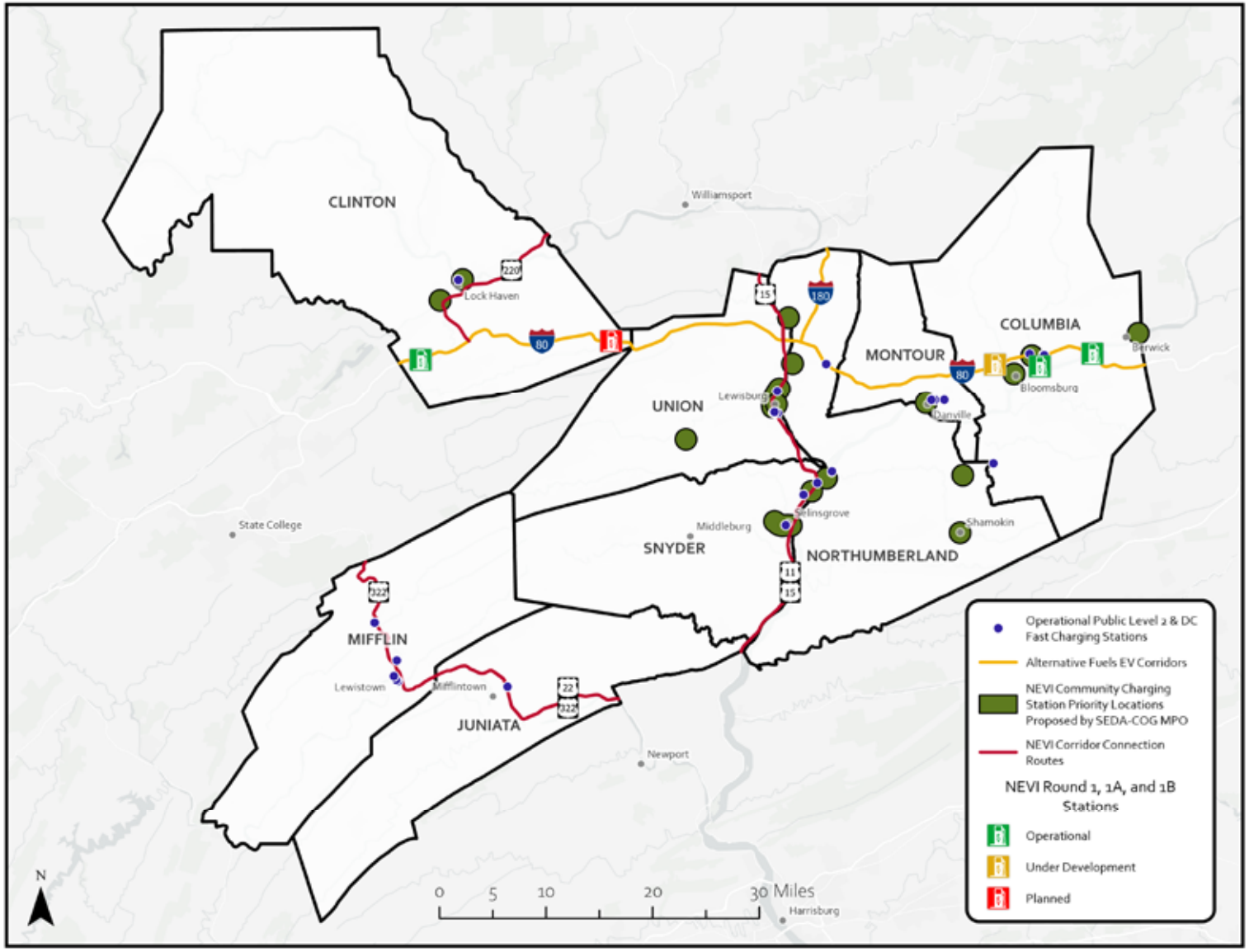
- In 2024, the SEDA-COG MPO completed an Electric Vehicle Charging Stations Study and Implementation Plan to identify and recommend potential sites for EV charging stations. The MPO sponsored an "EV Event" in February 2024 at Penn College that included presentations from PennDOT and other experts, a 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 Pittsburgh 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 57: RCRS Flood Closure Risk Assessment

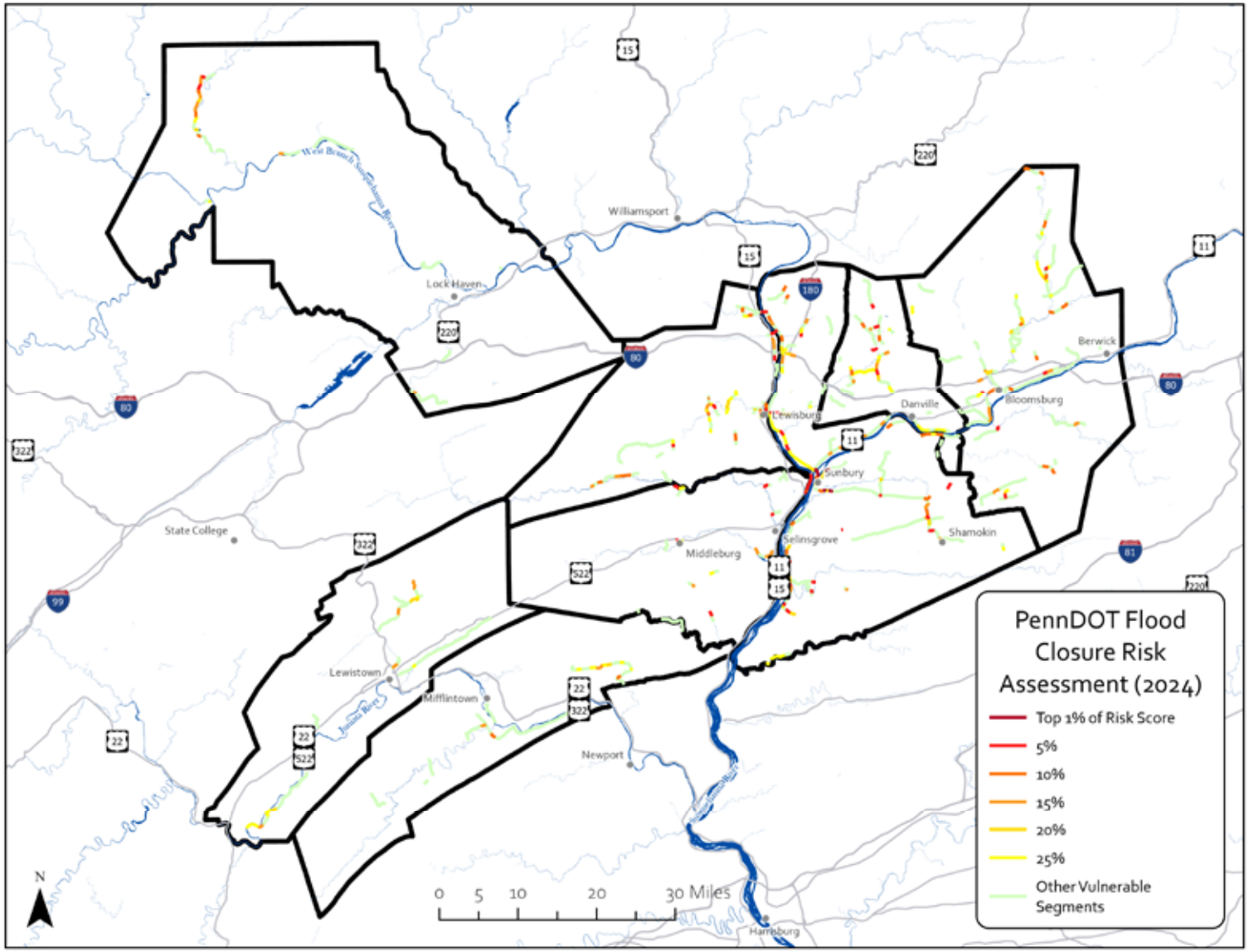
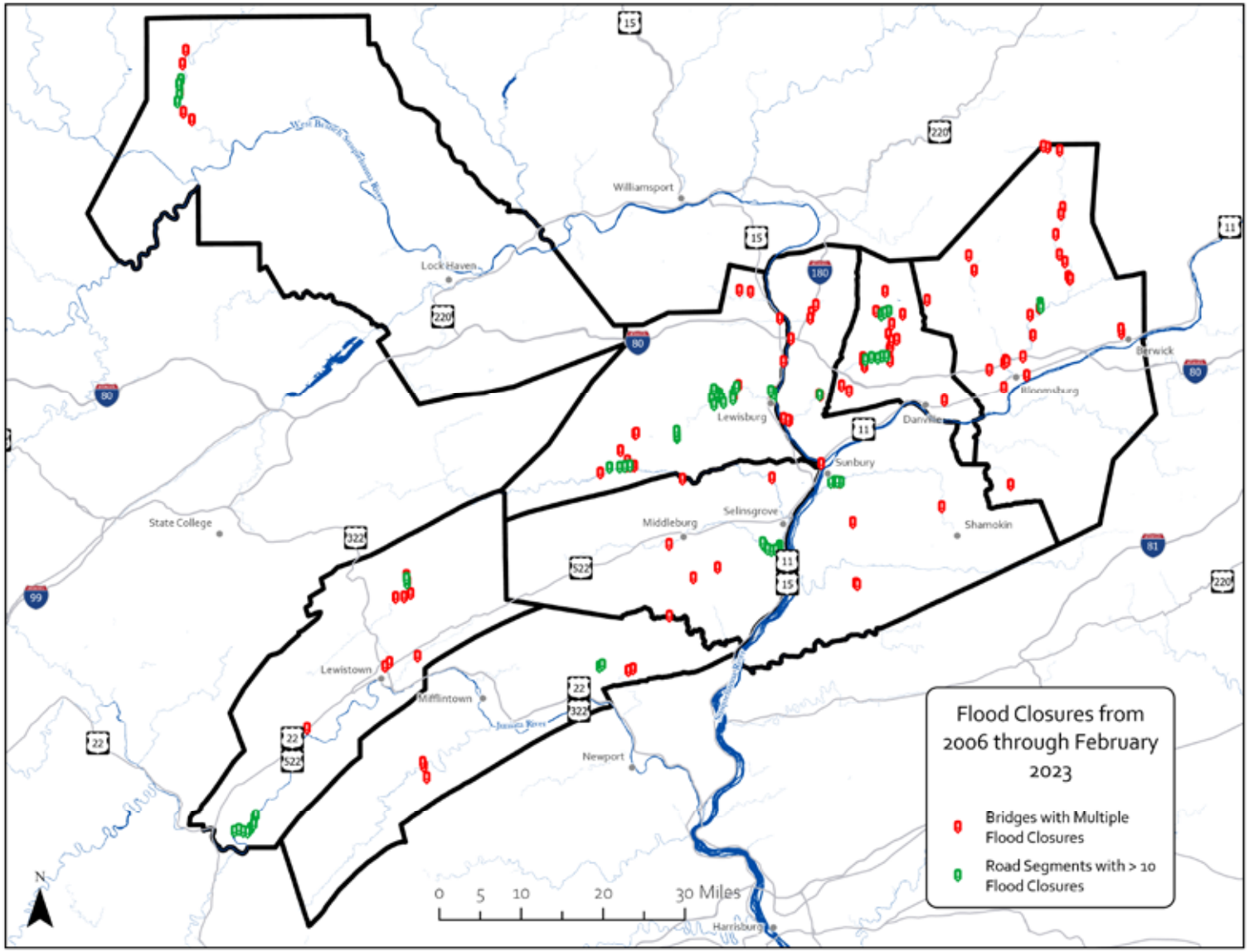


Figure 58: Bridges and Roadway Segments Prone to Flooding



- 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.

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).

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)	• 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)	• 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)	• 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

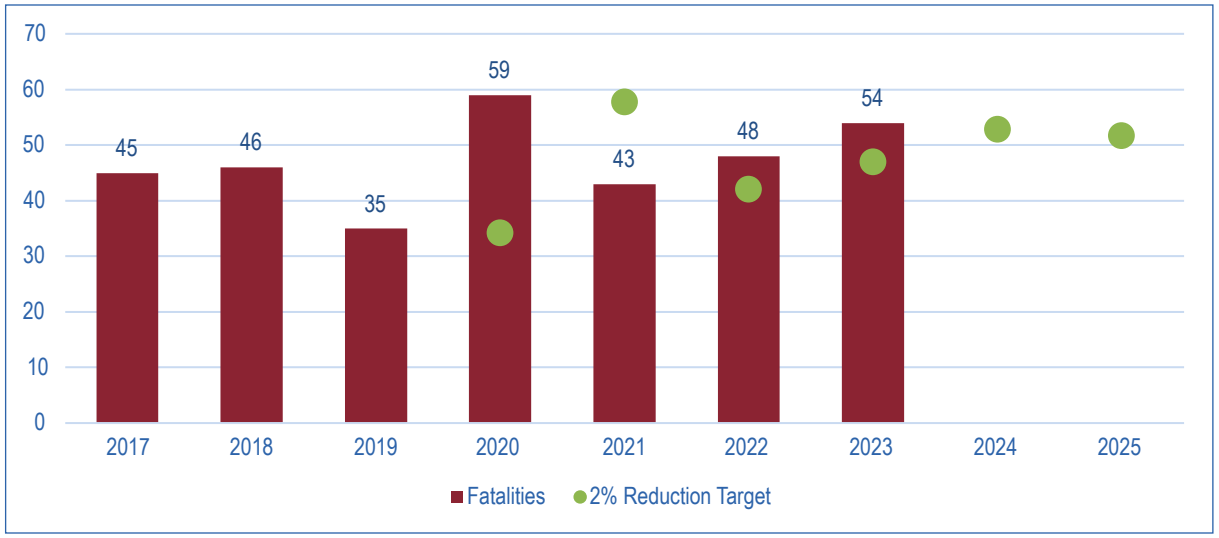


Figure 60: SEDA-COG MPO Serious Injuries and Targets

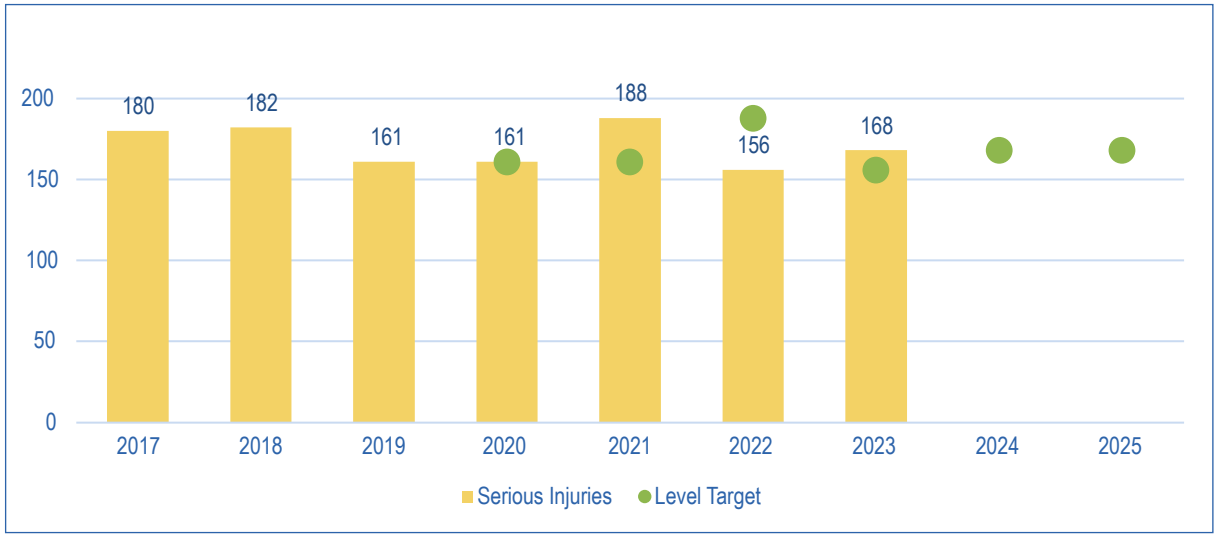


Table 12: SEDA-COG MPO Safety Performance Measures (PM-1) (Five-Year Rolling Average)

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 (≈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 preserve 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

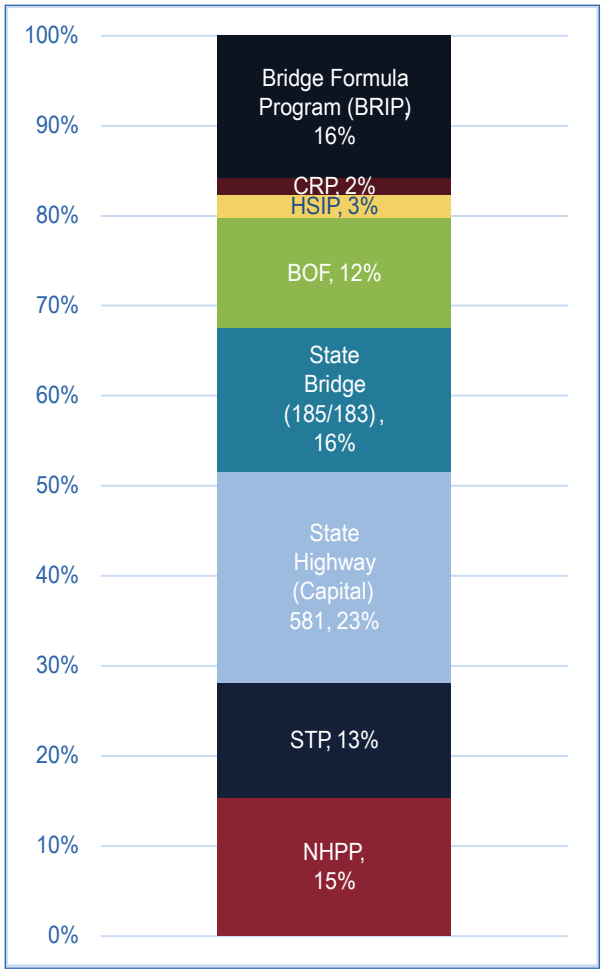
Overview

- 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.
- Financial Guidance from PennDOT for the 2027 TYP and 2027 TIP was used to estimate the revenue the MPO could expect to receive through the plan's horizon year of 2050. In addition to the base funding from financial guidance, the TIP planning period offers additional federal and state funding distributed to the region by the PennDOT Secretary of Transportation, centrally managed funding from the Railway-Highway Crossings Program, and local funding. Significant additional revenue within the TYP planning period includes state funding designated by the PennDOT Secretary for the Central Susquehanna Valley Transportation (CSVT) project. 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.

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

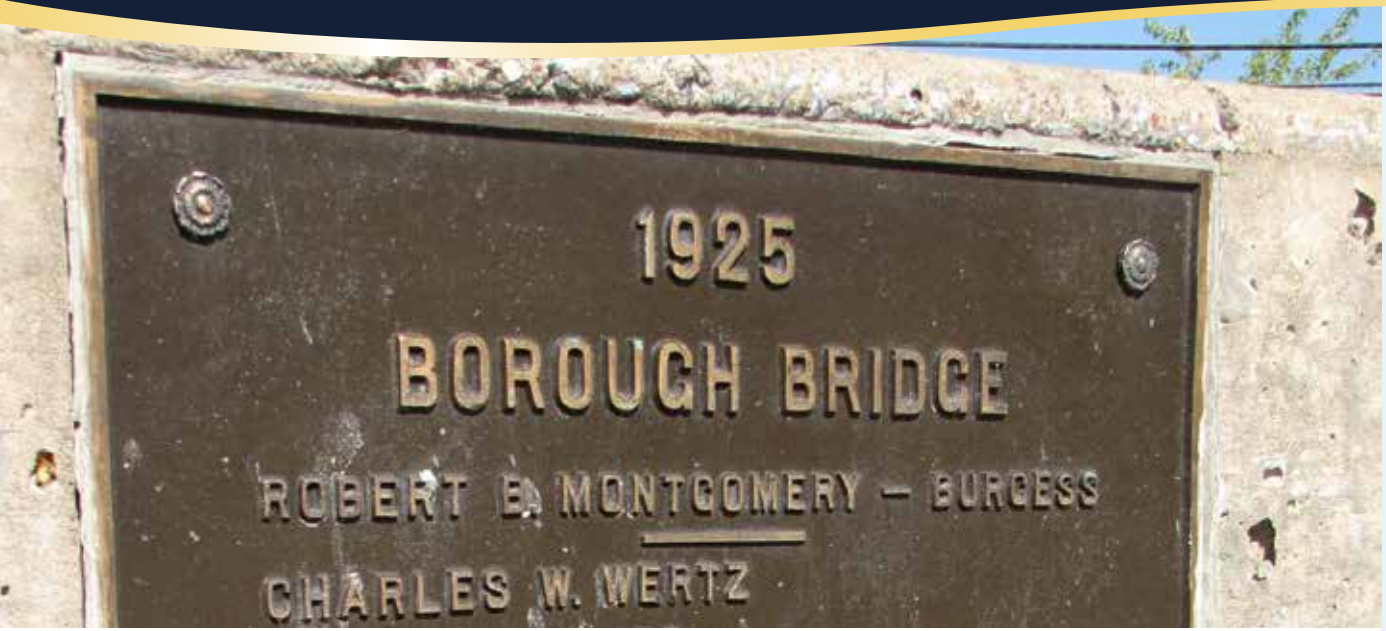


Source: PennDOT Financial Guidance

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



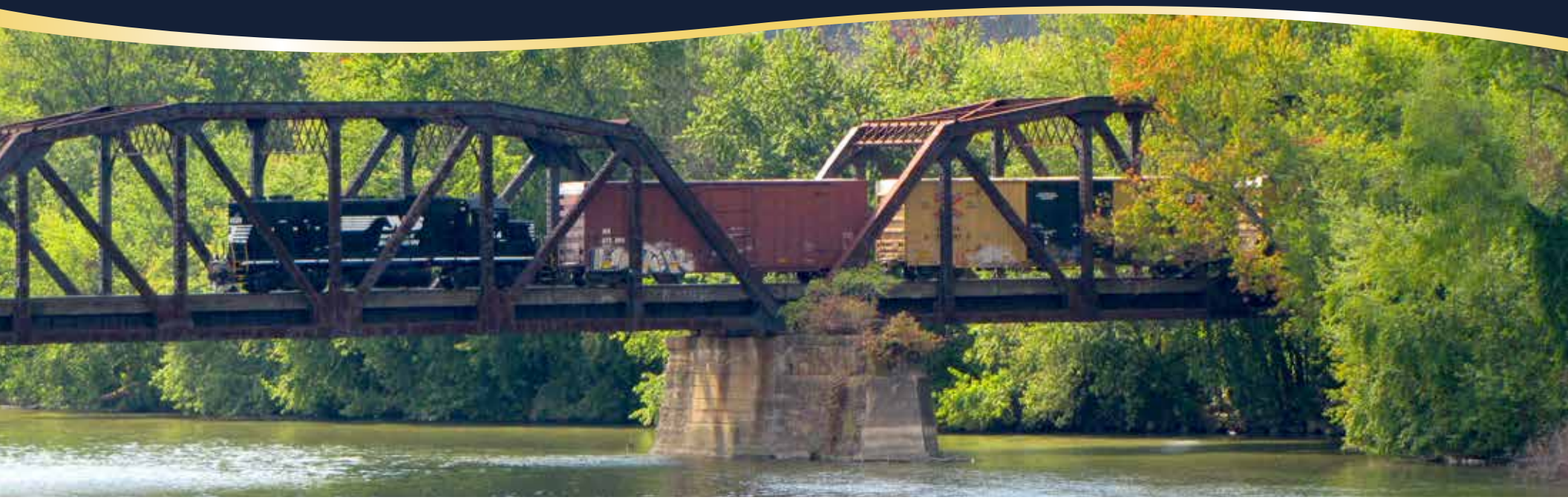
Funding constraints underscore the need to invest in pavement and bridge maintenance to extend asset life and avoid or delay costly future replacements.

- 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 proposed 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.

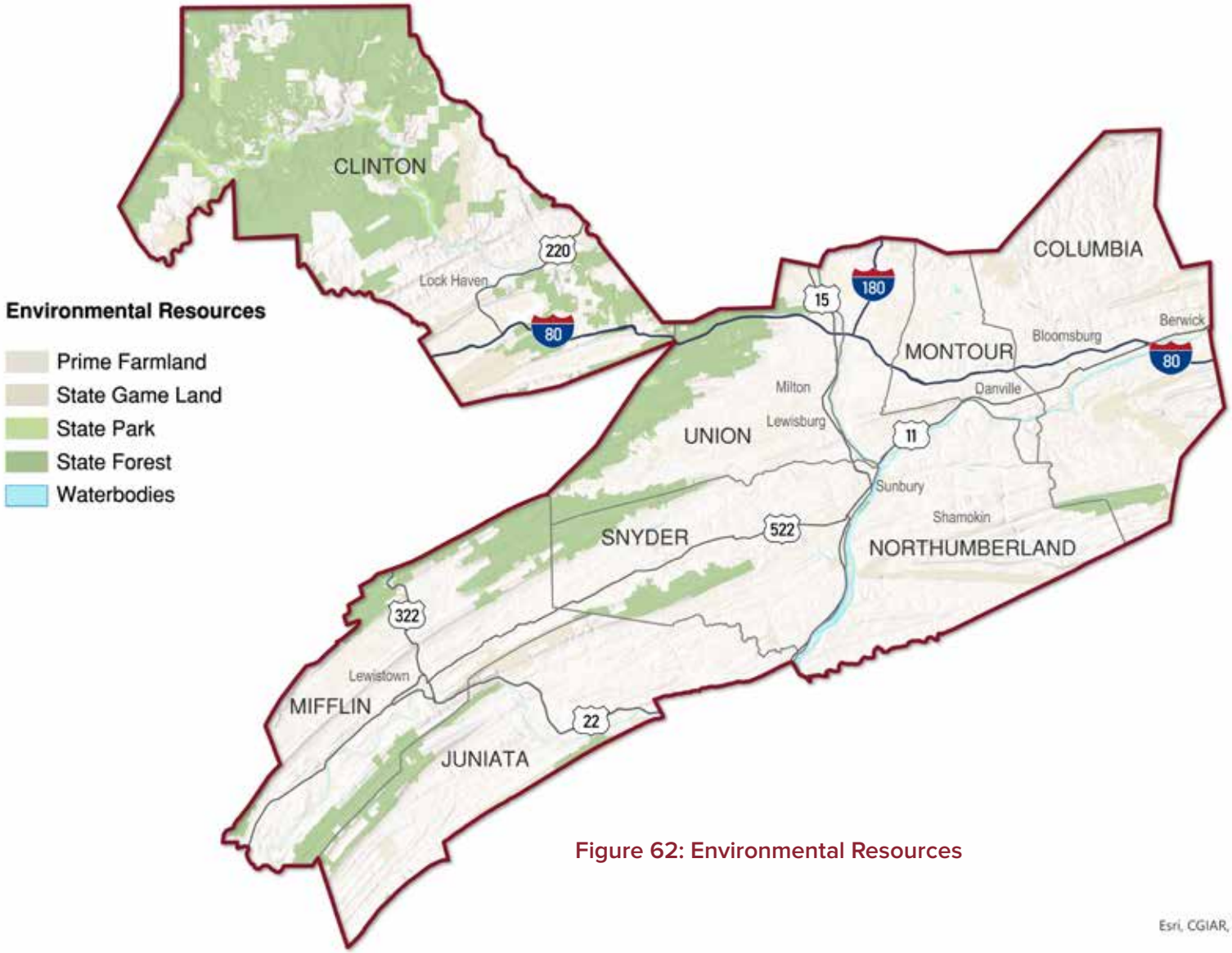
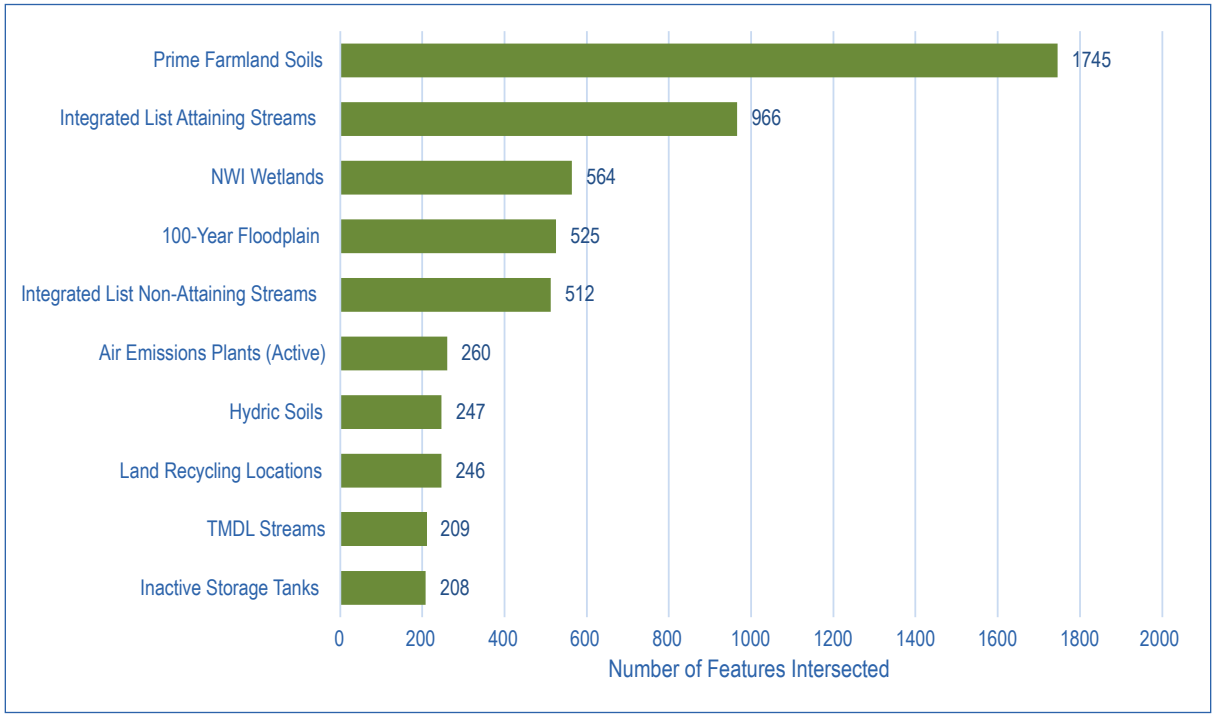


Figure 62: Environmental Resources

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.

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 wildlife 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 funding
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 coordinate 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 wetland 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 pollinator-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 integrated 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.

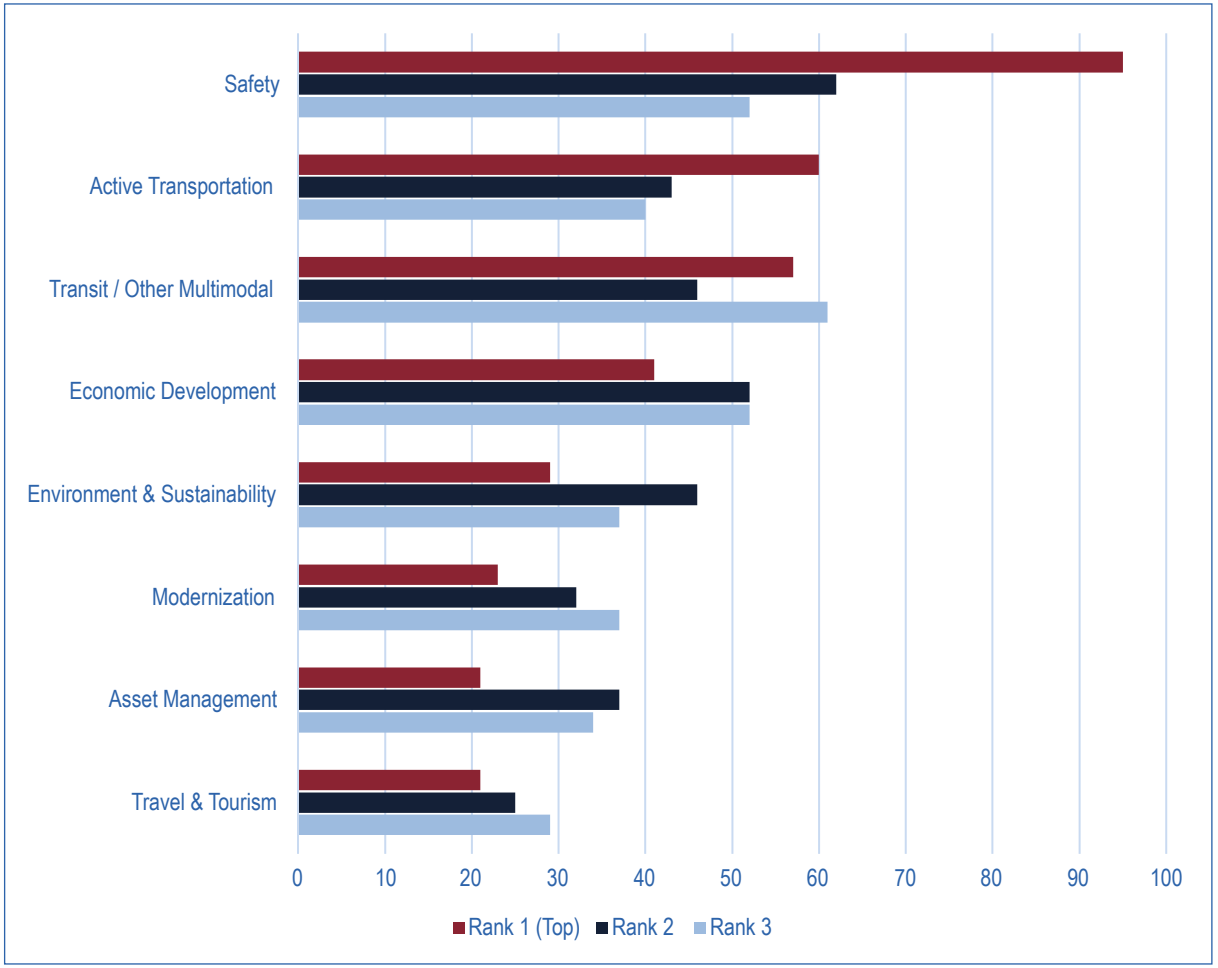
SEDA-COG MPO Public Survey Results

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

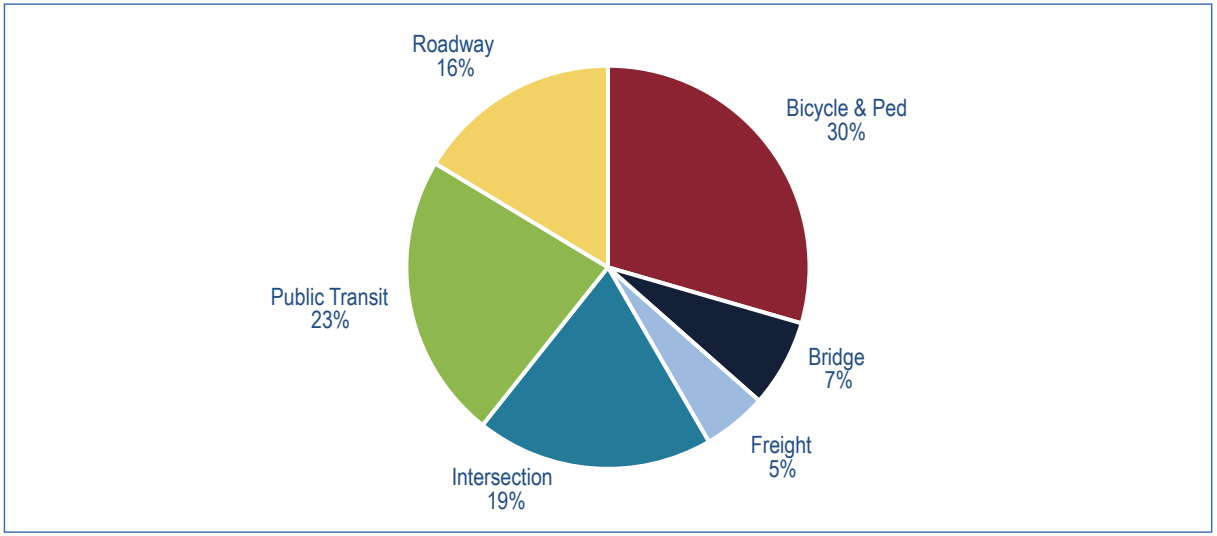
Priority Area	Highest-Ranked Strategies
Safety	• Identify priority roadway corridors and intersections for safety improvement.
Active Transportation	• Improve bicycle and pedestrian safety.
Transit/Other Multimodal	• Support improvements to fixed-route and human services transportation. • Support regional microtransit, ride-sharing programs, and related services.
Economic Development	• Continue efforts toward upgrading and maintaining linkages to the Interstate system.
Environment & Sustainability	• Train municipal officials on stormwater management. • Prioritize system resiliency.
Modernization	• Support technological initiatives to reduce travel times and manage congestion.
Asset Management	• Maintain roadway pavements in a state of good repair.
Travel & Tourism	• 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

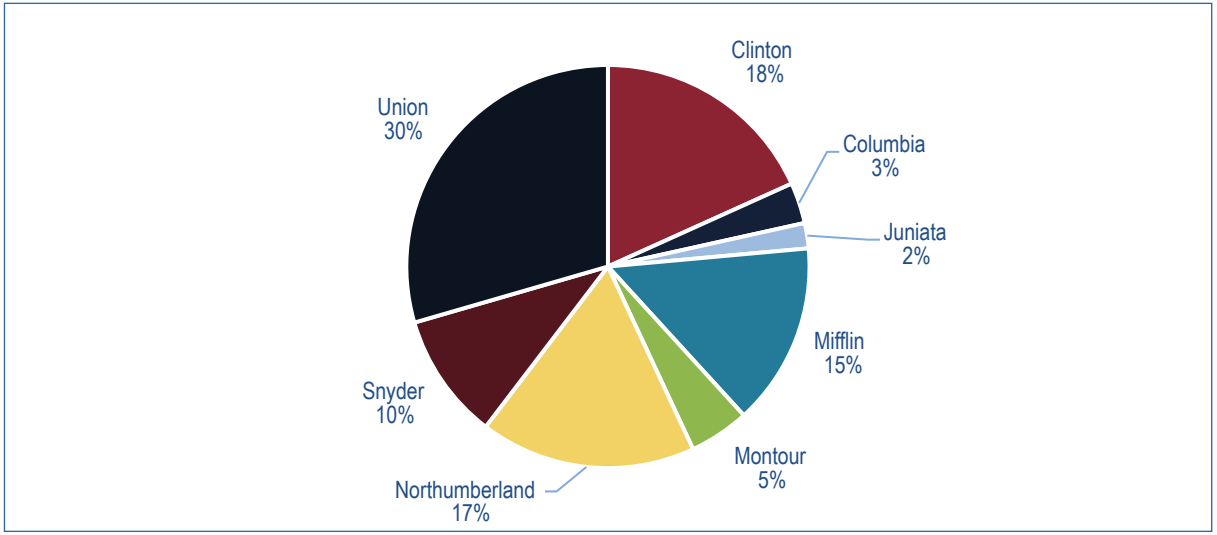
- Participants were given the opportunity to identify transportation issues on a map. They were provided with specific categories such as bicycle/pedestrian, bridge, freight, public transportation, and roadway. The category of bicycle/pedestrian received the highest number of map markers, accounting 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

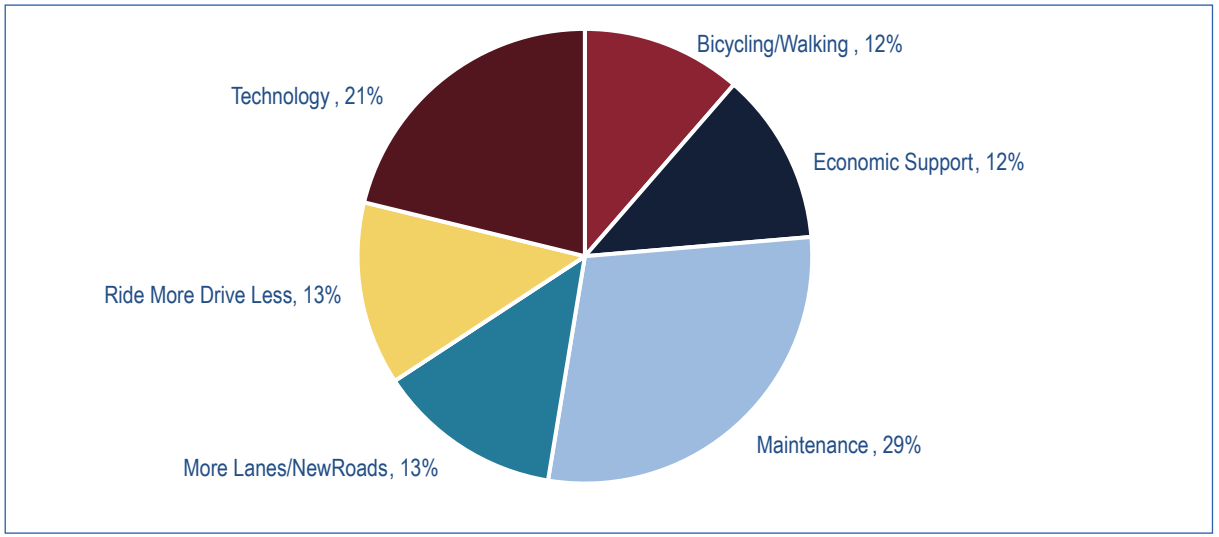
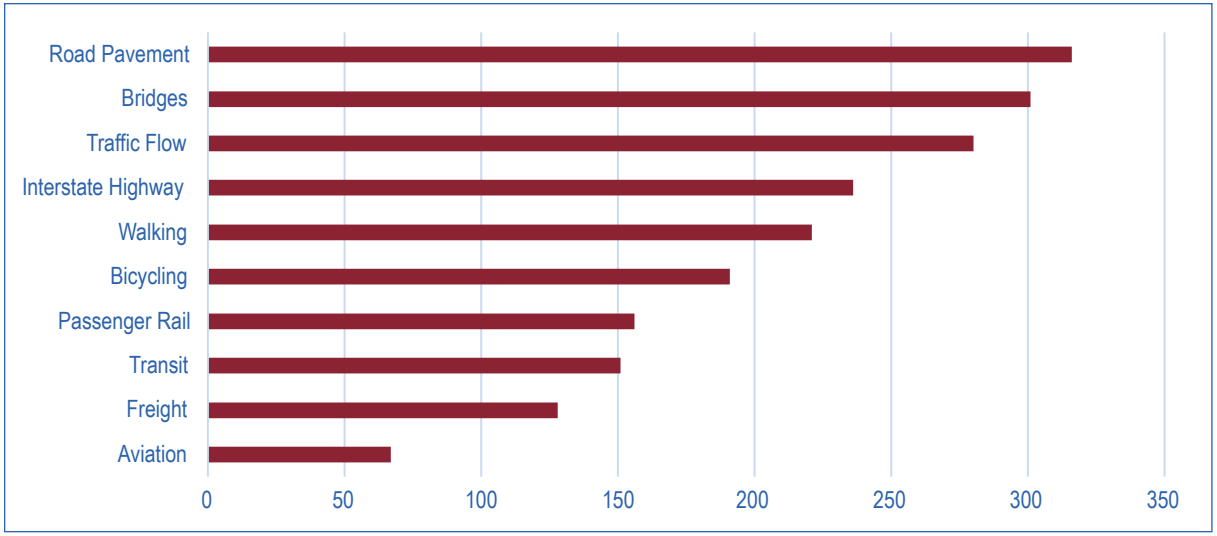


Figure 68: Transportation Priorities



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 Thompsontown 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 Reitz 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 MPOs[10] 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

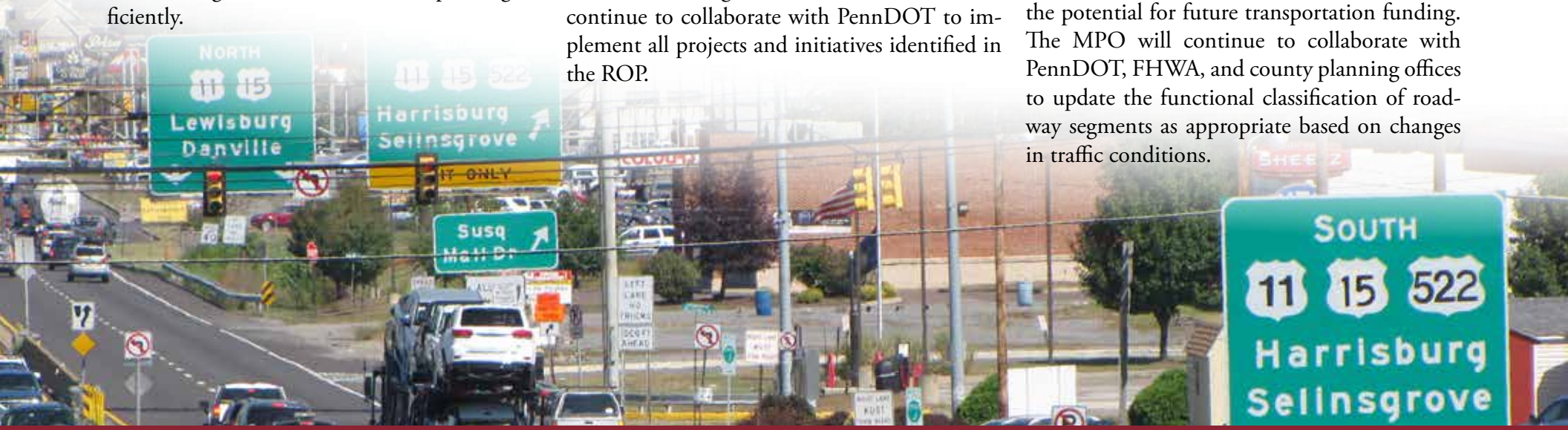
Traffic signal equipment that is properly timed and maintained can significantly improve traffic efficiency and reduce the cost of signal operation and maintenance over time. Traffic signals are owned and maintained by the municipality. MPO staff, in coordination with each of the local municipalities 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

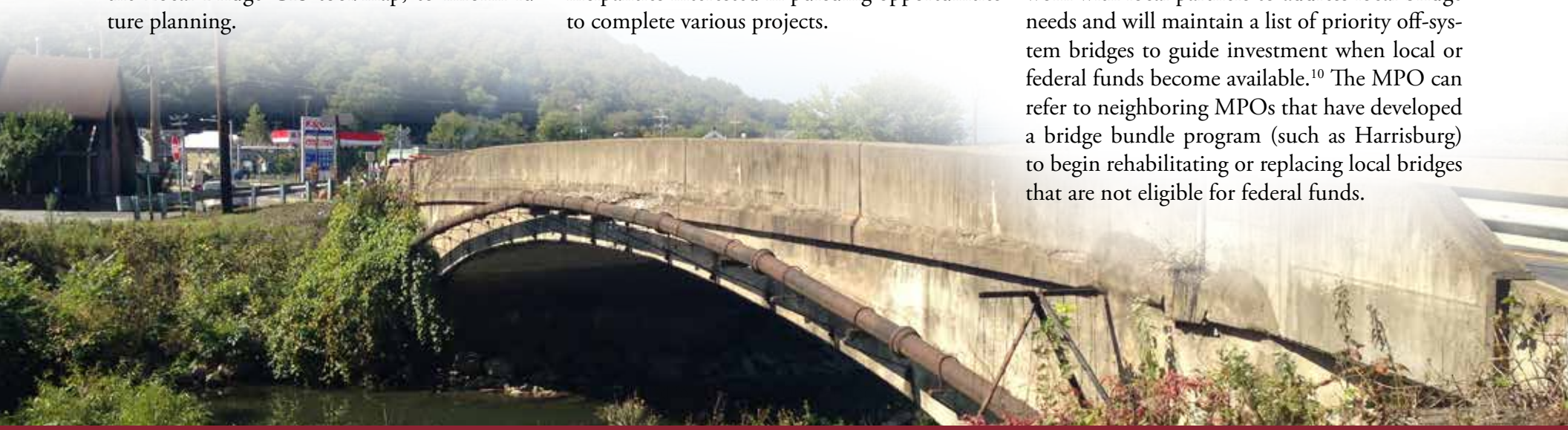
Asset management tools can provide crucial information during the planning and programming of projects to ensure proper prioritization of projects and allocation of limited resources to maintain the transportation system in a state of good repair. MPO staff will continue to coordinate with PennDOT as 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 Remdiation & 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	

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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	

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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	

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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		

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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	

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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	

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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		

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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 Maintenence Office	P	$472,714		
Juniata	3002	123686	Roundabout to County Maintenence Office	F	$347,782		
Juniata	3002	123686	Roundabout to County Maintenence Office	U	$57,964		
Juniata	3002	123686	Roundabout to County Maintenence Office	R	$57,964		
Juniata	3002	123686	Roundabout to County Maintenence 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 III, 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 Mauses Creek, County Bridge #18	P	$452,500		
Montour		117513	T-362 over Mauses Creek, County Bridge #18	F	$250,000		
Montour		117513	T-362 over Mauses Creek, County Bridge #18	U	$25,000		
Montour		117513	T-362 over Mauses 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 Mauses Creek, County Bridge #18	C		$2,222,000	
Montour		123026	T-347 (Keefer Mill Rd) ov Chillisquaque 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	Chillisquaque Cr to SR 254	F	$150,000		
Montour	54	113972	Chillisquaque 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 Mauses Creek	U	$35,000		
Montour	642	98507	SR 642 over Mauses Creek	C	$550,000	$650,000	
Montour	642	115577	SR 45 to Mauses Cr	F		$125,000	
Montour	642	115577	SR 45 to Mauses 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	CSVT to SR 11	F	$414,691		
Northumberland	1024	102810	CSVT 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 Schuykill Co	P		$10,000	
Northumberland	3018	99213	Cemetery Rd to Schuykill Co	F		$10,000	
Northumberland	3018	99213	Cemetery Rd to Schuykill 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	CSVT ITS Phase 1	C	$6,500,000		
Snyder	15	123084	CSVT 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	

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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	

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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 Kreb Gap Run	P		$235,000	
Snyder	4012	98589	SR 4012 over Kreb Gap Run	+F		$150,000	
Snyder	4012	98589	SR 4012 over Kreb Gap Run	+U		$50,000	
Snyder	4012	98589	SR 4012 over Kreb Gap Run	R		$40,000	
Snyder	4012	98589	SR 4012 over Kreb Gap Run	C		$500,000	
Snyder	6015	76402	CSVT Structures South Sec	C	$18,100,000		
Snyder	6015	76403	CSVT 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		

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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	

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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		

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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	

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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	

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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		

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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		

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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

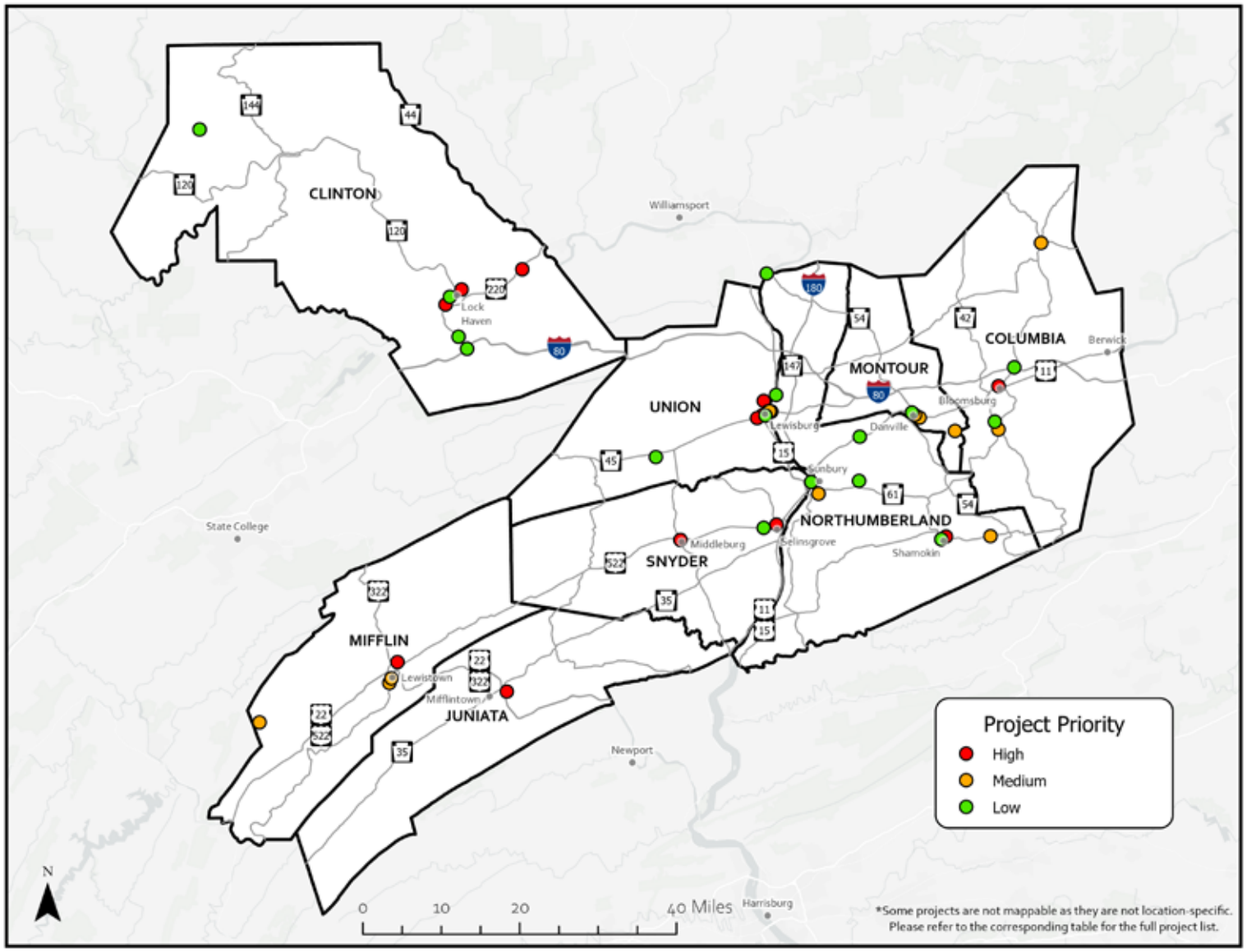
County	Project Name	Description	Score
Clinton	Bald Eagle Valley Trail – Phases 3, 6, and 7	Complete unconstructed sections of the BEVT, including Phases 3, 6 and 7 to close gaps and connect to the City of Lock Haven	High
Columbia	Bloomsburg Bicycle Lanes	Install painted bicycle lanes along Market Street 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
Multiple	Local Truck Parking Study	Develop study into truck parking issues and solutions in the MPO region	High

County	Project Name	Description	Score
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
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	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
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.	Medium
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

County	Project Name	Description	Score
Columbia	PA 42/PA 487 Intersection Improvement	Study and construct safety and drainage improvements at complex intersection in Catawissa Township	Medium
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
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
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
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

County	Project Name	Description	Score
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
Montour	Pedestrian Bridge over Route 54/ Mahoning Creek	Improve the pedestrian bridge over Route 54/Mahoning Creek in Danville Borough for better access between low-income housing developments and grocery/shopping and ADA compliance	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 projects 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**
Susquehanna Regional Transportation Authority (SRTA)						
Microtransit Vehicles	124104	$650,000	$650,000			**$1,300,000**
TOTAL		$2,425,000	$2,696,000	$1,805,000	$1,670,000	$8,596,000

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

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 IRI	Tested Seg-Mi
	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%		
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 OPI
	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	
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.

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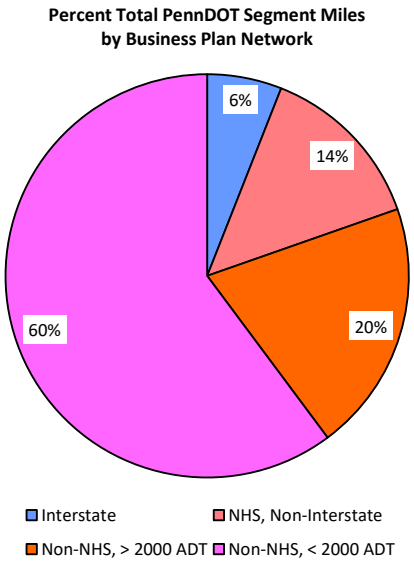
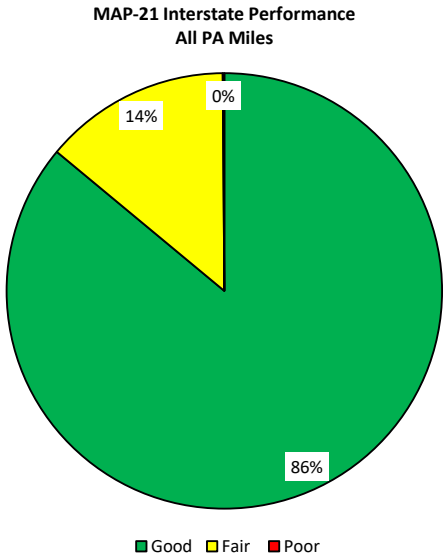
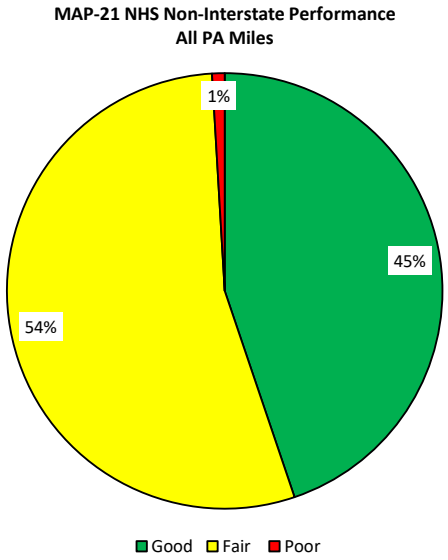


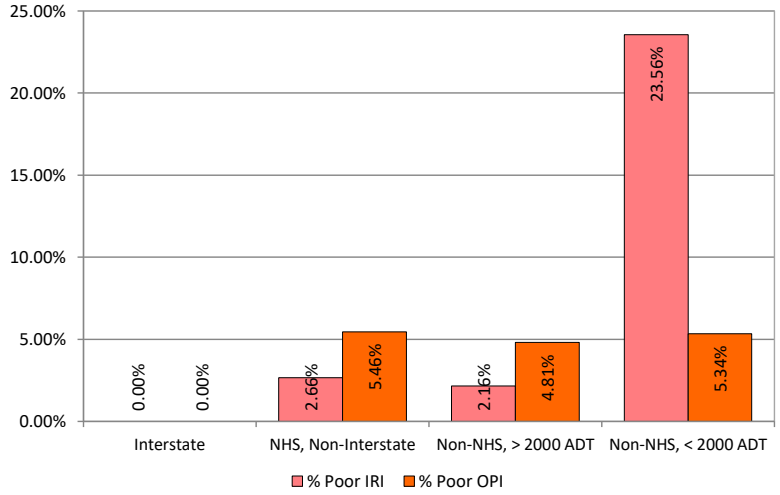




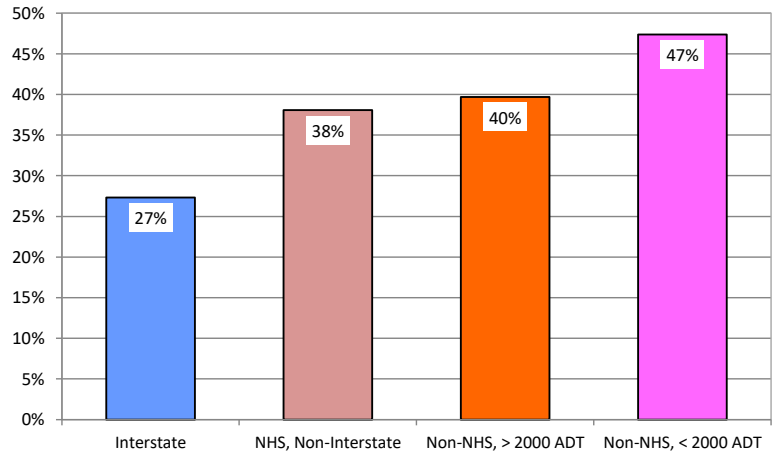
MAP-21 Pavement Conditions and Thresholds

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

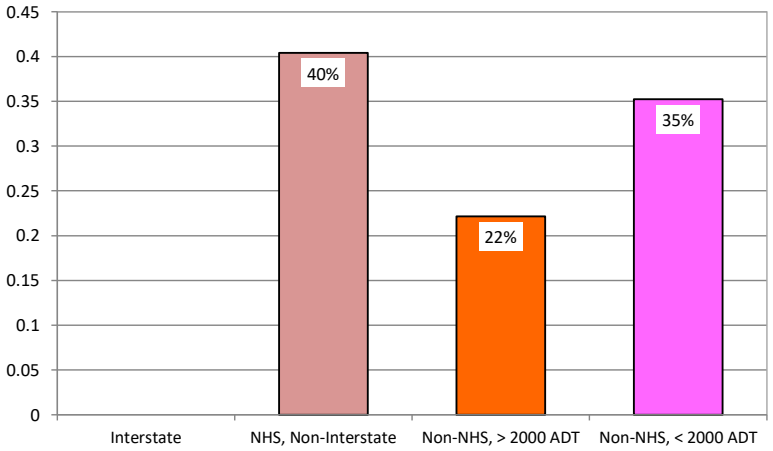
Percent of Poor IRI and Poor OPI by Business Plan Network



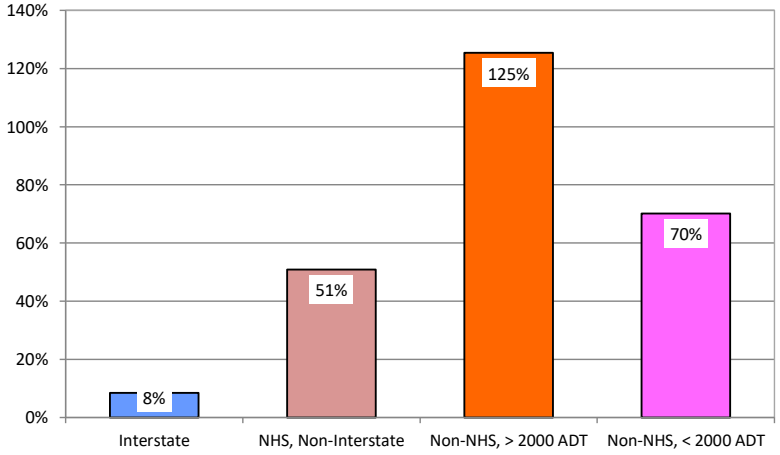
Percent of High Level Bituminous Miles Out-Of-Cycle by Business Plan Network



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%

	Map-21 Goal	End of Year 2024 Value	2021 Target	2023 Target	2025 Target
Total NHS Deck Area Poor %	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 ≥8'; Interstate/Ramps	136	1.0211	7,508	0	0	0	0.00%	0.0000	0.00%	14
State ≥8'; NHS (non-Interstate)	334	2.5491	7,632	0	0	5	1.50%	0.0163	0.64%	99
State ≥8'; non-NHS > 2000 ADT	438	2.1488	4,906	0	1	9	2.05%	0.0116	0.54%	139
State ≥8'; non-NHS < 2000 ADT	1,009	1.5329	1,519	0	11	37	3.67%	0.0434	2.83%	248
Total - State Bridges (≥8')	**1,917**	**7.2520**	**3,783**	**0**	**12**	**51**	**2.66%**	**0.0713**	**0.98%**	**500**
Local≥20'	368	0.4933	1,340	15	79	89	24.18%	0.0996	20.19%	88

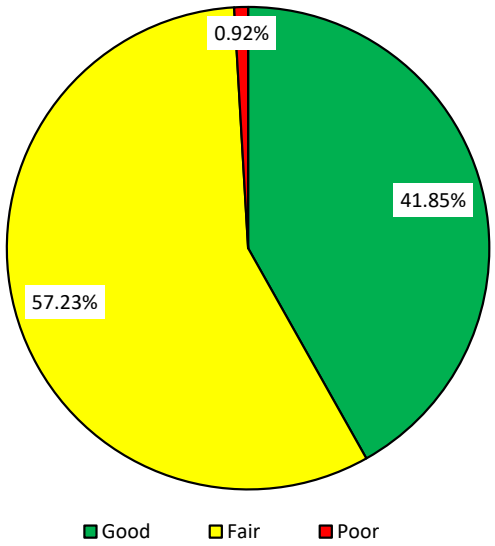
Reducing Rate of Deterioration through Investment (Non-Replacement) (Based on 8' and greater)

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 ≥8'; Interstate/Ramps	0	0	0.00%	0.00%	$2.96	4
State ≥8'; NHS (non-Interstate)	0	3	0.00%	0.86%	$16.42	15
State ≥8'; non-NHS > 2000 ADT	1	3	0.08%	0.26%	$4.80	13
State ≥8'; non-NHS < 2000 ADT	2	4	0.11%	0.29%	$6.96	17
Total - State Bridges (≥8')	**3**	**10**	**0.04%**	**0.44%**	**$31.14**	**49**
Local≥20'	2	3	0.52%	0.48%	$0.00	0

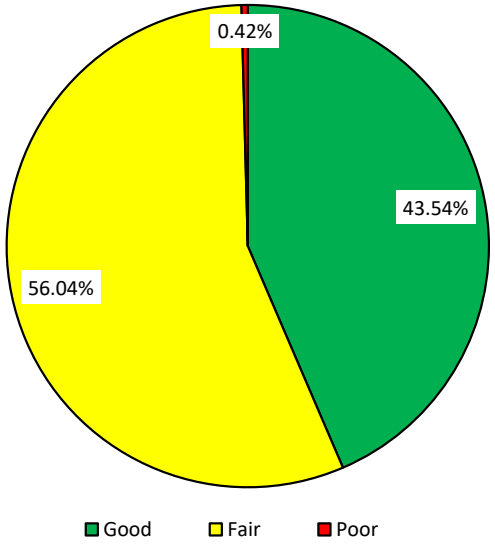
2024 Performance Measures Annual Report -- Bridges **SEDA-COG**

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

By Count



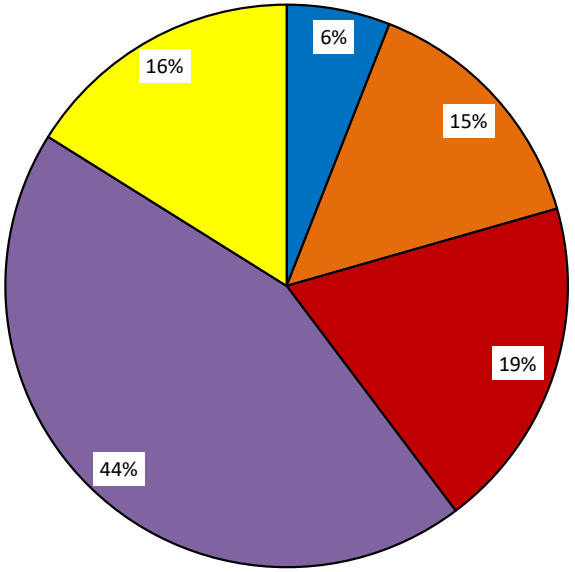
By Deck Area



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

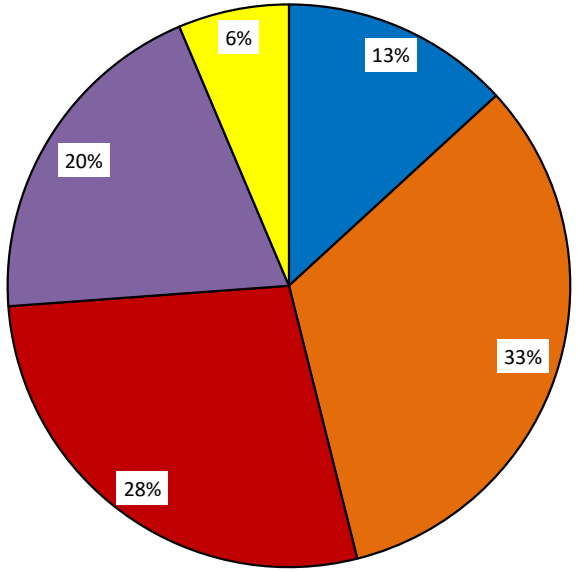
PennDOT Data 8' and Greater By Business Plan Network

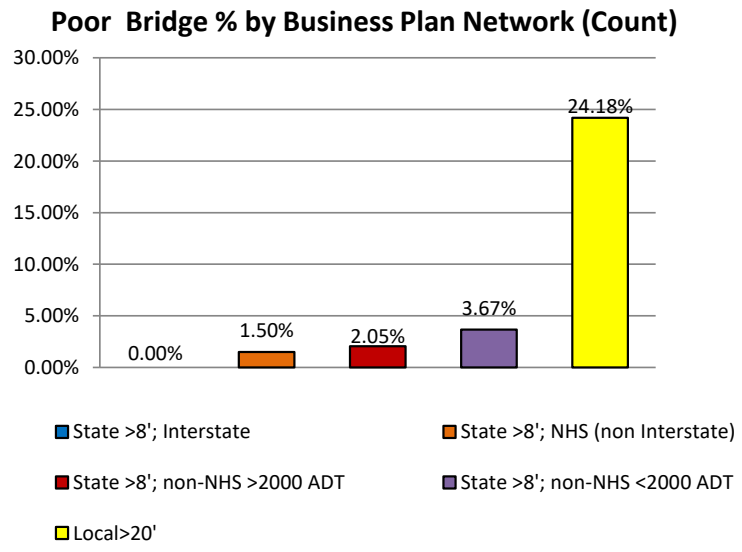
% Bridges by BPN (Count)

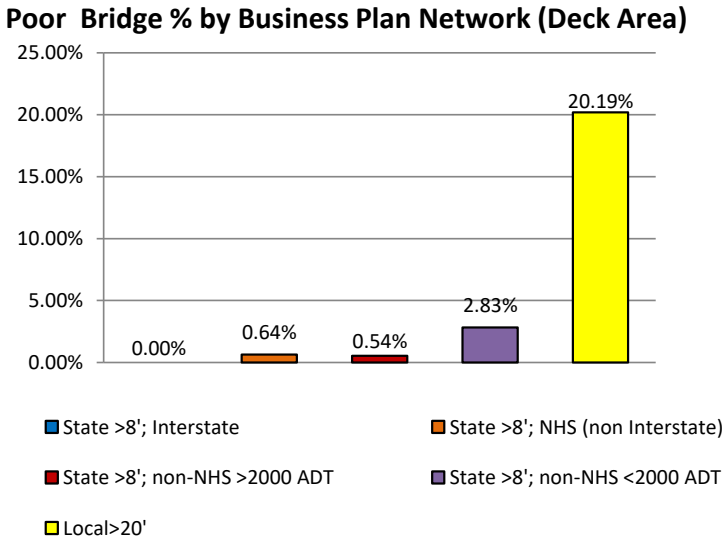


PennDOT Data 8' and Greater By Business Plan Network

% Bridges by BPN (Deck Area)




Poor Bridge % by Business Plan Network (Count)
30.00%
25.00%
20.00%
15.00%
10.00%
5.00%
0.00%
0.00%
1.50%
2.05%
3.67%
24.18%
State >8'; Interstate
State >8'; NHS (non Interstate)
State >8'; non-NHS >2000 ADT
State >8'; non-NHS <2000 ADT
Local>20'


Poor Bridge % by Business Plan Network (Deck Area)
25.00%
20.00%
15.00%
10.00%
5.00%
0.00%
0.00%
0.64%
0.54%
2.83%
20.19%
State >8'; Interstate
State >8'; NHS (non Interstate)
State >8'; non-NHS >2000 ADT
State >8'; non-NHS <2000 ADT
Local>20'

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	EWARDTOWN RD
Mifflin	L003	0050	580	EWARDTOWN RD	BEECH ST	MILL RD
Mifflin	L003	0060	844	MILL RD	EWARDTOWN 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 VAL-LEY 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	ABBEY 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	ABBEY LN/T488
Union	A029	0020	1584	ABBEY 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	CSVT 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
ADT . . . . . Average Daily Traffic
AICP . . . . . American Institute of Certified Planners
AOAA . . . . Anthracite Outdoor Adventure Area
AREA. . . . . Project Area Code
ATV . . . . . All-Terrain Vehicle
BAMS . . . . Bridge Asset Management System
BIL . . . . . Bipartisan Infrastructure Law
BMS . . . . . Bridge Management System
BOF . . . . . Bridge Off-System Funding program
BPN . . . . . Business Plan Network
BRB . . . . . Bridge Removal Bundle
BRDG . . . . Bridge
BRIP . . . . . Bridge Investment Program
BTS. . . . . USDOT Bureau of Transportation Statistics
C or CON . . Construction
CARS. . . . . Call A Ride Service, Inc.
CAV . . . . . Connected/Automated Vehicle
CCTV . . . . Closed-Circuit Television
CEDS . . . . Comprehensive Economic Development Strategy
CPRP. . . . . Certified Park and Recreation Professional
CRFC . . . . Critical Rural Freight Corridor
CRISI. . . . . Consolidated Rail Infrastructure and Safety Improvements
CRP . . . . . Carbon Reduction Program
CSVT . . . . Central Susquehanna Valley Transportation Project
CUFC . . . . Critical Urban Freight Corridor
DMS . . . . . Dynamic Message Signs
DOH. . . . . Department of Health
DVMT . . . . Daily Vehicle-Miles Traveled
EAA . . . . . Experimental Aircraft Association
EP-ACT . . . Eastern Pennsylvania Alliance for Clean Transportation
EV . . . . . Electric Vehicle
F or FD. . . . Final Design
FAF. . . . . Freight Analysis Framework
FAS. . . . . Federal-Aid System
FED . . . . . Federal funding code
FFY. . . . . Federal Fiscal Year
FHWA . . . . Federal Highway Administration
GHS . . . . . Geisinger Health System
HAV . . . . . Highly Automated Vehicle
HCON. . . . Highway Construction

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

RTMC . . . . Regional Traffic Management Center
RWIS . . . . . Road Weather Information Systems
S . . . . . Study
S.R. . . . . State Route number
SAMI . . . . . Safety and Mobility Improvement
SCM . . . . . Stormwater Control Measure
SEC . . . . . Section
SEDA-COG . SEDA–Council of Governments
SLD . . . . . Slide
SPFED . . . . Special Federal Funding
ST . . . . . State Funding Code
STBG. . . . . Surface Transportation Block Grant
STC . . . . . State Transportation Commission
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
TIP . . . . . Transportation Improvement Program
TSAMS. . . . Traffic Signal Asset Management System
TSMO . . . . Transportation System Management and Operations
TTI. . . . . Travel Time Index
TYP . . . . . Twelve-Year Program
U or UTL . . Utilities
UAS . . . . . Unmanned Aerial Systems
UAV . . . . . Unmanned Aerial Vehicle (drone)
UPWP . . . . Unified Planning Work Program
USDOT . . . United States Department of Transportation
VRU . . . . . Vulnerable Road User
WATS . . . . Williamsport Area Transportation Study
XRST. . . . . Expressway Restoration

Appendix J: Summary of Public Comments on Draft LRTP

Table J-1: Comments Received During the Public Review Period, with Disposition

Comment (page numbers refer to the previous public review draft)	**Response** (page numbers refer to this final document)
On page 26, the estimated Plain-Sect population for Union County appears to be significantly underestimated. In addition to a smaller Amish population, Union County has a substantial Groffdale Conference Mennonite (horse-and-buggy) community. Local GIS data indicates approximately 327 Groffdale Mennonite households in the county.	Available data sources for Plain-Sect populations are limited and vary in accuracy. During the development of the 2021 LRTP, Union County's locally conducted Amish survey was identified; however, comparable datasets were not available for other counties. While it is possible that overall populations are higher than currently estimated, consistent and up-to-date regional data remain limited. This is an area that may warrant further review as additional data becomes available.
The rail section of the plan (pages 67–70) lacks detail. The section primarily presents maps without addressing freight trends. Railcar volumes in Union County have increased significantly over the past 5–10 years. What are the broader regional trends, and how are potential increases or declines being considered in planning?	Development of the rail section was constrained by the limited availability of detailed, shareable data from key partners, as well as the scope of available state and national freight trend analysis. The plan does not include predictive modeling of future rail volumes. Enhancing coordination with rail stakeholders and incorporating more robust freight trend analysis may be considered in future updates.
On page 123, the second bulleted item under "Trails and Pedestrian/Bicycle Infrastructure" incorrectly references "Rights Boulevard" and should read "Reitz Boulevard."	The correction is noted and has been made in the final plan.
Was consideration given to the growth in livestock agriculture and associated increases in truck traffic on local rural roads? Many local roads were not designed for higher volumes of heavy vehicles, creating safety and maintenance challenges for municipalities.	The plan acknowledges increasing truck traffic as a broader issue; however, it does not specifically address agricultural-related impacts at the local roadway level. PennDOT recognizes the challenges associated with truck traffic on local roads and provides resources, such as the LTAP "Trucks on Local Roads" course, to assist municipalities in managing these impacts. Continued coordination and potential acknowledgment of this trend may be considered in future updates.

Comment (page numbers refer to the previous public review draft)	**Response** (page numbers refer to this final document)
Concerns with the quality of slurry seal applications (e.g., SR 15 north of Allenwood).	The comment has been forwarded to PennDOT for review and consideration as part of ongoing evaluation of pavement treatment materials and performance.
Concerns regarding the durability of epoxy deck sealer products (e.g., SR 147 bridges).	The comment has been shared with PennDOT for consideration in the evaluation of bridge deck preservation treatments and material performance.
Centerline rumble strips on two-lane roads negatively affect fuel efficiency, tire performance, and pavement longevity.	Centerline rumble strips are implemented as a safety countermeasure to reduce head-on and cross-over crashes. Their use is evaluated based on roadway context, balancing safety benefits with operational considerations. Feedback on user experience and pavement performance is noted for ongoing review.
Roundabouts are perceived to result in more crashes compared to traditional stop-controlled intersections with turning lanes.	Roundabouts are widely used as a safety strategy to reduce the severity of crashes, particularly angle and head-on collisions. Their effectiveness can vary based on design, traffic conditions, and driver familiarity. Continued monitoring and evaluation of intersection performance is considered as part of system management. See PennDOT's Roundabouts webpage for more details: https://www.pa.gov/agencies/penndot/programs-and-doing-business/road-design/roundabouts
Traffic signals should be better coordinated along major corridors during peak hours to improve progression and reduce delays.	Signal coordination is an important operational strategy for improving traffic flow along key corridors. Agencies continue to evaluate and refine signal timing plans to enhance traffic flow where feasible, particularly in congested areas.
PennDOT employees should be required to strictly follow Publication 408 specifications, with independent inspection for all work.	PennDOT construction projects are required to adhere to Publication 408 specifications and established inspection protocols. The comment has been noted and shared for awareness regarding construction quality and oversight.

Comment (page numbers refer to the previous public review draft)	**Response** (page numbers refer to this final document)
Roadway impacts caused by Amish buggies and steel-wheeled tractors should be addressed, including potential responsibility for damage.	The interaction between non-motorized vehicles, agricultural equipment, and roadway infrastructure presents complex considerations involving safety, policy, and jurisdictional authority. These issues are typically addressed through a combination of state and local regulations and require careful consideration of community context. The comment has been noted for awareness.
Page 62 states that RVTA public transportation service is available in Clinton County; however, this service has not been provided for several years, which may create a misleading impression of available options.	The plan was updated to accurately reflect the current status of public transportation services in Clinton County.
Page 141 – SR 150 (Hogan Boulevard) should be included.	The suggested addition of SR 150 (Hogan Boulevard) to Appendix A has been noted. However, Appendix A is a list of existing (and fiscally constrained) TYP projects.
Page 198 – While several items in Clinton County are identified as high priority, safety concerns related to SR 150 (Hogan Boulevard), particularly for bicycle and pedestrian users, should also be considered a high priority.	The SR 150 (Hogan Boulevard) bicycle and pedestrian safety project has been elevated to high priority among the LRTP's illustrative (unfunded) projects.
Page 199 – Development of the I-80/US 220 corridor toward a future I-99 connection is currently identified as a low priority. While acknowledging cost and ongoing investments in Centre County, this project could have significant economic and safety benefits.	The comment regarding the I-80/US 220 corridor and its long-term potential for I-99 expansion is acknowledged. I-99 is actively being designated and signed. See pages 33 and 35 of the plan document and the following PennDOT link for more details: https://www.pa.gov/agencies/penndot/projects-near-you/district-3-projects/i-99-designation-lycoming-tioga
The plan discusses population decline; however, additional emphasis on multimodal opportunities (e.g., SR 150/Hogan Boulevard), completion of the Bald Eagle Valley Trail (BEVT), and addressing limitations in public transportation could help Clinton County mitigate population decline and better serve an aging population.	The relationship between multimodal investments, public transportation access, and community vitality is recognized. The comment was considered in strengthening the narrative around strategies to address population decline and support aging populations through improved mobility options.

Comment (page numbers refer to the previous public review draft)	**Response** (page numbers refer to this final document)
The document includes a limited visual representation of Clinton County, with only one image identified. Additional representation would improve geographic balance across the plan.	The updated plan includes additional imagery from Clinton County. See pages 36, 63, 94, 125, and 126.
The coal-related tonnage figures on page 73 appear inconsistent with current industry conditions. There is no longer inbound coal movement into the region, as former consumers such as the Shamokin Dam and Washingtonville power plants have transitioned to natural gas. Regional coal origination is also expected to cease in 2026 with the closure of Fisher Mining operations in Lycoming County. Remaining coal traffic consists primarily of through-movements from western Pennsylvania to export terminals. In contrast, energy-related freight currently increasing in the region includes frac sand shipments, with approximately 2 million tons delivered to Lycoming County in 2025 for transfer to trucks.	The comment is acknowledged. Commodity flow data presented in the plan is based on the USDOT Freight Analysis Framework version 5.7.1. These are modeled numbers that may not fully capture recent industry changes or localized trends. The information provided regarding declining coal activity and increasing frac sand movements is valuable and will be considered in future analysis. An additional bullet has been included on page 75 discussing coal trends.
The study is well prepared and comprehensive; however, there are limited proposed improvements for Snyder County. Park Road, which experienced heavy use during CSVT construction, may require upgrades and does not currently accommodate pedestrian or bicycle activity safely. Additionally, concerns were expressed regarding truck speeds on roadways.	The comment is appreciated. The need for roadway improvements on facilities such as Park Road, including considerations for pedestrian and bicycle accommodation, has been noted. Concerns regarding truck speeds are recognized; however, speed regulation is generally addressed through roadway design, enforcement, and policy measures that are outside the direct scope of this plan. Resources such as LTAP's "Trucks on Local Roads" provide additional guidance for municipalities on managing truck-related impacts. Additionally, the MPO will be updating its Active Transportation Plan in 2026-2027.
Sidewalk conditions in Montour County and pedestrian crossings, including those along Bloom Street toward Mill Street, were identified as areas of concern. Improved visibility of roadway signage, such as reflective lettering on I-80 signs, was also noted.	Pedestrian infrastructure and crossing safety are important considerations for local and state agencies. Improvements to signage visibility and sidewalk conditions will be considered as part of ongoing roadway maintenance and multimodal planning efforts.
Emphasized the importance of maintaining a regional perspective, noting that transportation investments support a wide range of community needs.	The plan emphasizes a regional approach to transportation planning, recognizing the role of the transportation system in supporting economic development, community health, and overall quality of life.

Comment (page numbers refer to the previous public review draft)	**Response** (page numbers refer to this final document)
A pedestrian bridge over Route 54 in Danville is needed to address ADA accessibility concerns, with an estimated cost of approximately $3 million. It was requested that this project be added to the discretionary project list.	The request to include the pedestrian bridge over Route 54 in Danville in the project list has been noted and the project was incorporated into the discretionary project listing (Appendix B).
Consider improving connectivity along the trail near North 11th Street by the Giant market. At this location, trail users currently head south on North 11th Street to Route 45, cross to South 11th Street, and continue to South Stein Lane. From there, users can travel to Curtin Street and access the "cinder" walkway at the intersection of Stein Lane and Curtin Street, continuing to Emmet Field. From this point, users can pass under Route 15 via the existing tunnel and connect to downtown Lewisburg.	Opportunities to enhance trail continuity and wayfinding will be considered as part of ongoing and future active transportation planning efforts for the Buffalo Valley Rail Trail (BVRT) extension project.