

WATS Coordinating Committee Members

Williamsport City Council  
Mayor, City of Williamsport  
River Valley Transit Authority  
Williamsport Regional Airport  
SEDA-COG Joint Rail Authority  
PennDOT Engineering District 3-0  
Lycoming County Board of Commissioners  
Lycoming County Borough Representative  
Lycoming County Association of Township Officials  
PennDOT Center for Program Development & Management



WATS Technical Committee Members

STEP, Inc.  
City of Williamsport  
River Valley Transit Authority  
Williamsport Regional Airport  
SEDA-COG Joint Rail Authority  
PennDOT Engineering District 3-0  
Lycoming County Planning Commission  
Lycoming County Planning & Community Development  
PennDOT Center for Program Development & Management

## **WILLIAMSPORT AREA TRANSPORTATION STUDY MPO** **TECHNICAL COMMITTEE PUBLIC MEETING**

DATE: Tuesday, January 20, 2026  
TIME: 10:00 AM  
PLACE: Lyco. Conference Room  
Lycoming County Third Street Plaza, 3<sup>rd</sup> Floor  
33 W. Third Street, Williamsport, PA 17701  
Virtual Option: Dial-in Number: 1 (267) 332-8737  
Conference Code: 369 511 3#  
[Microsoft Teams Link](#)

### **AGENDA**

**CALL TO ORDER**..... Chair Batiuk

**MINUTES:**

November 17, 2025 meeting minutes.....Chair Batiuk

**PUBLIC COMMENT**.....Chair Batiuk

**ACTION ITEMS:**

2024-2025 WATS Annual Report Adoption .....Mrochko

Recommend 2027-2030 WATS Draft TIP to Coordinating Committee .Mrochko

**DISCUSSION ITEMS:**

2027 TIP Update .....Mrochko/King

Modal Updates .....McKitish/Wright/Beattie/Merk

Management Action Report .....King

**OTHER BUSINESS / PUBLIC COMMENT**..... Chair Batiuk

**ADJOURN** ..... Chair Batiuk

All meeting materials also available on the [WATS MPO Website](http://www.lyco.org/WATS-MPO/Committees) (<http://www.lyco.org/WATS-MPO/Committees>) The November 17, 2025 WATS Technical Committee meeting will be recorded. This information is a public record and may be subject to public inspection and duplication if not protected by federal or state law.

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PennDOT Center for Program Development & Management

## Williamsport Area Transportation Study Technical Committee Teleconference Public Meeting Minutes

November 17, 2025 Technical Committee Teleconference Public Meeting: held at 33 W. Third Street, Lyco. Conference Room, 3<sup>rd</sup> Floor, Williamsport, PA 17701 and various locations via teleconference.

### **CALL TO ORDER (Regular WATS Technical Committee Public Meeting)**

At 10:02 AM Justin Batiuk called the meeting to order. He mentioned that the meeting is being recorded. Everyone online and in-person introduced themselves and their organization.

### **MINUTES**

Justin asked if there were any issues with the minutes from the previous meeting on August 18, 2025. No issues were found. Motion to approve was by Chris King, 2<sup>nd</sup> by Joe Reighard. Motion carried to approve the minutes.

There was no public comment.

### **ACTION ITEMS**

#### WATS MPO 2025-2028 TIP Amendment Approvals

1. Move MPMS 115356 to FFY 2026 and move MPMS 155344 to FFY 2029
  - a. Chris King explained how estimates came back lower than expected and advance MPMS 115356 – resurfacing of approximately 8 miles of Rt 284 southbound will be let in FFY 2026. MPMS 115344 the northbound counterpart will be moved from FFY 2028 to 2029.
  - b. Eric McKitish made a motion to approve, Sal Vitko 2<sup>nd</sup>. Motion unanimously approved.
2. Add MPMS 122484 to WATS MPO TIP using Federal CRP Funds
  - a. Chris King explained how this is a new project with Federal Carbon Reduction Program funds to upgrade lighting at the mall interchange to LED.
  - b. Dan Merk made a motion to approve, Scott Williams 2<sup>nd</sup>. Motion unanimously approved.
3. Add MPMS 84058 and 11430 Transit Amendment
  - a. Justin and Sal explained this is a continuation of the previous amendment to add federal fiscal years 2021 and 2022 5307 funds to the TIP.
  - b. Steven Beattie made a motion to approve, Gerald Wertz 2<sup>nd</sup>. Motion unanimously approved.
4. MPMS 123206 add construction and final design phase

- a. Chris King explained this is a new project to advance preservation work on Loyalsock Creek bridges on I-180 in Montoursville. Bill Scott asked what material was used previously that crumbled. Gerald Wertz explained it was an epoxy surface treatment. New project will involve a polymer concrete. Bill asked if had been used previously? Gerald stated it was used approximately 10 years ago and have been performing well. It costs a little more and is placed at a thicker depth but it will preserve the decks for longer. Bill asked if only the bridges over Loyalsock Creek will be repaired? Gerald stated all bridges are being looked at and the cause for the deterioration.
- b. Sal Vitko made a motion to approve, Joe Reichard 2<sup>nd</sup>. Motion unanimously approved.

#### 2026 WATS Technical Committee Dates Adoption

Emily Mrochko explained the document in the packet outlining the proposed 2026 meeting dates. She explained due to Martin Luther King Jr Day, the first meeting will be held on a Tuesday. Gerald Wertz made a motion to approve, Dan Merk 2<sup>nd</sup>. Motion unanimously approved.

#### 2026 Safety Target Setting Acceptance

Justin Batiuk explained the document was sent out by Central Office to all Planning Partners to accept the targets and baselines. Once approved it will be sent to the WATS Coordinating Committee. Eric McKitish made a motion to approve, Dan Merk 2<sup>nd</sup>. Motion unanimously passed.

### **DISCUSSION ITEMS**

#### 2027 TIP Update:

Emily stated she didn't have much of an update. Internally PCD is working on the graphs and maps. Chris King stated PennDOT is working on programing projects. Most will be carryover but there will be a few new projects added. He is hoping to have a finalized list by the end of the month. Justin stated he thinks we are in a good spot. He will be scheduling a meeting with WATS, PennDOT District 3-0, FHWA, and PennDOT Central Office in January/February to review the TIP.

#### NEVI Priority List Discussion:

Emily explained how Colten from PennDOT Central Office reached out regarding the NEVI program. She stated the survey is available on the WATS MPO social media. She is gathering a list to submit after the WATS Coordinating Committee Meeting in December. Sal Vitko offered to reach out to his contact for the new Wawa in South Williamsport.

#### Annual Report of Obligated Federal Funds

Emily stated the report is in the packet as well as on the WATS MPO website. Chris King stated that obligated funds means it is federal funds on the TIP that PennDOT submitted to FHWA to release the funds. The federal funds on each year of the TIP are released after documentation is submitted and requirements are met.

**Modal Updates:**

Eric McKitish updated the Committee on the airport. The airport is continuing to move in a positive direction. In early November he met with legacy, low cost, and regional carriers who have interest in expanding in Northcentral Pennsylvania. He is optimistic that an additional carrier could be on board mid-2026. Southern Airway Express, the current carrier, had a successful 3<sup>rd</sup> quarter and the current quarter is seeing an increase in numbers compared to last year at this time. He stated local individuals are using and supporting the airport. The airport did not experience any flight cancellations due to the recent government shutdown. Joe Reichard asked Eric to address the rumor of Southern Airways leaving the airport. It is false, their current agreement does not expire until May 2026.

Sal Vitko updated the Committee on RVTA. Ridership from August to mid-November was approximately 61,000. Year to date ridership is approximately 764,000 riders. Internal transit development plan kickoff meeting was November 10 2025. He and a few coworkers travelled to California to tour the Gillig bus factory where 3 new buses will be coming from hopefully by end of 2025. June 2026 RVTA will be implementing Token Transit which includes the app, reloadable media, and cash. Passes will still be honored or a buy back will be accepted in a transition period next year. RVTA recently met with the Hazard Reduction Planner to be included in the Hazard Mitigation Plan update. They also met with the Dept of Public Safety for transportation coordination in a disaster event. Finally, 3 new operators have been hired.

Dan Merk updated the Committee on Step Inc. Ridership target goals were exceeded and is up approximately 4% from last year. The new facility is a few weeks ahead of schedule. A majority of the outside is completed. The project should be completed May 2026.

Steven Beattie updated the Committee on the SEDA-COG Joint Rail Authority. Their current capital investment focus is on Bald Eagle Valley, Bellefonte and Lewistown areas. JRA is stepping away from SEDA-COG. The 3 current SEDA-COG employees will become JRA employees on January 1 2026. Their mission and purpose will remain the same.

**Management Action Report:**

Chris King stated the items in the document are mostly adjustments. Cost decreases to existing projects helped fund the project on Rt 15 north of Williamsport.

Justin asked if there was any other business or public comment. Gerald Wertz asked for an update on the US-220 study. Emily stated there were additional meetings held with the township and Stahl Sheaffer. The township is looking forward to the outcome of the study. Justin called for a motion to end the meeting. Joe Reichard motioned to end the meeting, and Dan Merk 2<sup>nd</sup>, motion carried and the meeting ended at 10:37am.

Respectfully, Submitted,

Emily Mrochko  
WATS Secretary

# Williamsport Area Transportation Study Metropolitan Planning Organization

ANNUAL REPORT, STATE FISCAL  
YEAR 2024-2025

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**Urdu:**

تو جہ دین: اگر آپ انگریزی کے علاوہ کوئی اور زبان بولتے ہیں تو آپ کی زبان میں مدد کے لیے آپ کو خدمات فرایم کرائی جاسکتی ہے۔ براہ کرم 1 (570) 320-2130 پر کال کریں۔

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**Greek:**

ΠΡΟΣΟΧΗ: Εάν μιλάτε άλλη γλώσσα διαφορετική από τα αγγλικά, οι υπηρεσίες γλωσσικής βοήθειας μπορούν να σας διατεθούν. Καλέστε 1 (570) 320-2130.

## **WATS MPO Discrimination Policies Public Notice**

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Williamsport Area Transportation Study (WATS) Metropolitan Planning Organization (MPO) hereby gives notice that it is the policy of the MPO to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, E.O. 12898, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States shall, on the grounds of race, color, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by the MPO.

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

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

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

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

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## Introduction – About WATS

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A Metropolitan Planning Organization (MPO) is a planning body composed of elected and appointed officials representing local, state and federal governments or other agencies having an interest or responsibility in the local transportation system. The MPO is responsible for creating a Long-Range Transportation Plan (LRTP), a Transportation Improvement Program (TIP), and a Unified Planning Work Program (UPWP). An MPO can be a regional, multicounty organization or a single county. The Williamsport Area Transportation Study (WATS) is the single county MPO covering Lycoming County. The role of the WATS MPO is to develop transportation policies, programs and projects, which move people and goods in a safe, efficient manner, promote economic development, protect the environment, and preserve Lycoming County's outstanding quality of life amenities.

### Committee Structure

---

The WATS Coordinating Committee is the policy-making body of the MPO.

The Coordinating Committee consists of 11 voting representatives as follows:

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

Non-voting members consist of:

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

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

The Technical Committee consists of 7 voting members as follows:

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

Non-voting members consist of:

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

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

## Committee Meeting Dates and Times

WATS MPO committees met 10 times between July 1, 2024 and June 30, 2025. All Technical Committee and Coordinating Committee meetings were held both in person and virtually. The April 28, 2025 Technical Committee and May 12, 2025 Coordinating Committee meetings were cancelled due to no actionable items being on the agenda.

Committee	Date	Time	Action Items
Technical Committee	Mon., Aug. 26, 2024	10:00 AM	<ul style="list-style-type: none"> <li>2023-2026 WATS TIP Amendment adding MPMS 120077 Maynard St. Bridge Lighting Upgrades (reaffirm e-ballot)</li> <li>2023-2026 WATS TIP Amendment adding MPMS 121503 Market &amp; Maynard Street Queue Pre-emption (reaffirm e-ballot)</li> <li>CSVT Implementation: US 15 Corridor Study</li> </ul>
Coordinating Committee	Mon., Sept. 9, 2024	1:00 PM	<ul style="list-style-type: none"> <li>2023-2026 WATS TIP Amendment adding MPMS 120077 Maynard St. Bridge Lighting Upgrades (reaffirm e-ballot)</li> <li>2023-2026 WATS TIP Amendment adding MPMS 121503 Market &amp; Maynard Street Queue Pre-emption (reaffirm e-ballot)</li> <li>CSVT Implementation: US 15 Corridor Study</li> </ul>
Transit Advisory Committee	Thurs., Oct. 17, 2024	2:00 PM	<ul style="list-style-type: none"> <li>River Valley Transit Authority Service Update</li> <li>STEP, Inc. Service Update</li> <li>WATS MPO</li> </ul>
Bicycle/Pedestrian Advisory Committee	Wed., Nov 13, 2024	1:00 PM	<ul style="list-style-type: none"> <li>MPO Overview/Role of the BPAC</li> <li>Unified Planning Work Program Update</li> <li>2025 Meeting Dates (April/October)</li> <li>Williamsport Bike Advisory Committee Initiatives</li> </ul>
Technical Committee	Mon., Nov. 18, 2024	10:00 AM	<ul style="list-style-type: none"> <li>WATS 25-28 TIP Amendment Hwy Safety MPMS 120852</li> <li>WATS 25-28 TIP Amendment Market/Maynard Street MPMS 121503</li> <li>WATS Secretary Approval to Sign future PM Letters</li> <li>Draft 2025-27 WATS UPWP Public Comment Period</li> <li>2024 Coordinated Public Transit Human Services Plan Adoption</li> <li>2023-24 WATS Annual Report</li> <li>2023-24 WATS LTAP Annual Report</li> <li>2025 WATS Technical Committee Dates Adoption</li> </ul>
Coordinating Committee	Mon., Dec. 9, 2024	1:00 PM	<ul style="list-style-type: none"> <li>WATS 25-28 TIP Amendment Hwy Safety MPMS 120852</li> <li>WATS 25-28 TIP Amendment Market/Maynard Street MPMS 121503</li> <li>WATS Secretary Approval to Sign future PM Letters</li> <li>Draft 2025-27 WATS UPWP Public Comment Period</li> <li>2024 Coordinated Public Transit Human Services Plan Adoption</li> <li>2023-24 WATS Annual Report</li> <li>2023-24 WATS LTAP Annual Report</li> <li>2025 WATS Coordinating Committee Dates Adoption</li> </ul>
Technical Committee	Mon., Jan. 27, 2025	10:00 AM	<ul style="list-style-type: none"> <li>Reaffirm E-ballot WATS 25-28 TIP MPMS 110772 Montour St. Connector</li> <li>2025-27 WATS UPWP Adoption</li> </ul>
Coordinating Committee	Mon., Feb. 10, 2025	1:00 PM	<ul style="list-style-type: none"> <li>Reaffirm E-ballot WATS 25-28 TIP MPMS 110772 Montour St. Connector</li> <li>2025-27 WATS UPWP Adoption</li> </ul>
Bicycle/Ped. Advisory Committee	Wed., April 9, 2025	1:00 PM	<ul style="list-style-type: none"> <li>River Walk Extension Update</li> <li>Williamsport Bike Advisory Committee Initiatives</li> </ul>
Transit Advisory Committee	Thurs., May 15, 2025	2:00 PM	<ul style="list-style-type: none"> <li>River Valley Transit Authority Service Update</li> <li>STEP, Inc. Service Update</li> <li>WATS MPO</li> </ul>

## WATS Committee Membership Meeting Participation

WATS Coordinating Committee Meeting Participation July 1, 2024 - June 30, 2025

Meeting Date		9/9/2024	12/9/2024	2/10/2025	5/12/2025
Attendance					Cancelled
Voting Membership	PennDOT District 3 Executive [Chair]	Present	Present	Present	
	PennDOT Deputy Secretary for Planning	Present	Present	Present	
	Lycoming County Commissioner	Present	Present	Present	
	Lycoming County Commissioner	Present	Present	Absent	
	City of Williamsport, Mayor	Absent	Absent	Absent	
	City of Williamsport, Council	Present	Absent	Absent	
	River Valley Transit Authority	Present	Present	Present	
	SEDA-COG Joint Rail Authority	Present	Present	Present	
	Williamsport Regional Airport	Absent	Absent	Absent	
	Lycoming County Boroughs Representative	Present	Present	Present	
	Lycoming County Association of Township Officials	Present	Absent	Present	
Non-voting Membership	Federal Highways Administration (USDOT FHWA)	Present	Present	Present	
	Federal Transit Administration (USDOT FTA)	Absent	Absent	Absent	
	U.S. Dept. of Housing & Urban Development	Absent	Absent	Absent	
	PA Department of Community & Economic Development	Absent	Present	Present	
Number of Other Attendees		12	10	9	

WATS Technical Committee Meeting Participation, July 1, 2024 - June 30, 2025

Meeting Date		8/26/2024	11/18/2024	1/27/2025	4/28/2025
Attendance					Cancelled
Voting Membership	PennDOT Program Center [Chair]	Present	Present	Present	
	PennDOT Engineering District 3-0	Present	Present	Present	
	Lycoming County Planning and Community Development, Director	Present	Present	Present	
	Lycoming County Planning Commission	Present	Absent	Present	
	River Valley Transit Authority	Present	Present	Present	
	City of Williamsport, Engineer/Community Development Director	Present	Present	Present	
	Williamsport Regional Airport	Present	Absent	Present	
	STEP, Inc. Transportation Manager	Present	Present	Present	
	SEDA-COG JRA Director	Present	Present	Present	
	Federal Highways Administration (USDOT FHWA)	Present	Present	Present	
Non-voting Membership	Federal Transit Administration (USDOT FTA)	Absent	Absent	Absent	
	PA Department of Community and Economic Development (DCED)	Present	Absent	Present	
	Fullington Trailways	Absent	Absent	Absent	
	Number of Other Attendees	9	7	9	

## Staffing

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On June 2, 2025 Emily Mrochko and Kellen Krape, the new transportation planners started at the Lycoming County Planning and Community Development Department. They are looking forward to their new roles with the PCD.

Administrative duties of the WATS MPO are conducted by staff of the Lycoming County Planning and Community Development Department. The Lycoming County Planning and Community Development Department shall be responsible for the following primary WATS MPO administrative duties:

1. Develop and conduct all transportation planning work tasks contained in the WATS MPO approved Unified Planning Work Program (UPWP) contract that is executed between the County of Lycoming and PennDOT. The County of Lycoming may subcontract with the City of Williamsport to perform the Federal Transit Administration (FTA) funded UPWP transit planning work tasks undertaken by River Valley Transit.
2. Schedule, publicly advertise, and convene all WATS MPO public meetings, as needed, in accordance with the PA Open Records Law and WATS MPO approved Public Participation Plan. All official business of the WATS MPO will take place at publicly advertised meetings to ensure opportunity for public comment. Prepare and distribute meeting agendas and related materials for review by WATS MPO members no later than 5 calendar days prior to the public meeting. Prepare meeting minutes for distribution to WATS MPO members for review no later than 15 calendar days following the public meeting. WATS MPO will generally convene public meetings on a quarterly basis (once every three months) at the Lycoming County Commissioners Board Room, Lycoming County Executive Plaza, 330 Pine Street, Williamsport, PA 17701. Exceptions as to meeting dates, times and locations may be considered in order to provide timely response to actions related to WATS MPO duties and responsibilities. In the event that an in-person meeting is not feasible (public health emergency, etc.) the WATS MPO will provide detailed information on a virtual meeting option to include: date, time, dial-in number, conference code, and link to the virtual meeting software (Microsoft Teams, Skype, etc.) for the public meeting, and meeting links will be advertised and posted on the [WATS MPO Committees website](#)
3. Ensure that all WATS MPO adopted plans, programs, and policies are implemented.

## Lycoming County Department of Planning and Community Development Contacts:

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- Jenny Picciano, AICP, Director
  - Telephone: (570) 320-2136
  - Email: [jpicciano@lyco.org](mailto:jpicciano@lyco.org)
- Ed Feigles, Deputy Director
  - Telephone: (570) 320-2145
  - Email: [efeigles@lyco.org](mailto:efeigles@lyco.org)
- Emily Mrochko, Transportation Planner
  - Telephone: (570) 320-2141
  - Email: [emrochko@lyco.org](mailto:emrochko@lyco.org)

- WATS information is accessible on the Lycoming County website: <http://www.lyco.org/wats-mpo>
- The mailing address for the Lycoming County Department of Planning & Community Development: **48 West 3rd St. Williamsport, PA 17701**

## Public Participation and Outreach

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### Public Participation Plan

The WATS MPO Public Participation Plan, adopted by Williamsport MPO on December 19, 2013 and amended on February 13, 2023, is designed to establish a process that provides timely information to the public, timely public notice of meetings, advisory committee appointments, and workshops, public access to key decisions, and early and continuing involvement of the public in developing transportation plans and transportation improvement programs. Engaging communities within Lycoming County is critical for all MPO efforts. WATS MPO has taken initiatives to improve and provide more opportunities for public participation and feedback, rather than only holding public meetings for projects. The following describes the WATS MPO's goals, public outreach, and engagement for the 2024-2025 Fiscal Year.

#### Goal:

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

## Who is “the Public”?

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

## Public Meetings:

As previously discussed, WATS committees held ten (10) public meetings in FY 2024-2025. All meetings were held both in person and via Microsoft Teams. The MPO advertised the dial-in information, meeting date and time, and meeting agendas and materials in the Williamsport Sun-Gazette, the [WATS MPO website](#), and multiple posts on the MPO social media sites.

## Social Media:

As part of updating the WATS MPO Public Participation Plan and improving public outreach and participation efforts, WATS MPO has created several social media platforms including Facebook, Twitter, Instagram, YouTube, and LinkedIn. The WATS MPO social media access has been limited due to staff turnover. Once access is gained to the accounts, the new WATS MPO staff will post updates on all platforms. The implementation of active social media accounts is crucial for improving and expanding the ability to communicate and receive feedback from the public, as well as for the public to participate in all transportation related activities.

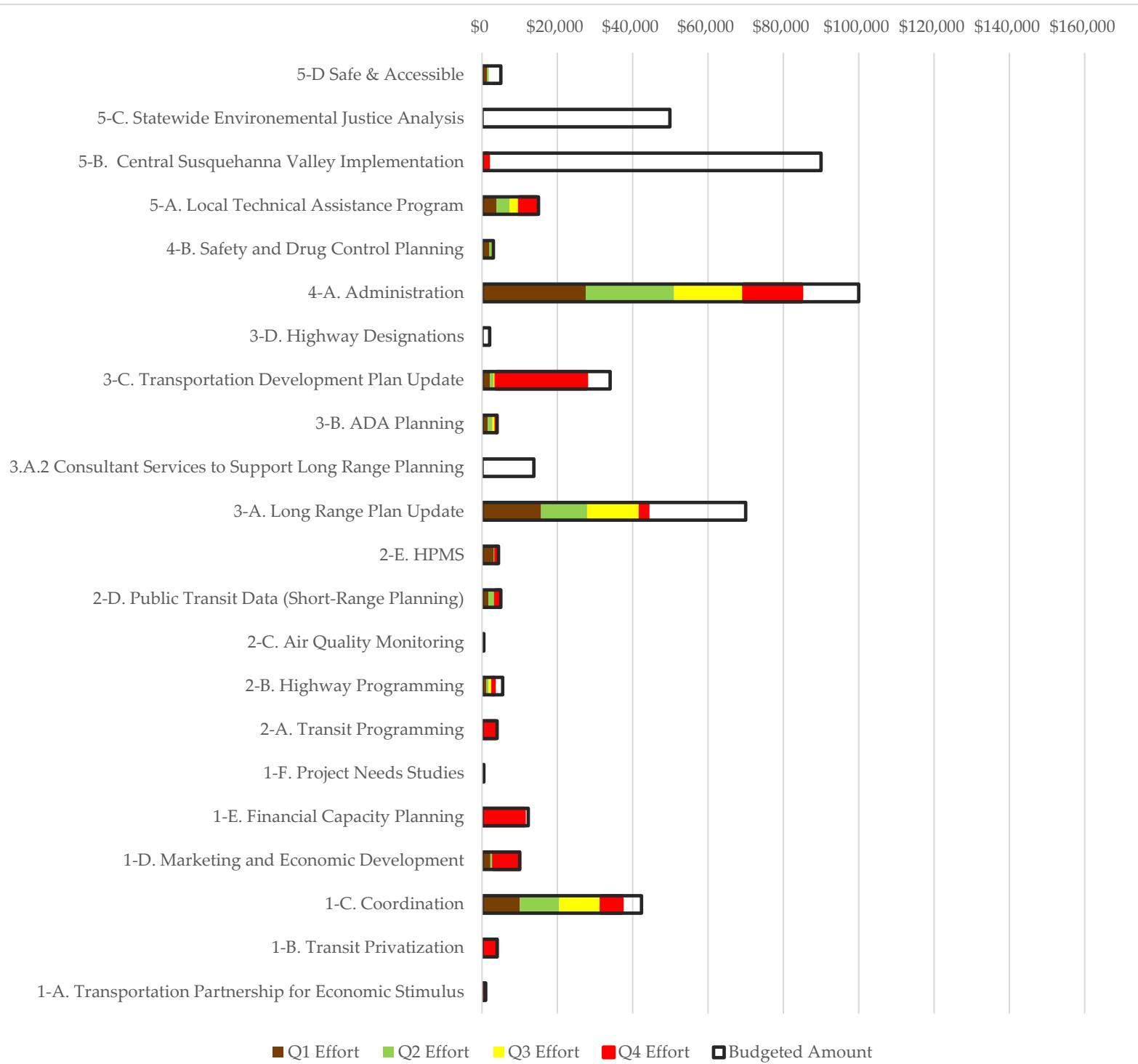
Platform	Link
Facebook	<a href="https://www.facebook.com/WATS-MPO-100877818070672/">https://www.facebook.com/WATS-MPO-100877818070672/</a>
Twitter	<a href="https://twitter.com/watsmpo">https://twitter.com/watsmpo</a>
Instagram	<a href="https://www.instagram.com/wats_mpo/">https://www.instagram.com/wats_mpo/</a>
LinkedIn	<a href="https://www.linkedin.com/company/wats-mpo/">https://www.linkedin.com/company/wats-mpo/</a>
Website	<a href="http://www.lyco.org/wats-mpo">http://www.lyco.org/wats-mpo</a>

## Work Program

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

## Summary of Work Tasks

Following are descriptions of the work tasks that WATS developed as part of the FY 2024-2025 Unified Planning Work program.



## Local Technical Assistance Program

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### Program Overview

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A Metropolitan Planning Organization (MPO) is a group of elected and appointed officials representing local, state, and federal governments along with other agencies, that have an interest or responsibility in local transportation systems. The MPO is responsible for creating a Long-Range Transportation Plan (LRTP) [lyco.org/WATS-MPO/LRTP](http://lyco.org/WATS-MPO/LRTP), a Transportation Improvement Program (TIP) [lyco.org/WATS-MPO/TIP](http://lyco.org/WATS-MPO/TIP), and a Unified Planning Work Program (UPWP) [lyco.org/WATS-MPO/UPWP](http://lyco.org/WATS-MPO/UPWP). The Williamsport Area Transportation Study (WATS) is the MPO covering Lycoming County. The role of the WATS MPO is to develop transportation policies, programs, and projects that move people and goods in a safe, efficient manner. It also will promote economic development, protect the environment, and preserve Lycoming County's quality of life.

The Lycoming County Department of Planning & Community Development agreed to become involved in the LTAP Program, since we have established strong relationships with our municipal officials. MPO's are tasked with development of a LRTP and the TIP. We work closely with municipalities for identification and prioritization of transportation improvement projects needed, within Lycoming County.

This is the 20<sup>th</sup> year the Williamsport MPO has teamed up with PennDOT to assist in the LTAP program. The contracting mechanism for MPO involvement was inclusion of Task 5-A in the FY 2022-2024 WATS UPWP. We have found numerous ways to integrate LTAP with our other local transportation planning initiatives and have verified that municipal officials are aware of LTAP services and benefits. We have received very positive feedback on the usefulness and value of the program to address their transportation training needs.

Since these documents must be fiscally controlled as per federal requirements, it is important that preventative maintenance measures be employed to extend the life of roads and bridges. This allows us to avoid the high capital expenditures on larger scale projects, that could become unaffordable for our MPO to program. The LTAP Program provides municipal officials with a wealth of educational materials targeted at preventative maintenance. This allows the ability to stretch limited transportation dollars to perform cost-effective transportation asset management.

On December 4, 2023 the Williamsport MPO adopted their 20-year Long Range Transportation Plan Update (LRTP) in fulfillment of Federal Fixing America's Surface Transportation (FAST) Act compliance requirements. The MPO worked with municipalities and other stakeholder organizations to develop the FFY 2025-2028 Transportation Improvement Program (TIP), which was adopted by the MPO on May 5, 2023. 70 highway and bridge transportation projects valued at an estimated \$107.7 million are now programmed on the TIP. The LRTP and TIP emphasize system preservation with a focus on correcting poor condition bridges. LTAP courses and technical assistance can help us implement the MPO LRTP and TIP projects with our local municipalities. This has provided guidance, education and technical assistance regarding sound system preservation practices, which also is a high priority for PennDOT. Now that PA Act 89 is in place, it will provide significant additional funding to local municipalities for roads and bridges. It is important that municipal officials receive the proper training to begin to quickly implement the backlog of municipal road and bridge projects.

## Program Accomplishments

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Below is a list of what we believe to be our most significant accomplishments:

1. The Lycoming County Department of Planning & Community Development staff is now more educated on the services offered through LTAP. This will allow us to more effectively market the program with our municipal officials. Effective marketing begins with a thorough understanding of the product or service you are offering.
2. The Lycoming County Small Bridge Inspection Program (restarted in 2021), based in large part on the success of the Small Bridge Inventory pilot program, is being used to gather data on all locally owned, under 20 feet bridges in the County. Lycoming County contracted with Larson Design Group to use the data from the new Small Bridge Inspection Program to create a Small Bridge Asset Management Plan (AMP). The AMP will provide a comprehensive list of all locally owned, under 20 feet bridges in Lycoming County, and provide the MPO with a list of bridge conditions, immediate/short-term/long-term repairs, and will enable the County to efficiently plan any future bridge maintenance/repair programs the County may pursue.
3. The LTAP classes offered in Lycoming County are consistent with the most frequent courses requested by our municipalities through our survey results, which help to contribute to good course attendance and feedback by municipal officials.
4. The Williamsport MPO LTAP program has been analyzed in terms of number of courses offered, registrants and attendees.

## LTAP Course Offerings

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This section of the report provides summary information regarding the 2024-2025 LTAP courses that were offered and held within Lycoming County. PCD staff promoted the scheduled in-person courses as well as all virtual courses, Drop-In sessions, and webinar offerings through multiple emails as well as posting the course offerings with date/time information, brief course descriptions, and links to the PennDOT LTAP website on the [WATS MPO LTAP website](#).

The MPO uses the Old Lycoming Twp. Volunteer Fire Dept. Social Hall as the host facility. This location is centrally located and easily accessible to most municipalities and houses ideal training facilities at a reasonable cost.

Course Name	Date Held	Attendees
Stop Signed and Intersection Traffic Controls	August 27, 2024	9
Road Surface Management	September 17, 2024	21
Traffic Calming	October 29, 2024	6
Winter Maintenance	November 12, 2024	12
Roadside Safety Features	April 21, 2025	9
Drones: Municipal Transportation Uses	May 6, 2025	8

Program Year	Number of Courses Held	Number of Registrants	Number of Attendees	Average Number of Attendees Per Course
2005-2006	7	137	102	15
2006-2007	8	145	113	14
2007-2008	9	313	240	26
2008-2009	16	327	252	16
2009-2010	7	84	66	10
2010-2011	5	70	52	10
2011-2012	9	176	143	16
2012-2013	5	114	93	19
2013-2014	8	153	128	16
2014-2015	8	139	107	13
2015-2016	4	96	76	19
2016-2017	4	70	50	13
2017-2018	4	71	54	13
2018-2019	5	142	115	23
2019-2020	3	82	82	27
2020-2021	All courses	Held	Virtual	Only
2021-2022	7	47	37	5
2022-2023	7	156	130	19
2023-2024	8	166	133	17
2024-2025	6	82	65	11
<b>20 Year Total</b>	<b>130</b>	<b>2,625</b>	<b>2,074</b>	<b>16</b>

## Communication / Marketing

Traditionally, the PCD staff would use three primary means of communication with municipalities to promote the LTAP courses (hardcopy mailers, mass e-mails, and the [WATS MPO LTAP webpage](#)). PCD staff utilized monthly emails to all municipal partners, highlighting that month's LTAP virtual courses and Drop-In session webinar offerings and links to the LTAP registration website. Additionally, the PCD staff updated the WATS MPO LTAP website monthly with LTAP training information and links to the registration website. The PCD staff made follow-up reminder telephone calls and emails to municipalities as needed, and assisted with registering participants. The Lycoming County Department of Planning & Community Development continued working partnerships with many organizations to market the LTAP Program in 2024-2025 including:

- The Pennsylvania Department of Transportation Central Office & Engineering District 3-0 Bureau of Municipal Services
- SEDA-Council of Governments
- West Branch Council of Governments
- Lycoming County Association of Township Officials
- Old Lycoming Township Volunteer Fire Company
- Lycoming County municipalities
- Local News Media

In the summer of 2023, the PCD was informed that the PennDOT Liquid Fuels program had been re-evaluated. During this process, municipalities are no longer permitted to encumber the County liquid fuels funding for future use. Lycoming County utilized a portion of the County Liquid Fuels disbursement to fund the LTAP incentive program.

Due to these changes, PCD and MPO staff began the process of creating a County Liquid Fuels grant application program that Lycoming County municipalities can apply to for requests funding for liquid fuels eligible projects. The application and grading matrix were finalized in 2024, then PCD conducted municipal outreach on the grant program, application process, and liquid fuels eligible activities. The County liquid fuels grant program received 6 applications and awarded grant funding to 3 municipalities.

## Budget Expenditures

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This section of the annual report provides a summary of budgetary expenditures for various work tasks by quarterly reporting period in support of Lycoming County Department of Planning & Community Development efforts to promote the LTAP Program in Lycoming County based on authorized work activities contained in Task 5-A of the Williamsport MPO approved FY 2022-2024 Unified Planning Work Program.

### Quarterly Budget Expenditures for LTAP Task (5-A)

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<i>Task 5-A First Quarter Expenditures (July 1, 2024 -September 30, 2024)</i>	<i>\$3,894.49</i>
<ul style="list-style-type: none"><li>LCPC staff conducted numerous LTAP administrative duties including promoting all LTAP virtual courses, Virtual Drop-In Sessions, spring 2024 in-person courses, and webinars.</li><li>LCPC Staff prepared and submitted the 4th Quarter FY 2023-2024 LTAP quarterly report to PennDOT.</li><li>LCPCS staff held the Stop Signs &amp; Intersection Traffic Control course on Tuesday, August 27, 2024 with 10 attendees. The course was held at the Old Lycoming Volunteer Fire Department Fire Hall.</li><li>LCPC Staff held the Road Surface Management course on Tuesday, September 17, 2024 with 21 attendees. The course was held at the Old Lycoming Volunteer Fire Department Fire Hall.</li><li>LCPC Staff attended the LTAP Planning Partners virtual meeting on September 19, 2024.</li><li>LCPC staff coordinated four (4) Technical Assistance visits on with Lycoming County, Lewis, and Washington Twp. MPO staff met with County officials on an active transportation bridge project. MPO staff met with Township officials to review a future road repair/drainage project on Barn Rd. As well as, two (2) bridge projects in Washington Twp.</li></ul>	

<i>Task 5-A Second Quarter Expenditures (October 1, 2024 - December 31, 2024)</i>	<i>\$3,356.72</i>
<ul style="list-style-type: none"><li>LCPC staff conducted numerous LTAP administrative duties including promoting all LTAP virtual courses, Virtual Drop-In Sessions, fall 2024 in-person courses, and webinars.</li><li>LCPC Staff prepared and submitted the 1st Quarter FY 2024-2025 LTAP quarterly report to PennDOT.</li><li>LCPCS staff held the Traffic Calming course on Tuesday, October 29, 2024 with 10 attendees. The course was held at the Old Lycoming Volunteer Fire Department Fire Hall.</li></ul>	

- LCPC Staff held the Winter Maintenance course on Tuesday, November 12, 2024 with 12 attendees. The course was held at the Old Lycoming Volunteer Fire Department Fire Hall.
- LCPC staff coordinated one (1) Technical Assistance visits on with Clinton Twp. MPO staff met with Township officials and the Township Roadmaster to review a safety concern at a Twp. Road and PA54.

<i>Task 5-A Third Quarter Expenditures (January 1, 2025- March 31, 2025)</i>	<i>\$2,058.56</i>
• LCPC staff conducted numerous LTAP administrative duties including promoting all LTAP virtual courses, Virtual Drop-In Sessions, fall 2024 in-person courses, and webinars.	
• LCPC Staff prepared and submitted the 2nd Quarter FY 2024-2025 LTAP quarterly report to PennDOT.	
• LCPC staff coordinated three (3) Technical Assistance visits in the 3rd Quarter. LCPC staff met with Old Lycoming Twp. staff regarding a water run-off issue on Bottle Run Rd. on January 22, 2025.	
• LCPC staff met with Wolf Twp. on January 22, 2025 regarding a potential road buy-back that the Township is considering. The Township wanted guidance on required repairs/maintenance before deciding.	
• LCPC staff met with Hepburn Twp. on January 27, 2025 regarding a Township bridge that PennDOT District 3 stated needed to be closed until repairs could be made.	
• LCPC Staff attended the LTAP Asphalt Roads Maintenance course “dry run” Microsoft Teams meeting on February 26, 2025	

<i>Task 5-A Fourth Quarter Expenditures (April 1, 2025 – June 30, 2025)</i>	<i>\$4,342.72</i>
• LCPC staff conducted numerous LTAP administrative duties including promoting all LTAP virtual courses, Virtual Drop-In Sessions, spring 2025 in-person courses, and webinars.	
• LCPC Staff prepared and submitted the 3rd Quarter FY 2024-2025 LTAP quarterly report to PennDOT.	
• LCPC staff attended (1) technical assistance visit in Lewis Township on June 11, 2025.	
• LCPC Staff attended the LTAP Roadside Safety Features course on April 21, 2025.	
• LCPC Staff attended the LTAP Drone Municipal Users course on May 6, 2025.	
• LCPC staff attended the LTAP Secure Load Training course on May 9, 2025.	

#### FY 2024-2025 WATS MPO LTAP Task Budget Summary

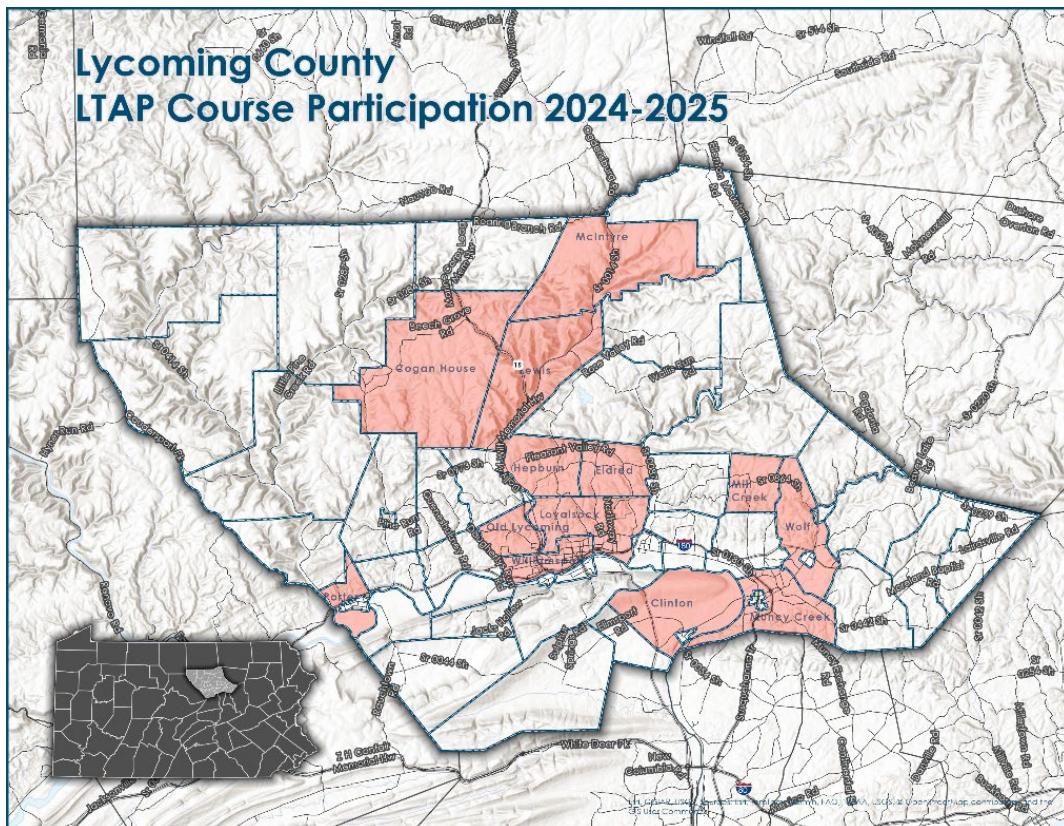
<b>Total FY 2024-2025 Task 5-A Expenditures</b>	<b>\$15,000.00</b>
<b>Total FY 2024-2025 UPWP Task 5-A Budget</b>	<b>\$14,342.76</b>
<b>Budget Savings FY 2024-2025</b>	<b>\$657.24</b>

## Diversity of Course Offerings

Since the PCD began its partnership with PennDOT in 2005 to market LTAP courses in Lycoming County, we have offered 130 courses with 2,074 municipal officials in attendance. These courses yielded an average of 11 attendees per course. (Numbers do not reflect the virtual course offered 2020-2021) Considering our MPO represents a single county (Lycoming) with a small municipal catchment base and large geographic area (largest land area of any PA County) involving long travel times for some of our municipal attendees these numbers are strong.

## High Participation across Municipalities

51 of the 52 Lycoming County municipalities (98%) have attended LTAP courses or have used LTAP services since 2005. About 25% or 13 Lycoming County municipalities attended LTAP classes this year (meaning at least one person from the municipality attended at least one of the LTAP courses offered). In contrast, approximately 17%, or 9 Lycoming County municipalities attend LTAP courses in 2021-2022.



## Major Marketing Opportunities 2022 & Beyond

At their February 5, 2024 public meeting, the Williamsport MPO approved the continuation of the Lycoming County Department of Planning & Community Development participation as a partner with PennDOT in the LTAP program by including a separate task once again in the FY 2024-2025 WATS MPO Unified Planning Work Program. The PCD will continue to pursue a marketing plan that will identify

strategies to maintain consistent levels of attendance at LTAP trainings and expand participation in technical assistance in Lycoming County.

In an effort to make the LTAP courses more accessible to municipal partners, the Williamsport MPO will retain the host facility location for the 2024-2025 LTAP program, at the Old Lycoming Township Volunteer Fire Department Social Hall, since in-person LTAP courses have resumed. This location is easily accessible to most municipalities (quick access to Route 15), houses ideal training facilities, and is reasonably priced. In addition, the PCD will continue to offer free lunches for the full-day training sessions in addition to providing morning refreshments that have previously been offered.

#### Achieve Full LTAP Participation by Lycoming Co. Municipalities & Neighboring RPO's

PCD staff continues to successfully partner with the SEDA-COG MPO and Northern Tier RPO to promote LTAP on a more region-wide basis by cross-promoting classes and attending regional events that draw municipal officials such as the equipment shows and we are seeing non-Lycoming County municipalities from these neighboring planning regions attending our courses and equipment shows. We will continue to make efforts to offer either new LTAP courses (that have not been previously offered in Lycoming County) or updated classes with new material to ensure we are providing an up to date and diverse training program in a variety of disciplines attractive to our local municipalities.

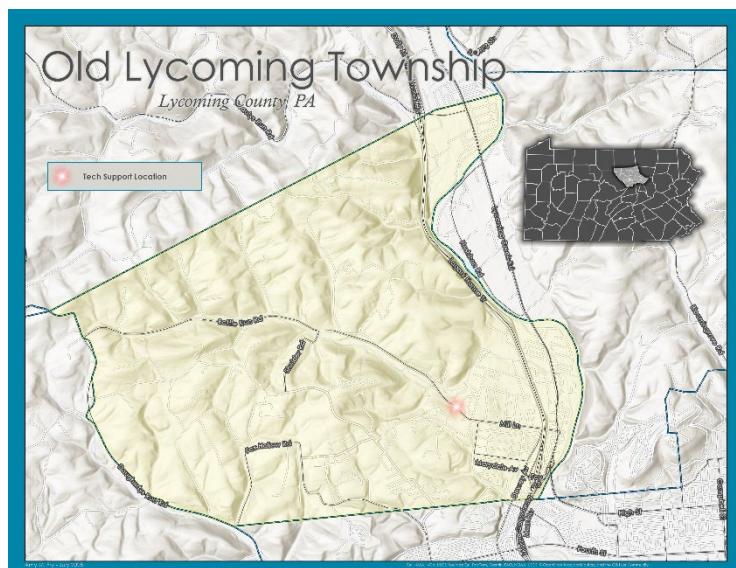
## Technical Assistance

Another focus of future opportunities is the LTAP Technical Assistance visits. Municipal requests for technical assistance in Lycoming County are generally low. This is primarily due to the fine efforts of PennDOT District 3-0's ongoing routine municipal outreach activities and numerous county sponsored programs. These programs provide free services to municipalities such as local bridge inspections, liquid fuels funding assistance and ongoing technical assistance from the Planning Department.

PCD Staff will continue to monitor Technical Assistance requests via the LTAP website and informational flyers targeted at Lycoming County's 52 municipalities. The PCD staff received ten (10) requests for Technical Assistance visits during the 2024-2025 LTAP year.

### Old Lycoming Township:

*Bottle Run Road*, PCD staff coordinated a LTAP Technical Assistance visit in January 2025 to discuss road runoff to an adjacent development. It was determined the stormwater is neither a PennDOT nor a Township issue. The water is shed off the roadway to keep them safe and passable. There is a swale on the downstream property that accepts the water

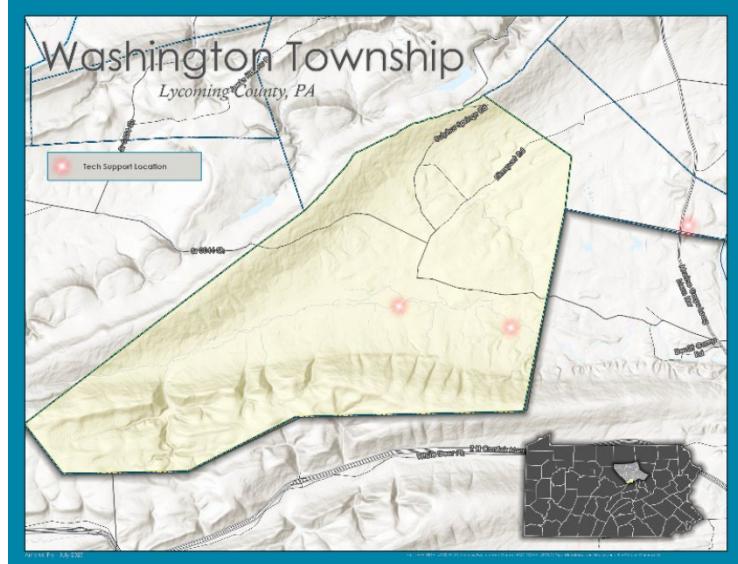


### **Washington Township:**

*Bob Drick Road*, PCD staff coordinated a LTAP Technical Assistance visit in July 2024 to address a bridge issue on Bob Drick Road. PCD staff and LTAP engineer met with a township supervisor. The bridge is considered of high importance to the Township for emergency access during flood events.

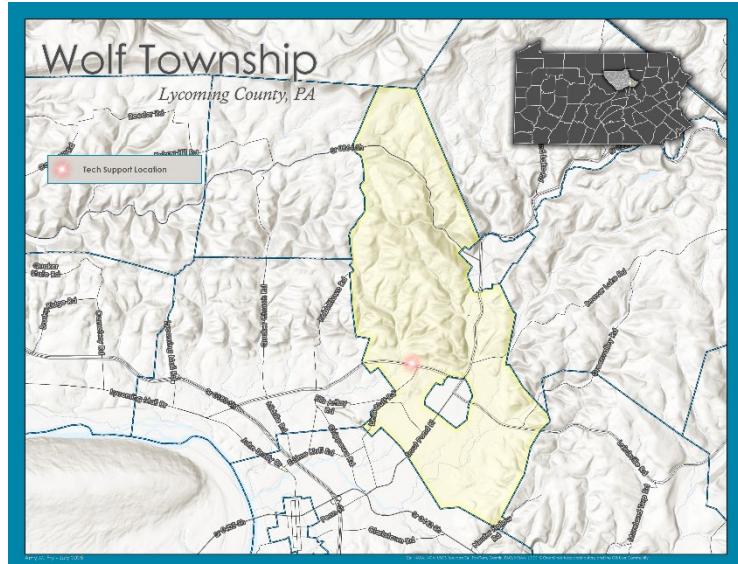
### **Washington Township:**

*Petersburg Road*, PCD staff coordinated a LTAP Technical Assistance visit in August 2024. PCD staff met with Maintenance Engineer and Township staff. The Township was concerned about the state of the bridge after Tropical Storm Debby. Replacement of the bridge and extending the length were discussed.



### **Wolf Township:**

*Chel Road*, PCD staff coordinated a LTAP Technical Assistance visit in January 2025. PCD staff met with the Maintenance Engineer, Township Supervisor, and the Township Secretary. The existing pavement continues to exhibit severe base failure and cracking throughout. The road should not be overlaid in its present condition.

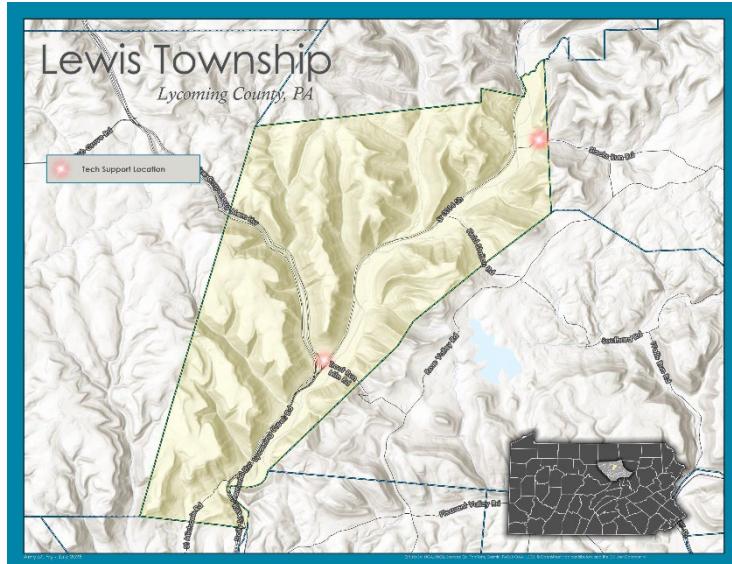


### Lewis Township:

*Barn Road*, PCD staff coordinated a LTAP Technical Assistance visits in August 2024 and March 2025. The township is interested in PennDOT Retro-Reimbursement Program.

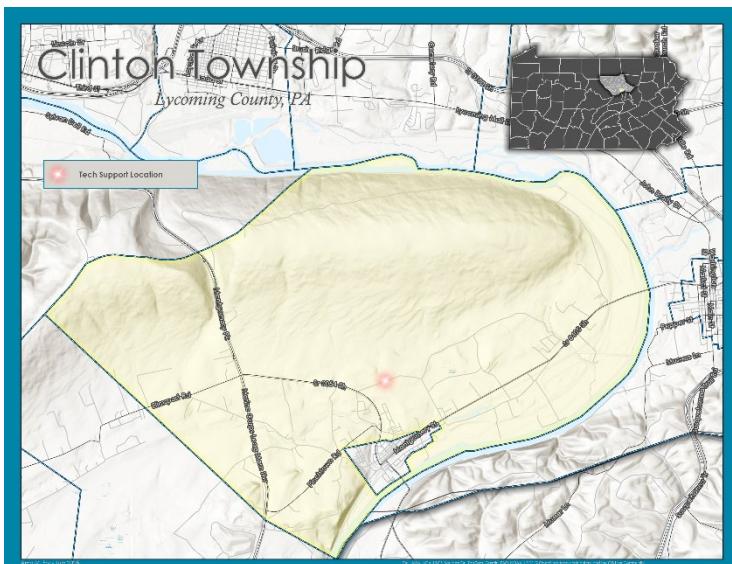
### Lewis Township:

Truman Road, PCD staff coordinated a LTAP Technical Assistance visit in June 2025. PCD staff met with Larson Design Group, 2 Lewis Township staff, and the Maintenance Engineer. Lewis Township was devastated by Tropical Storm Debby in August 2024. The Truman Road bridge was believed to have lifted during the flooding. Larson Design completed an inspection of the bridge after Tropical Storm Debby in September 2024. The township wants to convert the bridge from a traffic bridge to a pedestrian bridge.



### Clinton Township:

*Fritz Station Road*, PCD staff coordinated a LTAP Technical Assistance visit in August 2024. This visit was with the Maintenance Engineer and PCD staff. The purpose was to observe the railroad bridge that is to be included in the future "land swap."

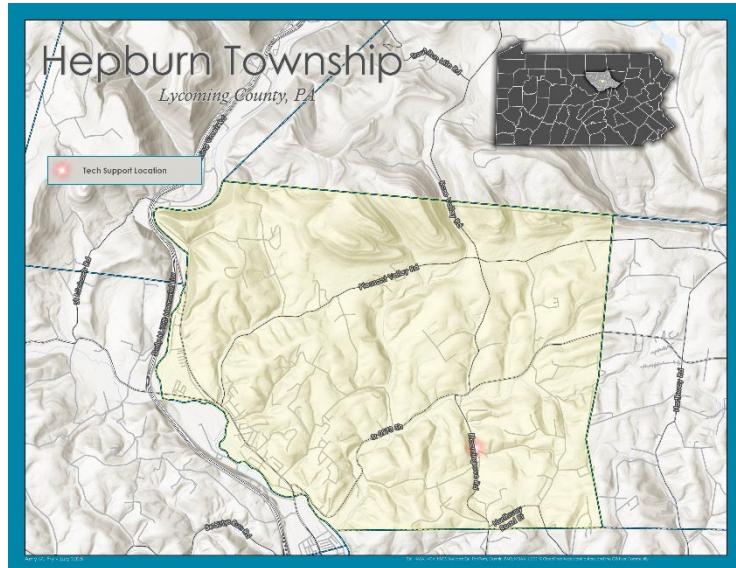


### Clinton Township:

*Brouse Road*, PCD staff coordinated a LTAP Technical Assistance visit in November 2024. PCS staff, township officials, and the Safety Engineer met at the intersection of Brouse, Old, and SR 54. With the potential of a new Montgomery High School on Old Road, the Township's safety concerns with the intersection were discussed.

### Hepburn Township:

Schoolhouse Road, PCD staff coordinated a LTAP Technical Assistance visit in January 2025. PCD met with the Maintenance Engineer and the Hepburn Township Road department. The concrete culvert at the north end of School House Road was closed by the Township due to structural concerns. The maintenance engineer's opinion was to replace with a new concrete box culvert.



These technical assistance visits are extremely helpful to Lycoming County municipalities, providing them with the necessary information and best practices to correct a number of maintenance issues. The Williamsport MPO staff continues to promote the Technical Assistance program and field visits at all LTAP training sessions, upcoming township and county conventions, and other events.

## Performance Measures

### Performance based planning and programming

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

In 2012, a new transportation reauthorization bill was signed into law entitled Moving Ahead for Progress in the 21st Century (MAP-21). Along with consolidating a number of federal transportation funding programs and promoting accelerated project delivery, environmental sustainability, more efficient freight movement, increased safety, congestion reduction and system reliability this legislation continues metropolitan and statewide transportation planning processes and incorporates performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection.

For the first time, the statewide and metropolitan long-range transportation plan must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets. It is important to note that the US Department of Transportation Secretary is required to establish criteria for the evaluation of the new performance-based planning processes. This process is to

consider whether States developed appropriate performance targets and made progress toward achieving the targets. The legislation requires the Secretary to provide reports to Congress evaluating the overall effectiveness of performance-based planning and the effectiveness of the process in each State and for each MPO. MAP-21 established seven national performance goals:

1. To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
2. To maintain the highway infrastructure asset system in a state of good repair
3. To achieve a significant reduction in congestion on the National Highway System
4. To improve the efficiency of the surface transportation system
5. To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
6. To enhance the performance of the transportation system while protecting and enhancing the natural environment
7. To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

On November 15, 2021, President Biden signed the current transportation reauthorization bill the [Infrastructure Investment and Jobs Act \(IIJA\)](#), known as the Bipartisan Infrastructure Law (BIL). This bill continued the outcome-based performance measures of MAP-21 and clarified the nature of how the goals would be assessed. As a Metropolitan Planning Organization, the Williamsport Area Transportation Study has the option either to accept and support the statewide targets established by PennDOT or to set our own performance targets. The Williamsport Area Transportation Study Metropolitan Planning Organization will opt to accept and support the statewide performance targets developed by PennDOT.

There are three categories of performance measures, which are collectively referred to as the PM1, PM2, and PM3 measures:

- PM1 – measures of safety performance
- PM2 – measures for the condition of NHS pavements, Interstate pavements, and bridges carrying the National Highway System
- PM3 – measures for the performance of the NHS, freight movement on the Interstate, and the Congestion Mitigation and Air Quality Program.

## Measures of safety performance

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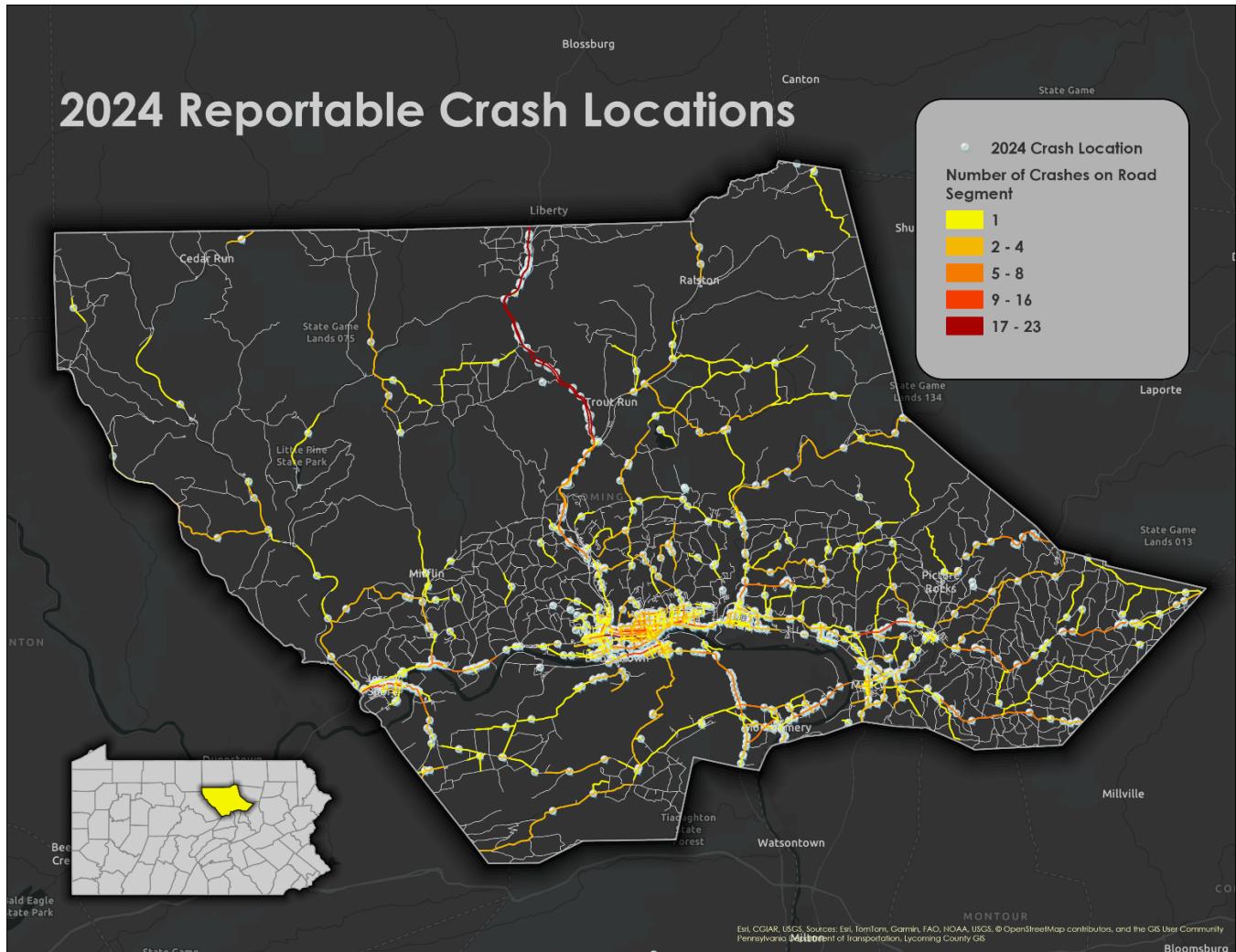
There are five performance measures established to track highway safety:

1. Number of fatalities
2. Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 Million VMT
5. Number of combined non-motorized fatalities and non-motorized serious injuries

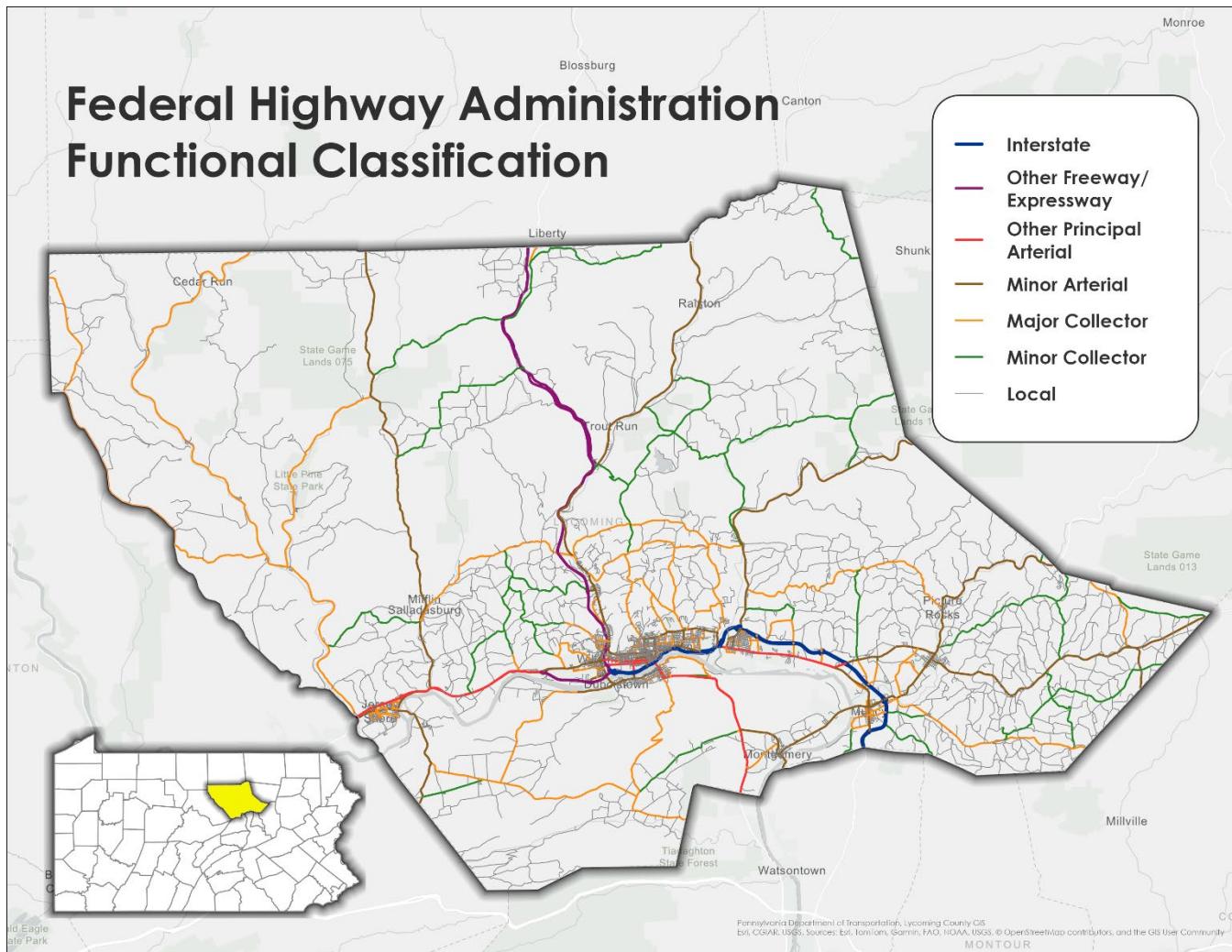
The most recently available baseline values and proposed targets for these performance measures statewide and for WATS are given below:

PM-1 Performance Measures	Statewide Target, 2021-2025	WATS Target, 2021-2005	Statewide Baseline, 2019-2023	WATS Baseline, 2019-2023
Number of Fatalities	1,192.8	<b>14.0</b>	1,161.2	13.4
Fatality Rate (per 100 Million Miles Traveled)	1.186	<b>1.398</b>	1.183	1.373
Number of Serious Injuries	4,832.6	<b>35.8</b>	4,738.6	34.4
Serious Injury Rate (per 100 Million Miles Traveled)	4.806	<b>3.575</b>	4.828	3.524
Number of Non-motorized Fatalities and Serious Injuries	916.8	<b>4.4</b>	833.4	5.4

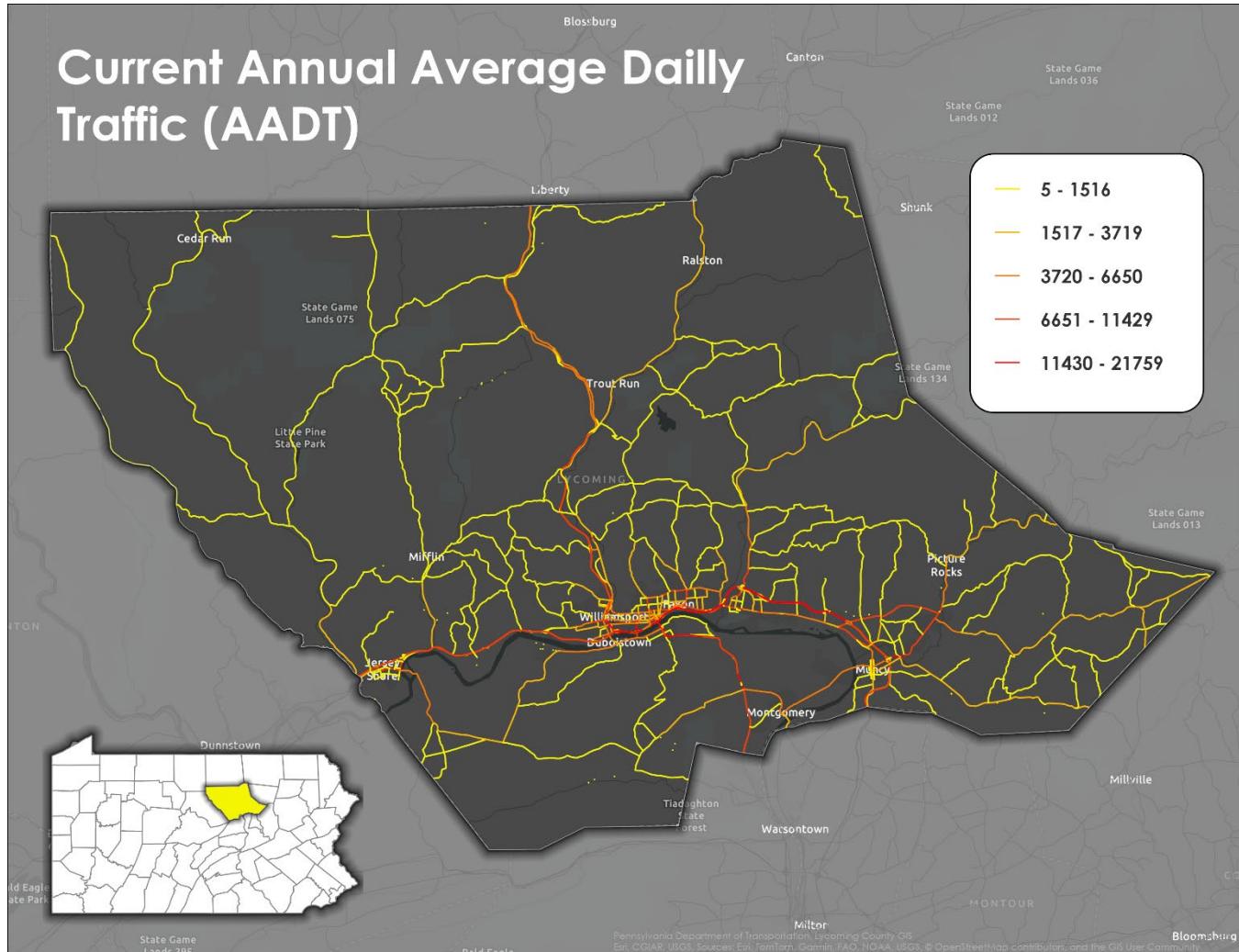
## Reportable Crash Locations, 2024



## Federal Highway Administration Functional Classification Map



## Current Annual Average Daily Traffic (AADT):



## Measures of asset condition

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

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

## Definitions of good and poor condition

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Pavement condition is determined from four distress components:

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

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

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

## Baselines and targets

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

	2023 baseline	2024 two-year target	2025 four-year target
<b>Percentage Interstate pavement in Good condition</b>	77.96%	93.0%	93%
<b>Percentage Interstate pavement in Poor condition</b>	0.0%	1.0%	1.0%
<b>Percentage NHS non-Interstate pavement in Good condition</b>	46.33%	50%	59%
<b>Percentage NHS non-Interstate pavement in Poor condition</b>	0.6%	2%	2%
<b>Percentage NHS bridge deck area in Good condition</b>	23.81%	28.0%	28.0%
<b>Percentage NHS bridge deck area in Poor condition</b>	0.0%	4.0%	4.0%

## Asset conditions within WATS:

Performance Measure	2023
Percentage Interstate pavement Good condition IRI	95.05
Percentage Interstate pavement Good condition OPI	93.77%
Percentage Interstate pavement Poor condition IRI	0.0%
Percentage Interstate pavement Poor condition OPI	0.0%
Percentage NHS non-Interstate pavement Good condition IRI	93.5%
Percentage NHS non-Interstate pavement Good condition OPI	95.32%
Percentage NHS non-Interstate pavement Poor condition IRI	0.32%
Percentage NHS non-Interstate pavement Poor condition OPI	0.00%
Percentage NHS bridge deck area in Good condition	47.82%
Percentage NHS bridge deck area in Poor condition	0.0%

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

## Measures of system performance

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

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

## Baselines and targets

Measure	2023 two-year target	2025 four-year target	2020 WATS baseline
Interstate reliability	89.5%	89.5%	100%
NHS Reliability	88.0	88.0	97.4%
Truck reliability index	1.40	1.40	1.19

## Major Accomplishments

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### Lycoming County Small Bridge Inspection Program

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Larson Design Group (LDG) continued the small bridge inspection program throughout 2024-2025. The program inspects locally owned bridges with span lengths between 8 – 20 feet.

LDG completed work on the Small Local Bridge Asset Management Plan (AMP) in 2024. The AMP, is a “living plan,” with the results of future small bridge inspection reports updating the AMP to determine which bridges are in most need of maintenance/repair. The AMP will be used as a reference and guide future small bridge maintenance and repair projects targeting lowest life-cycle cost replacements.



## Upcoming Work, FY 2024-2025

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### US 220 Safety Project Impact and Land Use Study

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In June 2023, WATS staff requested \$100,000.00 in PennDOT Connects supplemental funding to undertake the US 220 Safety Project Impact and Land Use Study as a supplemental task 4-B US 220 Safety Project Impact and Land Use Study in the 2025-2027 WATS UPWP. PennDOT approved the supplemental funding request in July 2024.

WATS will put out a RFP in the first quarter FY 2025 to seek a consultant to assist with the study. The study will commence later in 2025 and be completed by the end of FY 2027. This study will consist of the entirety of Woodward Twp., Lycoming County. The US-220 national highway system corridor effectively slices the township in two and acts as a barrier between properties along the West Branch of the Susquehanna River and properties north of the highway. The US-220 Safety Project resulted in restriction of turning movements from collector roads intersecting US-220 and have created changed traffic patterns with local traffic that previously used 220, shifting to lower functional class state roads and township roads that have not been designed or maintained to meet the increased volumes. This study will therefore start with an assessment of traffic volumes on local roads conducted by WATS personnel. Traffic counts will be conducted at locations previously surveyed when 220 was being studied as the future corridor for I-99.

These traffic counts along with any counts conducted by PennDOT before or during the 220 Safety Project will be evaluated to utilized in a traffic volume assessment.

Major study tasks will include, but are not limited to:

- Conduct a traffic volume assessment on local roads utilizing existing PennDOT traffic data and traffic volume data collected by the WATS MPO staff or consultant team
- Forecast anticipated US 220 Safety Project induced traffic impacts within the study area and analyze the impacts on the transportation system
- Review crash statistics within study area and identify low cost counter measures and other strategies to ensure PennDOT/WATS Safety Performance Measure goals can be achieved with the expected future growth patterns and transportation system impacts
- Develop access management strategies to minimize and control new driveway locations in a coordinated manner. The proposed access management strategies should incorporate Complete Streets considerations, encourage multimodal usability, and ensure that the safety and operational integrity of the highway system is maintained as future development occurs

## 2027-2030 WATS MPO Transportation Improvement Program (TIP)

Throughout 2025-2026, WATS staff, in coordination with River Valley Transit Authority (RVTA) and PennDOT, will begin developing the 2027-2030 WATS MPO TIP. The draft 2027 - 2030 WATS MPO TIP is anticipated to be released for public comment in March 2026. The final draft of the 2027– 2030 WATS MPO TIP is anticipated to be adopted by the MPO Committees, PennDOT, and FHWA in May 2026.

# Williamsport Area Transportation Study Metropolitan Planning Organization

WILLIAMSPORT AREA  
TRANSPORTATION STUDY MPO

FFY 2027-FFY 2030  
TRANSPORTATION IMPROVEMENT  
PROGRAM

**ATTENTION: If you speak another language other than English, language assistance services can be made available to you. Call 1 (570) 320-2130.**

## **Vietnamese:**

LƯU Ý: Nếu quý vị nói một ngôn ngữ khác không phải tiếng Anh, các dịch vụ hỗ trợ ngôn ngữ có thể được cung cấp cho quý vị. Gọi 1 (570) 320-2130.

## Korean:

주의: 영어 이외의 다른 언어를 사용하는 경우, 언어 지원 서비스를 이용할 수 있습니다. 1 (570) 320-2130 으로 전화하십시오.

## French:

« ATTENTION : Si vous parlez une autre langue que l'anglais, des services d'assistance linguistique peuvent être mis à votre disposition. Appelez le 1 (570) 320-2130. »

Somali:

FIIRO GAAR AH: Haddii aad ku hadasho luqad kale aanan ahayn Ingiriisiga, adeegyada gargaarka luqadda ayaa laguu diyaarin karaa. Wac 1 (570) 320-2130.

## Russian:

ВНИМАНИЕ: если вы говорите на другом языке, вам может быть оказана языковая помощь. Обратитесь в информационно-справочную службу по номеру: 1 (570) 320-2130.

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## Simplified Chinese:

请注意：如果您说英语以外的另一种语言，我们可以为您提供语言帮助服务。请致电1 (570) 320-2130。

## Traditional Chinese:

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Arabic:

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## Burmese:

သတေသန သင်သည်အင်္ဂလာ ၇၁ ဘာသာစကားများ သာတေ အပ ၈၁၁ ဘာသာစကားများက  
ပြုရန်- မဟုတ်

**Japanese:**

注意：英語以外の言語を話す場合は、言語支援サービスを利用できるようにすることができます。電話 1 (570) 320-2130.

**Hindi:**

सूचना: यदि आप अंग्रेजी के अलावा कोई अन्य भाषा बोलते हैं, तो आपको भाषा सहायता सेवाएं उपलब्ध कराई जा सकती हैं। कॉल करें 1 (570) 320-2130.

**Italian:**

ATTENZIONE: Se parli una lingua che non sia l'inglese, i servizi di assistenza linguistica possono essere messi a tua disposizione. Chiama 1 (570) 320-2130.

**Polish:**

UWAGA: Jeśli posługujesz się językiem innym niż angielski, możesz skorzystać z usługi pomocy językowej. Zadzwoń pod numer 1 (570) 320-2130.

**Nepali:**

ध्यान दिनुहोस्: यदि तपाईं अंग्रेजीबाहेर क अन्य भाषा बोल्नुहुन्छ भने तपाईंलाई भाषा सहायता सेवा उपलब्ध गराउन सदक्ष। 1 (570) 320-2130 मा फोन गन्नुहोस्।

**Urdu:**

وو جہ دن: اگر آپ انگریزی کے عالوہ کوئی اور زبان بولتے ہی مدد یکلی آپ کو خدمات فراہم کرائے جائیں گے۔ تاہم کم 1 (570) 320-2130 پر کال کریں۔

**Spanish:**

ATENCIÓN: Si habla otro idioma que no sea inglés, habrá servicios de asistencia en otros idiomas disponibles. Llame al 1 (570) 320-2130.

**Greek:**

ΠΡΟΣΟΧΗ: Εάν μιλάτε άλλη γλώσσα διαφορετική από τα αγγλικά, οι υπηρεσίες γλωσσικής βοήθειας μπορούν να σας διατεθούν. Καλέστε 1 (570) 320-2130.

## **WATS MPO Discrimination Policies Public Notice**

Williamsport Area Transportation Study (WATS) Metropolitan Planning Organization (MPO) hereby gives notice that it is the policy of the MPO to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, E.O. 12898, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States shall, on the grounds of race, color, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by the MPO.

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

[https://lycomingcountypa.gov/government/departments/planning\\_community\\_development/transportation/wats\\_mpo\\_public\\_involvement.php](https://lycomingcountypa.gov/government/departments/planning_community_development/transportation/wats_mpo_public_involvement.php)

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

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

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

[https://lycomingcountypa.gov/government/departments/planning\\_community\\_development/transportation/wats\\_mpo\\_public\\_involvement.php](https://lycomingcountypa.gov/government/departments/planning_community_development/transportation/wats_mpo_public_involvement.php)

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# Williamsport Area Transportation Study

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

WATS information is accessible on the Lycoming County website:

[https://lycomingcountypa.gov/government/departments/planning\\_community\\_development/transportation/williamsport\\_area\\_transportation\\_study\\_wats.php](https://lycomingcountypa.gov/government/departments/planning_community_development/transportation/williamsport_area_transportation_study_wats.php)

The mailing address for the Lycoming County Department of Planning & Community Development:  
**48 W 3<sup>rd</sup> St Williamsport, PA 17701.**

## WATS Committee Structure

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## WATS staff and contacts

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

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

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

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

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

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## **Development of this 2027-2030 Transportation Improvement Program**

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

## **Acronyms and Abbreviations**

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

## **TIP Development Timeline**

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

## 2027-2030 TIP Development Meetings

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

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

# 2027 TIP Update Timeline



## Public Involvement

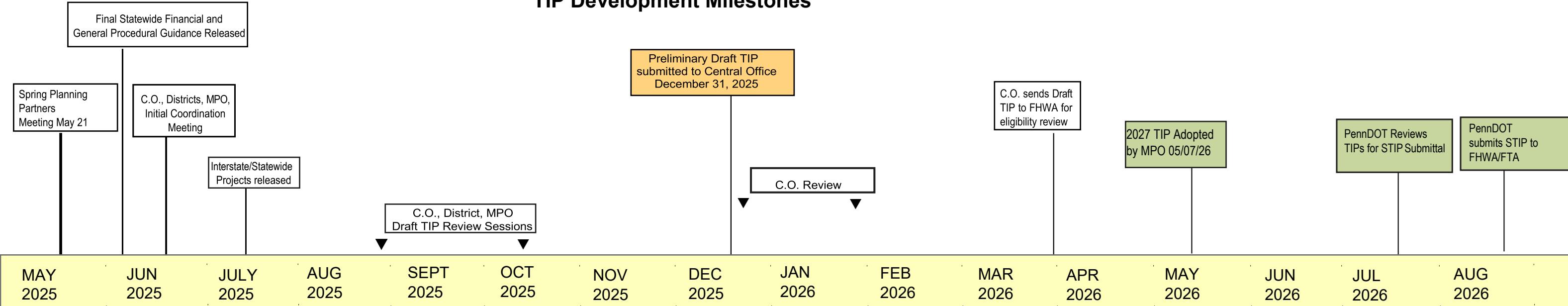
STC TYP public comment period

Regional STC comments provided to planning partners

Draft TIP 30-day Public Comment Period

Admin/Prep

## TIP Development Milestones



\* WATS MPO Coordinating Committee Meetings

\* WATS MPO Technical Committee Meetings

\* PennDOT District / Central Office Coordination Meetings

▲ TIP Public Comment Period Public Meeting

■ Lycoming County Commissioners and Lycoming County Planning Commission Meetings

MPO approval to advertise Draft TIP March 2026

### Other Milestones:

By 8/31/25 - State Transportation Commission approves the Twelve-Year Program.

By 8/31/25 - On behalf of the Governor, PennDOT submits the Statewide Transportation Improvement Program to FHWA/FTA

By 9/30/26 - PennDOT obtains joint approval of the 2025 Program from FHWA/FTA.

## Regionally Significant Implemented Projects of 2027-2030 WATS TIP

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

## Delayed Projects

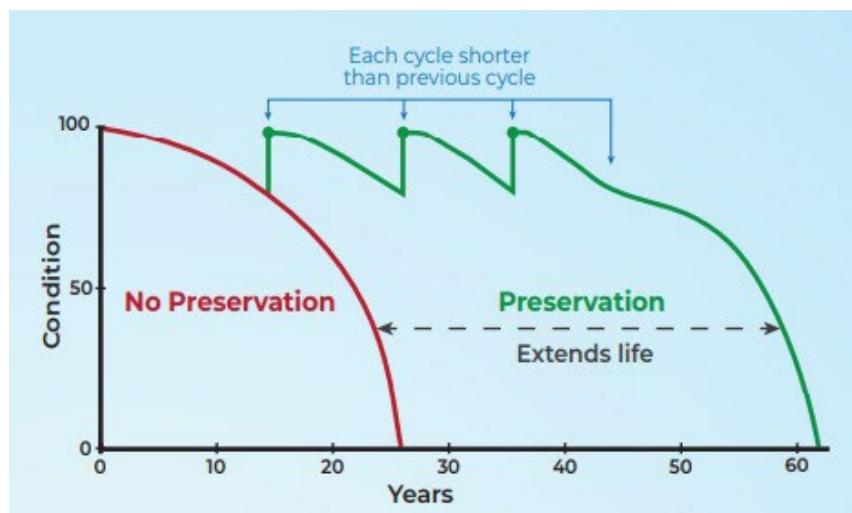
<b>2027-2030 TIP Delayed project</b>	<b>Delayed project MPMS</b>	<b>Description</b>
North of Fox Hollow Rd	107588	Construction moved from 1/1/2028 to 1/1/2030 due to the need to complete expanded geotechnical studies.

## Project selection

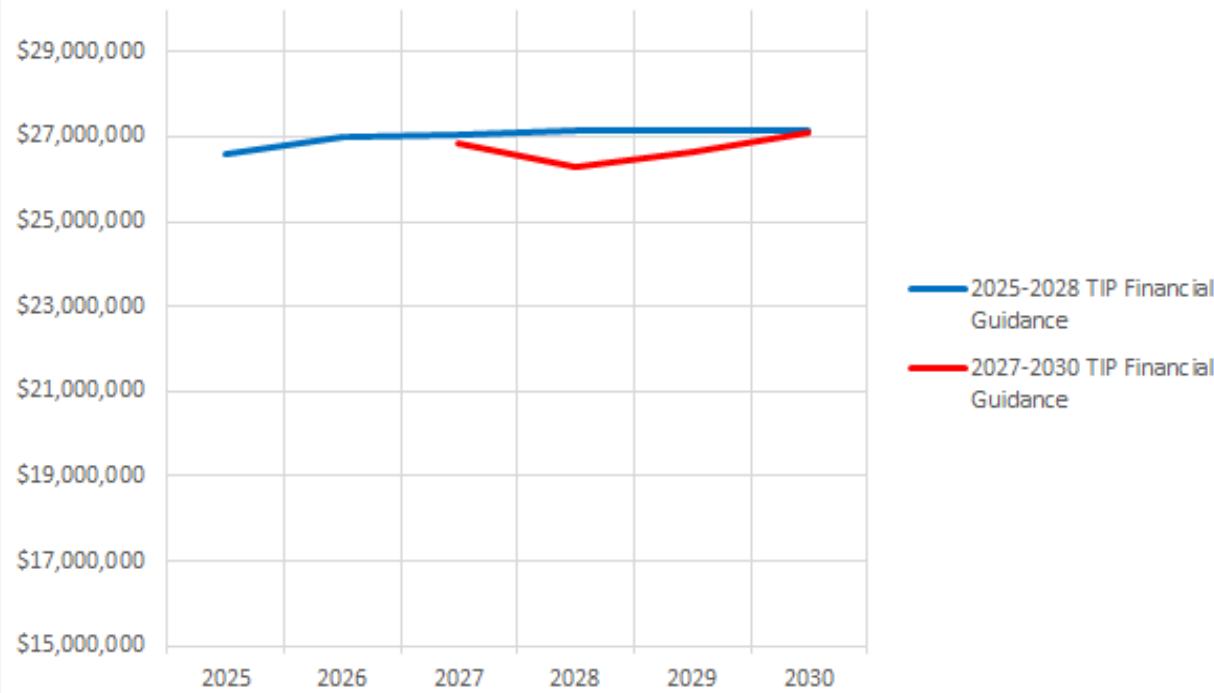
The Williamsport Area Transportation Study MPO has a well-elaborated project selection process that helps to provide consistency between the goals and policies implemented through plans and programs and the mix of projects and investments of the Transportation Improvement Program. It also allows for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

## Financial Guidance

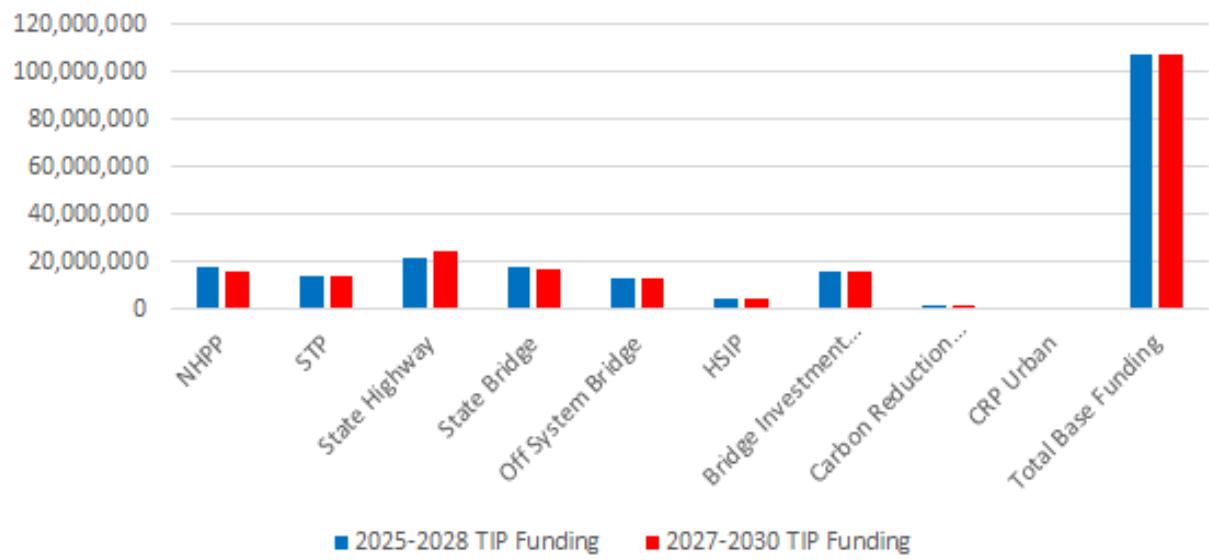
Original financial guidance for this 2027-2030 Transportation Improvement Program was released on May 29, 2025. As previously mentioned the Infrastructure Investment and Jobs Act (IIJA or Bipartisan Infrastructure Law) was signed into law on November 15, 2021. The IIJA/BIL committed \$500 billion for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



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



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



## Base funding allocations by funding program, 2027-2030

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

## WATS Long Range Transportation Plan

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

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

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

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

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

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

# Transportation Performance Management, PennDOT Policy

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

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

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

## Performance Based Planning and Programming (PBPP)

PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. These PBPP written provisions are provided in [Appendix N Pennsylvania's 2027 Transportation Program General Guidance](#). In addition, PennDOT has updated their Financial Guidance to be consistent with the PBPP provisions. The Financial Guidance provides the near-term revenues that support the STIP and is provided in [Appendix N Pennsylvania's 2027 Transportation Program General Guidance](#).

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

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

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



PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop and share information related to the key elements of the PBPP process including the selection and reporting of performance. In addition, PennDOT has updated their Financial Guidance to be consistent with the PBPP provisions. The Financial Guidance provides the near-term revenues that support the STIP and is provided in [Appendix N Pennsylvania's 2027 Transportation Program General Guidance](#).

## Evaluating 2027-2030 STIP Performance

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

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



## Safety Performance Measures (PM1):

### Background

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

### Data Source

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

### 2026 Safety Measures and Targets (Statewide)

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

### Methods for Developing Targets

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

## Progress Towards Target Achievement and Reporting (PM1)

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

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

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

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

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

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

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

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

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

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

## Evaluation of STIP for Target-Achievement (PM1)

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

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

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<sup>1</sup> For more information on SPFs: [https://www.pa.gov/content/dam/copapwp-pagov/en/penndot/documents/travelinpa/safety/documents/pa-hsm-tools\\_and\\_data/d--pennsylvania-research/regional%20spf%20final%20report%20jan%202016.pdf](https://www.pa.gov/content/dam/copapwp-pagov/en/penndot/documents/travelinpa/safety/documents/pa-hsm-tools_and_data/d--pennsylvania-research/regional%20spf%20final%20report%20jan%202016.pdf)

# Pavement/Bridge Performance Measures (PM2)

## **Background**

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

## **Data Source**

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

## **2022-2025 Pavement Performance Measure Targets (Statewide)**

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

## **Bridge Performance Measure Targets (Statewide)**

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

## **Methods for Developing Targets**

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

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

## Progress Towards Target Achievement and Reporting (PM2)

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

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

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

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

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

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

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

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

## Evaluation of STIP for Target-Achievement (PM2)

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

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

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

enhance its ability to program to lowest life cycle cost.

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

# System Performance Measures (PM3)

## Background

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

## Data Source

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

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

## Non-SOV Travel Measure Targets

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

## CMAQ Emission Targets

Measure	Area	2-year Target 2023	4-year Target 2025
VOC Emissions (kg/day)	Statewide	18.000	36.000
NOx Emissions (kg/day)		392.000	785.000
PM2.5 Emissions (kg/day)		0	
CO and PM10 Emissions (kg/day)		46.000	93.000
		0.000	0.000

## Methods for Developing Targets

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

## Progress Towards Target Achievement and Reporting (PM3)

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

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

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

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

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

## PennDOT LRTP Mobility Goal and Objectives

### MOBILITY

Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.

- Continue to improve system efficiency and reliability.
- Continue to improve public transportation awareness, access, and services throughout Pennsylvania.
- Provide and prioritize multimodal transportation choices to meet user needs, expand mobility options, and increase multimodal system capacity and connectivity.
- Implement regional transportation, land use standards, and tools that result in improved multimodal coordination and complementary development.
- Adapt to changing travel demands, including those associated with e-commerce and post-COVID-19 pandemic changes.
- Work with private sector partners to establish data standards for mobility services and their applications (e.g., Uber and Lyft, carsharing services, bikeshares, etc.)

## Evaluation of STIP for Target-Achievement (PM3)

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

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

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

## Transit Asset Management Performance Measures

### Background

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

### Data Source

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

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

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

3.0 on the FTA TERM scale	Passenger / Parking Facilities	6%	6%	<b>6%</b>
<b>Methods for Developing Targets</b>				

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

## Progress Towards Target Achievement and Reporting

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

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

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

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

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

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

## Evaluation of STIP for Target-Achievement

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

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

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

## Public Transit Safety Performance Measures

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

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

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

All applicable public transit agencies in the Commonwealth have written safety plans compliant with [49CFR 673](#). These safety plans must be updated annually based on agency specific execution dates and

shared with PennDOT BPT. It is also the transit agency's responsibility to share the updated plan with their respective MPO/RPO, so the new targets and measures can be incorporated into regional planning practices

## **WATS Approach to Performance Based Planning and Programming**

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

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

The above documents in combination with data resources including PennDOT's bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based on these resources, PennDOT and MPOs/RPOs have worked together to set performance measures targets that guide state and regional investment decisions. Aligning goals and performance objectives across national (FHWA), state (PennDOT) and regions (MPOs/RPOs) provide a common framework for decision-making.

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

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

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

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

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

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

MAP-21 established seven national performance goals:

1. To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
2. To maintain the highway infrastructure asset system in a state of good repair
3. To achieve a significant reduction in congestion on the National Highway System
4. To improve the efficiency of the surface transportation system
5. To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
6. To enhance the performance of the transportation system while protecting and enhancing the natural environment
7. To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

The Infrastructure and Jobs Act / Bipartisan Infrastructure Law (IIJA-BIL) continues the requirements established in Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act for performance management. These requirements aim to promote the most efficient investment of Federal transportation funds. The IIJA-BIL continued the outcome-based performance measures of MAP-21 and clarified the nature of how the goals would be assessed. As a Metropolitan Planning Organization, the Williamsport Area Transportation Study has the option either to accept and support the statewide targets established by PennDOT or to set our own performance targets. The Williamsport Area Transportation Study Metropolitan Planning Organization will opt to accept and support the statewide performance targets developed by PennDOT.

There are three categories of performance measures, which are collectively referred to as the PM1, PM2, and PM3 measures:

- PM1 – measures of safety performance
- PM2 – measures for the condition of NHS pavements, Interstate pavements, and bridges carrying the National Highway System
- PM3 – measures for the performance of the NHS, freight movement on the Interstate, and the Congestion Mitigation and Air Quality Program

## Measures of Safety Performance (PM1)

There are five performance measures established to track highway safety:

1. Number of fatalities
2. Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 Million VMT
5. Number of combined non-motorized fatalities and non-motorized serious injuries

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

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

## Progress Towards Target Achievement and Reporting (PM1):

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

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

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

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

## Evaluation of STIP for Target Achievement (PM1):

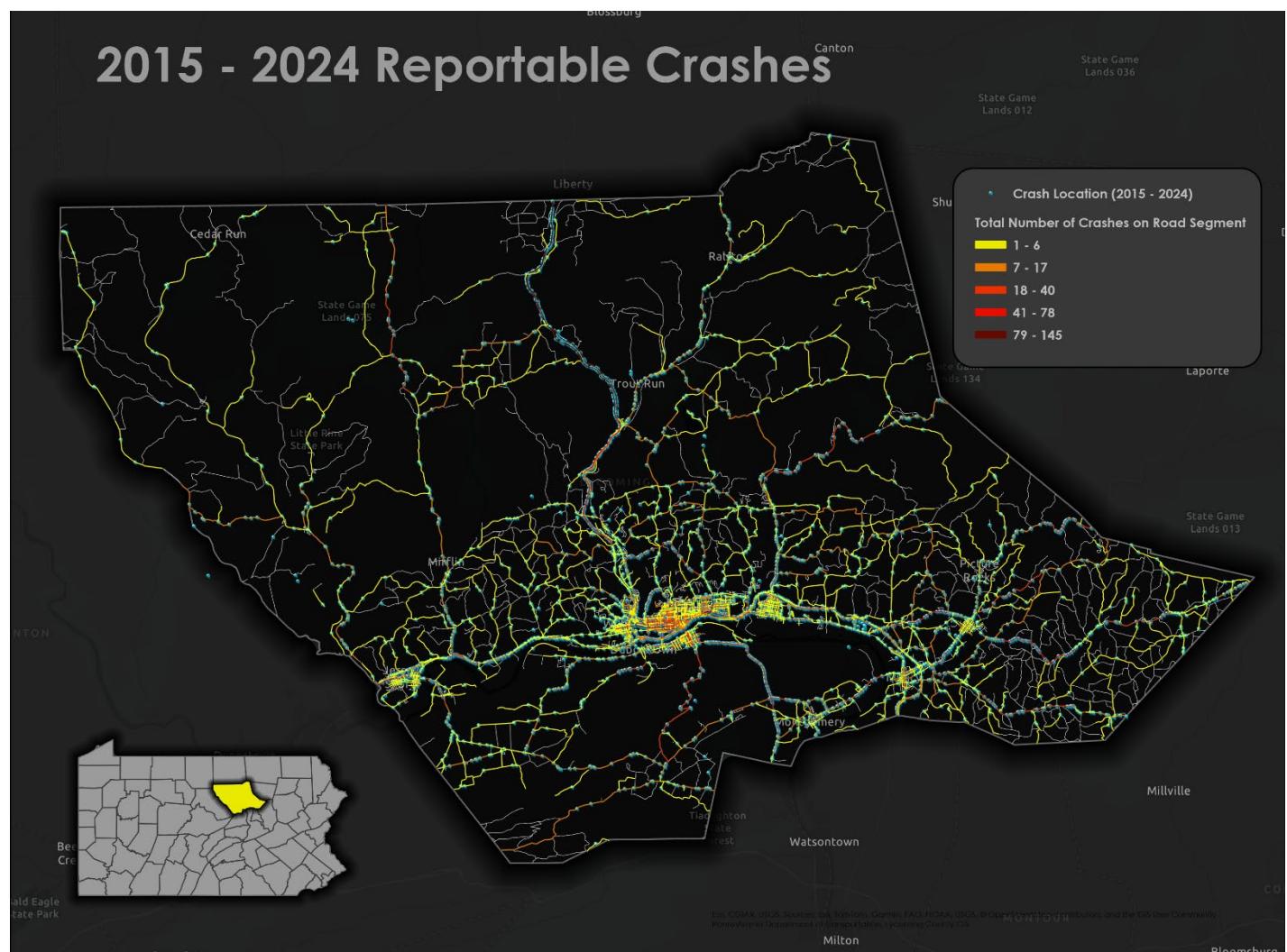
The following has helped to ensure that planned projects in the STIP will help to achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

- Each year, PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). This STIP includes \$534 million of HSIP funding. The Department distributes nearly 60% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a portion of the HSIP funding is reserved for various safety initiatives statewide. A complete listing of the HSIP projects is included in [Appendix G](#).
- PennDOT continues to improve the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in EDC 5 to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These efforts will lead new strategies that will be incorporated into future updates of the SHSP.
- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many of these projects also provide important safety benefits.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. Some HSIP projects on the STIP are in an early planning stage and do not have HSM predictive analyses completed. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

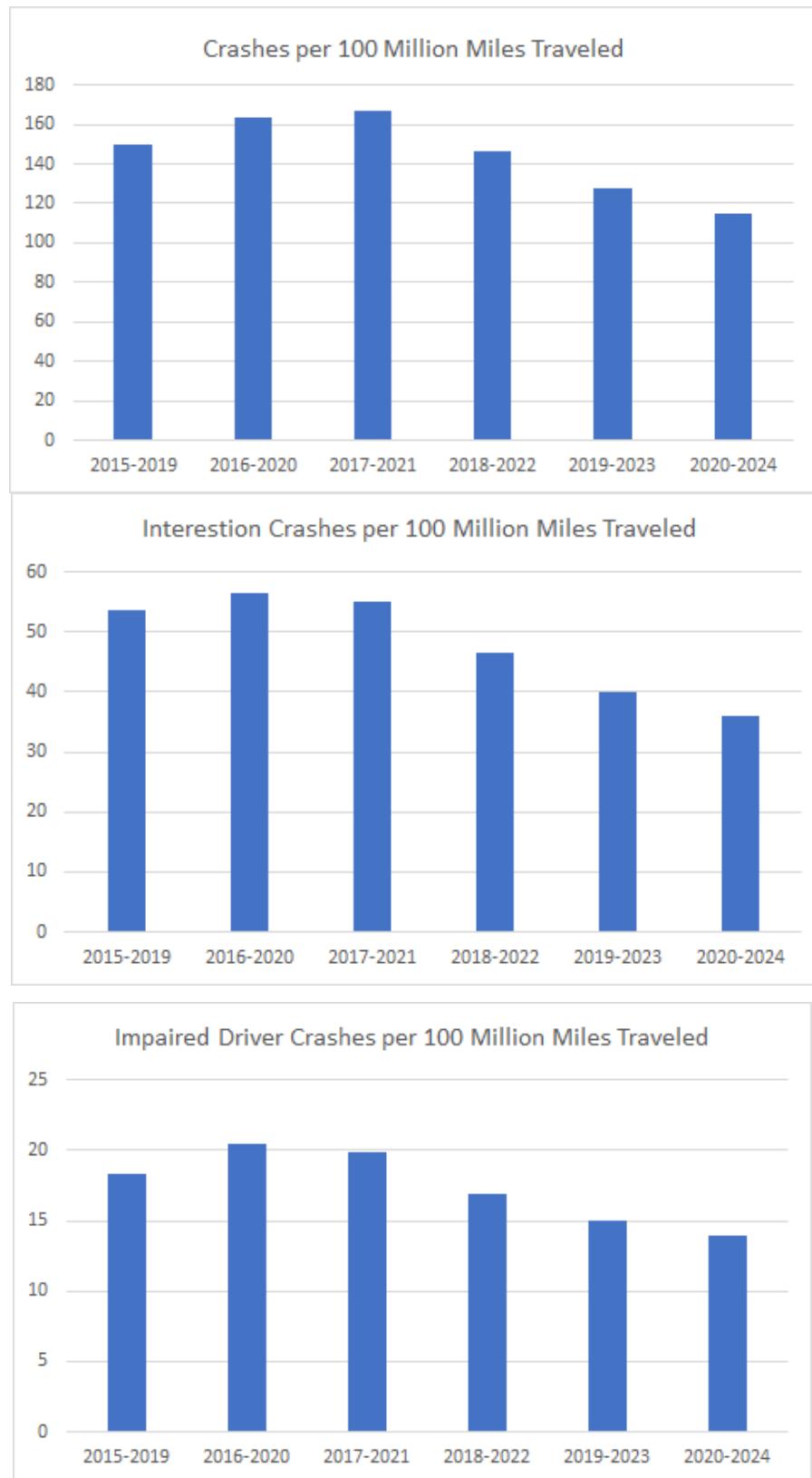
# WATS Highway Safety Trends, 2015-2024

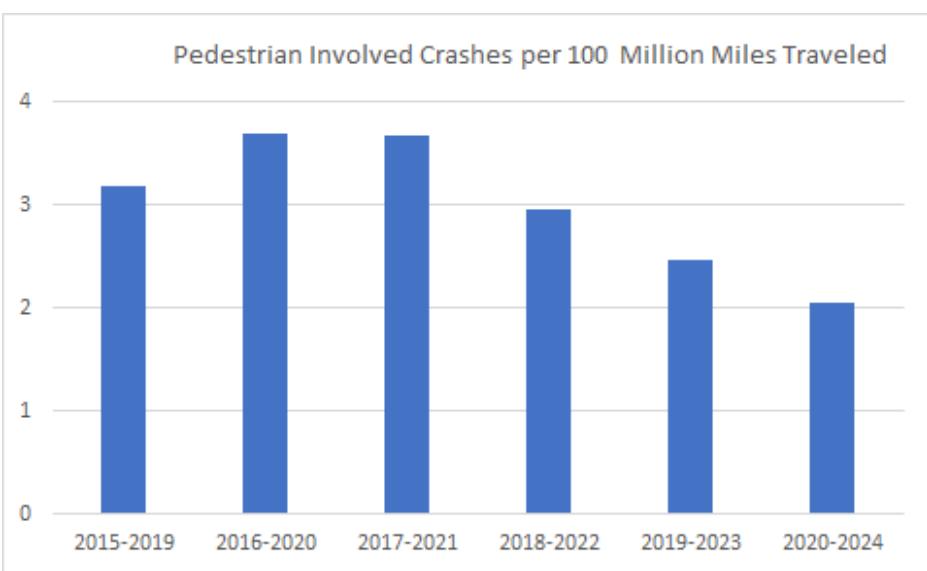
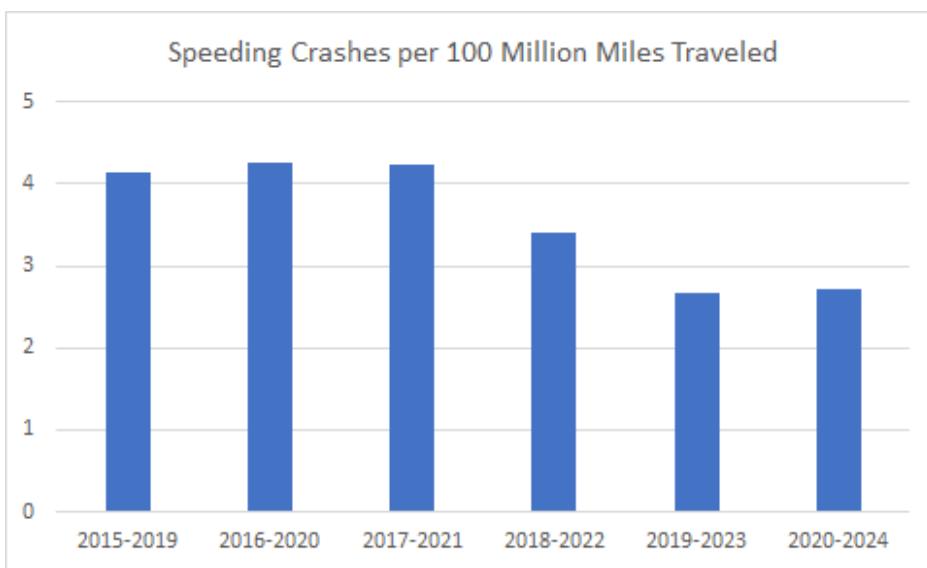
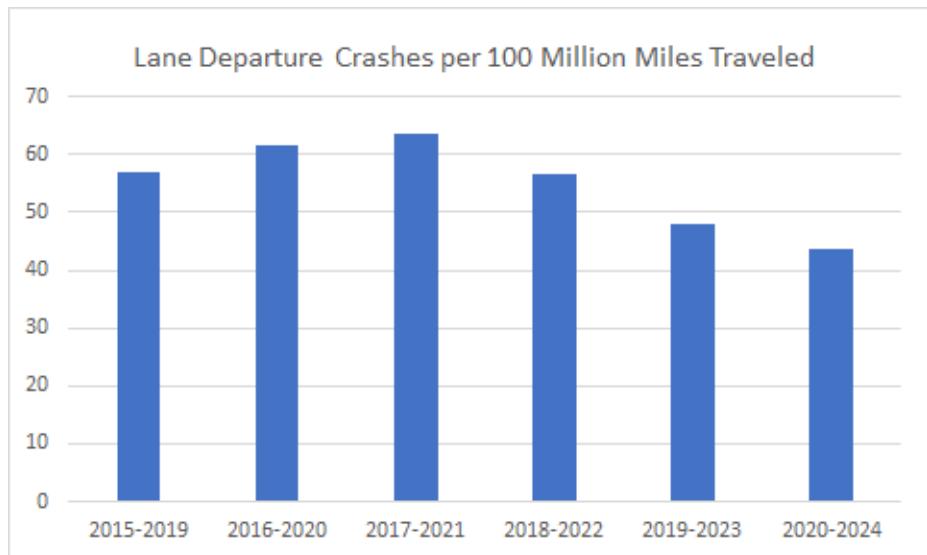
A key component of effective performance-based planning is tracking the measures through time and analyzing available data to identify patterns or trends. This tells us how the decisions we make are affecting the transportation system of Lycoming County and provides a more informed approach when making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

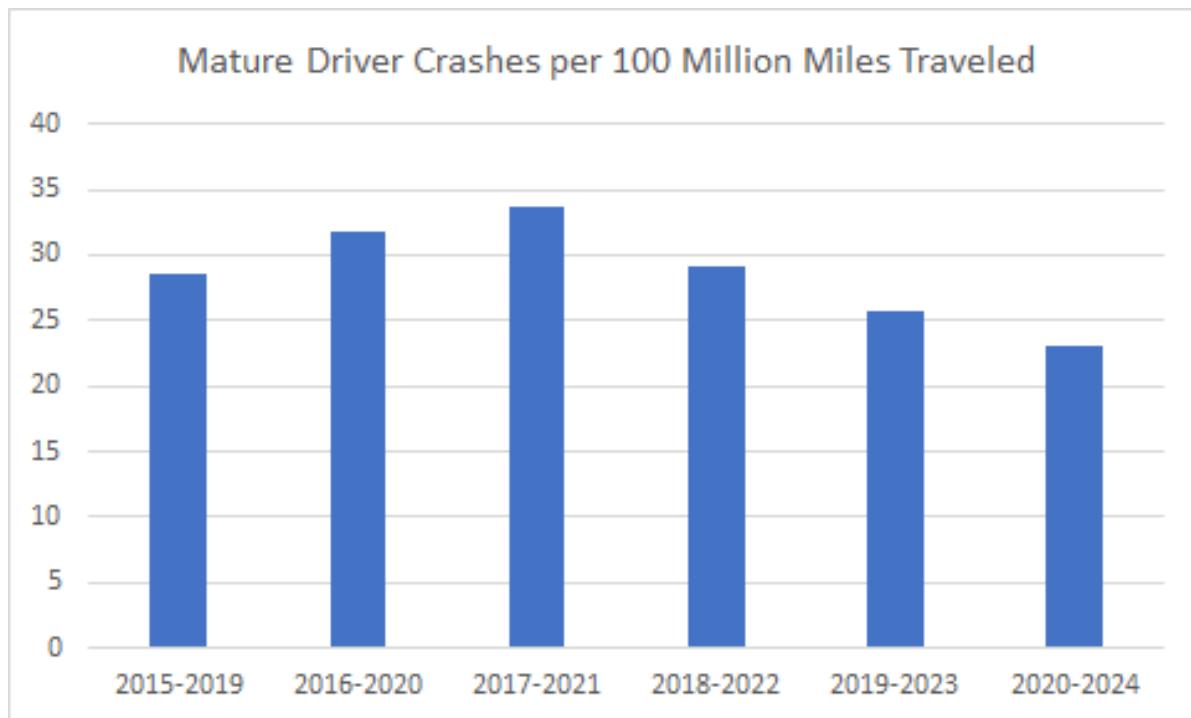
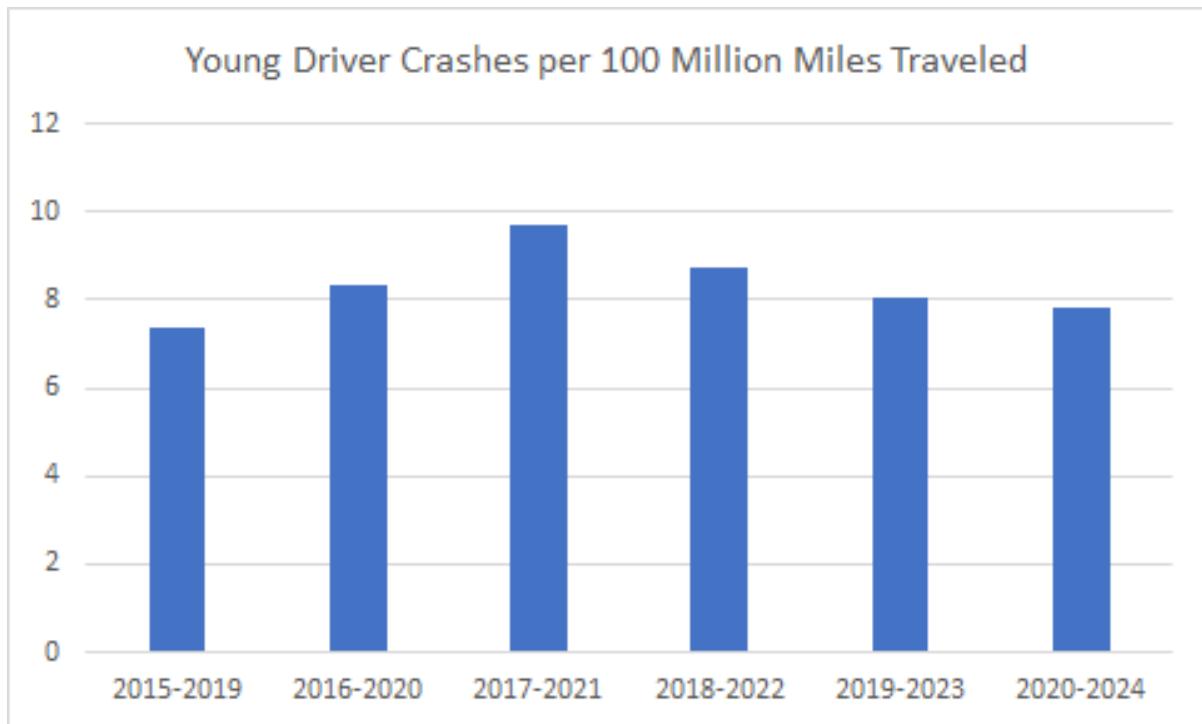
It is also important to note that all information below is derived from data on “reportable” crashes only. Reportable crashes are defined as those that result in “injury to or death of any person and/or result in damage to any vehicle to the extent that it cannot be driven under its own power in its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



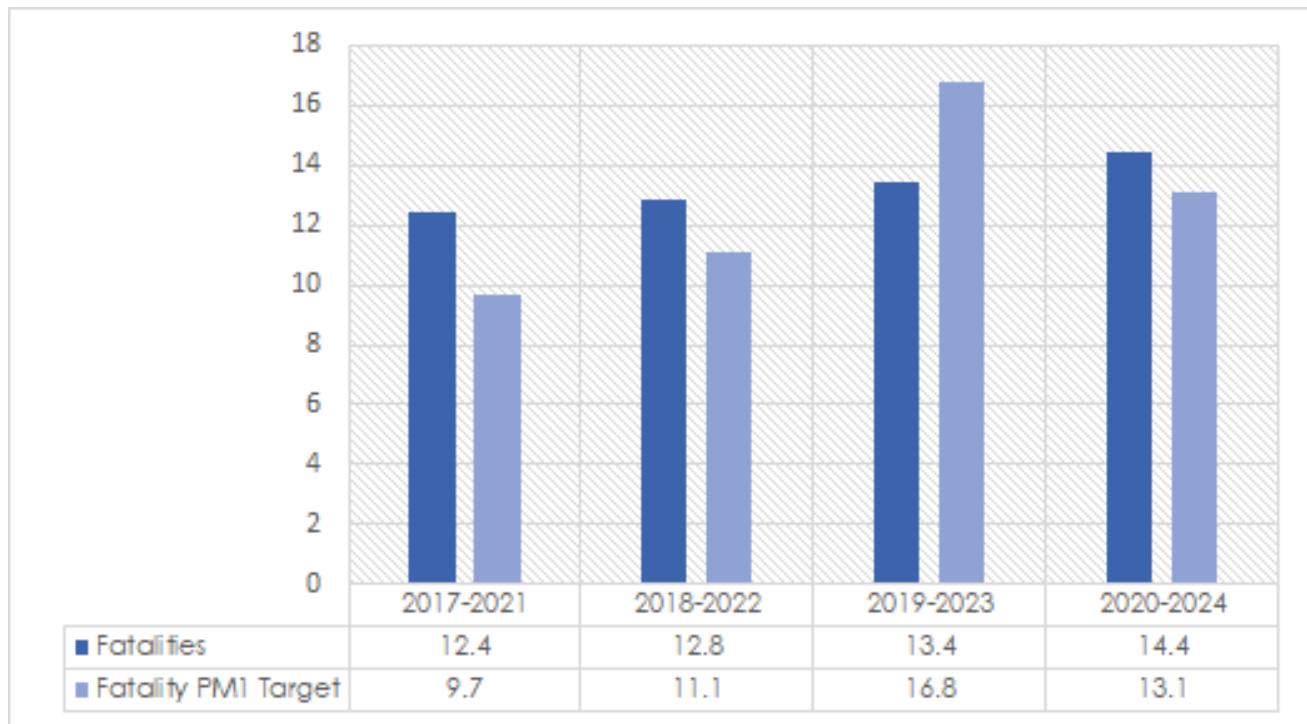
## Reportable Crash Locations, 2015-2024



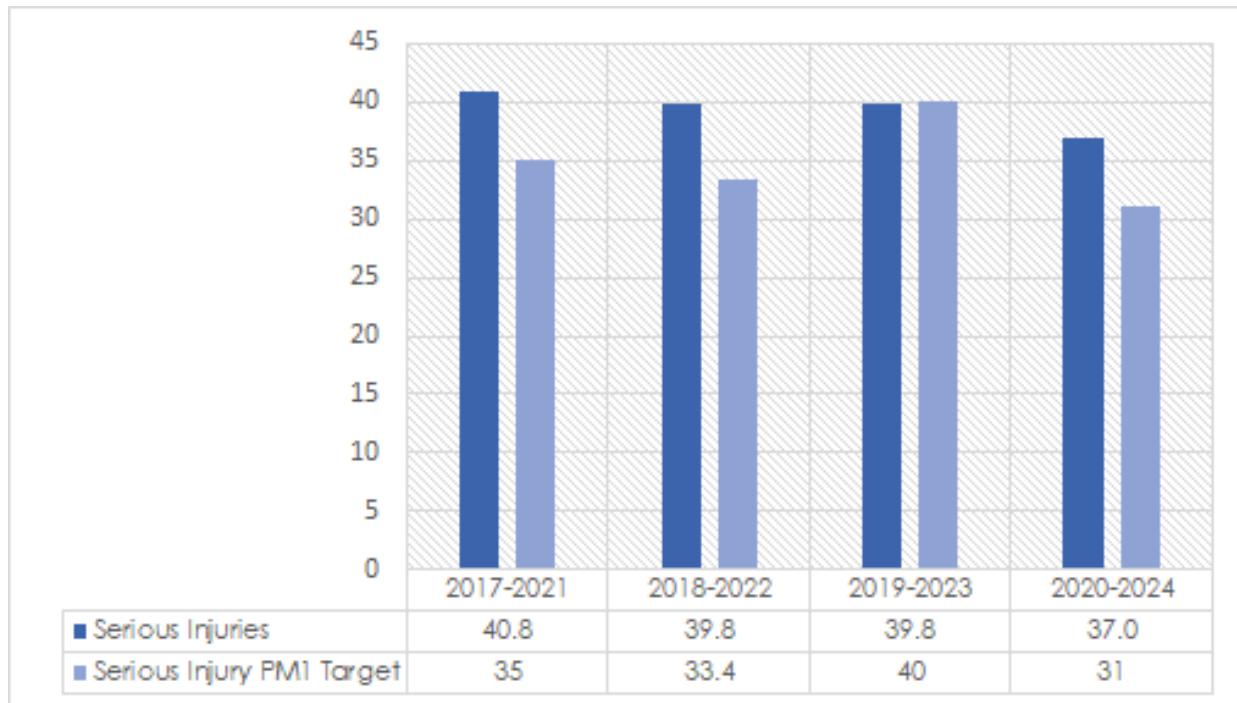
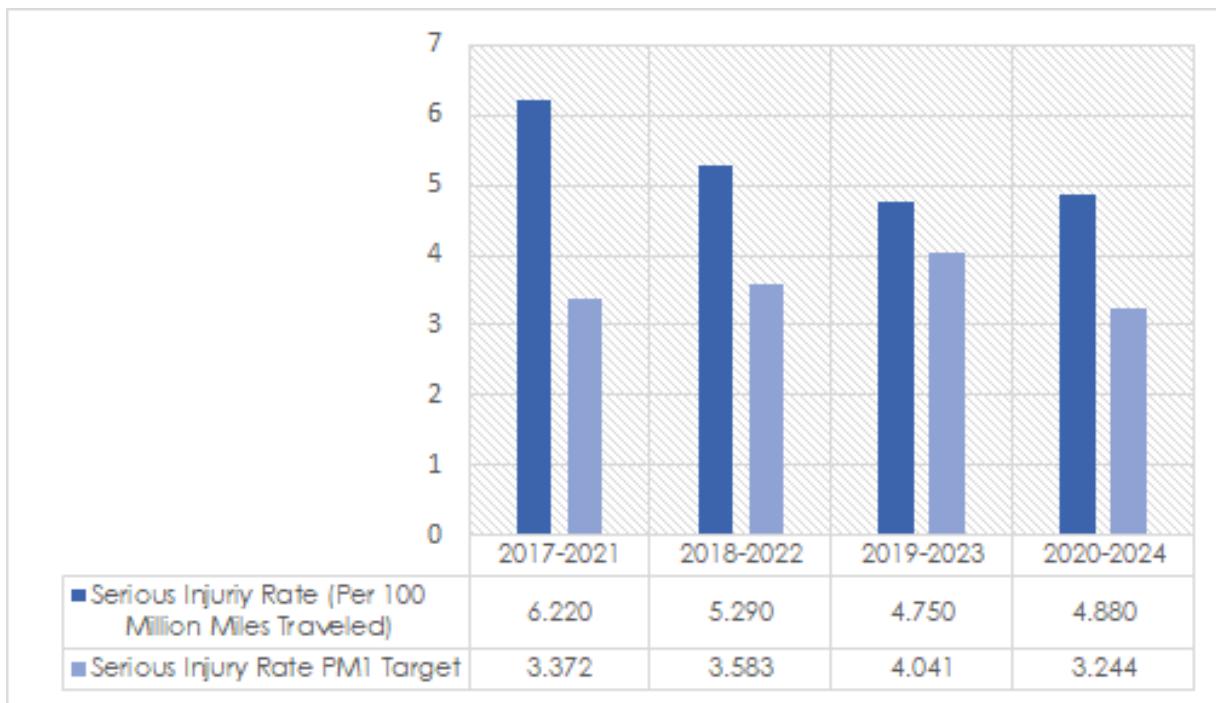




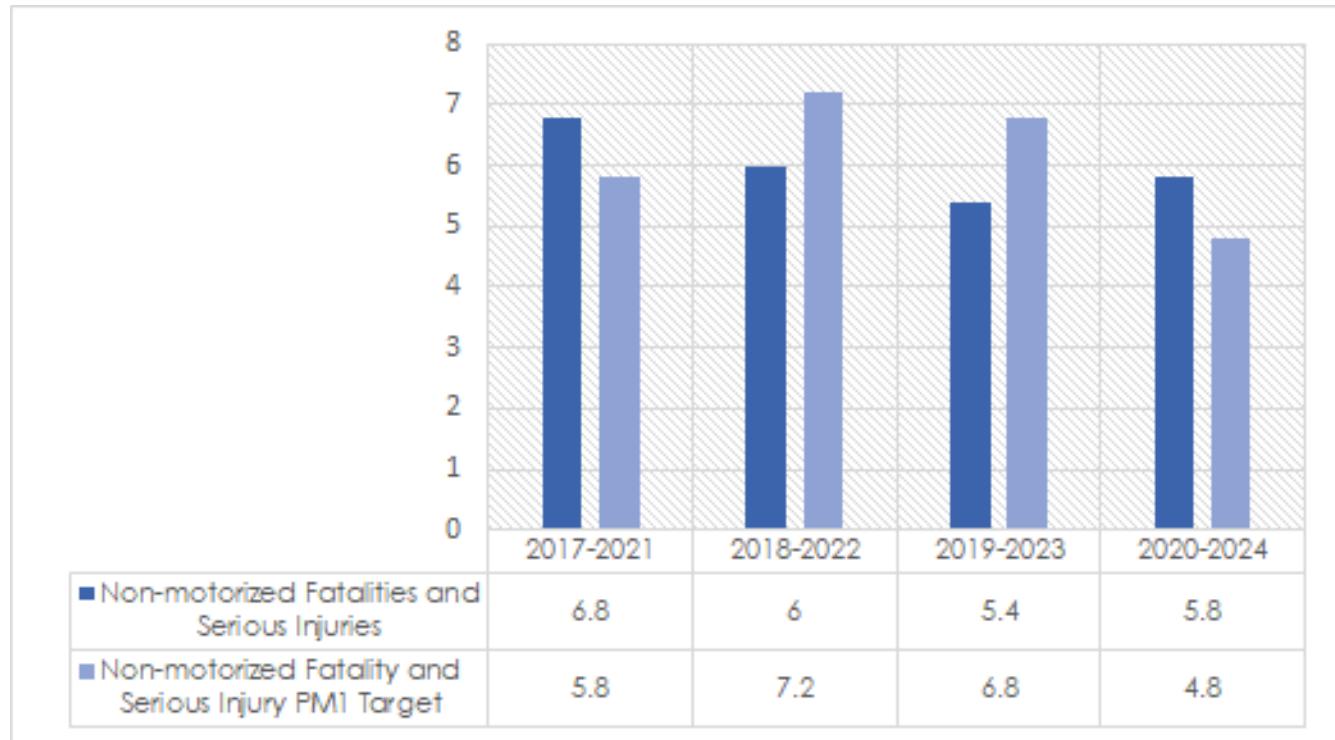
## Crash Fatality Trends, 2017-2024



## Crash Serious Injury Trends, 2014-2021



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



## Measures of Asset Condition (PM2)

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

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

## Definitions of good and poor condition

Pavement condition is determined from four distress components:

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

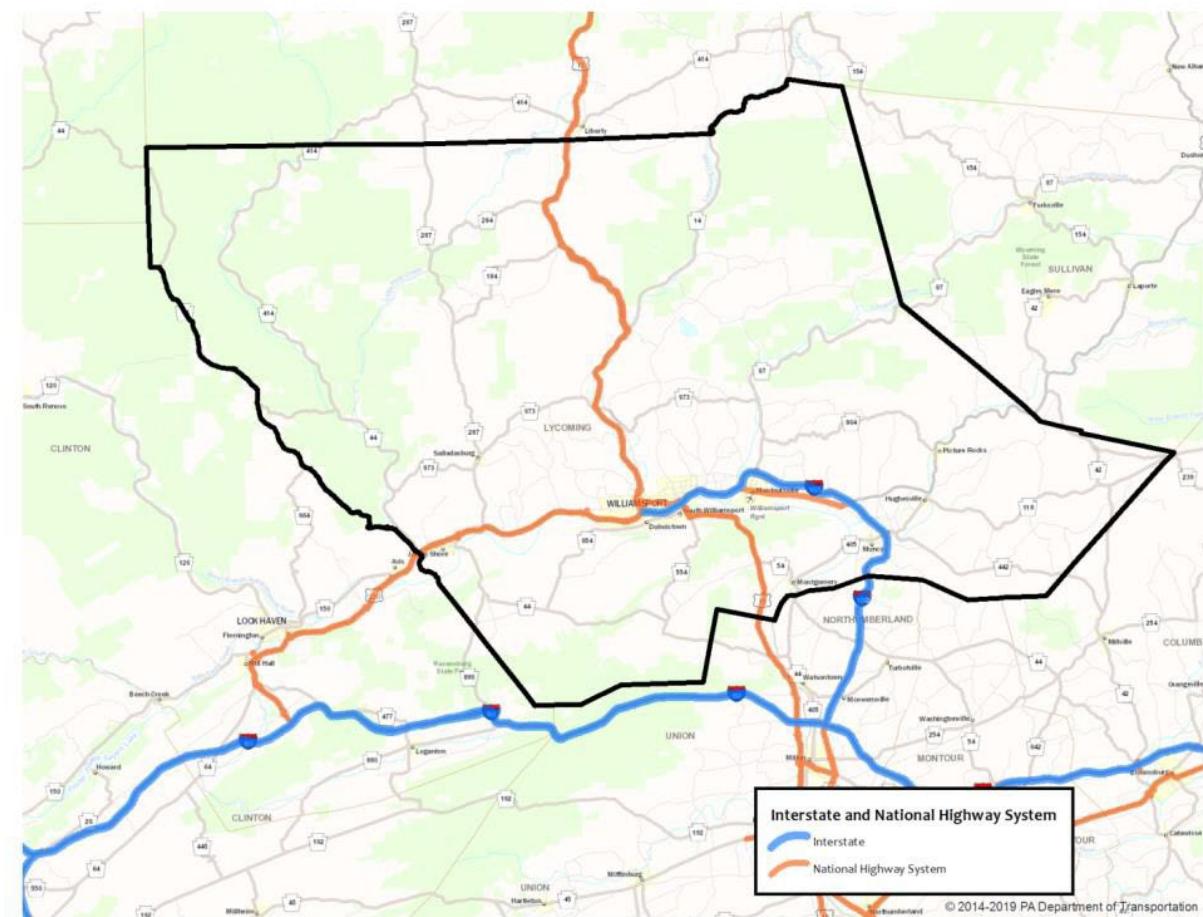
A pavement section is considered to be overall Good condition if all applicable distress components are rated Good. Overall poor condition for a pavement section results from at least two distress components rated as Poor.

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

## Pavements and Bridges Baselines and Targets

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

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



Asset conditions within WATS are as follows:

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

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

PennDOT continues to implement enterprise asset management for programming and decision-making as outlined in the [TAMP](#).<sup>5</sup> The tools and methodologies are continually evaluated to prioritize state-of-good repair approaches that preserve transportation system assets. Within the TAMP, PennDOT identifies the following key objectives:

TAMP Objectives	<ul style="list-style-type: none"><li>• Sustain a desired state of good repair over the life cycle of assets</li><li>• Achieve the lowest practical life-cycle cost for assets</li><li>• Achieve national and state goals</li></ul>
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PennDOT's analyses pertaining to life cycle management, risk management, financial planning, and any performance gaps culminate in an investment strategy to support the objective and targets established in the TAMP.

PennDOT and the MPOs/RPOs continue to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward the achievement of the statewide pavement/bridge objective and targets. At this time, MPO/RPOs have not established separate regional pavement or bridge targets. States are permitted to adjust their 4-year targets at the midterm of the performance period, representing data through 2020 in a report due to FHWA by October 1, 2021. In addition, PennDOT continues to provide feedback on statewide and MPO/RPO-specific progress towards target achievement. The progress helps each region understand the impacts of their past bridge and pavement investments and can guide future planning goals and strategy assessments.

## Evaluation of STIP for Target Achievement (PM2):

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

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

## Measures of System Performance (PM3)

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

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

## Reliability Performance (PM3)

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

## Progress Towards Target Achievement and Reporting (PM3)

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

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

## Evaluation of STIP for Target Achievement (PM3)

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

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

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

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

## Air Quality

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

### Long Range Plan Objectives:

- Provide multimodal infrastructure and technology advancements to eliminate bottlenecks and improve system efficiency and trip options

## Twelve Year Program

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

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

## Transit Performance Measures:

### River Valley Transit Authority

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

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

### STEP Inc

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

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

# River Valley Transit Authority financial capacity analysis

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

## River Valley Transit Authority 2027-2030 TIP Capital Projects

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

The transit projects reflect the priorities established by:

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

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

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

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

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

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

In Fiscal years 2027 - 2030, RVTA has programmed \$390,000.00 for the replacement of support vehicles and \$4,630,000.00 RVTA garage, office, and facility improvements or repairs. This funding is related to

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

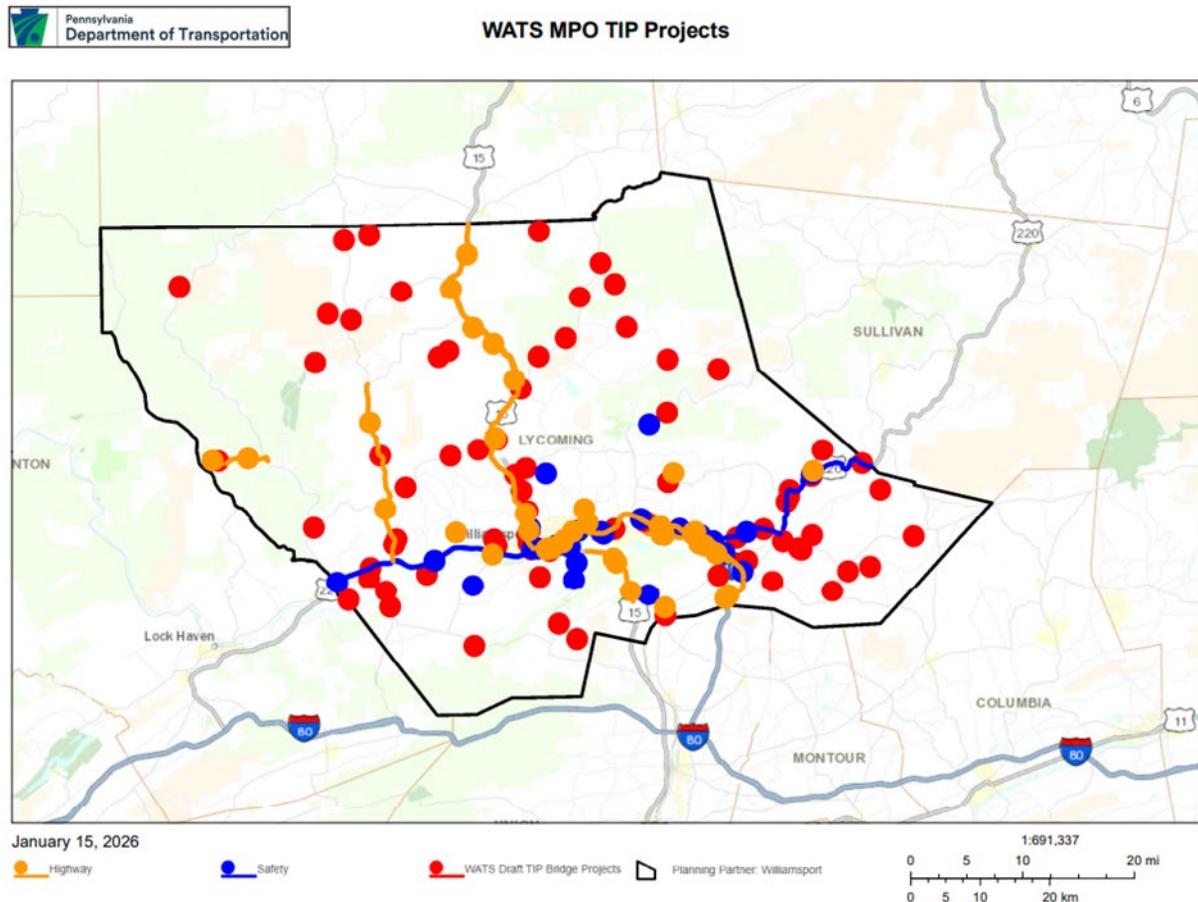
Support vehicles will be used by supervisors, maintenance personnel, and bus operators for shuttle transportation, distributing schedules, pickup of maintenance supplies, road supervision, road service, and other departmental needs. The replacement of these vehicles will be consistent with PennDOT's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

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

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

## Project listing and narratives

### 2027-2030 WATS TIP Project Locations



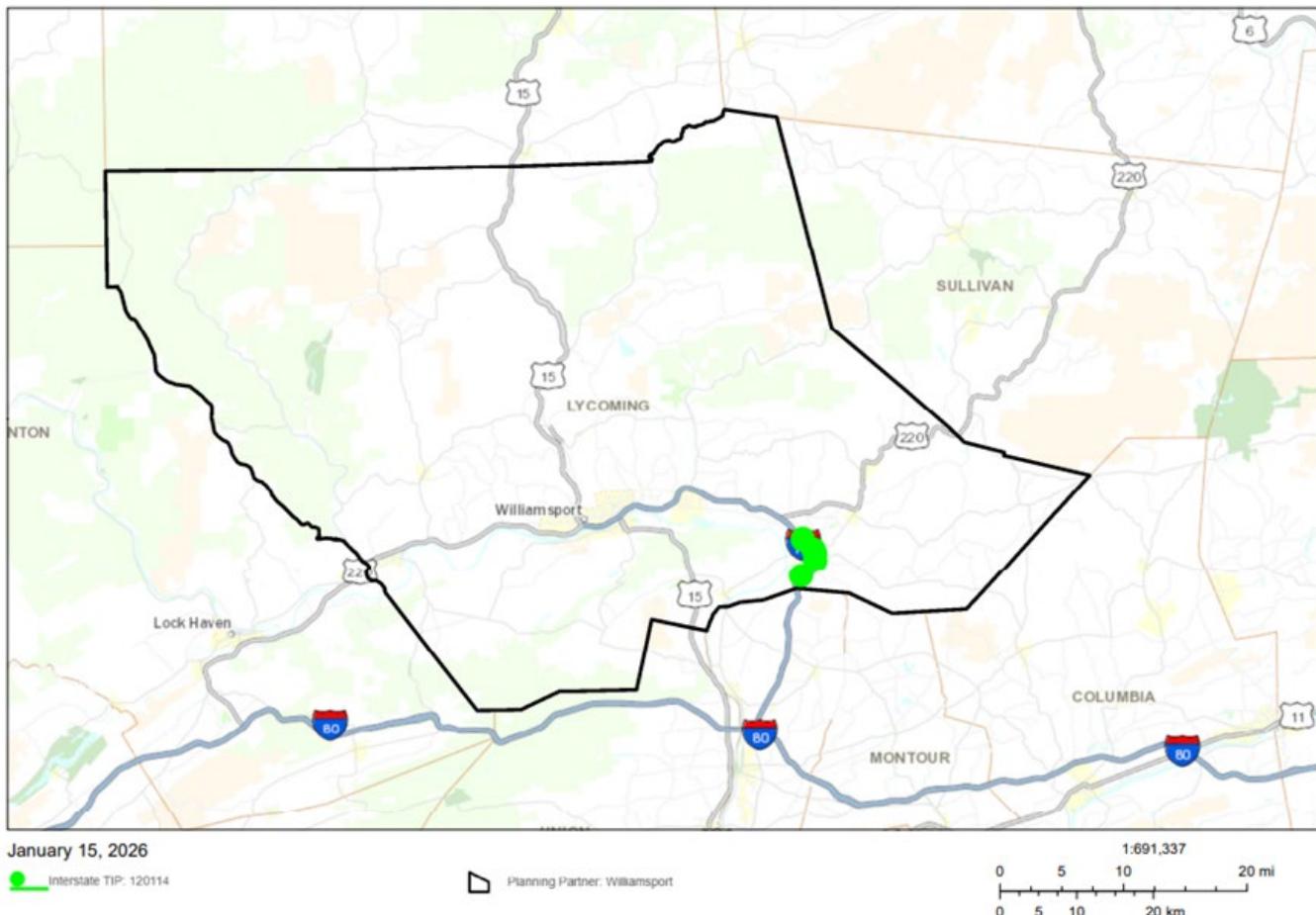
## Project Narratives

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

## Interstate Program Project Locations within WATS Boundary



Interstate Projects within WATS MPO



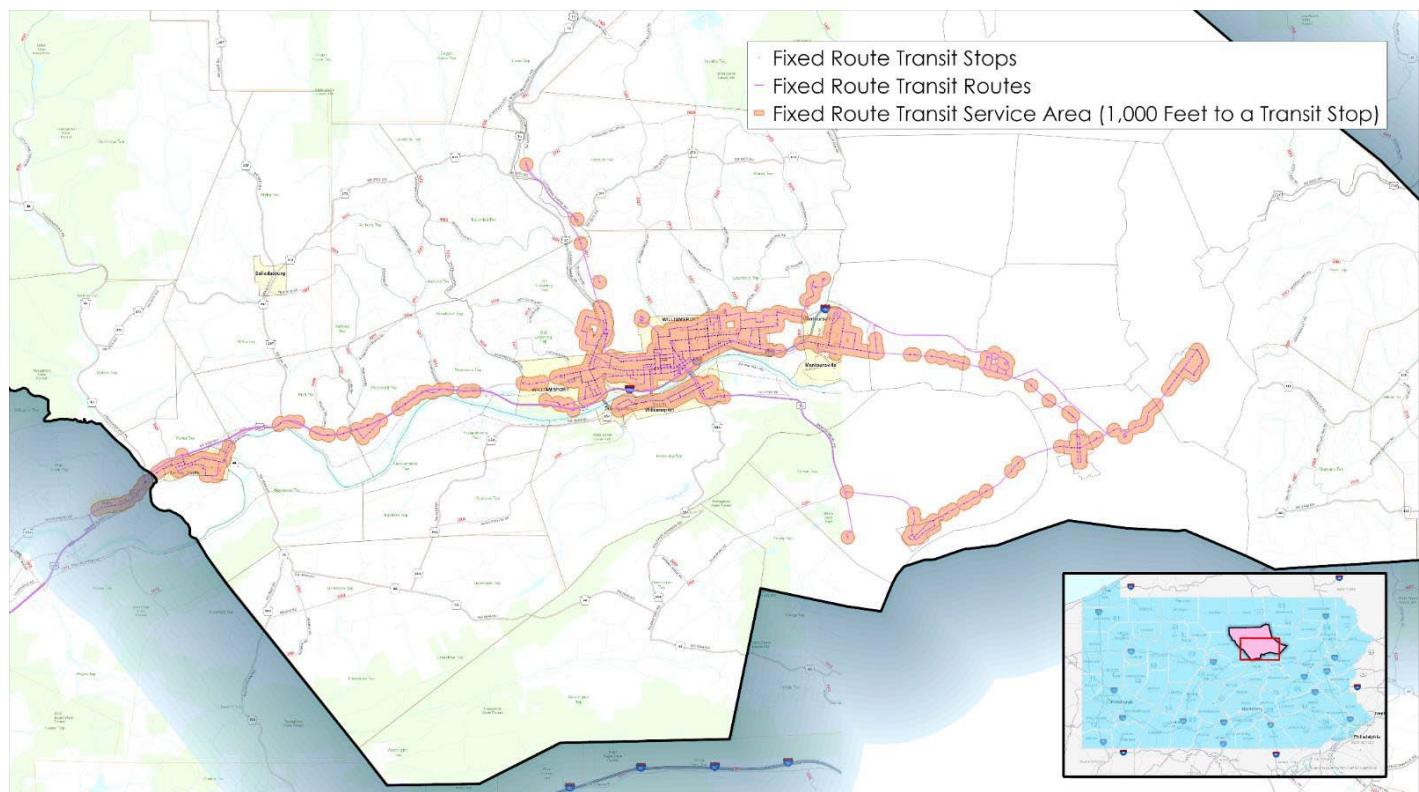
## Interstate and Statewide Program Project Narratives

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

## Transit Projects

### Project Narratives

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



# TIP Analysis

## Fiscal constraint analysis

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

The 2027-2030 WATS TIP is fiscally constrained by year and by allocations. All projects have been screened against funding program eligibility requirements. Projects with phases beyond the 2027-2030 TIP have estimated costs shown in the TYP and WATS LRTP. In addition to the baseline STIP/TIP funding identified in PennDOT's Financial Guidance, there are multiple funding sources that are distributed statewide to counties, municipalities and through PennDOT maintenance.

This funding includes:

- County/Municipal Liquid Fuels Tax Fund Allocations
- PennDOT County Maintenance A-582/A-409
- Statewide Distribution of Funds:
  - Green Light Go
  - Highway Transfer/Turnback Program
  - Highway Systems Technology
  - Debt Service
  - Pennsylvania Infrastructure Bank (PIB)
  - Act 44 Bridge
  - \$5 County Fee for Local Use Fund
  - Marcellus Shale
  - A-409 Discretionary

As defined by [23 USC 450.218\(m\)](#), the STIP and regional TIPs are required to contain system-level estimates of costs and state and local revenue sources beyond Financial Guidance that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation. The term "asset management" means a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost. Beyond the baseline federal and state funding, Pennsylvania invests more than \$2.4 Billion annually to operate and maintain the Commonwealth's transportation network. This funding plays an important role in maintaining transportation infrastructure across the Commonwealth of Pennsylvania and contributes significantly to providing a state of good repair. It should be

noted that, in Pennsylvania, the existing and future transportation needs are much greater than what existing financial resources can provide. These needs go beyond traditional highway and bridge infrastructure. They also include multi-modal assets like public transit, aviation, rail, marine, ports, bicycle, pedestrian, etc.

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

## LRTP consistency analysis

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

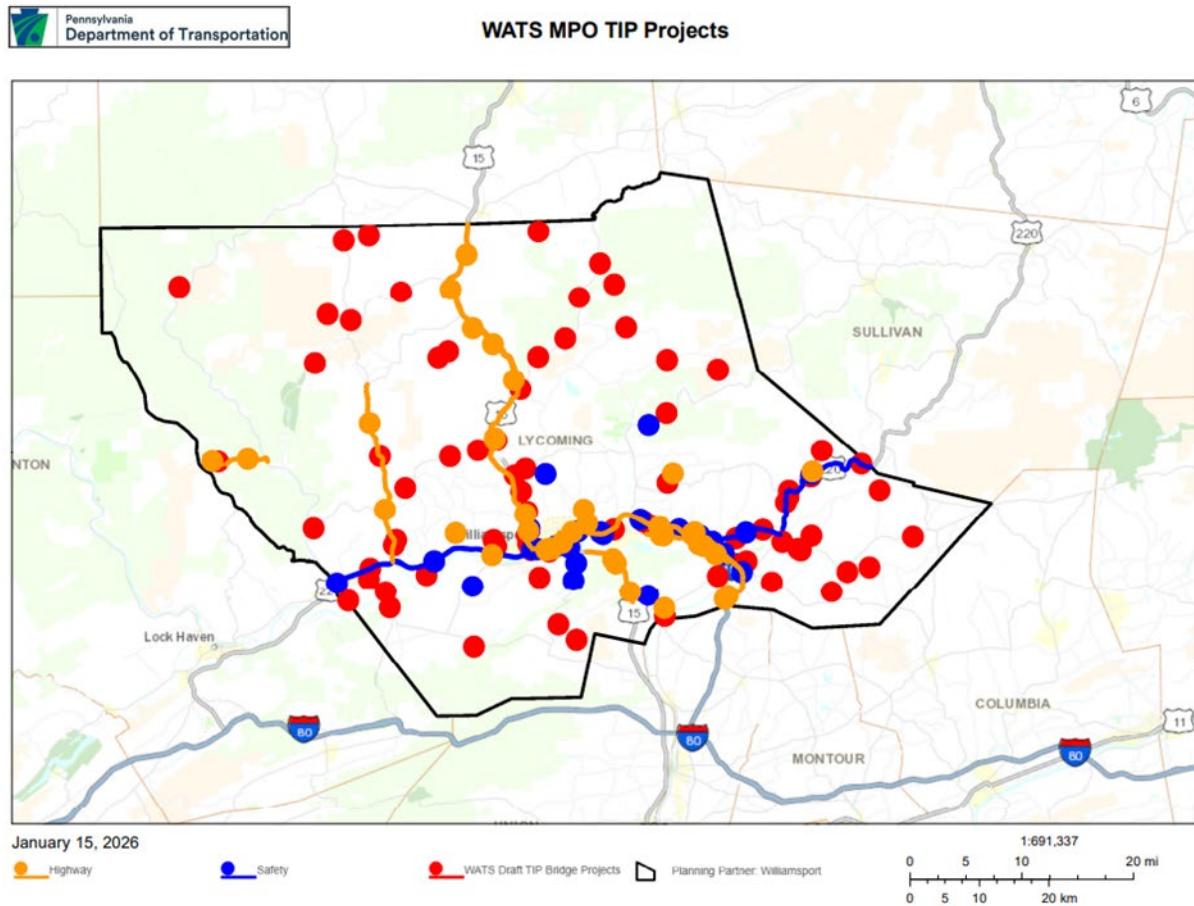
The 100-project programmed on the WATS TIP met an average of 13 of 35 (37%) project selection criteria. For a project to be programmed, the WATS planning process specifies that it must meet at least one of the criteria. No project on this TIP meets fewer than 9 of the 35 project selection criteria. This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

## Performance based planning and programming analysis

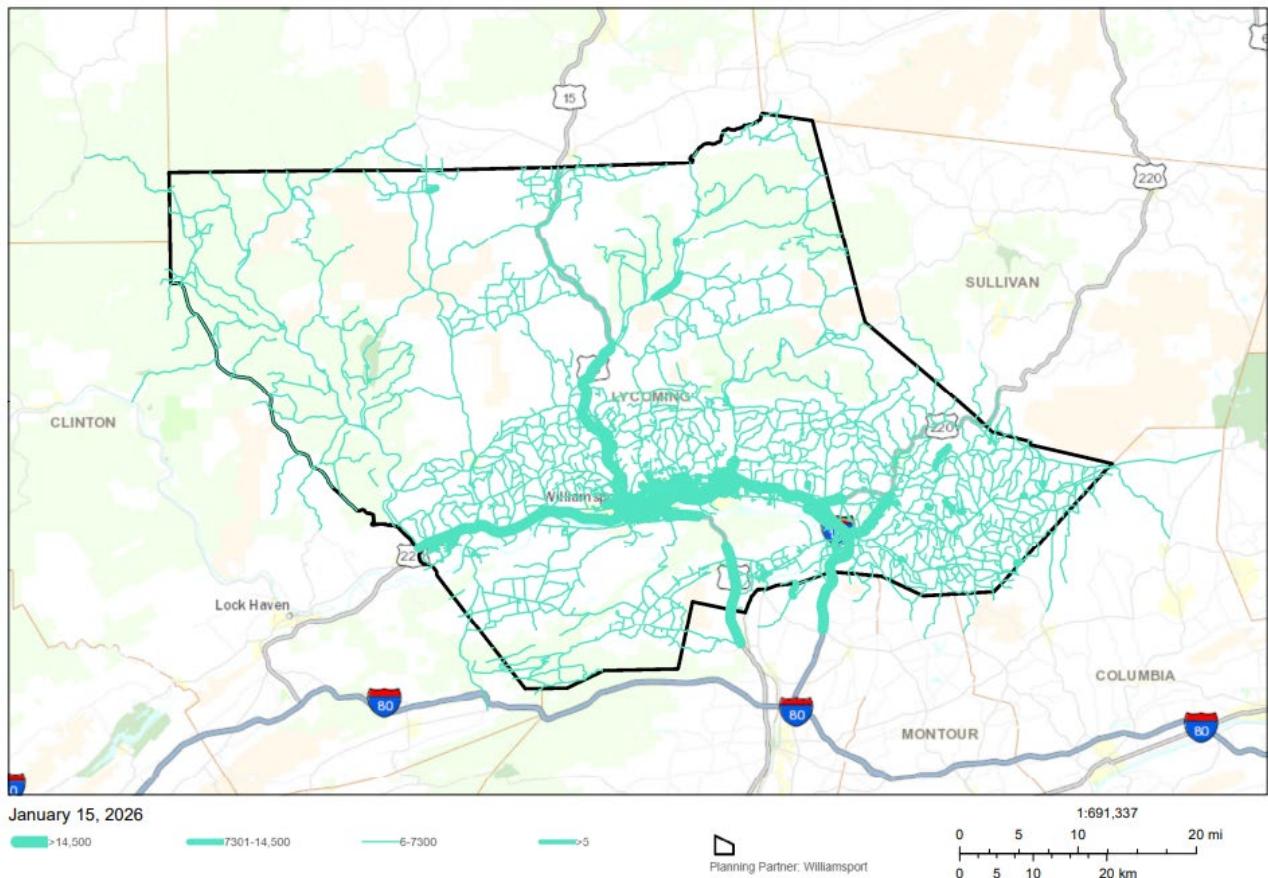
The 100 projects programmed on the WATS TIP are anticipated to substantially contribute towards meeting performance measure targets established for WATS.

## PM1 – Measures of Safety Performance

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



### WATS MPO AADT Map

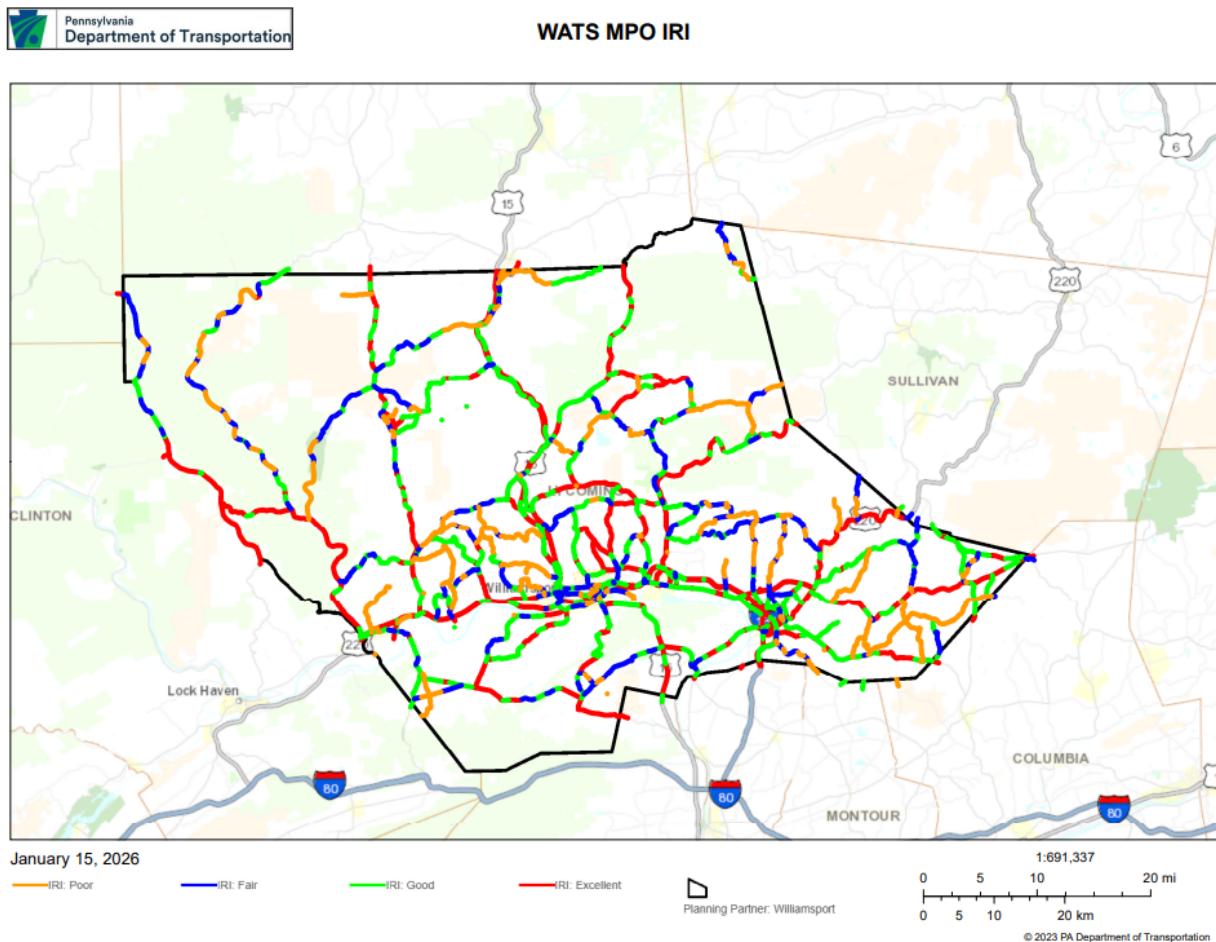


## PM2 – Measure of Pavement and Bridge Condition

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

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

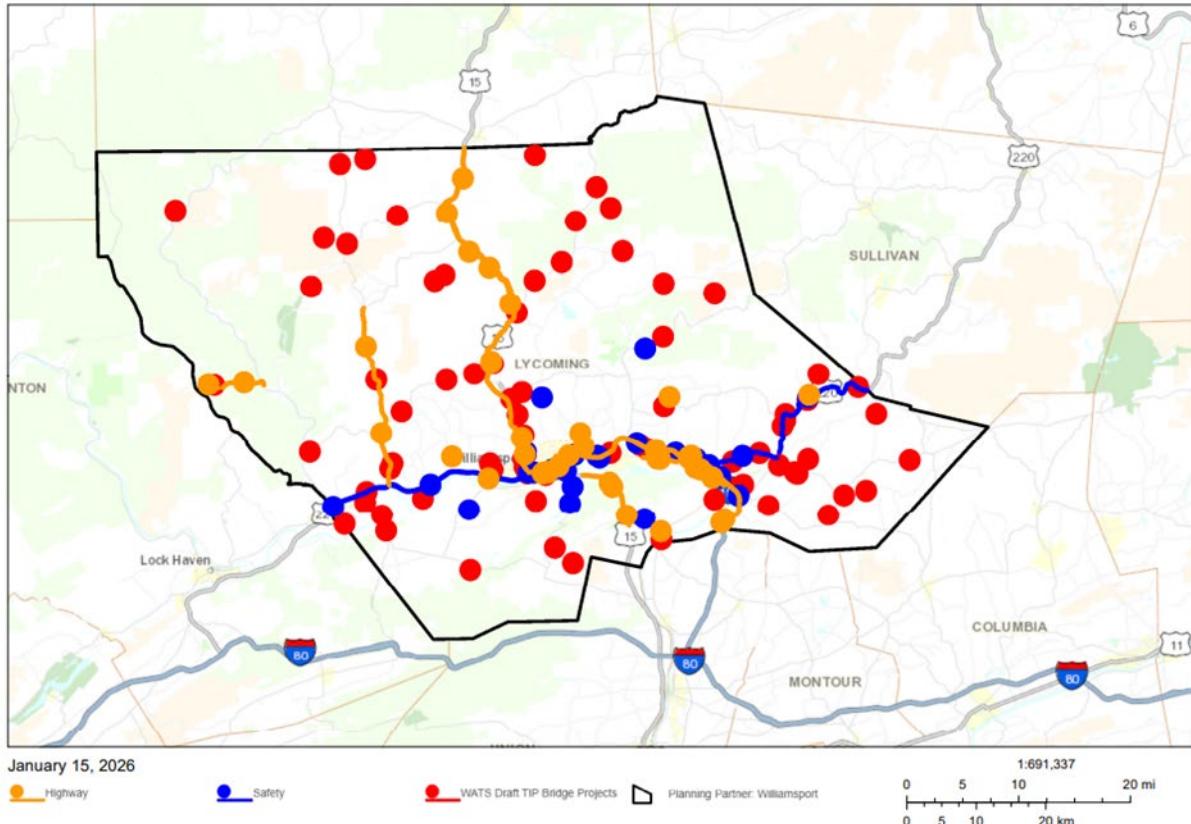
The highest traffic volume state roadways in Lycoming County all possess good condition pavements. Many roadway projects are targeted towards areas experiencing active landslides that threaten the roadway, or roadway maintenance/restoration.



## PM3 – Measures of System Performance



WATS MPO TIP Projects



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

## Transit Performance Measures

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

## **Appendices**

Appendix A – Acronyms and Abbreviations

Appendix B – WATS Public Participation Plan

Appendix C – Public Transportation Financial Capacity Analysis

Appendix D – WATS Highway and Bridge Projects

Appendix E – WATS Transit Projects

Appendix F – Interstate Projects

Appendix G – Statewide Projects

Appendix H – WATS 2027-2030 TIP Project Selection Matrix

Appendix I – WATS 2025 TYP Survey Results

Appendix J – Public Comment Period Advertisement

Appendix K – Summary of Public Comments

Appendix L – Self Certification Resolution

Appendix M – WATS TIP Modification Procedures

Appendix N – Pennsylvania’s 2027 Transportation

Program General and Procedural Guidance

## Appendix A – Acronyms and Abbreviations

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

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

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

## Project Phases

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

## Other Acronyms and Abbreviations

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

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

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

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

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

## Appendix B – WATS Public Participation Plan

**The WATS MPO Public Participation and Title VI Program are accessible on the WATS MPO Public Involvement website ([https://lycomingcountypa.gov/government/departments/planning\\_community\\_development/transportation/wats\\_mpo\\_public\\_involvement.php](https://lycomingcountypa.gov/government/departments/planning_community_development/transportation/wats_mpo_public_involvement.php))**

## Appendix C – Public Transportation Financial Capacity Analysis

## Appendix D – WATS Highway and Bridge Projects

The WATS MPO Highway and Bridge Projects and Narratives is accessible from the WATS MPO TIP website at ([https://cms6.revize.com/revize/lycomingcountypa/government/departments/planning\\_community\\_development/transportation/transportation\\_improvement\\_program\\_tip.php](https://cms6.revize.com/revize/lycomingcountypa/government/departments/planning_community_development/transportation/transportation_improvement_program_tip.php))

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Project Information															FFY 2027 Williamsport TIP																				
County	S.R.	Sec.	Project	Project Title	Phase	Area	FFY 2027 Costs					FFY 2028 Costs					FFY 2029 Costs					FFY 2030 Costs													
							Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones				
Lycoming	15	285	122535	SR 2001 (Elizport Rd) TO RAMP B RD	+P	HRST	NHPP	125,000				125,000	NHPP	75,000			75,000																		
Lycoming	15	285	122535	SR 2001 (Elizport Rd) TO RAMP B RD	+F	HRST							NHPP	150,000				150,000	NHPP	125,000				125,000											
Lycoming	15	285	122535	SR 2001 (Elizport Rd) TO RAMP B RD	+C	HRST							STP	182,000				182,000	STP	98,000				98,000							1/1/2028 E				
Lycoming	15	285	122535	SR 2001 (Elizport Rd) TO RAMP B RD	+C	HRST							NHPP	641,000				641,000	NHPP	579,000				579,000							1/1/2028 E				
Lycoming	15	292	122830	SR 14 & Steam Valley Run SB	C	HRST																								581	200,000	200,000	1/1/2030 E		
Lycoming	15	298	123209	Sign Structures	+C	HRST														STP	700,000			700,000							9/1/2028 E				
Lycoming	15	298	123209	Sign Structures	+C	HRST														NHPP	300,000			300,000	NHPP	200,000						200,000	9/1/2028 E		
Lycoming	44	079	6205	SR 44 over Susquehanna River	+C	BRDG	BRIP	404,000				404,000																				1/29/2026 E			
Lycoming	44	098	117885	SR 44 over Norfolk Southern RR	F	BRDG			185	50,000	50,000		185	100,000		100,000																			
Lycoming	44	098	117885	SR 44 over Norfolk Southern RR	+C	BRDG							STP	826,000				826,000	STP	850,000				850,000							9/1/2027 E				
Lycoming	44	102	120916	Little Pine Bottom to Camp Blue Jay Dr	+F	HRST	STP	250,000				250,000	STP	50,000			50,000																		
Lycoming	44	102	120916	Little Pine Bottom to Camp Blue Jay Dr	+C	HRST							STP	400,000				400,000	STP	100,000				100,000							1/1/2028 E				
Lycoming	44	111	123174	SR 44 over Rattling Camp Run	+P	BRDG	STP	200,000				200,000	STP	100,000			100,000																		
Lycoming	44	111	123174	SR 44 over Rattling Camp Run	F	BRDG															185	100,000		100,000		185	100,000		100,000						
Lycoming	44	111	123174	SR 44 over Rattling Camp Run	R	BRDG															185	25,000		25,000											
Lycoming	44	112	123185	SR 44 over Morgan Run	+P	BRDG	BRIP	150,000				150,000	BRIP	150,000			150,000																		
Lycoming	44	112	123185	SR 44 over Morgan Run	F	BRDG															185	100,000		100,000		185	100,000		100,000						
Lycoming	44	112	123185	SR 44 over Morgan Run	R	BRDG															185	25,000		25,000											
Lycoming	44	113	123186	SR 44 over Tombs Run	+P	BRDG	BRIP	150,000				150,000	BRIP	150,000			150,000																		
Lycoming	44	113	123186	SR 44 over Tombs Run	F	BRDG															185	100,000		100,000		185	100,000		100,000						
Lycoming	44	113	123186	SR 44 over Tombs Run	R	BRDG															185	25,000		25,000											
Lycoming	44	114	123187	SR 44 over Upper Pine Bottom Run	+P	BRDG	STP	200,000				200,000	STP	100,000			100,000																		
Lycoming	44	114	123187	SR 44 over Upper Pine Bottom Run	F	BRDG															185	100,000		100,000		185	100,000		100,000						
Lycoming	44	114	123187	SR 44 over Upper Pine Bottom Run	R	BRDG															185	25,000		25,000											
Lycoming	54	124	120852	Lane Departures	C	SAMI	HSIP	1,041,000				1,041,000	HSIP	1,041,000			1,041,000	HSIP	46,000				46,000									1/1/2027 E			
Lycoming	87	106	97615	PA 87 over Little Bear Creek	F	BRDG							185	20,000		20,000																			
Lycoming	87	106	97615	PA 87 over Little Bear Creek	R	BRDG							BRIP	777,000				777,000	BRIP	1,050,000				1,050,000	BRIP	150,000				150,000	11/4/2027 E				
Lycoming	87	106	97615	PA 87 over Little Bear Creek	+C	BRDG	BRIP	200,000				200,000	BRIP	100,000			100,000																		
Lycoming	118	027	123190	SR 118 over Muncy Creek	+P	BRDG	BRIP	200,000				200,000	BRIP	100,000			100,000																		
Lycoming	118	027	123190	SR 118 over Muncy Creek	F	BRDG															185	100,000		100,000		185	100,000		100,000						
Lycoming	118	027	123190	SR 118 over Muncy Creek	R	BRDG															185	25,000		25,000											
Lycoming	118	028	123196	SR 118 over Sugar Run	+P	BRDG	BRIP	198,000				198,000	BRIP	100,000			100,000																		
Lycoming	118	028	123196	SR 118 over Sugar Run	F	BRDG															185	163,500		163,500											
Lycoming	118	028	123196	SR 118 over Sugar Run	U	BRDG																								185	25,000	25,000			
Lycoming	118	028	123196	SR 118 over Sugar Run	R	BRDG																								185	25,000	25,000			
Lycoming	118	029	123197	SR 118 over Little Muncy Creek	P	BRDG																								185	150,000	150,000			
Lycoming	180	127	99226	Lyc Co Bridge Prsv Grp	P	BRDG							185	75,000		75,000		185	75,000		75,000										185	100,000	100,000		
Lycoming	180	127	99226	Lyc Co Bridge Prsv Grp	F	BRDG																										185	100,000	100,000	
Lycoming	180	136	109361	Muncy to PA 54 WB	C	HRST																									581	150,000	150,000	1/1/2029 E	
Lycoming	180	137	109362	Muncy to PA 54 EB	C	HRST																										581	150,000	150,000	1/1/2029 E
Lycoming	180	154	121318	Major Guide Signs 1	C	HRST			581	250,000		250,000		581	50,000		50,000																4/8/2027 E		
Lycoming	180	155	121503	Market St & Maynard St	C	HRST	CRPU	152,000				152,000																					1/1/2027 E		
Lycoming	180	155	121503	Market St & Maynard St	C	HRST	CRP	100,000				100,000																				1/1/2027 E			
Lycoming	180	160	122484	Lycoming Mall Interchange	F	HRST	CRP	100,000				100,000																				10/1/2027 E			
Lycoming	180	160	122484	Lycoming Mall Interchange	C	HRST							CRPU	152,000			152,000															10/1/2027 E			
Lycoming	180	160	122484	Lycoming Mall Interchange	C	HRST	CRP	250,000				250,000	CRP	98,000			98,000															10/1/2027 E			
Lycoming	180	170	123284	I-180 East over Brushy Ridge Rd	+P	BRDG	NHPP	100,000				100,000	NHPP	100,000			100,000																		
Lycoming	180	170	123284	I-180 East over Brushy Ridge Rd	F	BRDG																										185	50,000	50,000	
Lycoming	180	170	123284	I-180 East over Brushy Ridge Rd	+C	BRDG							581	195,000		195,000		581	175,000		175,000										185	50,000	50,000		
Lycoming	180	170	12																																

EEV 2022 Williamsport TIP

<sup>a</sup> PE-NEPA, FD-PSE CO, UTIL-Fnl UTIL Clr, ROW-Cond ROW, CON-Let



PennDOT Project Id: 74373

Project Administrator: PennDOT

Title: Environmental Mitigation Monitoring WATS

Improvement Type: Environmental Mitigation

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

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

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

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

PennDOT Project Id: 112414

Project Administrator: Lycoming County

Title: T-776 over English Run

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Pine (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/16/2027

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

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

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

PennDOT Project Id: 113591

Project Administrator: PennDOT

Title: SCM Monitoring

Improvement Type: Environmental Mitigation

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Lycoming County

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

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

PennDOT Project Id: 114163

Project Administrator: PennDOT

Title: FFY 27 WATS RPM Contract

Improvement Type: Reflective Pavement Markers

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/24/2027

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

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

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

PennDOT Project Id: 114165

Project Administrator: PennDOT

Title: FFY 28 WATS RPM Contract

Improvement Type: Reflective Pavement Markers

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/1/2028

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

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

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

PennDOT Project Id: 117342

Project Administrator: PennDOT

Title: FFY 29 WATS RPM Contract

Improvement Type: Reflective Pavement Markers

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/1/2029

Location: County wide RPM project

Project Description: County wide RPM project

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

PennDOT Project Id: 117344

Project Administrator: PennDOT

Title: FFY 30 WATS RPM Contract

Improvement Type: Reflective Pavement Markers

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/1/2030

Location: County wide RPM project

Project Description: County wide RPM project

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

PennDOT Project Id: 122111

Project Administrator: PennDOT

Title: Hazel Alley Improvements

Improvement Type: Bridge Improvement

State Route: 0

Municipality: Jersey Shore (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: Jersey Shore Borough

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

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

PennDOT Project Id: 123204

Project Administrator: PennDOT

Title: Northern RAR 2027

Improvement Type: Guiderail Improvement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Guiderail RAR in Lycoming, Bradford, Tioga and Sullivan Counties  
Various Twp/BoroProject Description: Guiderail RAR in Lycoming, Bradford, Tioga and Sullivan Counties  
Various Twp/Boro

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

PennDOT Project Id: 123207

Project Administrator: PennDOT

Title: Northern RAR 2028

Improvement Type: Guiderail Improvement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Guiderail RAR in Lycoming, Bradford, Tioga and Sullivan Counties  
Various Twp/BoroProject Description: Guiderail RAR in Lycoming, Bradford, Tioga and Sullivan Counties  
Various Twp/Boro

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

PennDOT Project Id: 123208

Project Administrator: PennDOT

Title: Northern RAR 2029

Improvement Type: Guiderail Improvement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Guiderail RAR in Lycoming, Bradford, Tioga and Sullivan Counties  
Various Twp/BoroProject Description: Guiderail RAR in Lycoming, Bradford, Tioga and Sullivan Counties  
Various Twp/Boro

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

PennDOT Project Id: 123333

Project Administrator: PennDOT

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

Improvement Type: Bridge Replacement

State Route: 0

Municipality: McIntyre (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

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

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

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

PennDOT Project Id: 123511

Project Administrator: PennDOT

Title: Northern RAR 2030

Improvement Type: Guardrail Improvement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

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

Project Description: Northern RAR 2030

Guardrail RAR in Lycoming, Bradford, Tioga, and Sullivan Counties  
 Various Twp/Boros

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

PennDOT Project Id: 99233

Project Administrator: PennDOT

Title: PA 14 over Red Run

Improvement Type: Bridge Rehabilitation

State Route: 14

Municipality: McIntyre (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

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

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

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

PennDOT Project Id: 117882

Project Administrator: PennDOT

Title: SR 14 over Trib Lycoming Crk

Improvement Type: Bridge Replacement

State Route: 14

Municipality: Lewis (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2030

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

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

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

PennDOT Project Id: 99034

Project Administrator: PennDOT

Title: Bridge Deck Overlays

Improvement Type: Bridge Preservation Activities

State Route: 15

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2031

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

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

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

PennDOT Project Id: 115026

Project Administrator: PennDOT

Title: Skyline Dr to Old Pike Rd

Improvement Type: Resurface

State Route: 15

Municipality: Armstrong (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/28/2027

Location: Skyline Dr to Old Pike Rd  
Armstrong Twp

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

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

PennDOT Project Id: 115340

Project Administrator: PennDOT

Title: SR 3026 to SR 14

Improvement Type: Resurface

State Route: 15

Municipality: Lycoming (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: SR 3026 to SR 14  
Lycoming & Lewis Twps

Project Description:

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

PennDOT Project Id: 115343

Project Administrator: PennDOT

Title: SR 3026 to SR 14

Improvement Type: Surface Treatment Micro-surfacing

State Route: 15

Municipality: Lycoming (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: SR 3026 to SR 14

Lycoming &amp; Lewis Twps

Project Description: Second Microsurfacing on SR 15 SB from SR 3026 to SR 14 in Lycoming &amp; Lewis Twps, Lycoming Co

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

PennDOT Project Id: 115344

Project Administrator: PennDOT

Title: SR 14 to SR 284 NB

Improvement Type: Resurface

State Route: 15

Municipality: Lewis (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: SR 14 to SR 287 NB

Lewis, Cogan House &amp; Jackson Twps

Project Description: Mill and Resurface SR 15 from SR 14 to SR 287 NB in Lewis, Cogan House &amp; Jackson Twps, Lycoming Co

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

PennDOT Project Id: 115351

Project Administrator: PennDOT

Title: Lycoming Cr to Beauty's Run Rd NB

Improvement Type: Resurface

State Route: 15

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2031

Location: Lycoming Cr to Beauty's Run Rd NB

City of Williamsport &amp; Old Lycoming Twp

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

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

PennDOT Project Id: 115356

Project Administrator: PennDOT

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

Improvement Type: Resurface

State Route: 15

Municipality: Lewis (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/5/2026

Location: 1/2 mile south of 4 Mile Rd to SR 284 SB

Lewis, Cogan House &amp; Jackson Twp

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

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

PennDOT Project Id: 115357

Project Administrator: PennDOT

Title: Lycoming Cr to Beauty's Run Rd SB

Improvement Type: Resurface

State Route: 15

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2031

Location: Lycoming Creek to Beauty's Run Rd SB

City of Williamsport &amp; Old Lycoming Twp

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

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

PennDOT Project Id: 120721

Project Administrator: PennDOT

Title: SR 284 to Tioga Co NB &amp; SB

Improvement Type: Surface Treatment Micro-surfacing

State Route: 15

Municipality: Jackson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: SR 284 to Tioga Co NB &amp; SB

Jackson Twp

Project Description: Microsurface  
SR 284 to Tioga Co NB & SB  
Jackson Twp

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

PennDOT Project Id: 122292

Project Administrator: PennDOT

Title: North of Steam Valley to PA 284

Improvement Type: Resurface

State Route: 15

Municipality: Cogan House (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Cogan House Twp

Project Description: Resurface

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

PennDOT Project Id: 122535

Project Administrator: PennDOT

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

Improvement Type: Resurface

State Route: 15

Municipality: Clinton (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: SR 2001 to RAMP B RD  
Clinton Twp

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

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

PennDOT Project Id: 122830

Project Administrator: PennDOT

Title: SR 14 to Steam Valley Run SB

Improvement Type: Surface Treatment Micro-surfacing

State Route: 15

Municipality: Lewis (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

Location: SR 14 to Steam Valley Run  
Lewis Twp

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

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

PennDOT Project Id: 123209

Project Administrator: PennDOT

Title: Sign Structures

Improvement Type: Signing

State Route: 15

Municipality: South Williamsport (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

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

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

PennDOT Project Id: 6205

Project Administrator: PENNDOT

Title: SR 44 over Susquehanna River

Improvement Type: Bridge Painting

State Route: 44

Municipality: Jersey Shore (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/29/2026

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

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

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

PennDOT Project Id: 117885

Project Administrator: PennDOT

Title: SR 44 over Norfolk Southern RR

Improvement Type: Bridge Rehabilitation

State Route: 44

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2027

Location: SR 44 over Norfolk Southern RR  
Nippenose Township

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

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

PennDOT Project Id: 120916

Project Administrator: PennDOT

Title: Little Pine Bottom to Camp Blue Jay Dr

Improvement Type: Guiderail Improvement

State Route: 44

Municipality: Cummings (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

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

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

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

PennDOT Project Id: 123174

Project Administrator: PennDOT

Title: SR 44 over Rattling Camp Run

Improvement Type: Bridge Rehabilitation

State Route: 44

Municipality: Limestone (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2037

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

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

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

PennDOT Project Id: 123185

Project Administrator: PennDOT

Title: SR 44 over Morgan Run

Improvement Type: Bridge Rehabilitation

State Route: 44

Municipality: Nippenose (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2038

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

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

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

PennDOT Project Id: 123186

Project Administrator: PennDOT

Title: SR 44 over Tombs Run

Improvement Type: Bridge Rehabilitation

State Route: 44

Municipality: Watson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2037

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

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

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

PennDOT Project Id: 123187

Project Administrator: PennDOT

Title: SR 44 over Upper Pine Bottom Run

Improvement Type: Bridge Rehabilitation

State Route: 44

Municipality: Cummings (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2038

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

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

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

PennDOT Project Id: 120852

Project Administrator: PennDOT

Title: Lane Departures

Improvement Type: Safety Improvement

State Route: 54

Municipality: Clinton (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: County wide

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

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

PennDOT Project Id: 97615

Project Administrator: PennDOT

Title: PA 87 over Little Bear Creek

Improvement Type: Bridge Replacement

State Route: 87

Municipality: Plunketts Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/4/2027

Location: SR 87 over Little Bear Creek  
Plunketts Creek Township

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

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

PennDOT Project Id: 123190

Project Administrator: PennDOT

Title: SR 118 over Muncy Creek

Improvement Type: Bridge Rehabilitation

State Route: 118

Municipality: Wolf (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2038

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

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

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

PennDOT Project Id: 123196

Project Administrator: PennDOT

Title: SR 118 over Sugar Run

Improvement Type: Bridge Replacement

State Route: 118

Municipality: Wolf (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2039

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

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

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

PennDOT Project Id: 123197

Project Administrator: PennDOT

Title: SR 118 over Little Muncy Creek

Improvement Type: Bridge Rehabilitation

State Route: 118

Municipality: Jordan (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2039

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

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

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

PennDOT Project Id: 99226

Project Administrator: PennDOT

Title: Lyc Co Bridge Prsv Grp

Improvement Type: Bridge Rehabilitation

State Route: 180

Municipality: Fairfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2030

Location: Multiple bridges on I-180,  
Various municipalities

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

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

PennDOT Project Id: 109361

Project Administrator: PennDOT

Title: Muncy to PA 54 WB

Improvement Type: Surface Treatment Micro-surfacing

State Route: 180

Municipality: Muncy Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: I-180 WB SR 2014 to Northumberland County Line  
Muncy Creek Twp

Project Description: Micro-surface I-180 WB from SR 2014 (Muncy) to Northumberland County Line in Muncy Creek Township, Lycoming Co

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

PennDOT Project Id: 109362

Project Administrator: PennDOT

Title: Muncy to PA 54 EB

Improvement Type: Surface Treatment Micro-surfacing

State Route: 180

Municipality: Muncy Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: I-180 EB SR 2014 to Northumberland County Line  
Delaware TwpProject Description: Micro-surface on I-180 EB from SR 2014 (Muncy) Lycoming County to PA 54 (Turbotville exit) Northumberland County  
Delaware and Muncy Creek Townships

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

PennDOT Project Id: 121318

Project Administrator: PennDOT

Title: Major Guide Signs I

Improvement Type: Signing

State Route: 180

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/8/2027

Location: Lycoming County  
Various Twp.

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

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

PennDOT Project Id: 121503

Project Administrator: PennDOT

Title: Market St &amp; Maynard St

Improvement Type: Existing Signal Improvement

State Route: 180

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

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

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

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

PennDOT Project Id: 121786

Project Administrator: PennDOT

Title: Maynard Street Ramps

Improvement Type: Surface Treatment

State Route: 180

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

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

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

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

PennDOT Project Id: 122484

Project Administrator: PennDOT

Title: Lycoming Mall Interchange

Improvement Type: Lighting

State Route: 180

Municipality: Muncy (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2027

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

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

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

PennDOT Project Id: 123284

Project Administrator: PennDOT

Title: I-180 East over Brushy Ridge Rd

Improvement Type: Bridge Rehabilitation

State Route: 180

Municipality: Fairfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2031

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

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

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

PennDOT Project Id: 123355

Project Administrator: PennDOT

Title: Metal Drainage Pipe Upgrade

Improvement Type: Drainage Improvement

State Route: 180

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

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

Project Description: Metal Drainage Pipe Upgrade

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

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

PennDOT Project Id: 79249

Project Administrator: PennDOT

Title: US 220 over Wolf Run

Improvement Type: Bridge Replacement

State Route: 220

Municipality: Wolf (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2032

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

BMS 41 0220 0400 1035

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

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

PennDOT Project Id: 119921

Project Administrator: PennDOT

Title: Near Woodward/Williamsport Line

Improvement Type: Drainage Improvement

State Route: 220

Municipality: Woodward (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

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

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

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

PennDOT Project Id: 120574

Project Administrator: PennDOT

Title: Embkmnt Repair Betw Highland Lake &amp; Deer Lake

Improvement Type: Slides Correction

State Route: Rds

Municipality: Shrewsbury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/28/2027

Location: Lycoming County

Project Description: Embankment stabilization in Lycoming County

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

PennDOT Project Id: 121319

Project Administrator: PennDOT

Title: Major Guide Signs 2

Improvement Type: Signing

State Route: 220

Municipality: Porter (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/8/2027

Location: Lycoming County  
Various

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

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

PennDOT Project Id: 123286

Project Administrator: PennDOT

Title: SR 220 over Lycoming Creek

Improvement Type: Bridge Deck Rehabilitation

State Route: 220

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

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

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

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

PennDOT Project Id: 123288

Project Administrator: PennDOT

Title: SR 220 over Roaring Run

Improvement Type: Bridge Rehabilitation

State Route: 220

Municipality: Shrewsbury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2039

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

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

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

PennDOT Project Id: 5939

Project Administrator: PENNDOT

Title: SR 284 over Flooks Run

Improvement Type: Bridge Replacement

State Route: 284

Municipality: Pine (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2032

Location: SR 284 over Flooks Run  
Pine Township

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

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

PennDOT Project Id: 97617

Project Administrator: PennDOT

Title: PA 284 over Bonnell Run

Improvement Type: Bridge Rehabilitation

State Route: 284

Municipality: Pine (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2032

Location: PA 284 over Bonnell Run in Pine Township

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

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

PennDOT Project Id: 123212

Project Administrator: PennDOT

Title: SR 220 TO Second Fork Larrys Creek

Improvement Type: Resurface

State Route: 287

Municipality: Piatt (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

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

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

PennDOT Project Id: 123213

Project Administrator: PennDOT

Title: Second Fork Larry Creek to SR 4003

Improvement Type: Resurface

State Route: 287

Municipality: Mifflin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

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

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

PennDOT Project Id: 123294

Project Administrator: PennDOT

Title: SR 287 over Ltl Harbor Rn

Improvement Type: Bridge Replacement

State Route: 287

Municipality: Mifflin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2039

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

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

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

PennDOT Project Id: 123295

Project Administrator: PennDOT

Title: SR 287 over Hughes Rn

Improvement Type: Bridge Rehabilitation

State Route: 287

Municipality: Pine (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2039

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

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

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

PennDOT Project Id: 99008

Project Administrator: PennDOT

Title: PA 54 to School House Rd

Improvement Type: Reconstruct

State Route: 405

Municipality: Montgomery (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2035

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

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

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

PennDOT Project Id: 6206

Project Administrator: PENNDOT

Title: SR 414 over Pine Creek

Improvement Type: Bridge Rehabilitation

State Route: 414

Municipality: Brown (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2030

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

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

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

PennDOT Project Id: 97620

Project Administrator: PennDOT

Title: PA 864 over Mill Creek

Improvement Type: Bridge Rehabilitation

State Route: 864

Municipality: Upper Fairfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

Location: PA 864 over Mill Creek  
Upper Fairfield Township

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

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

PennDOT Project Id: 99237

Project Administrator: PennDOT

Title: PA 973 over Mill Creek

Improvement Type: Bridge Rehabilitation

State Route: 973

Municipality: Hepburn (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

Location: PA 973 over Mill Creek  
Hepburn Township

Project Description: Bridge rehabilitation on PA 973 over Mill Creek in Hepburn Township

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

PennDOT Project Id: 5983

Project Administrator: PENNDOT

Title: SR 1005 over Plunketts Creek

Improvement Type: Bridge Replacement

State Route: 1005

Municipality: Plunketts Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

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

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

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

PennDOT Project Id: 5920

Project Administrator: PENNDOT

Title: SR 1006 over Trib to Wallis Run

Improvement Type: Bridge Replacement

State Route: 1006

Municipality: Cascade (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/14/2028

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

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

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

PennDOT Project Id: 110182

Project Administrator: PennDOT

Title: SR 1006 over Trib to Slacks Run

Improvement Type: Bridge Replacement

State Route: 1006

Municipality: Cascade (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/30/2027

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

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

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

PennDOT Project Id: 5755

Project Administrator: PENNDOT

Title: SR 1010 over Roaring Branch

Improvement Type: Bridge Rehabilitation

State Route: 1010

Municipality: Jackson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2031

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

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

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

PennDOT Project Id: 123302

Project Administrator: PennDOT

Title: SR 1017 over Lycoming Crk

Improvement Type: Bridge Rehabilitation

State Route: 1017

Municipality: Old Lycoming (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2033

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

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

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

PennDOT Project Id: 97632

Project Administrator: PennDOT

Title: SR 2003 over Spring Creek

Improvement Type: Bridge Replacement

State Route: 2003

Municipality: Washington (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2032

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

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

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

PennDOT Project Id: 110190

Project Administrator: PennDOT

Title: SR 2004 over Trib to Spring Cr 2

Improvement Type: Bridge Replacement

State Route: 2004

Municipality: Washington (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2030

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

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

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

PennDOT Project Id: 98940

Project Administrator: PennDOT

Title: Bennet Run to Odell Road

Improvement Type: Surface Treatment Micro-surfacing

State Route: 2014

Municipality: Fairfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: 2/27/2025

Estimated Construction Bid Date: 2/27/2025

Location: SR 2014 from Bennet Run to Odell Road,  
Fairfield Twp

Project Description: Microsurface Roadway on SR 2014 from Bennet Run to Odell Road, Fairfield Twp

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$622	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$622	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$622					

PennDOT Project Id: 117864

Project Administrator: PennDOT

Title: John Brady Dr to Industrial Park Rd

Improvement Type: Resurface

State Route: 2014

Municipality: Muncy (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

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

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

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

PennDOT Project Id: 121165

Project Administrator: PennDOT

Title: Spur to Lyco Mall Dr

Improvement Type: Resurface

State Route: 2014

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: Lycoming Mall Dr Intersection  
Muncy Twp

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

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

PennDOT Project Id: 121166

Project Administrator: PennDOT

Title: Lycoming Mall Rd to John Brady Dr

Improvement Type: Resurface

State Route: 2014

Municipality: Muncy (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: Lycoming Mall Rd to John Brady Dr  
Muncy Twp

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$600	\$100	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$600	\$100	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$700					

PennDOT Project Id: 110181

Project Administrator: PennDOT

Title: SR 2015 over German Run

Improvement Type: Bridge Replacement

State Route: 2015

Municipality: Franklin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2029

Location: SR 2015 over German Run  
Franklin Township

Project Description: Bridge Replacement on SR 2015 over German Run in Franklin Township.

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

PennDOT Project Id: 118704

Project Administrator: PennDOT

Title: SR 2016 over Lycoming Creek &amp; Ramps

Improvement Type: Bridge Deck Rehabilitation

State Route: 2016

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2027

Location: SR 1017 and SR 2016  
Old Lycoming Township

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

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

PennDOT Project Id: 119519

Project Administrator: PennDOT

Title: Market St to SR 2014

Improvement Type: Resurface

State Route: 2016

Municipality: Williamsport (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: Market St to SR 2014

City of Williamsport &amp; Loyalsock Twp

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

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

PennDOT Project Id: 98948

Project Administrator: PennDOT

Title: SR 2014 to SR 2024

Improvement Type: Resurface

State Route: 2029

Municipality: Loyalsock (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

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

0010/0000 TO 0040/2682

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

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

PennDOT Project Id: 107588

Project Administrator: PennDOT

Title: North of Fox Hollow Rd

Improvement Type: Slides Correction

State Route: 2032

Municipality: Upper Fairfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: Kehler Hill Rd

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

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

PennDOT Project Id: 114265

Project Administrator: PennDOT

Title: SR 2014 to Pond Rd

Improvement Type: Resurface

State Route: 2049

Municipality: Muncy (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: SR 2014 to Pond Rd  
Muncy Twp

Project Description: Mill and Resurface on SR 2049 (Lycoming Mall Rd) from SR 2014 to Pond Rd in Muncy Twp, Lycoming Co

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

PennDOT Project Id: 97662

Project Administrator: PennDOT

Title: SR 2053 over Wolf Run

Improvement Type: Bridge Rehabilitation

State Route: 2053

Municipality: Muncy (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2032

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

41205300401609

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

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

PennDOT Project Id: 110204

Project Administrator: PennDOT

Title: SR 2055 over Trib to Muncy Cr

Improvement Type: Bridge Replacement

State Route: 2055

Municipality: Muncy Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2032

Location: SR 2055 over Tributary to Muncy Creek  
Muncy Creek Township

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

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

PennDOT Project Id: 6030

Project Administrator: PENNDOT

Title: SR 2061 over Beaver Run

Improvement Type: Bridge Replacement

State Route: 2061

Municipality: Penn (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/16/2027

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

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

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

PennDOT Project Id: 110205

Project Administrator: PennDOT

Title: SR 2061 over Little Sugar Run

Improvement Type: Bridge Replacement

State Route: 2061

Municipality: Wolf (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2032

Location: SR 2061 over Little Sugar Run  
Wolf Township

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

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

PennDOT Project Id: 123328

Project Administrator: PennDOT

Title: Lycoming County Bridge Overlays

Improvement Type: Bridge Preservation Activities

State Route: 2061

Municipality: Muncy Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Various Locations in Lycoming County

Project Description: Various Locations in Lycoming County  
Bridge Overlays

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

PennDOT Project Id: 117235

Project Administrator: PennDOT

Title: Group Bridge Painting 2

Improvement Type: Bridge Preservation Activities

State Route: 2069

Municipality: Moreland (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2031

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

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

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

PennDOT Project Id: 99408

Project Administrator: PennDOT

Title: SR 2083 over Lake Run

Improvement Type: Bridge Rehabilitation

State Route: 2083

Municipality: Shrewsbury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2027

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

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

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

PennDOT Project Id: 99036

Project Administrator: PennDOT

Title: SR 3007 over Pine Run

Improvement Type: Bridge Replacement

State Route: 3007

Municipality: Piatt (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 5/21/2026

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

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

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

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Williamsport MPO TIP - Highway &amp; Bridge Projects

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PennDOT Project Id: 88743

Project Administrator: PennDOT

Title: SR 4001 over Lt Pine Crk

Improvement Type: Bridge Rehabilitation

State Route: 4001

Municipality: Pine (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/27/2026

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

BMS# 41 4001 0210 0312

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

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

PennDOT Project Id: 6031

Project Administrator: PENNDOT

Title: SR 4010 over Larrys Creek

Improvement Type: Bridge Replacement

State Route: 4010

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: 1/8/2026

Estimated Construction Bid Date: 1/8/2026

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

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

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

PennDOT Project Id: 99061

Project Administrator: PennDOT

Title: SR 4010 ov Larry's Creek

Improvement Type: Bridge Replacement

State Route: 4010

Municipality: Cogan House (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: 1/8/2026

Estimated Construction Bid Date: 1/8/2026

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

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

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

PennDOT Project Id: 5928

Project Administrator: PENNDOT

Title: T-434 over Mosquito Crik

Improvement Type: Bridge Replacement

State Route: 7202

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2030

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

BMS 41 7202 0434 0300

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

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

PennDOT Project Id: 123313

Project Administrator: PennDOT

Title: Lycoming County Bridge Overlays

Improvement Type: Bridge Preservation Activities

State Route: 7231

Municipality: Penn (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

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

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

HBTIP

## Appendix E: WATS Transit 2027-2030 Projects

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RPT# TIP206D

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### FFY 2027 Williamsport TIP

Project Information			FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 Costs						
Project	Project Title	Sponsor	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals
76510	Garage/Office/CNG Imprvmn	RVT	5307	509,550	339	95,541	31,847	636,938	5307	100,000	339	18,750	6,250	125,000	5307	683,092	339	128,080	42,693	853,865	5307	1,480,362	339	277,568	92,523	1,850,453	3,466,256
84058	Operating Assistance	RVT	5307	3,000,000	338	6,237,634	13,500	9,251,134	5307	3,000,000	338	6,237,634	597,070	9,834,704	5307	3,000,000	338	6,237,634	597,070	9,834,704	5307	3,000,000	338	6,234,634	658,270	9,892,904	38,813,446
89391	Spare Components	RVT	5307	62,433	339	11,706	3,902	78,041	5307	125,000	339	23,438	7,813	156,251	5307	100,000	339	18,750	6,250	125,000	5307	150,000	339	28,125	9,375	187,500	546,792
89579	Support Vehicles	RVT	5307	40,600	338	28,420	12,180	81,200	5307	23,000	338	16,100	6,900	46,000	5307	130,000	338	91,000	39,000	260,000							387,200
114340	Purchase CNG Tr. Vehicles	RVT	5307	820,000	339	461,250	51,250	1,332,500	5307	820,000	339	153,750	51,250	1,025,000	5307	2,500,000	339	468,750	153,250	3,122,000	5307	1,480,362	339	277,568	92,523	1,850,453	7,329,953
123763	IT/Technology	RVT	5307	73,750	338	51,625	22,125	147,500	5307	105,000	338	73,500	31,500	210,000	5307	75,000	338	52,500	22,500	150,000	5307	326,522	338	229,265	97,956	653,743	1,161,243
<b>Totals for: River Valley Transit</b>				<b>4,506,333</b>		<b>6,886,176</b>	<b>134,804</b>	<b>11,827,313</b>		<b>4,173,000</b>		<b>6,523,172</b>	<b>700,783</b>	<b>11,396,955</b>		<b>6,488,092</b>		<b>6,996,714</b>	<b>860,763</b>	<b>14,345,569</b>		<b>6,437,246</b>		<b>7,047,160</b>	<b>950,647</b>	<b>14,435,083</b>	<b>51,704,890</b>
<b>Overall Totals:</b>				<b>4,506,333</b>		<b>6,886,176</b>	<b>134,804</b>	<b>11,827,313</b>		<b>4,173,000</b>		<b>6,523,172</b>	<b>700,783</b>	<b>11,396,955</b>		<b>6,488,092</b>		<b>6,996,714</b>	<b>860,763</b>	<b>14,345,569</b>		<b>6,437,246</b>		<b>7,047,160</b>	<b>950,647</b>	<b>14,435,083</b>	<b>51,704,890</b>

## River Valley Transit

PennDOT Project Id: 76510

Title: Garage/Office/CNG Impvnm

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lycoming

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

## Narrative:

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

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

PennDOT Project Id: 84058

Title: Operating Assistance

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lycoming

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

## Narrative:

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$3,000	\$3,000	\$3,000	\$3,000	\$0	\$0
State:	\$6,238	\$6,238	\$6,238	\$6,235	\$0	\$0
Local/Other:	\$14	\$597	\$597	\$658	\$0	\$0
Period Totals	\$9,252	\$9,835	\$9,835	\$9,893	\$0	\$0
Total FY 2027-2038 Cost	\$38,815					

PennDOT Project Id: 89391

Title: Spare Components

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lycoming

Purchase of Spare Components

## Narrative:

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

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

PennDOT Project Id: 89579

Title: Support Vehicles

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lycoming

Support Vehicles

## Narrative:

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

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

## Appendix F – 2027-2030 Interstate Projects

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

FFY 2027 Interstate TIP

Page 1 of 1

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

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Interstate TIP - Highway & Bridge Projects

Page 1 of 1

Lycoming

PennDOT Project Id: 120114

Project Administrator: PennDOT

Improvement Type: Bridge Preservation Activities

Municipality: Muncy Creek (TWP)

Actual Construction Bid Date:

Location: I-180

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

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

State Route: 180

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 9/1/2027

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

HBTIP

## Appendix G – Statewide Projects

\*Will be updated when new project list is available

## **Appendix H – WATS 2027-2030 TIP Project Selection Matrix**

\*Will be updated when new project list is available

## **Appendix I – WATS 2025 TYP Survey Results**

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

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

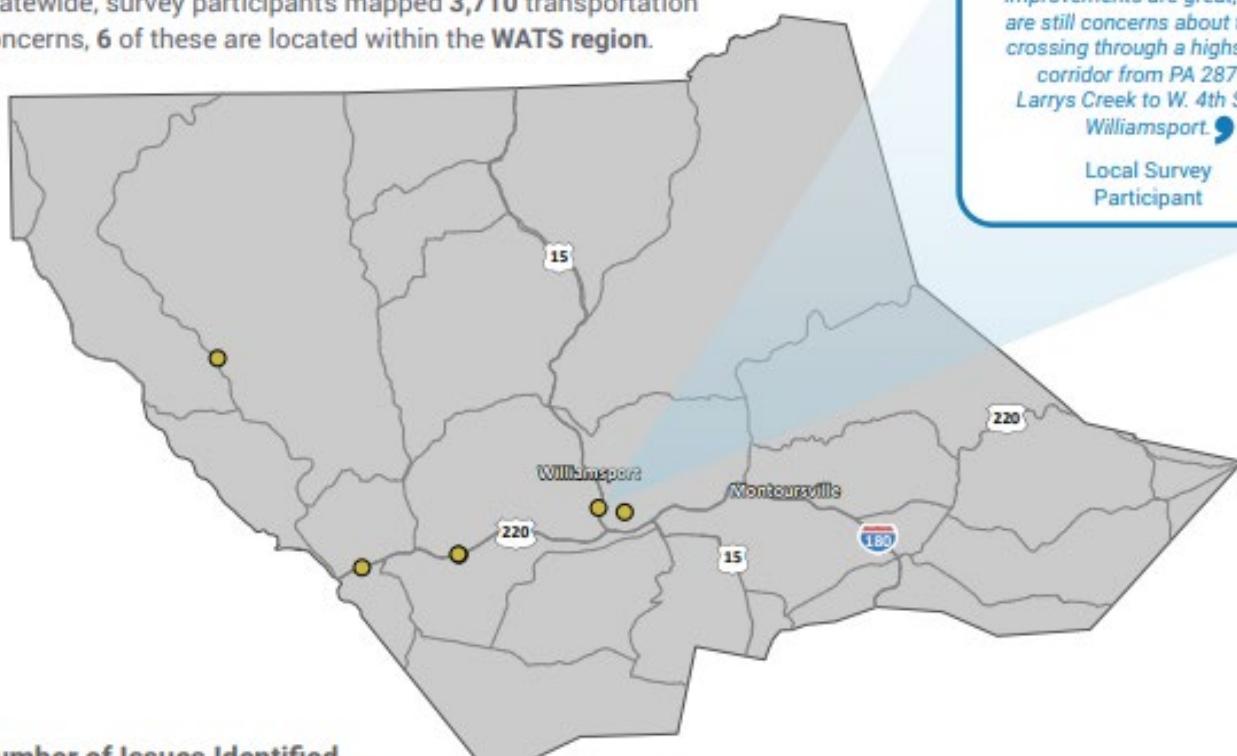


## A CLOSER LOOK AT YOUR REGION

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

**Transportation Issues Identified**

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

**Number of Issues Identified**

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





## WILLIAMSPORT AREA TRANSPORTATION STUDY (WATS)

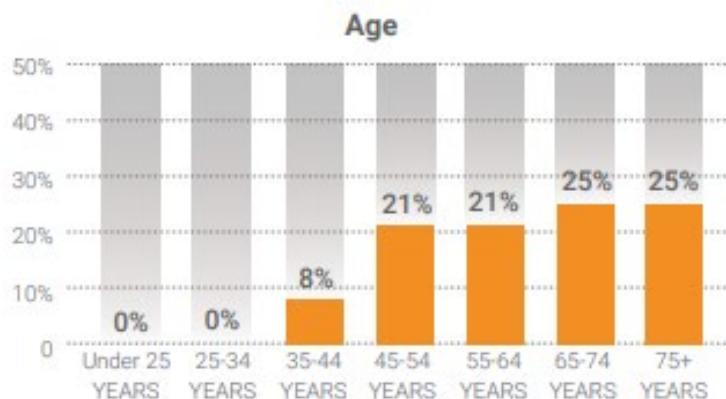
State Transportation  
Commission

### ABOUT THE SURVEY PARTICIPANTS IN YOUR REGION

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

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

Responses to demographics questions were optional.



### Top Transportation Modes



### Transportation Priorities Ranking

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



Pennsylvania  
Department of Transportation

• TalkPATransportation.com  
• 717.783.2262  
✉ RA-PennDOTSTC@pa.gov

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

## **Appendix J – Public Comment Period Advertisement**

## **Appendix K – Summary of Public Comment**

# Appendix L – Self Certification Resolution

## WILLIAMSPORT AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION SELF-CERTIFICATION RESOLUTION

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

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

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

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

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

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

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

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

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

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

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

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

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Emily Mrochko, WATS MPO Secretary

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Eric High, WATS MPO Chairperson

# **Appendix M – WATS TIP Modification Procedures Memorandum of Understanding**

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## **MEMORANDUM OF UNDERSTANDING**

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

#### Purpose

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

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

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

#### How and When is a STIP/TIP Developed?

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

#### WATS TIP Administration

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

The federal statewide and metropolitan planning regulations contained in [23 CFR § 450](#) govern the provisions for revisions of the STIP and WATS TIP. The intent of this federal regulation is to acknowledge the

relative significance, importance, and/or complexity of individual programming amendments and administrative modifications. If necessary, [23 CFR § 450.328](#) permits the use of alternative procedures by the cooperating parties to effectively manage amendments and/or administrative modifications encountered during a given TIP cycle. Cooperating parties include PennDOT, WATS, FHWA, FTA, and RVTA. Any alternative procedures must be agreed upon, and documented in the WATS TIP.

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

STIP/WATS TIP revisions must correspond to the adopted provisions of the WATS Public Participation Plan (PPP). The WATS PPP is a documented broad-based public involvement process that describes how WATS will involve and engage the public and interested parties in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the STIP/WATS TIP.

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

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

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

## **WATS TIP Revisions**

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

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

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

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

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

An e-STIP submission shall include:

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

All revisions associated with an amendment, including any supporting administrative modifications, should be shown on the same FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire action) will require review and/or approval by the cooperating parties. In

the case that a project phase is pushed out of the TIP period, the WATS MPO and PennDOT will demonstrate, through a FCC, fiscal balance of the subject project phase in the second or third four years of the TYP and/or the respective regional LRTP.

The initial submission and approval process of the Interstate Program and other federally funded Statewide Programs and increases/decreases to these programs which exceed the thresholds above will be considered an amendment and require approval by PennDOT and FHWA/FTA (subsequent placement of these individual projects or line items on respective WASTS MPO TIP will be considered an administrative modification). In the case of Statewide Programs, including the IM Program and other federally funded statewide programs, approval by PennDOT's PMC and FHWA is required. Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by FTA. These projects will be coordinated between FTA, PennDOT, the transit agency and associated MPO/RPO and should be programmed within the TIP of the urbanized area where the project is located. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

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

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

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

**Administrative Modifications do not require federal approval.** PennDOT and WATS will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative action that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

All revisions, amendments, and administrative modifications shall be identified, numbered, and grouped as one action on an FCC demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire revision action) will require review and/or approval by the Cooperating Parties. In the case that a project phase is pushed out of the TIP period, WATS will demonstrate, through an FCC, fiscal balance of the subject project phase on the second period of the WATS LRTP.

### Transit Statewide Managed Funds

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

### Fiscal Constraint

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

All revisions must maintain a year-to-year fiscal constraint per [23 CFR 450.218\(l\)&\(m\)](#) and [23 CFR 450.326\(g\)\(j\)&\(k\)](#), for each of the four years of the STIP/WATS TIP. All revisions shall account for year of expenditure (YOE), and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for the completion of the project, which may extend beyond the four years of the STIP/WATS TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

### STIP/TIP Financial Reporting

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

### WATS TIP Transportation Performance Management

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

### MPO/RPO TIP Revision Procedures

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

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

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

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

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

## **Appendix N – Pennsylvania’s 2027 Transportation Program General Guidance**

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

([https://lycomingcountypa.gov/government/departments/planning\\_community\\_development/transportation/transportation\\_improvement\\_program\\_tip.php](https://lycomingcountypa.gov/government/departments/planning_community_development/transportation/transportation_improvement_program_tip.php))

For Williamsport

Overall Change Amount: \$0

Action ID	Commit Date	Action Type	Change Amount
143054	11/07/2025	Administrative Action	\$0

**Narrative:**

WATS MPO, District 3-0. Involves federal (STP) funds.

From:  
68713 CON STP Decreased by -284,000 in FFY 2026

To:  
110167 CON STP Increased by 284,000 in FFY 2026

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-284,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
110167	Lycoming	54	101	SR 54 over Susquehanna River	CON	\$284,000

Action ID	Commit Date	Action Type	Change Amount
143064	11/12/2025	Administrative Action	\$0

**Narrative:**

Williamsport MPO, District 3-0. Involves federal (STP) funds.

From:  
68713 CON STP Decreased by -150,000 in FFY 2026

To:  
110167 CON STP Increased by 150,000 in FFY 2026

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-150,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
110167	Lycoming	54	101	SR 54 over Susquehanna River	CON	\$150,000

Action ID	Commit Date	Action Type	Change Amount
143219	11/21/2025	Administrative Action	\$0

**Narrative:**

WATS MPO, 3-0. Involves federal (STP) funds.

From:  
68713 CON STP Decreased by -1,000 in FFY 2026

To:  
6209 PE STP Increased by 1,000 in FFY 2026

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-1,000
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
6209	Lycoming	4001	020	SR 4001 ov Lt Pine Creek	PE	\$1,000

Action ID	Commit Date	Action Type	Change Amount
143264	11/25/2025	Administrative Action	\$0

**Narrative:**

SEDACOG MPO. State funds (581)

Increase to meet the updated estimate

68016 CON 581 Decreased by -352,706 in FFY 2026  
 99123 CON 581 Increased by 116,605 in FFY 2026  
 122595 CON 581 Increased by 8,211 in FFY 2026  
 122597 CON 581 Increased by 76,603 in FFY 2026  
 123040 CON 581 Increased by 27,522 in FFY 2026  
 123043 CON 581 Increased by 119,129 in FFY 2026  
 123141 CON 581 Increased by 4,636 in FFY 2026

From: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68016	Columbia		000	3-0 SEDA-COG Line Item		
To: SEDA-COG/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
99123	Montour	45	030	North'd Co Line to PA 642	CON	\$116,605
122595	Sullivan	42	137	SR 3002 to Lake Ave	CON	\$8,211
122597	Bradford	187	112	SR 1029 to SR 1022	CON	\$76,603
123040	Lycoming	4006	021	SR 287 to Cogan House Township	CON	\$27,522
123043	Lycoming	239	028	SR 118 to SR 42	CON	\$119,129
123141	Snyder	1009	012	SR 522 to SR 204	CON	\$4,636

Action ID	Commit Date	Action Type	Change Amount
143284	12/01/2025	Administrative Action	\$0

**Narrative:**

WATS MPO. Federal funds (BOF, BRIP)

Swap fund flavors

99061 CON BOF Increased by 400,000 in FFY 2026  
 99061 CON BRIP Decreased by -400,000 in FFY 2026  
 68713 CON BOF Decreased by -400,000 in FFY 2026  
 68713 CON BRIP Increased by 400,000 in FFY 2026

From: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
99061	Lycoming	4010	006	SR 4010 ov Larry's Creek		
To: Williamsport/District 3-0						
Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve		

Action ID	Commit Date	Action Type	Change Amount
143291	12/03/2025	Amendment	\$0

**Narrative:**

WATS MPO. Federal Funds (CRP, CRPU)

AMENDMENT-Adding a new project using Federal Funds

WATS MPO Approval 12/8/25

eSTIP Approval 12/19/25

68713 CON CRP Decreased by -98,000 in FFY 2028  
68713 CON CRP Decreased by -350,000 in FFY 2027  
68713 CON CRP Decreased by -48,000 in FFY 2026  
68713 CON CRPU Decreased by -152,000 in FFY 2028  
68713 CON CRPU Decreased by -152,000 in FFY 2026  
122484 CON CRP Add 98,000 in FFY 2028  
122484 CON CRP Add 250,000 in FFY 2027  
122484 CON CRPU Add 152,000 in FFY 2028  
122484 FD CRP Add 100,000 in FFY 2027  
122484 PE CRP Add 48,000 in FFY 2026  
122484 PE CRPU Add 152,000 in FFY 2026

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-800,000

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
122484	Lycoming	180	160	Lycoming Mall Interchange	PE	\$200,000
122484	Lycoming	180	160	Lycoming Mall Interchange	CON	\$500,000
122484	Lycoming	180	160	Lycoming Mall Interchange	FD	\$100,000

Action ID	Commit Date	Action Type	Change Amount
143381	12/11/2025	Administrative Action	\$0

**Narrative:**

WATS MPO. State funds (581)

Add PE to the TIP

68713 CON 581 Decreased by -700,000 in FFY 2026  
98948 PE 581 Add 200,000 in FFY 2026  
119519 PE 581 Add 500,000 in FFY 2026

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-700,000

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
98948	Lycoming	2029	005	SR 2014 to SR 2024	PE	\$200,000
119519	Lycoming	2016	029	Market St to SR 2014	PE	\$500,000

Action ID	Commit Date	Action Type	Change Amount
143388	12/11/2025	Administrative Action	\$0

**Narrative:**

WATS MPO. (581)

Add to the TIP

68713 CON 581 Decreased by -10,000 in FFY 2026  
123203 PE 581 Add 10,000 in FFY 2026

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-10,000

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
123203	Lycoming			Northern RAR 2026	PE	\$10,000

Action ID	Commit Date	Action Type	Change Amount
143390	12/11/2025	Administrative Action	\$0

**Narrative:**

Administrative action to the 2025-28 Williamsport TIP increasing the CON phase of the 3rd St to Four Mile Drive project to cover low-bid plus inspection. Statewide PROTECT Reserve used as source of funds to maintain fiscal constraint.

118322 CON PRTCT Decreased by -327,355 in FFY 2026

119791 CON PRTCT Increased by 327,355 in FFY 2026

**From: STWD Items/District 99-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
118322	Central Office			PROTECT Reserve	CON	\$-327,355

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
119791	Lycoming	2039	010	3rd St to Four Mile Drive	CON	\$327,355

Action ID	Commit Date	Action Type	Change Amount
143438	12/15/2025	Administrative Action	\$0

**Narrative:**

WATS MPO, District 3-0. 100% State.

From:

68713 CON 581 Decreased by -100,000 in FFY 2026

To:

115091 PE 581 Add 100,000 in FFY 2026

**From: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
68713	Lycoming		000	WATS TIP Reserve	CON	\$-100,000

**To: Williamsport/District 3-0**

Project	County	S.R.	Section	Project Title	Phase	Amount
115091	Lycoming	3036	003	Foy Ave to High St	PE	\$100,000