50+ YEARS
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EST. 1970
northern tier regional planning & development commission

Northern Tier Rural Planning Organization

2050 Long-Range Transportation Plan

Adopted May 2, 2025









Notice under Title VI and the Americans with Disabilities Act

Title VI Compliance

The Northern Tier RPO fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related nondiscrimination statutes and regulations in all programs and activities. This assures that no person shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination on the grounds of race, color, national origin, religion, or sex.

ADA Compliance

The Northern Tier RPO also complies with the Americans with Disabilities Act of 1990 (ADA). The ADA grants civil rights protections to those with disabilities and guarantees equal opportunities to such individuals regarding employment, transportation, public accommodation, state and local government services, and telecommunications. With advance notification, accommodations may be provided at any meeting open to the public for those with special needs related to language, speech, sight, or hearing. For more information on the Northern Tier RPO's Title VI program and the procedures to file a complaint, please contact Bonnie Warner, Workforce Quality Specialist, by phone at 570-265-1513, by e-mail at warner@northerntier.org, or by visiting Northern Tier Regional Planning and Development Commission at 312 Main Street, Towanda, PA 18848.

If information is needed in another language, please call 570-265-1513.

Grievance Procedure

Any persons who believe they have been aggrieved by any unlawful discriminatory practice under Title VI or ADA may file a complaint with Northern Tier RPO. Any such complaint must be in writing and filed with Bonnie Warner and/or the appropriate state or federal agency. Publications and other public documents can be made available in alternative languages and formats, if requested. Northern Tier RPO public meetings are held in ADA-accessible facilities, and in transit accessible locations when possible.

For more information visit: https://northerntier.org/wp-content/uploads/2024/12/Northern-Tier-RPO-Title-VI-Plan_DRAFT_November-2024.pdf or contact the ADA Coordinator, Bonnie Warner. If you have a request for a special need, wish to file a complaint, or desire additional information, please call 570-265-1513, visit Northern Tier Regional Planning and Development Commission at 312 Main Street, Towanda, PA 18848, or e-mail warner@northerntier.org.

Notice under Title VI and the Americans with Disabilities Act

Nondiscrimination Policy Statement

Northern Tier RPO does not discriminate on the grounds of race, color, or national origin in its programs or activities. Furthermore, Northern Tier RPO will not, directly or through contractual arrangements:

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

In addition to the aforementioned covered Title VI basis, Northern Tier RPO does not discriminate against individuals on the basis of disability in its services, programs or activities. All complaints that allege exclusion from participation in, denial of benefits or discrimination on the grounds of race, color, or national origin from a program, service, or activity administered by Northern Tier RPO shall be forwarded to the Northern Tier RPO Title VI Coordinator for intake and disposition consistent with the appropriate operating administration's complaint resolution process.

Members of the public may file Title VI complaints via e-mail to Frank Thompson, Executive Director, at thompson@northerntier.org or via mail at: Northern Tier Regional Planning and Development Commission, 312 Main Street, Towanda, PA, 18848. Complaints that a program, service, or activity of Northern Tier RPO or one of its member municipalities is not accessible to persons with disabilities should be directed to: Frank Thompson, Executive Director, at 570-265-1515 or thompson@northerntier.org, or by mail at Northern Tier Regional Planning and Development Commission, 312 Main Street, Towanda, PA, 18848.

Northern Tier RPO will not place a surcharge on an individual with a disability to cover the costs of providing auxiliary aids/services or reasonable modifications of policy.

ATTENTION: If you speak another language, language assistance is available to you FREE OF CHARGE. Call 1.888.804.2044 (TTY: 711)

Español

Atención: Si habla español, tiene a su disposición servicios gratuitos de asistencia lingüística. Llame al 1.888.804.2044 (TTY: 711)

Transportation Timeline



1884 – Lehigh Valley Railroad freight station built in Towanda

1940 – Grand Canyon Airport opens

1962 – Interstate 81 opens in Susquehanna County

1966 – Procter & Gamble opens in Mehoopany

1972 – US 220 Expressway opens

1975 – Towanda-Monroeton Shippers Lifeline (TMSLL) founded

1976 – US 220/Towanda Bypass opens to traffic

1980 – Endless Mountains Transportation Authority (EMTA) created

1981 – Monroeton rail line abandoned south to Wilkes-Barre

1987 – PennDOT opens a “Super-2” expressway around Mansfield

1988 – Population exceeds 175,000 for the first time

1993 – Wellsboro & Corning Railroad acquired from Conrail

1995 – I-81, US 6, US 15, and US 220 added to the National Highway System (NHS)

1997 – Northern Tier Rural Planning Organization (RPO) commissioned

1999 – PA 17 designated as Interstate 86

2001 – BicyclePA Routes G, L, J, and Y designated

2001 – Tunkhannock Bypass opens to traffic

2001 – Construction begins on a four-lane US 15 from Blossburg to the southern Mansfield Bypass

2003 – US 15 Rest Area/Welcome Center Opens

2004 – RPO adopts its first Long-Range Transportation Plan (LRTP)

2004 – Merrill Parkway in Towanda opens to traffic

2005 – Viaduct Valley Way and Gateway to the Endless Mountains are designated as the region’s first byways

2008 – US 15 modernized to New York State line, opens to traffic

2010 – Reading Blue Mountain and Northern (RBMN) acquires TMSLL

2011 – Marcellus Shale Freight Transportation Study

2012 – Act 13 passed, authorizing local governments to adopt an impact fee

2012 – EMTA becomes BeST Transit

2017 – Daily vehicle-miles traveled (DVMT) exceeds 5.5 million for the first time

2027 – US 15 designated as Interstate 99

Transportation by the Numbers

	Bradford	Sullivan	Susquehanna	Tioga	Wyoming	Northern Tier
Townships	37	9	27	28	18	120
Boroughs	14	4	13	10	5	46
Municipalities with a Comprehensive Plan	24	6	21	26	15	92
Municipalities with Zoning	15	3	7	16	10	51
Municipalities with a Planning Commission	4	5	10	15	11	60
Transit Systems	1	1	1	1	1	2
Public-Use Airports	1	0	0	1	1	3
Total Population (2021)	60,233	5,935	38,892	41,089	30,405	172,538
Percentage of Households without a Vehicle	8%	5%	5%	6%	5%	6%
Total Jobs	25,731	2,142	16,327	15,761	10,798	70,759
State Bridges (> 8')	510	139	414	522	204	1,789
State Bridges in "Poor" Condition (> 8')	17	3	99	9	34	162 (9.1%)
Local Bridges	117	32	69	86	27	331
Local Bridges in "Poor" Condition (> 20')	42	7	16	11	11	87 (26.3%)
Linear Miles of Roadway (2022)	2,484	596	1,851	1,905	762	7,598
Linear Miles of Local Roadways	1,587	297	1,057	1,144	397	4,483
Linear Miles of Interstate Highway	0	0	27	0	0	27
BicyclePA Routes (Miles)	100.2	0.0	30.0	97.4	34.0	261.6
Total DVMT (2022)	1,417,289	181,639	1,279,632	1,288,742	753,680	4,920,982
Railroad Miles	57	0	46	24	44	171
Average Annual Roadway Crashes (2019–2023)	537	63	399	331	253	1,582
Average Annual Roadway Fatalities (2019–2023)	9	0.4	9	6	4	28
Registered Electric Vehicles (2022)	45	3	27	26	23	124

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Trends and Implications



Regional Position

The Northern Tier covers nearly 4,000 square miles across five counties.

Overview and Key Trends

- The Northern Tier RPO region covers 3,988 square miles across five counties: Bradford (1,161), Sullivan (453), Susquehanna (832), Tioga (1,137), and Wyoming (405). Bradford County is the second-largest county by land area in Pennsylvania followed closely by Tioga County, which ranks fourth.
- The region is situated within the Appalachian Region and borders New York State to the north (Figure 1).
- Located in Bradford County, the Sayre Micropolitan Statistical Area is the region's only Micropolitan or Metropolitan Statistical Area. The area encompasses 1,161 square miles and is home to 59,967 people as of the 2020 Census. The Borough of Sayre (population 5,400) is the most populous municipality in the region.
- The region is traversed by 27 miles of Interstate highway. Interstate 81 runs north-south within Susquehanna County. To the north, Interstate 86 runs east-west along the New York State line with several interchanges at Bradford County's northern border. These include two in Sayre (PA 199) and South Waverly (US 220). Other principal arterials such as US 6, US 11, US 15, and US 220 provide mobility to the region's residents, workers, and visitors.
- Residents and workers in the Northern Tier can access jobs and attractions in several metropolitan areas within a 90-minute drive, including Scranton, Wilkes-Barre, and Williamsport in Pennsylvania and Binghamton, Elmira, and Corning in New York.

Regional Position

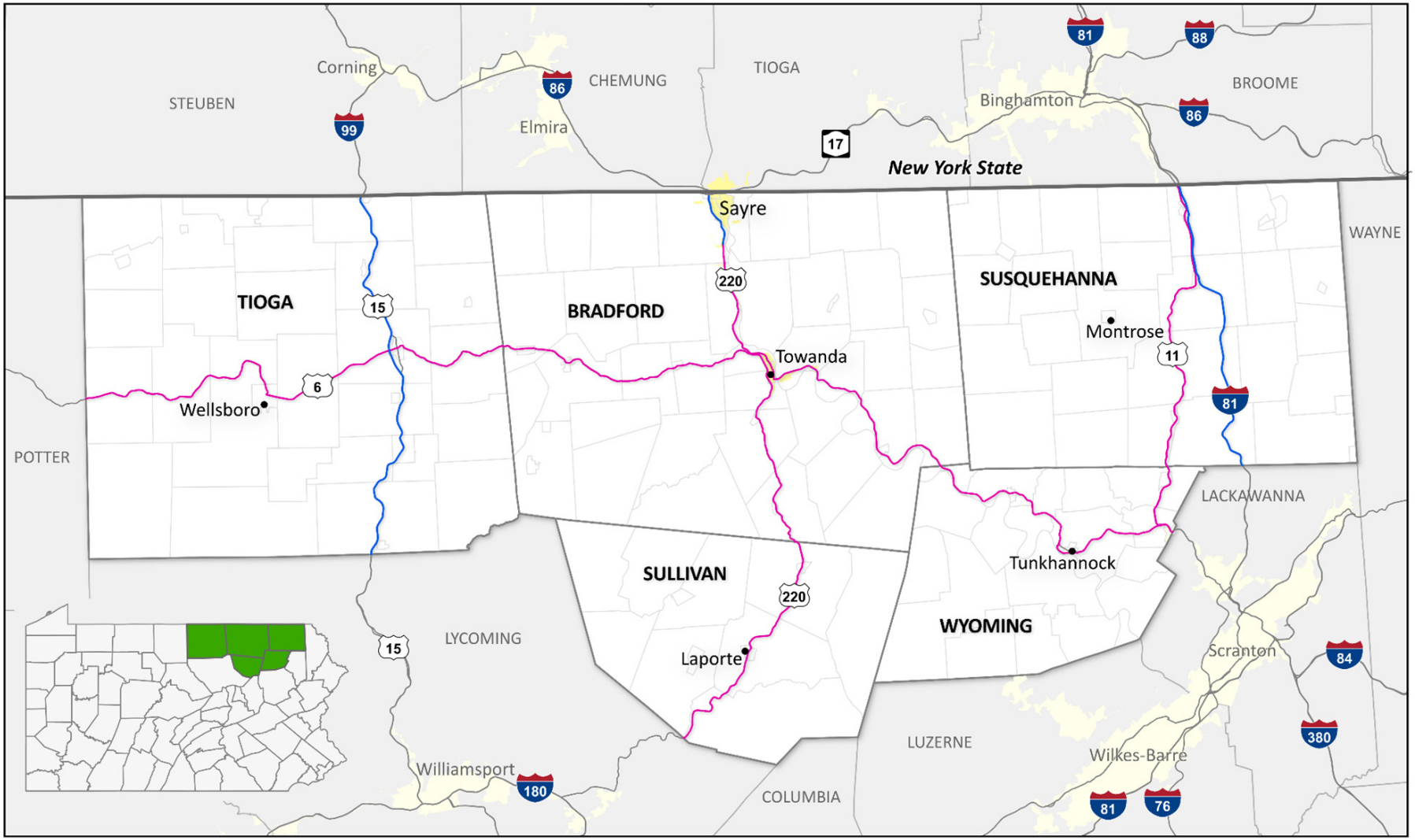


Planning Implications

- The Northern Tier's location within the Appalachian region makes it eligible for federal funding opportunities through the Appalachian Regional Commission (ARC), such as the Area Development Program and the Local Access Road Program.
- The region's landscape spans rural and semi-rural areas, emphasizing the need for inter-county connectivity through road networks, public transportation, and shared infrastructure.
- The region's topography presents challenges to transportation infrastructure with its hills, valleys, and forest lands. Planning and project development need to consider factors such as road gradients, drainage, and winter maintenance to ensure safe travel across these varying landscapes.
- Historically, the Northern Tier has experienced harsh winters, impacting road conditions and accessibility. Addressing winter weather impacts requires coordination on snow removal strategies, maintenance schedules, and emergency response.
- The region is a net exporter of labor, with thousands of workers commuting to employment destinations outside the region. The RPO will need to consider existing strategies from the regional Comprehensive Economic Development Strategy (CEDS) plan along with new initiatives to plan for transportation's role in worker mobility and the region's economic health.

Regional Position

Figure 1: Northern Tier's Geographical Position



Demographics

Since 2012, the region's population has decreased by 10,500—a 6 percent decline.

Overview and Key Trends

- As of 2022, the Northern Tier region had a population of 171,984. Since 2012, the region's population has decreased by approximately 10,500 people—a 6 percent decline.
- According to the economic and demographic data projection firm Woods and Poole, the region's population is expected to decline to a total of 170,608 by the plan horizon year of 2050 and continue to decline to 164,369 by 2055.
- U.S. Census American Community Survey (ACS) data reveal that all five of the region's counties recorded population declines between 2012 and 2022. Sullivan and Susquehanna counties experienced the most significant decreases at 10.7 percent and 8.9 percent, respectively. Wyoming County recorded a decline of 7.1 percent, followed by Bradford (3.9 percent) and Tioga (2.1 percent) counties.
- Of the region's 166 municipalities, 132 lost population during the decade ending 2020. The largest losses were within the boroughs of Mansfield and Montrose. Communities with the largest gains were Wellsboro Borough and adjacent Charleston Township.
- Declines were evenly distributed across municipality types over the last decade. Boroughs collectively declined by 6.4 percent (or a total of 3,150), while townships lost 6.2 percent (8,155).
- While the region's total population has declined, the senior population (aged 65+ years) continues to grow, reflecting a population that is aging in place. The number of senior citizens in the region reached a high of 39,192 in 2022. According to Woods and Poole projections, this population group is expected to grow to a total of nearly 55,000 people by 2050.

Planning Implications

- Growth of the region's senior population translates to the need for more public transportation services and a highway system that is more predictable to use, with greater reflectivity, maintenance, improved signage, and increased safety measures, among other considerations.
- Declining population size can translate into reduced revenues from fuel taxes and other transportation-related fees, yielding smaller budgets for road maintenance and improvements and service reductions for public transportation.

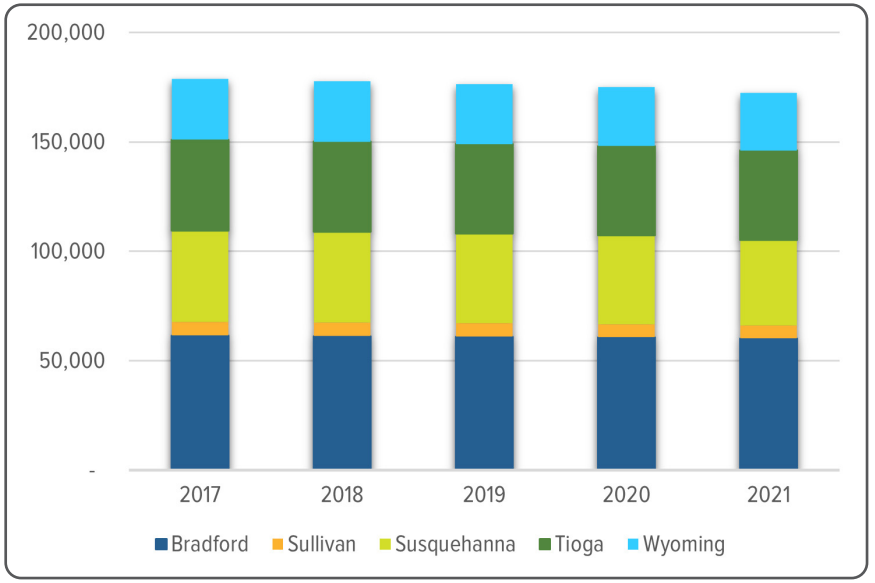


Figure 2: Population Change by County, 2017–21

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

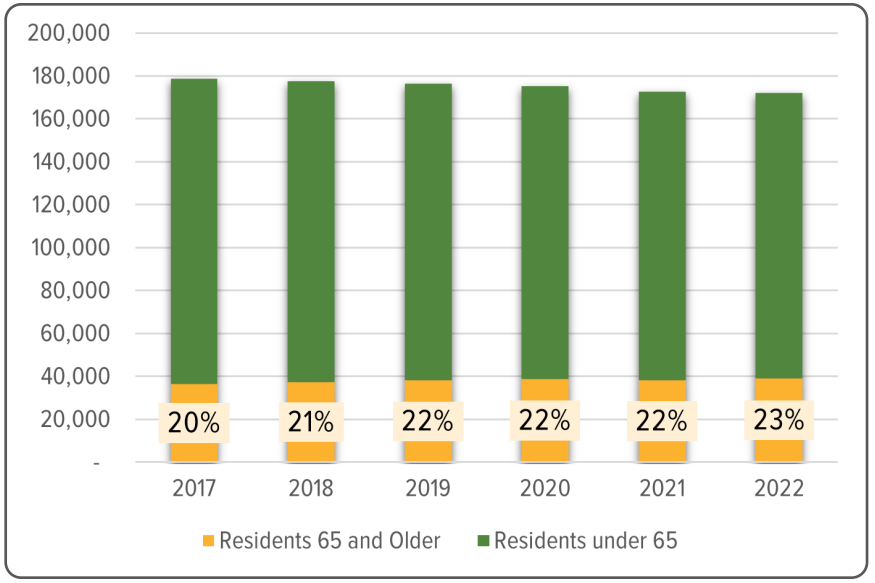
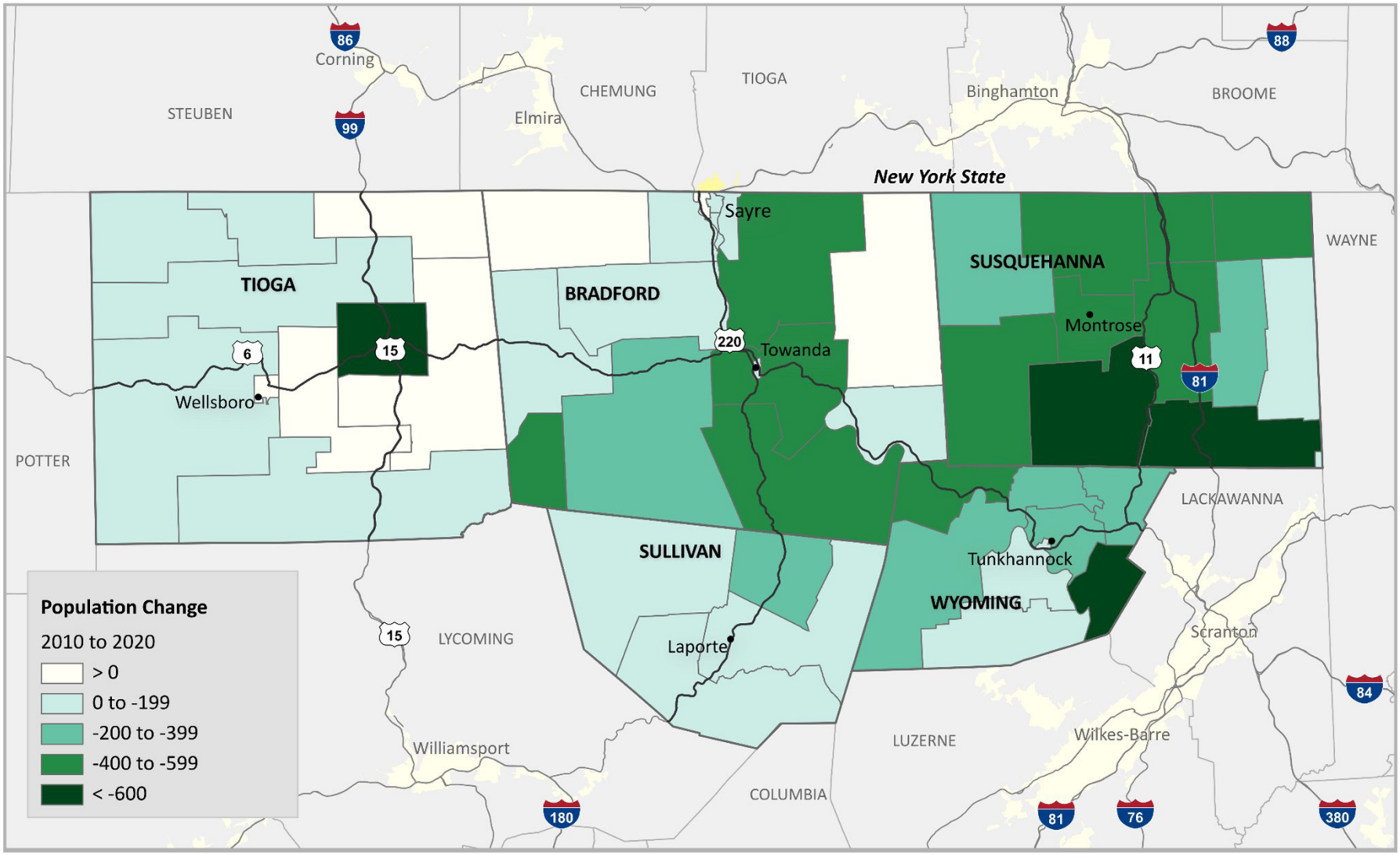


Figure 3: Percentage of Population 65 Years and Older, 2017–22

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

Figure 4: Population Change by Census Tract, 2010–2020

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



Socioeconomics

More than half of the region's workers travel out of their county of residence for employment.

Overview and Key Trends

- Between 2018 and 2022, the Northern Tier region's total job count decreased by 2,835 jobs. As of October 2023, the region had a labor force of 83,600. Despite this decline in job count, Woods and Poole economic forecasts show the region's total employment count reaching 99,200 jobs by 2050 and 105,174 jobs by 2060.
- As of October 2023, the region had an unemployment rate of 3.8 percent, higher than the statewide average of 3.4. When considering unemployment rates by county, Bradford and Susquehanna counties fall below (better than) the regional rate at 3.7 and 3.6 percent, respectively. Unemployment rates in Sullivan (4.8 percent), Tioga (4.2 percent), and Wyoming counties (4 percent) exceed the regional rate.
- More than half of the Northern Tier's resident workers commute out of their county for employment. As of 2022, nearly 80 percent of the regional workforce commuted to work by driving alone, while 7.8 percent carpooled, and 7.6 percent worked from home as shown in Figure 5. Nearly a quarter of the region's commuters spend at least one hour traveling to work (Figure 6).
- As of April 2024, Robert Packer Hospital, Inc., was the region's largest employer. Other top employers included Procter and Gamble and Cargill Meat Solutions Corporation (Table 1). Four major industry sectors account for half of the region's employment: Health Care and Social Assistance (18.4 percent), Manufacturing (14.3 percent), Retail Trade (11.2 percent), and Educational Services (7.7 percent). The region's employment picture by industry sector is illustrated in Table 2.
- The Location Quotient (LQ) is a metric that compares an industry's share of local-level employment to its share at the state level. An LQ greater than one indicates that the industry is a significant driver of local economic growth. In the Northern Tier, industries including Mining, Quarrying, and Oil and Gas Extraction; Agriculture, Forestry, Fishing and Hunting; and Utilities are considered key economic drivers based on this metric (Figure 8).

Planning Implications

- Despite recent declines, forecasted job growth will lead to increased demand on the region's transportation system as residents and commuters travel in and out of the region for work. This forecasted increase underscores the need to maintain state and local transportation infrastructure in a state of good repair to support growth over time.
- The Northern Tier's location within the Appalachian Basin and the presence of the Marcellus Shale Formation has led to the Mining, Quarrying, and Oil and Gas Extraction industry being a key economic driver in the region. This formation is the primary source of Pennsylvania Grade Crude Oil in the state and a major source of natural gas. In the late 2000s, the Northern Tier experienced a growth in truck traffic that was generated by the natural gas industry. While this growth has since stabilized, the RPO continues to monitor trends and developments related to this sector as a regional economic driver.

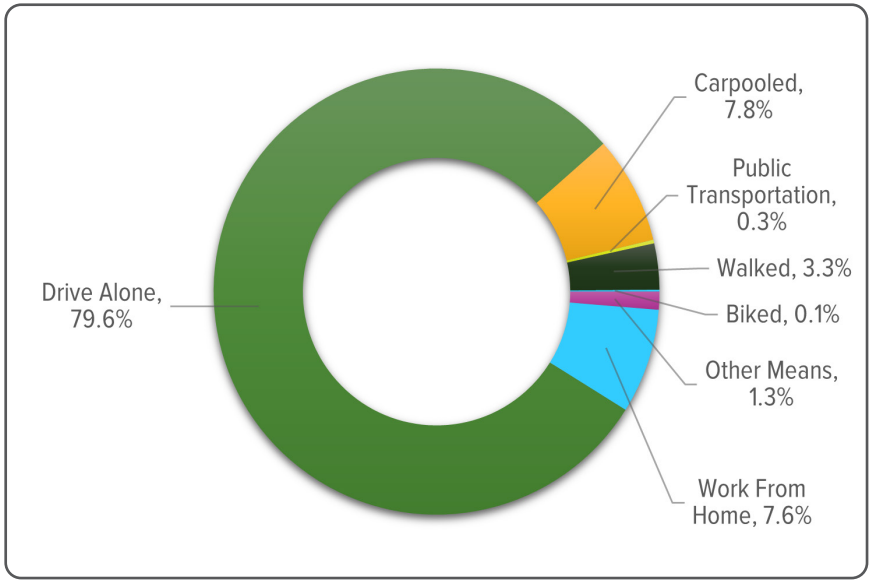


Figure 5: Journey to Work by Mode of Transportation, 2022

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

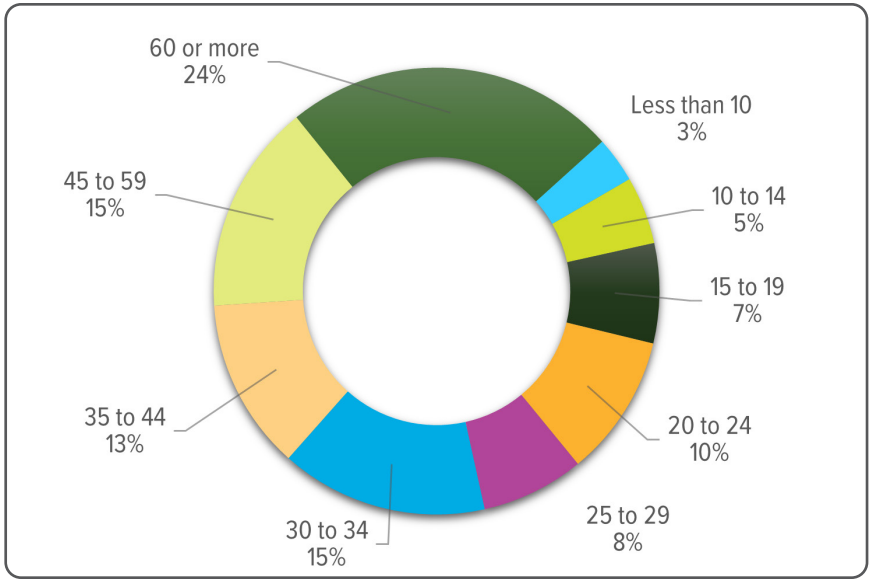


Figure 6: Travel Time to Work (minutes), 2022

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

Socioeconomics



Table 1: Top Ten Employers, April 2024

Source: PA Center for Workforce Information and Analysis

1	Robert Packer Hospital, Inc.
2	Procter & Gamble
3	Cargill Meat Solutions Corporation
4	Guthrie Medical Group
5	State Government
6	Wal-Mart Associates, Inc.
7	The Guthrie Clinic
8	Exel, Inc.
9	Jeld-Wen, Inc.
10	Federal Government

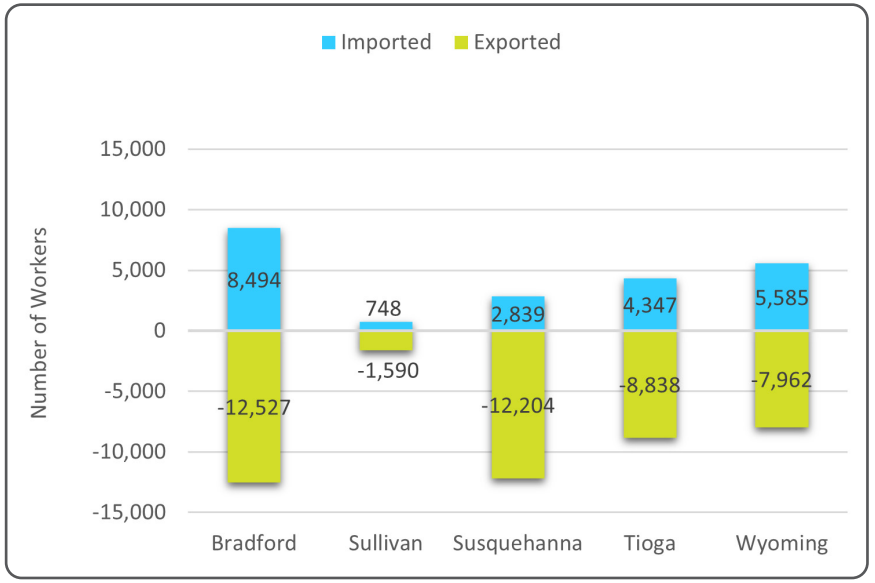


Figure 7: Workers Imported/Exported by County, 5-Year Average, 2017–2021

Source: U.S. Census Bureau

Socioeconomics

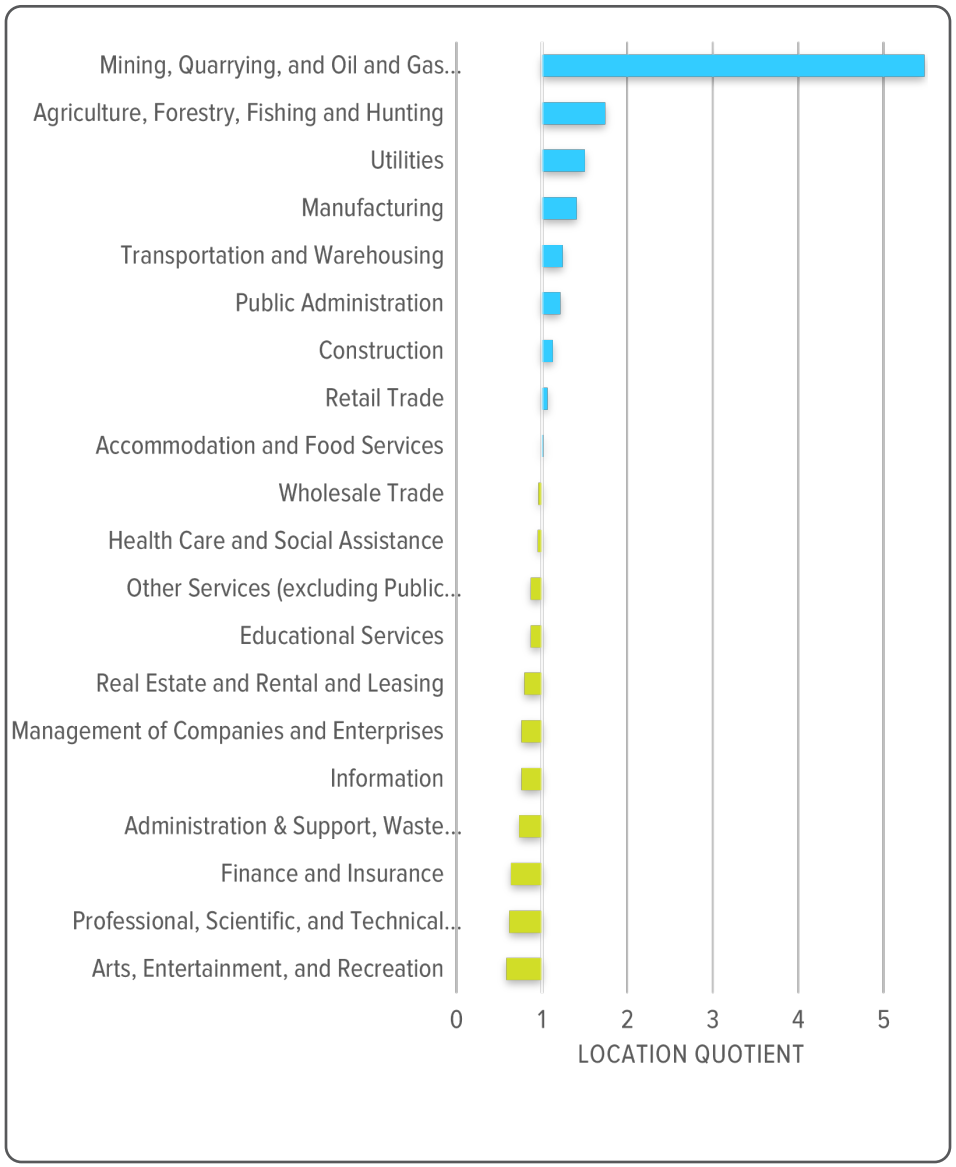
Table 2: Employment by NAICS Industry Sector

Source: U.S. Census Bureau

NAICS Industry Sector	Count	Share
Agriculture, Forestry, Fishing and Hunting	535	0.8%
Mining, Quarrying, and Oil and Gas Extraction	1,582	2.2%
Utilities	676	1.0%
Construction	3,716	5.3%
Manufacturing	10,141	14.3%
Wholesale Trade	2,578	3.6%
Retail Trade	7,891	11.2%
Transportation and Warehousing	4,368	6.2%
Information	912	1.3%
Finance and Insurance	2,248	3.2%
Real Estate and Rental and Leasing	641	0.9%
Professional, Scientific, and Technical Services	2,918	4.1%
Management of Companies and Enterprises	1,310	1.9%
Administration & Support, Waste Management and Remediation	2,694	3.8%
Educational Services	5,471	7.7%
Health Care and Social Assistance	12,998	18.4%
Arts, Entertainment, and Recreation	501	0.7%
Accommodation and Food Services	4,372	6.2%
Other Services (excluding Public Administration)	1,902	2.7%
Public Administration	3,305	4.7%

Figure 8: Location Quotient, 2021

Source: U.S. Census Bureau



Roadway Network

Approximately 60 percent of the region's roadway mileage is locally owned, with 39 percent being state-owned.

Overview and Key Trends

- The Northern Tier's transportation system includes 7,598 linear miles of roadway, including Interstate 81 (I-81) which traverses Susquehanna County. Other major roadways include US 6, which serves as the region's primary east-west route as well as a heritage corridor, and US 11, US 15, and US 220.
- At a county level, Bradford County has the largest roadway network, with 2,484 linear miles. Tioga County has the second-largest network with 1,905 linear miles, followed by Susquehanna (1,851 linear miles), Wyoming (762 linear miles), and Sullivan counties (596 linear miles).
- Of the region's total roadway miles, 1,243 are on the Federal-Aid System.
- Approximately 60 percent of the region's roadway mileage is locally owned, while 39 percent is state-owned. The remaining mileage is owned by "other agencies" (Figure 9). Specifically, this mileage is owned and managed by the Pennsylvania Department of Conservation and Natural Resources (PA DCNR).
- Travel on the region's roadways has remained steady in recent years. The Northern Tier's roadways support 4.9 million miles of travel daily, with 89 percent of travel occurring on state roads. Travel trends from the five-year period ending in 2022 are shown in Figure 10. At the county level, Bradford County's roadways carried the greatest share of travel within the region in 2022 (29 percent), followed by Tioga County (26.2 percent).
- Interstate 81 only comprises 27 miles of the roadway network and yet accommodates 10 percent of all travel in the region. It is the only Interstate highway in the region, providing north–south connectivity through Susquehanna County to metropolitan areas including Scranton, PA, and Binghamton, NY. PennDOT is currently in the process of designating I-99 through Tioga County via US 220 and US 15. PennDOT anticipates this designation taking effect and all associated signage being installed by 2027.
- The National Highway System (NHS) was established in 1995 to designate highways that are vital to the nation's economy, defense, and mobility. In the Northern Tier region, this network includes I-81, US 6, and US 220 from US 6 to the

Roadway Network

New York State line (Figure 11). Additionally, US 15 is a designated Strategic Highway Network route, a subsystem of the NHS deemed necessary for emergency mobilization and critical to national defense. These NHS routes comprise only 3 percent of the region's total roadway mileage, but they accommodate approximately 35 percent of all travel.

- There are 9.2 miles of locally owned, Federal-Aid eligible roadways in Bradford County, located in Canton Borough and Sayre Borough (Figure 12).
- In February 2019, the Federal Highway Administration (FHWA) certified two sections of US 6 near Meshoppen Borough, Wyoming County, as Critical Rural Freight Corridors (CRFCs). The certification makes this section of highway eligible for National Highway Freight Program (NHFP) funding, allowing the RPO to prioritize these dollars toward projects that will improve freight movement and efficiency.
- There are currently two state-designated byways in the region. The Gateway to the Endless Mountains Scenic Byway runs along US 6 in Tunkhannock. The Viaduct Valley Way Scenic Byway follows PA 171, PA 92, and PA 11 between Tunkhannock and Lanesboro. There have been recent efforts by the Route 6 Alliance, county planners, and municipal officials to apply for State and National Scenic Byway designation for the entirety of US 6.

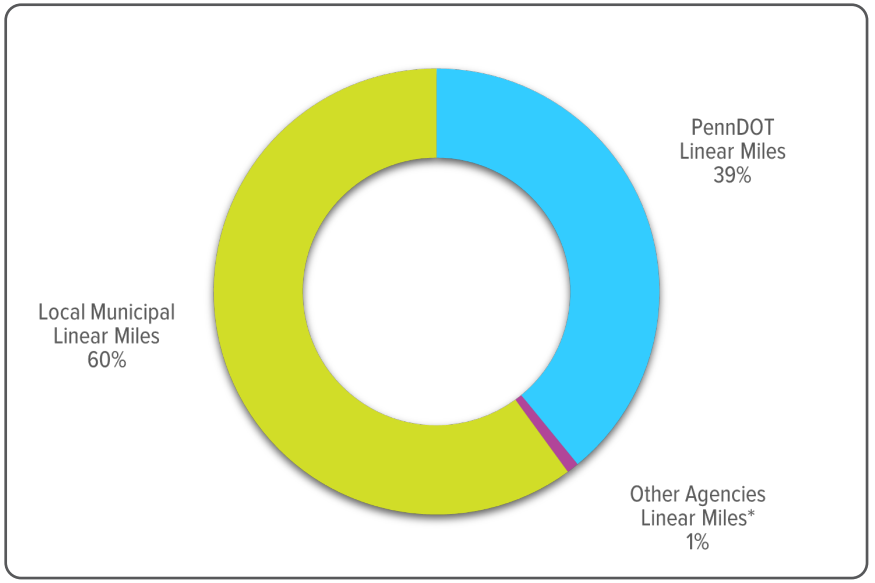


Figure 9:
Roadway Mileage by Jurisdiction, 2022

Source: Pennsylvania Highway Statistics, 2022

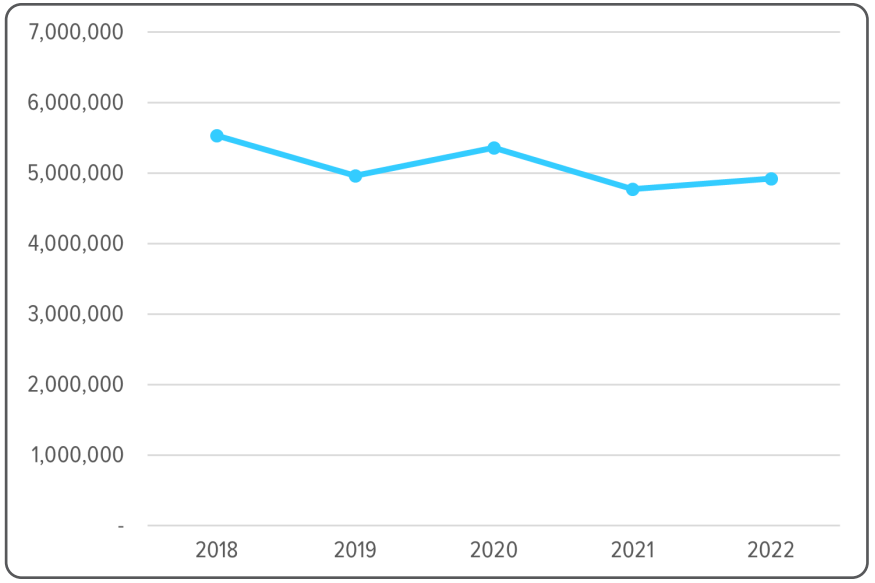


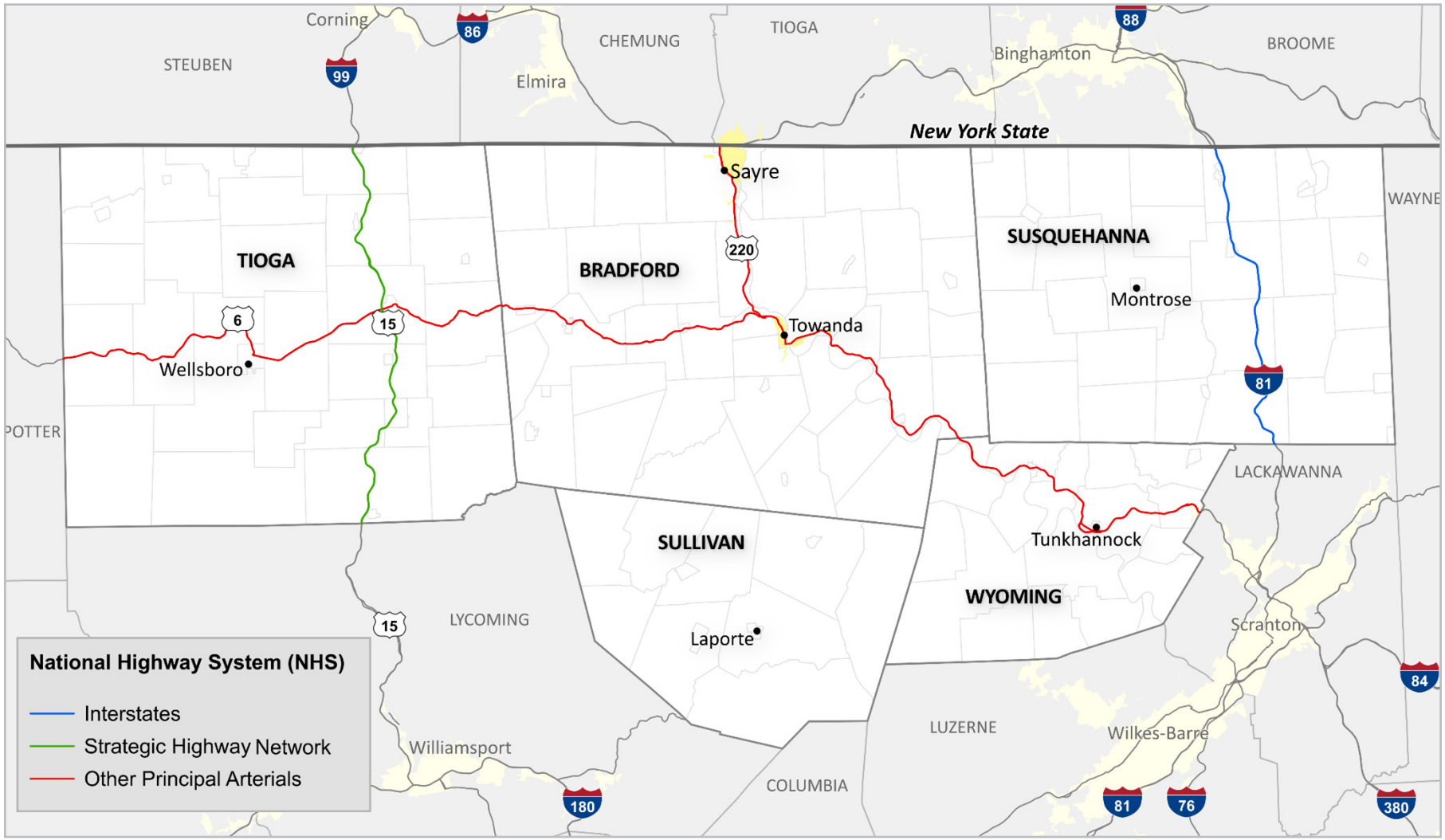
Figure 10:
Daily Vehicle-Miles of Travel, 2018-2022

Source: Pennsylvania Highway Statistics, 2022

Roadway Network

Figure 11: National Highway System Roadways in the Northern Tier Region

Source: PennDOT OneMap

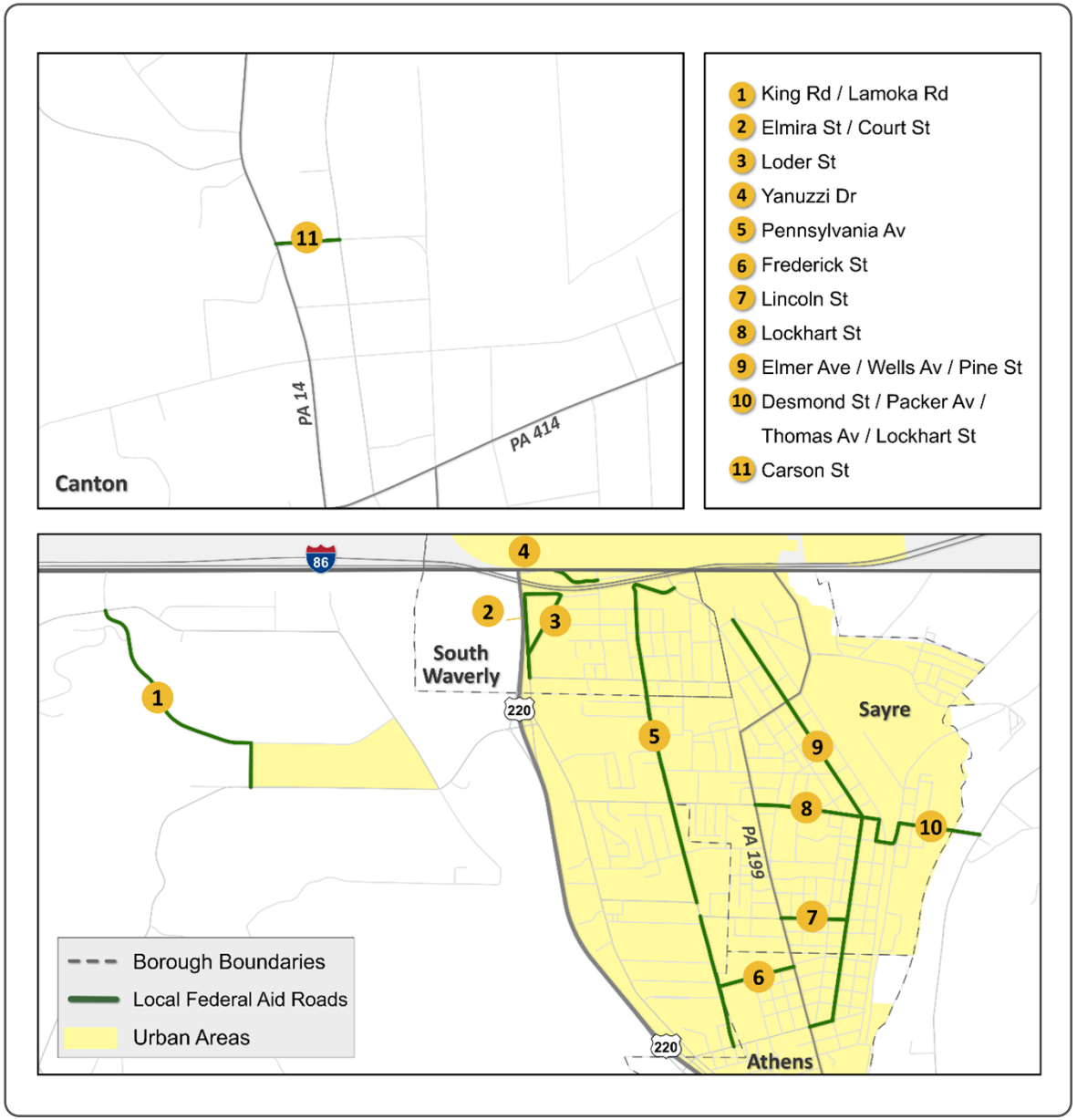


Roadway Network

Planning Implications

- The Northern Tier's roadway network serves as the backbone of the regional transportation system, with corridors that are critical to the region's economy. Planning for the region's roadways by network ("network-based planning") allows for the optimization of traffic by considering how different roadways function, interact, and connect with one another.
- The 2021 passage of the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), led to additional federal funding being added to the RPO's existing allocation beginning with the 2023 Transportation Improvement Program (TIP). The TIP is updated every two years and includes a listing of programmed projects expected to be undertaken over a four-year period using local, state, and federal dollars.
- Leveraging the region's natural beauty and outdoor recreational opportunities, the RPO should include tourism-related considerations in its project prioritization process. This could include access to scenic byways, state parks, and other attractions.

Figure 12: Locally Owned Federal-Aid Roadways



Functional Classification

Functional classification helps determine eligibility for many federal funding sources.

Overview and Key Trends

- FHWA and its partners at the state and regional levels have used roadway networks as a framework for transportation planning since the Federal Aid Highway Act of 1973 required the practice for updating and modifying the Federal Aid Highway System. Functional classification types are defined by FHWA and characterize the role a roadway has in the movement of people and goods, ranging from long-distance mobility to access to businesses and residences.
- PennDOT and the RPO have grouped the region's roadways into a hierarchy according to the type of service they provide, allowing for better understanding and management of the region's roadways.
  - Interstate: The Interstate Highway System represents the highest classification of arterial roads and streets, providing the greatest level of mobility at the highest speed for long, uninterrupted distances. Interstate 81 through Susquehanna County is currently the only designated Interstate within the Northern Tier region.
  - Other Freeway: Roadways in this functional classification look and operate similarly to Interstates. They include directional travel lanes that are usually separated by a physical barrier and are limited access. Two routes within the region fall under this classification: US 15 through Tioga County and a segment of US 220 that bypasses the boroughs of Athens, Sayre, and South Waverly.
  - Other Principal Arterial: These roadways are designed to provide high levels of mobility while also providing direct access to abutting land uses via driveways and at-grade intersections with other roadways. Roadways in the Northern Tier region that fall into this classification include US 6 and US 220 between Sayre and its intersection with US 6.
  - Minor Arterial: Minor arterials have higher capacity than local streets and collector roads, but less capacity than major arterials. Some examples of these roadways include PA 14, PA 29, and PA 87.

Functional Classification

- Major Collector: In a rural context, major collectors accommodate intra-county travel and serve as a link between communities not directly served by arterial roads. Examples of this classification in the Northern Tier include US 11 through Susquehanna and Wyoming counties as well as PA 154, PA 514, and PA 660, among others.
- Minor Collector: This classification comprises most of the region's four-digit state routes. They serve a similar purpose to major collectors but provide a higher degree of accessibility and tend to carry lower traffic volumes.
- Local: Locally designated roadways serve short-distance trips and provide direct access to abutting land. Three quarters of the Northern Tier's roadway network falls under this classification. In Pennsylvania, state-owned locally classified roads are eligible to be transferred to a host municipality through PennDOT's Turnback Program. This program provides an opportunity for municipalities to take ownership of these roads and assume responsibility for their maintenance and upkeep.



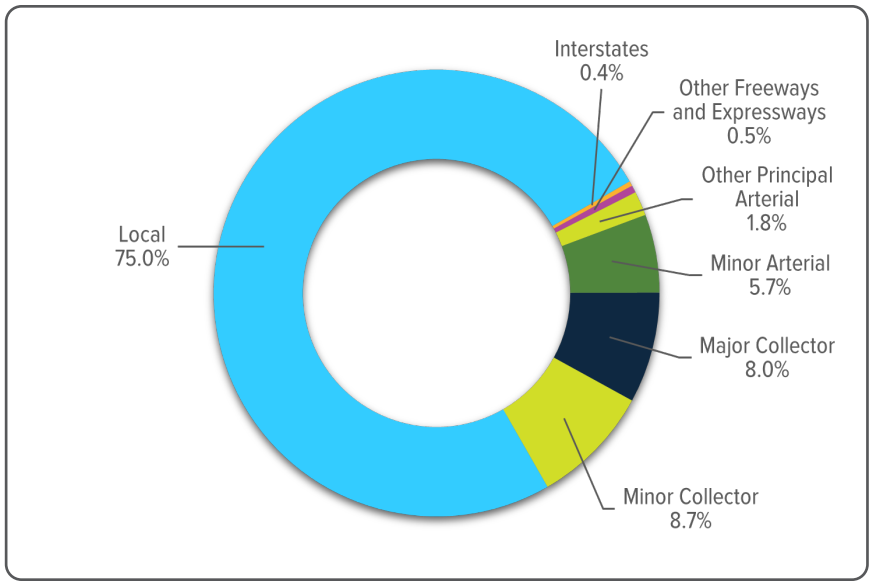


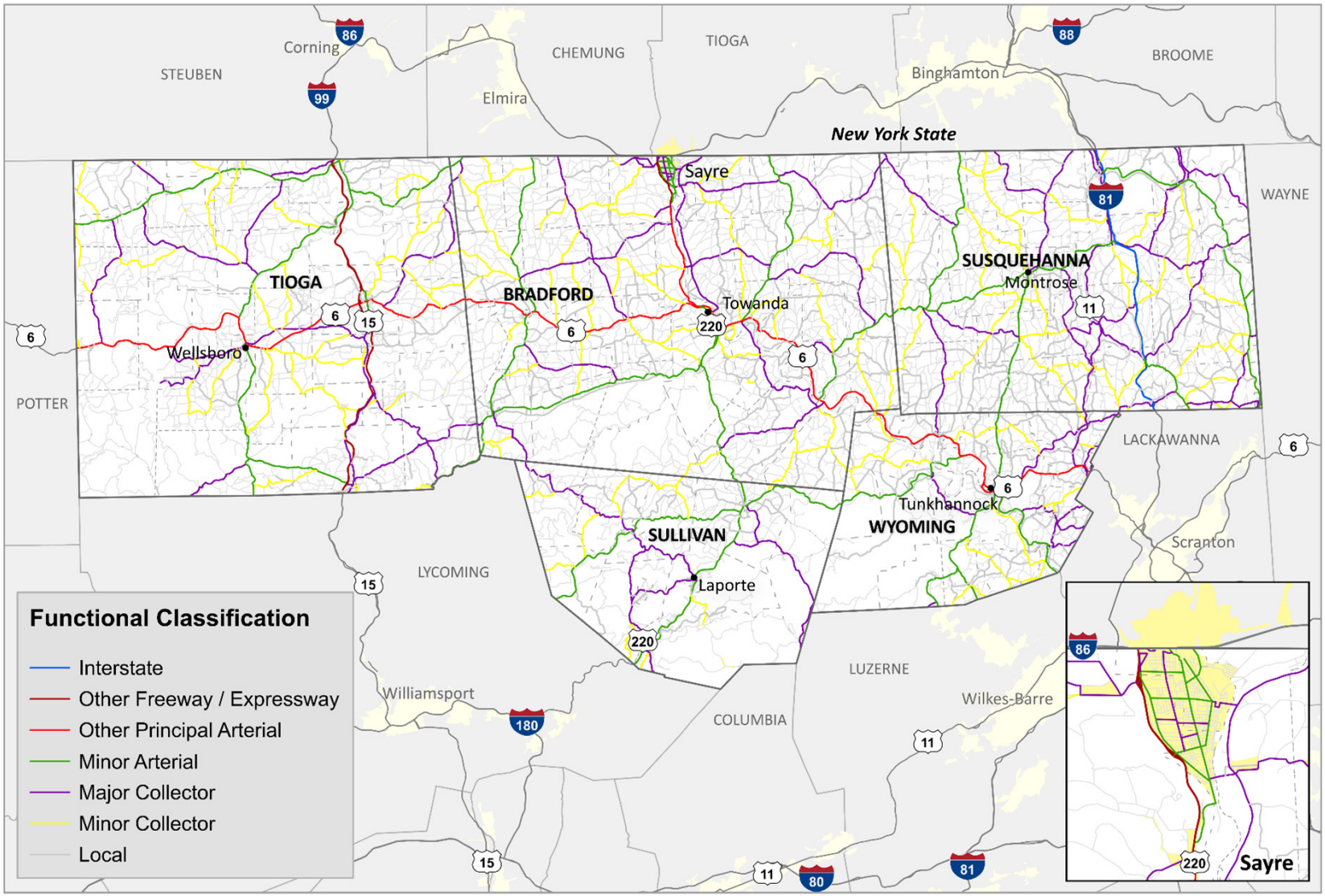
Figure 13: Linear Miles by Functional Classification

Source: Pennsylvania Highway Statistics, 2022

Functional Classification

Figure 14: Functional Classification of the Region's Roadways

Source: PennDOT



Functional Classification

Table 3: Northern Tier RPO Roadway Functional Classification

Source: PennDOT

Functional Classification		Linear Miles	Percentage of Network	FHWA-Recommended Rural System	Share of All Travel
Federal-Aid	Interstates	27.2	0.4%	1-2%	9.9%
	Other Freeways and Expressways	40.1	0.5%	0-2%	12.6%
	Other Principal Arterial	133.9	1.8%	2-6%	21.7%
	Minor Arterial	431.2	5.7%	3-7%	20.7%
	Major Collector	609.6	8.0%	9-19%	17.4%
Non-Federal-Aid	Minor Collector	663.9	8.7%	4-15%	6.7%
	Local	5,704.4	75.0%	64-75%	20.0%
	Total	**7,610.3**			

Planning Implications

- Functional classification helps determine eligibility for many federal funding sources and can be helpful in prioritizing asset management projects. Keeping the region's functional classification scheme updated will help maximize funding potential.
- Functional classification plays a significant role in roadway design, as it entails the determination of speeds, capacity, and a roadway's relationship to present and future land development. It can also help in establishing appropriate speed limits, installing adequate signage, and determining proper safety measures. Functional classification can also aid in identifying areas in need of improvement to maintain a roadway's intended function. By referring to functional classification, the RPO can ensure that the appropriate measures are taken to enhance the safety and efficiency of the transportation system.

Roadway Safety

The total number of crashes in the region is improving.

Overview and Key Trends

- Safety continues to be the top priority for both the Northern Tier RPO and PennDOT. The 2022 Pennsylvania Strategic Highway Safety Plan sets the groundwork for participating in the national highway safety movement, "Toward Zero Deaths," which aspires to eliminate roadway fatalities and serious injuries. PennDOT's goal is to achieve a 2 percent annual reduction in fatalities and no increase in suspected serious injuries by 2027.
- The total number of crashes in the region is improving. In the five-year period ending in 2023, the region averaged a total of 1,582 roadway crashes (Figure 15). In 2022, roadway fatalities in the Northern Tier region reached a decade low, at 19 total fatalities. Although 19 deaths is still too many, the number is nearly half of the 2013 total of 37 fatalities. When considering fatalities by five-year average, after a steady period of decline since 2013, the region saw a slight increase in the five-year period ending in 2023, with an average of 28 fatalities (Figure 16).
- Total suspected serious injury crashes in the region are continuing to trend downward. The region averaged 60 suspected serious injury crashes in the five-year period ending in 2023. This average is lower than the annual average of 68 from the five-year period ending in 2022 (Figure 17).
- The region has averaged four bicycle crashes and 12 pedestrian crashes per year over the past five years.
- Crashes involving drivers over the age of 65 have remained steady, averaging 252 crashes per year over the decade ending in 2023. These crashes accounted for approximately 18 percent of total crashes in 2023.
- The distribution of total crashes across the five counties correlates with their respective shares of the region's total population.

Roadway Safety

Planning Implications

- Improved safety performance will require improvements in highway design, driver behavior, and enforcement mechanisms. Improvements in highway safety are not solely dependent on infrastructure improvements, but also on educational initiatives and the efforts of many organizations in addition to individual responsibility. This includes improving safety associated with older drivers as the Northern Tier region's senior population continues to increase.
- The RPO recognizes that bicycle crashes are increasing (Figure 19) and will work with PennDOT in the implementation of its Vulnerable Road Users (VRU) Plan.
- The RPO continues to have the option to adopt the safety targets set by the State to support the attainment of statewide and national highway safety goals. To continue making progress toward these targets at a regional level, the RPO will continue collaborating with PennDOT in identifying projects that are eligible for Highway Safety Improvement Program (HSIP) funding. The RPO remains committed to planning and programming projects that align with regional, state, and national safety goals.
- Reducing crashes, fatalities, and serious injuries could also be addressed through low-cost safety countermeasures. These improvements could include better signage, lighting, and minor changes in roadway design. In identifying potential areas in need of improvement, it is important for the RPO to involve the public and its municipal partners in road safety initiatives.

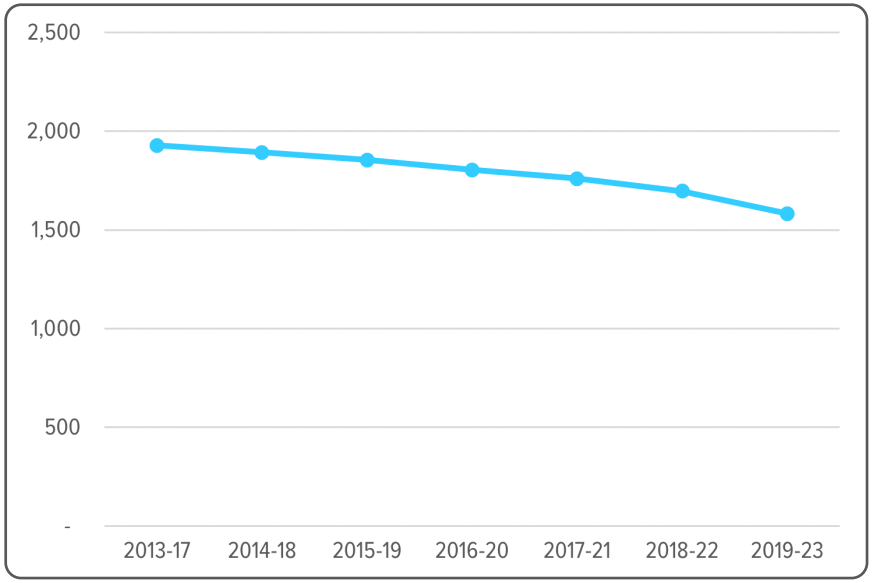


Figure 15:
Total Crashes by 5-Year Average, 2013–2023

Source: Pennsylvania Crash Information Tool

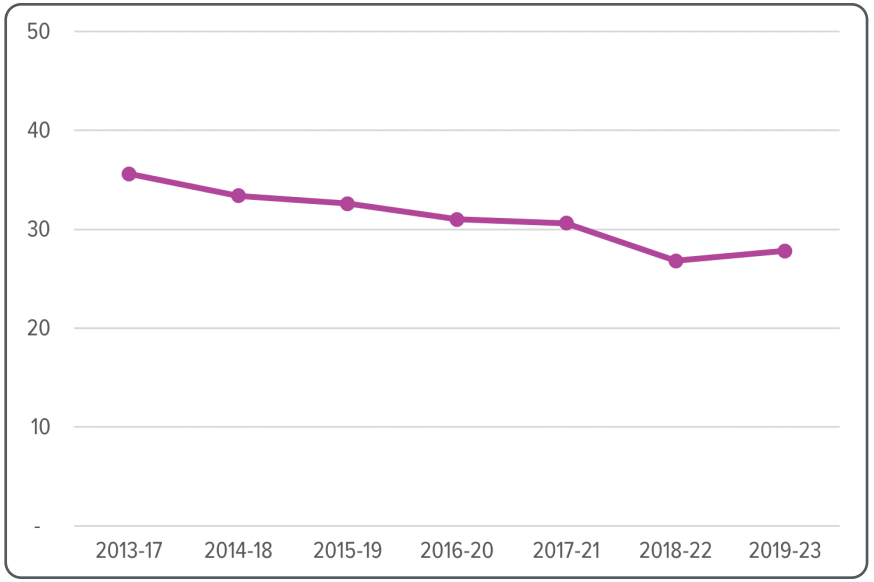


Figure 16:
Total Fatalities by 5-Year Average, 2013–2023

Source: Pennsylvania Crash Information Tool

Roadway Safety

Figure 17: Total Suspected Serious Injuries by 5-Year Average, 2013–2023

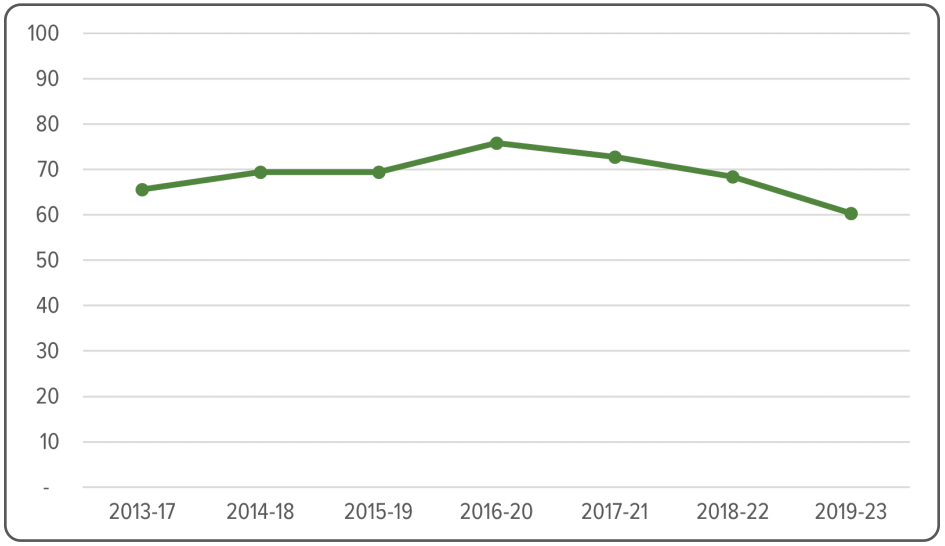


Figure 18: Total Pedestrian Crashes by 5-Year Average, 2013–2023

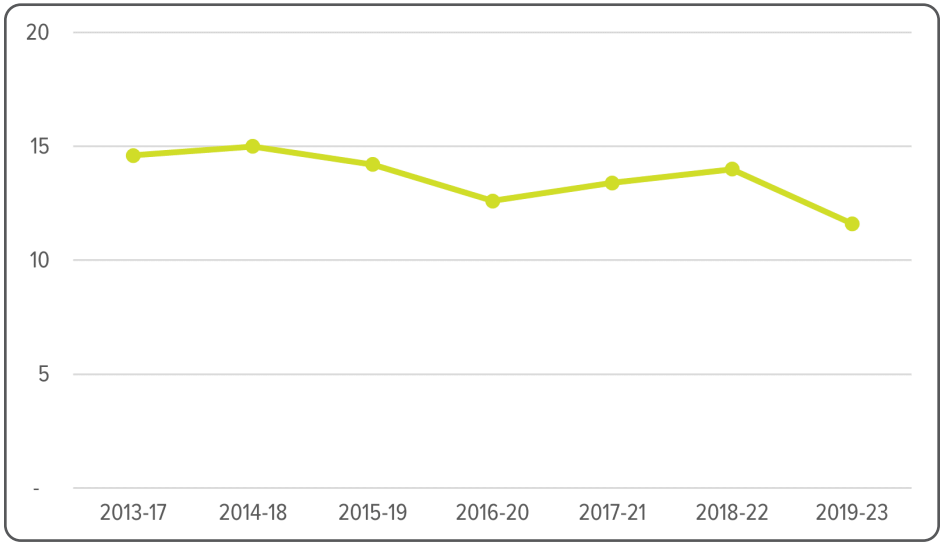


Figure 19: Total Bicycle Crashes by 5-Year Average, 2013–2023

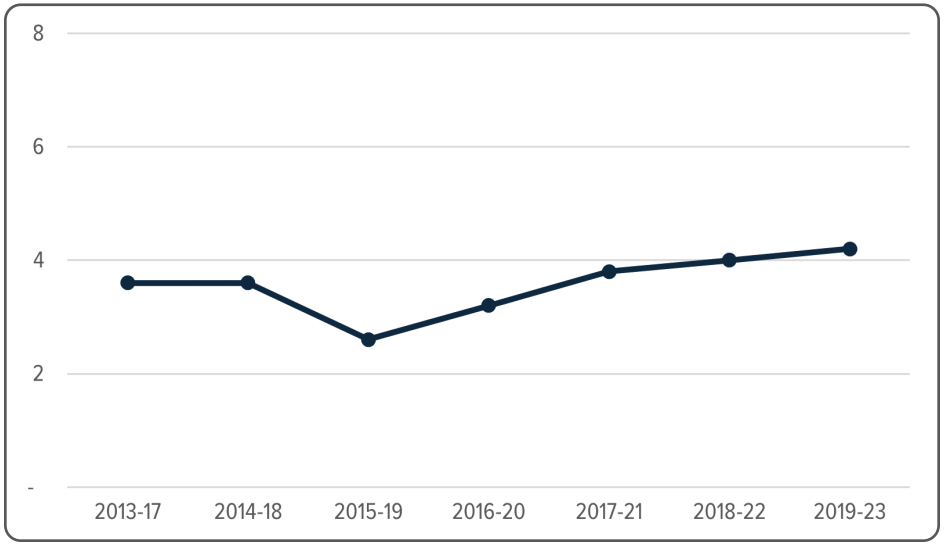
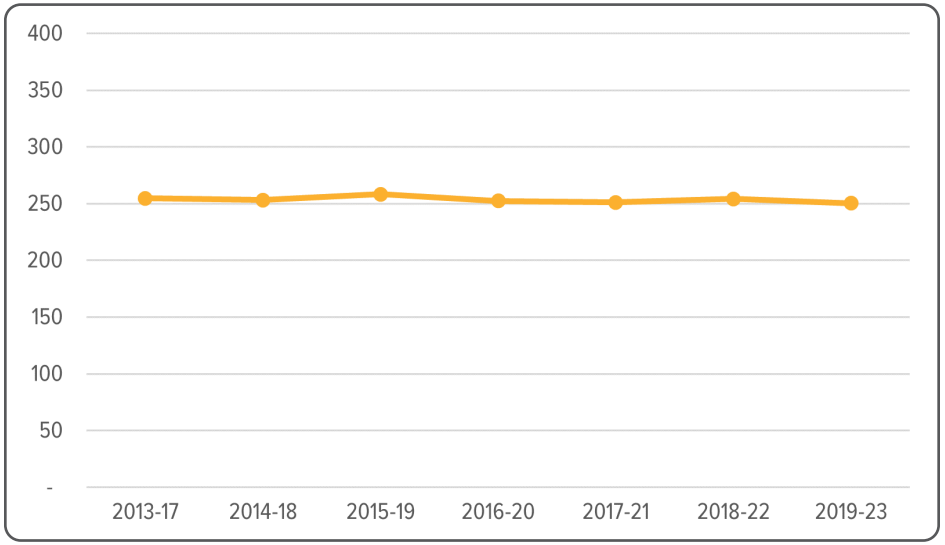


Figure 20: Total Crashes Age 65+ by 5-Year Average, 2013–2023



Source: Pennsylvania Crash Information Tool

System Management and Operations

Transportation system management and operations aims to maximize existing roadway capacity and operating efficiency.

Overview and Key Trends

- Planning for traffic operations continues to expand, with increasing demand for travel along with limitations to funding for the transportation system's maintenance and operations. Since 2007, PennDOT has formally developed a series of Regional Operations Plans (ROPs) to guide planning for Transportation System Management and Operations (TSMO).
- The Northern Tier RPO region spans two of the state's TSMO regions. Bradford, Tioga, and Sullivan counties are located within the Central Region, while Susquehanna and Wyoming counties are in the Eastern Region (Figure 21).
- TSMO aims to enhance the efficiency of transportation systems by maximizing existing roadway capacity. Examples of TSMO improvements include traffic signal retiming to reduce congestion, installing closed-circuit television (CCTV) cameras to monitor roadway conditions, and implementing dynamic messaging signs (DMS) to disseminate real-time traveler information. Traffic signal, CCTV, and DMS locations in the region are mapped in Figure 22.
- In the Northern Tier region, there are 59 signalized intersections. Bradford County has 25 of these intersections, followed by Tioga County (14), Wyoming (13), Susquehanna (6), and Sullivan (1). Traffic signals can improve the safety and efficiency of roadway networks for motorists as well as for transit, cyclists, and pedestrians. However, poor signal timing and/or poor signal coordination between signalized intersections can negatively impact traffic flow and the effectiveness of signals.
- Use of travel time index (TTI) data allows regions to identify potential congestion bottlenecks. The U.S. Bureau of Transportation Statistics (BTS) defines the TTI as the ratio of travel time during the peak period to the time required to make the same trip at free-flow speeds. A roadway segment with a TTI value of 1.5 or greater is considered to have an "unreliable" travel time and may benefit from operational improvements to improve traffic flow. In the Northern Tier region, examples of unreliable segments include US 6 in Towanda, PA 414 in Canton, several segments of I-81 in

Susquehanna County, and US 15 near Blossburg, among others (Figure 23).

- Three park-and-ride facilities are located within the region. All are in Tioga County, at the following locations:
  - Blossburg: Bloss Mountain Road Interchange with US 15
  - Liberty: PA 414 interchange with US 15
  - Lawrenceville: West of the PA 49 interchange with US 15

Planning Implications

- Investments in traffic operations often yield a greater value per dollar spent than capacity-adding projects, making operations an area of focus. There are opportunities to address bottlenecks and congestion through TSMO strategies identified in PennDOT's Central and Eastern Region ROPs in collaboration with the RPO.
- The RPO can assist its municipal partners with improvements related to the operation and efficiency of traffic signals by guiding them to funding programs such as PennDOT's Green Light-Go Program.
- Operations planning has the potential to improve reliability and predictability of travel throughout the region. This includes considerations and implications for goods movement as shippers and carriers need a dependable network to reduce shipping delays, ultimately lowering costs for consumers. While rural areas tend to have much less congestion than urban areas, there are also fewer alternative routes, increasing the impact of even minor delays and congestion such as the afternoon peak period at the end of the school day.
- Reliability can also be impacted by non-recurring congestion causes, such as incidents or weather conditions. The RPO can work with its counties, municipalities, local first responders, and towing companies to develop a strategy or procedures to ensure roadway incidents are addressed/cleared quickly. Similarly, timely road-clearing procedures during winter weather are critical in maintaining travel time reliability and improving the safety of all roadway users.

Figure 21: Pennsylvania's TSMO Regions

Source: PennDOT Bureau of Operations

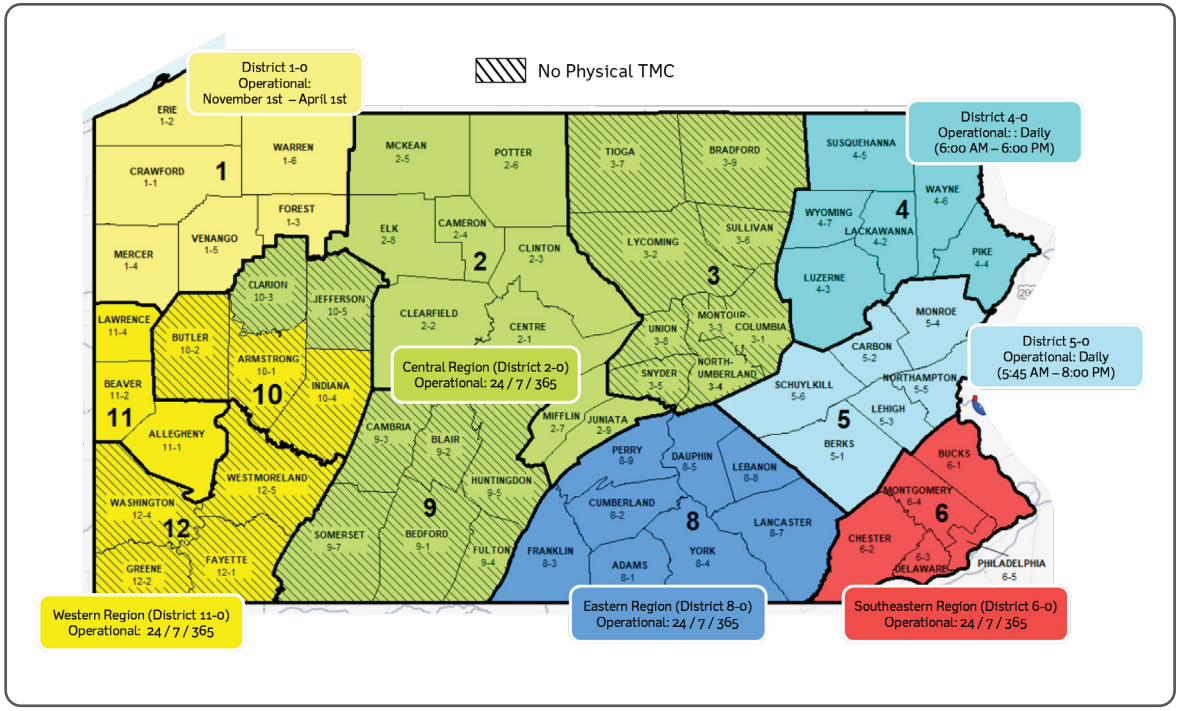


Figure 22: Traffic Signals, CCTV, and DMS Locations

Source: PennDOT

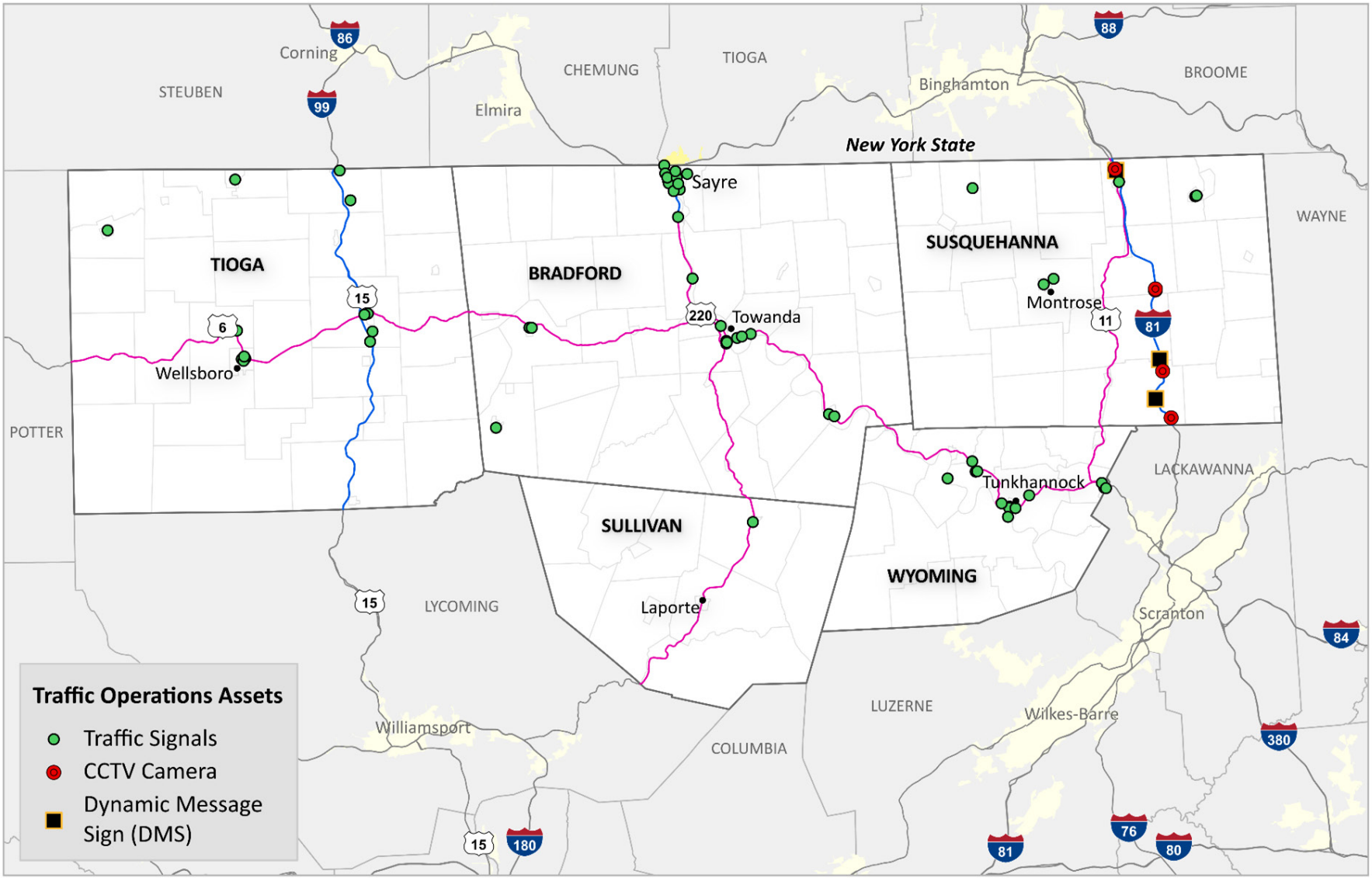
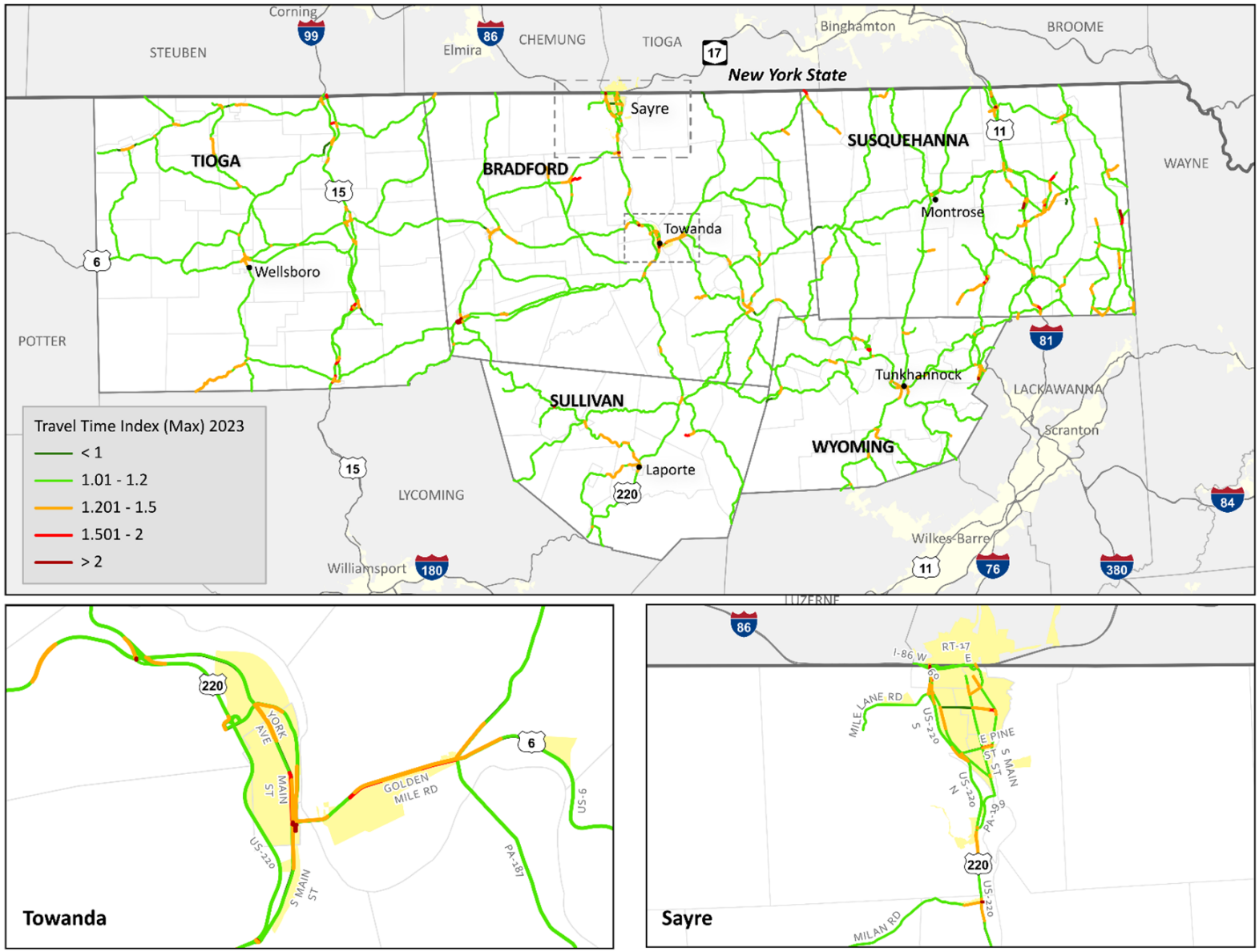


Figure 23: Travel Time Index, 2023

Source: PennDOT



Roadway Conditions

Lower-tier roadways tend to be more in need of repair than higher-order roadways in the Northern Tier.

Overview and Key Trends

- PennDOT has organized the state's roadways into four Business Plan Networks: 1) Interstates; 2) NHS, Non-Interstate; 3) Non-NHS, > 2,000 Average Daily Traffic (ADT); and 4) Non-NHS, < 2,000 ADT.
- The Overall Pavement Index (OPI) is a measure of a roadway's pavement condition, while the International Roughness Index (IRI) measures the roughness of the pavement surface.
- Higher-order networks such as Interstates and NHS routes have better pavement conditions on average than the lower-order networks. In fact, pavement conditions are significantly poorer for non-NHS roadways in the Northern Tier region, with local roadways being in the poorest condition on average. This is due in part to federal and state asset management requirements that establish condition thresholds for the NHS system, leaving inadequate funding to maintain the non-NHS network.
- In the five-year period ending in 2022, the region's share of pavements rated in Excellent condition by IRI declined by nearly 3 percent, while the percentage of Good-condition pavements increased at a similar rate. In 2022, the region's share of Poor pavement based on IRI (27 percent) was higher (worse) than the statewide average of 23 percent.
- When measured by OPI ratings, the percentage of pavements in Good or Excellent condition has decreased by almost 6 percent over the past five years. In 2022, the share of pavements rated as Good or Excellent by OPI was 62 percent, which is similar to the statewide average.
- However, the share of the region's pavements with Poor OPI ratings was 22 percent, nearly double the statewide average of 12 percent.
- In terms of the spatial distribution of Poor pavement conditions by IRI, Susquehanna County and Wyoming County appear to have greater shares of Poor-condition pavement mileage.

Planning Implications

- The RPO's pavement condition trends indicate a greater need for roadway resurfacing and other improvements on lower-tier business plan networks, notably on non-NHS routes with < 2,000 ADT.
- Continued collaboration among the RPO, PennDOT, and local municipalities is vital in identifying roadways in need of improvement such as resurfacing, reconstruction, or preservation as pavements steadily deteriorate. A proactive and data-driven approach should be used to identify the roads that need immediate attention. Timely maintenance helps ensure safety, accessibility, and mobility while minimizing disruptions and costs.
- In achieving asset management goals, PennDOT and the RPO continue to promote a "lowest life-cycle cost" approach, which emphasizes timely maintenance for system preservation. The intent of the approach is to extend the life of the region's pavements and bridges while lowering overall costs of maintenance.

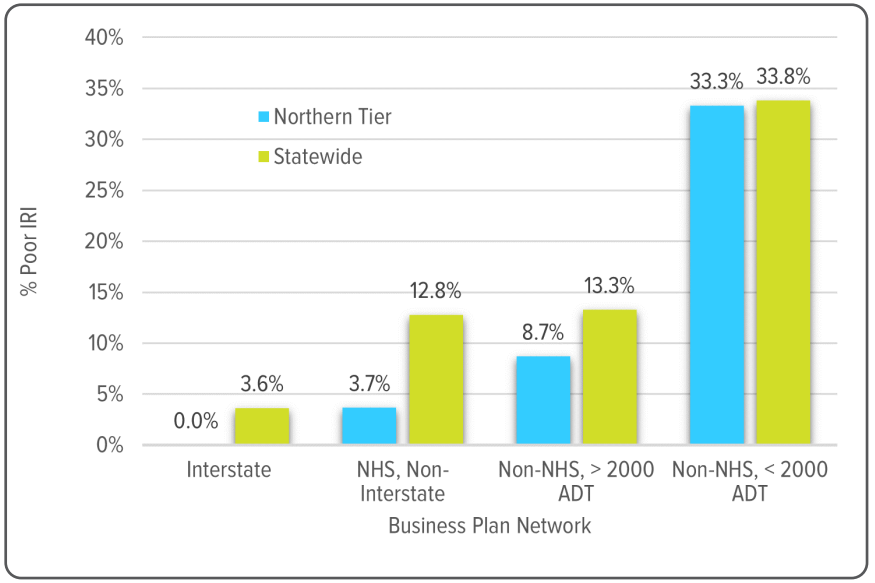


Figure 24: Share of Poor IRI by Business Plan Network, Northern Tier and Statewide, 2022

Source: Performance Measures Annual Report

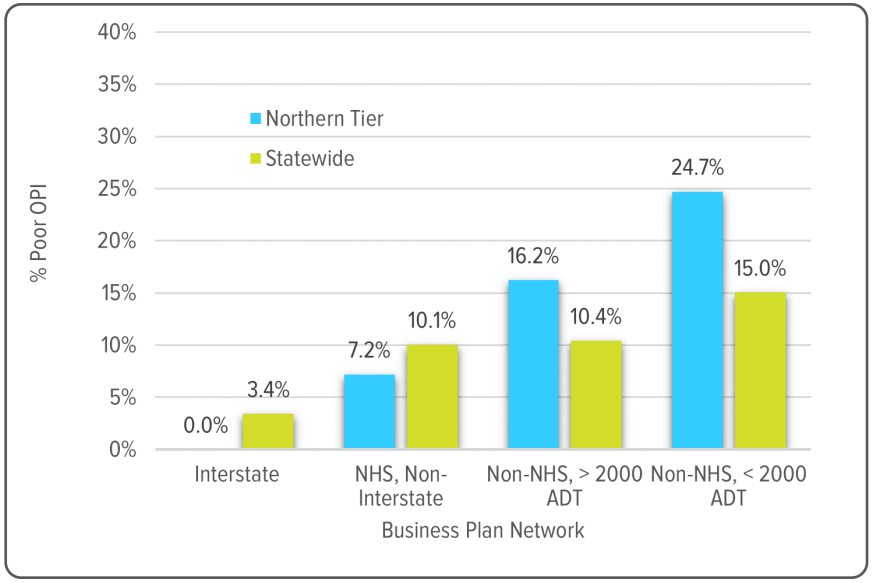


Figure 25: Share of Poor OPI, Northern Tier Region and Statewide, 2022

Source: Performance Measures Annual Report

Roadway Conditions

Figure 26: NHS Interstate IRI Pavement Condition Ratings by Year



Figure 27: NHS Non-Interstate IRI Pavement Condition Ratings



Figure 28: Non-NHS, > 2,000 ADT IRI Pavement Condition Ratings



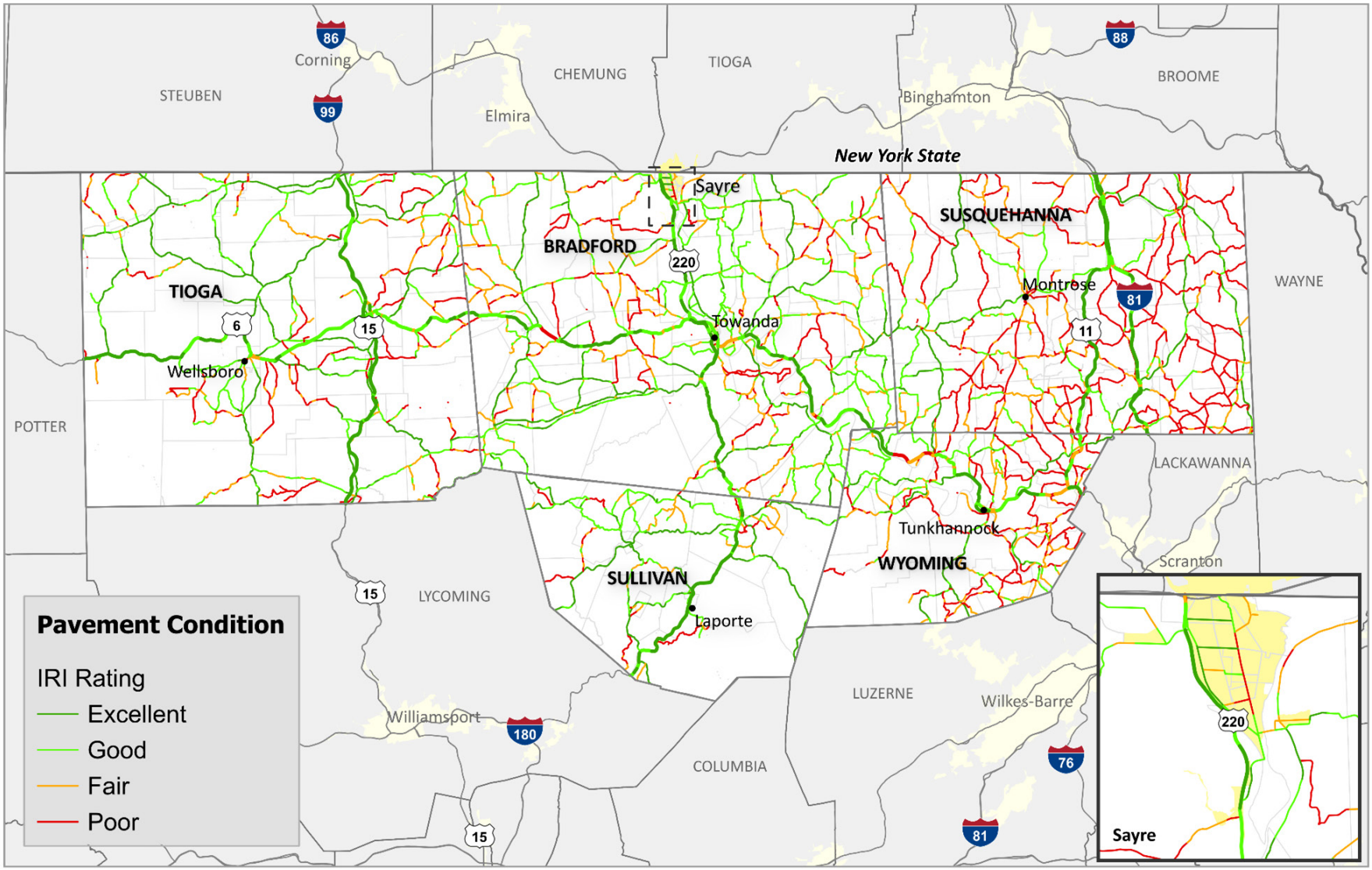
Figure 29: Non-NHS, < 2,000 ADT IRI Pavement Condition Ratings



Source: PennDOT (percentages calculated based on total miles tested)

Figure 30: Pavement Conditions (IRI)

Source: PennDOT



Bridge Conditions

The Northern Tier's share of state-owned bridge deck area rated in Poor condition is 6.9 percent—worse than the statewide average of 5.4 percent.

Overview and Key Trends

- The region has a total of 1,789 state-owned bridges greater than 8 feet in length and 331 locally owned bridges that are greater than 20 feet long. Of these bridges, 69 are posted and 14 are closed.
- Approximately 9.1 percent of the region's state-owned bridges are rated in Poor condition, which is comparable to the statewide average of 9.2 percent. State-owned Poor-condition bridges throughout the region are mapped in Figure 33. Most of the region's state-owned bridge structures are on non-NHS routes with less than 2,000 ADT, at 74 percent by count and 39 percent by deck area.
- By count, Susquehanna and Wyoming counties have a greater share of state-owned bridges rated in Poor condition—23.9 percent and 16.7 percent, respectively. The distribution of state-owned bridge conditions by county is shown in Figure 31.
- The average age of state-owned bridges in Pennsylvania is 55 years. In the Northern Tier, the average age is 57. Most bridges have a design life of approximately 50 years. Nearly 28 percent of the region's state-owned bridges were constructed in the 1950s and 1960s, and 30 percent are even older (Figure 32). The region has seen a significant increase in bridge construction activity in recent years, with 221 bridges constructed since 2010.
- Although structure age can be an indicator of condition, a more meaningful measure is the share of deck area in Poor condition. The Northern Tier's share of Poor-condition state-owned bridge deck area is 6.9 percent—worse than the statewide average of 5.4 percent.
- Locally owned bridges comprise 16 percent of the region's bridge inventory. Of these, 17 percent are rated in Poor condition, which compares favorably to the statewide average of 20 percent.
- Bradford and Wyoming counties have the greatest shares of local bridges in Poor condition, with 35.9 percent and 40.7 percent, respectively. Local bridge conditions by county are shown in Figure 34.

Bridge Conditions

- Most of the region's locally owned bridges were built before 1920 or during the 1970s. These bridges will be due for rehabilitation and replacement activities as they continue to age.

Planning Implications

- As the region's bridge inventory continues to age, the RPO will be faced with a greater stock of bridges in need of maintenance and rehabilitation. Maintenance needs will accelerate as bridges built in the 1970s and earlier meet and/or exceed their design life.
- The RPO and PennDOT continue to use the lowest life-cycle cost approach to asset management to prioritize bridge infrastructure projects, as opposed to addressing "worst first." The strategy emphasizes timely maintenance to delay or prevent the need for more costly rehabilitation or replacement.

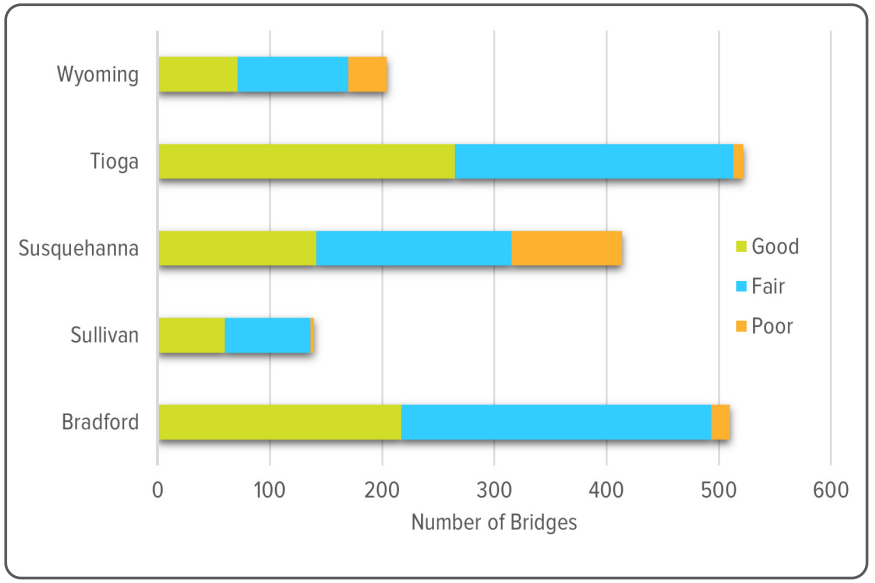


Figure 31: State-Owned Bridge Conditions by County, 2023

Source: PennDOT Bridge Management System

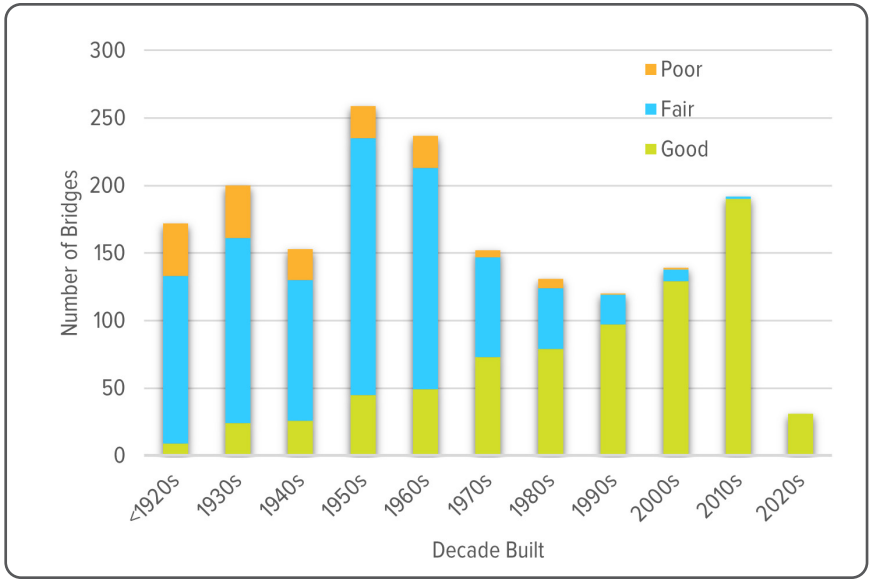


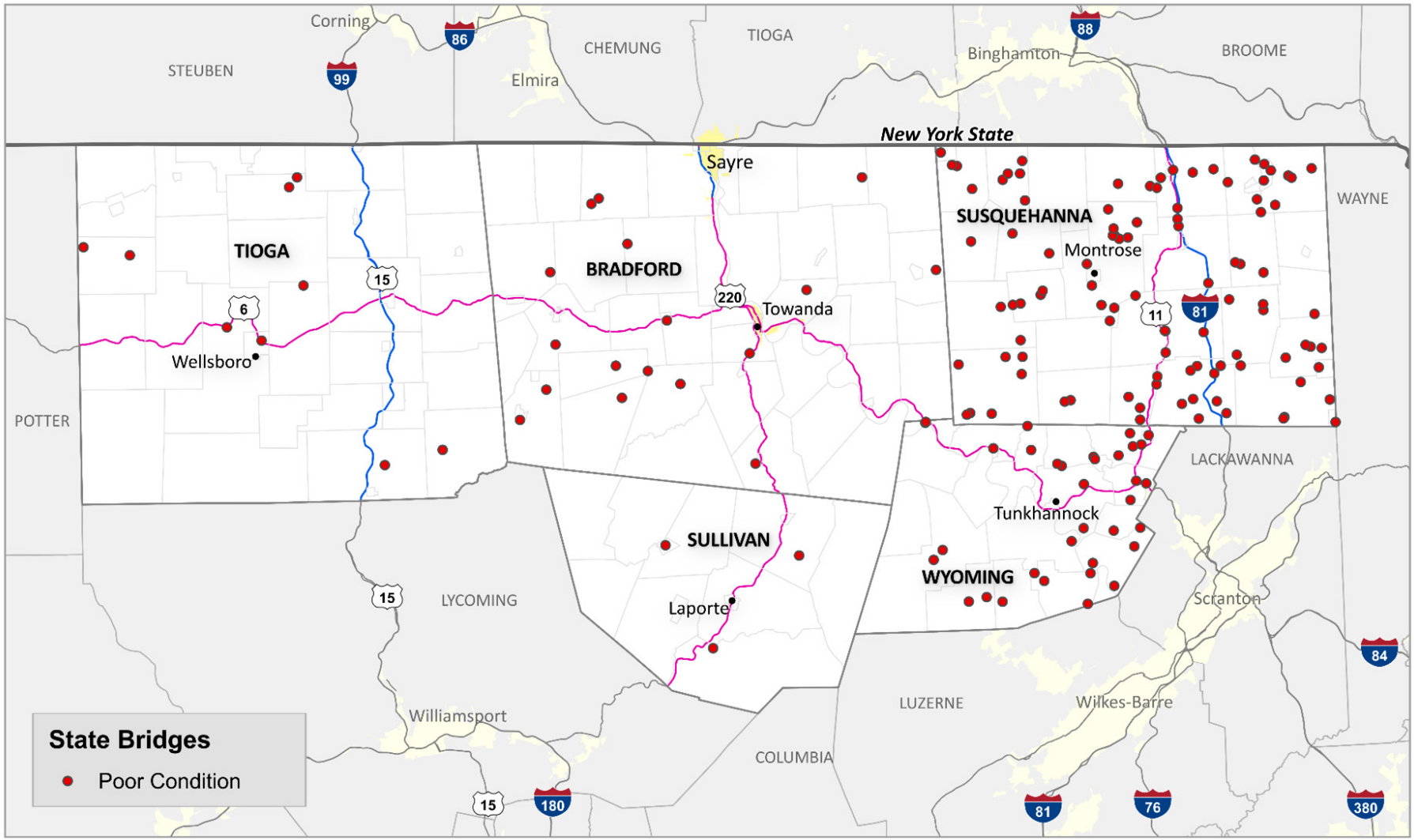
Figure 32: State-Owned Bridge Conditions by Decade Built

Source: PennDOT Bridge Management System

Bridge Conditions

Figure 33: Distribution of State-Owned Poor-Condition Bridges

Source: PennDOT Bridge Management System



Bridge Conditions



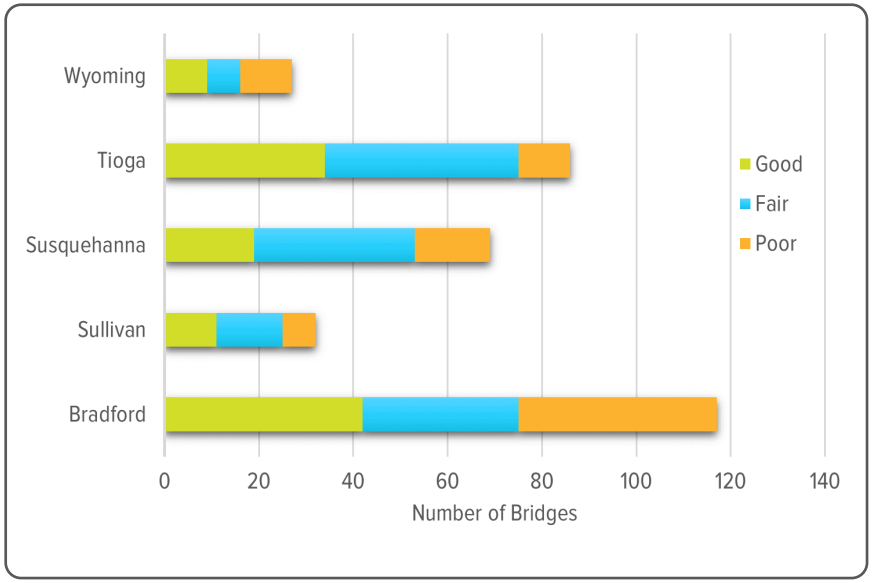


Figure 34: Locally Owned Bridge Conditions by County, 2023

Source: PennDOT Bridge Management System

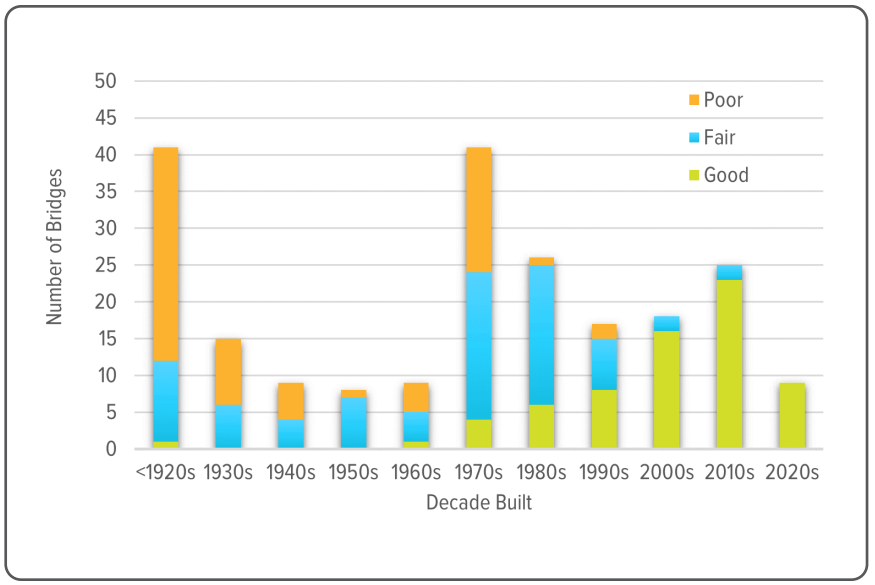


Figure 35: Locally Owned Bridge Conditions by Decade Built, 2023

Source: PennDOT Bridge Management System

Aviation

The Northern Tier has three public-use airports; commercial service is available in surrounding regions.

Overview and Key Trends

- The Northern Tier RPO region has three public-use airports: Bradford County Airport (N27) near Towanda, Grand Canyon Regional Airport near Wellsboro in Tioga County (N38), and Sky Haven Airport in Tunkhannock, Wyoming County. Access to commercial service and further connectivity to international destinations is available through Wilkes-Barre Scranton International Airport in Avoca; Williamsport Regional Airport in Montoursville; Greater Binghamton Airport in Binghamton, New York; and the Elmira-Corning Regional Airport in Chemung County, New York.
- Airport Hazard Zoning promotes public safety and system operations. Around the region's three public-use airports, 70 percent of surrounding municipalities have passed Act 164 (Airport Hazard Zoning) Ordinances, as reported by the PennDOT Bureau of Aviation. All five of the municipalities bordering the Bradford County Airport have passed Act 164 ordinances. Near Grand Canyon Airport, Shippen Township has adopted a zoning ordinance that includes an "Airport" zone. The Township coordinates with the airport on the building permit process within this zone prior to any permit being issued. The purpose of the zone is to preserve safety around airport property.
- According to PennDOT's 2022 Economic Impact of Aviation study, the Bradford County Airport has a workforce of 40 and an economic impact of $5.1 million per year. The airport provides general aviation services in addition to supporting recreational flying, avionics testing, aerial photography and surveying, flight training, and unmanned aircraft systems (UAS) training, among other aviation activity. The airport is seeking to expand its runway to 5,000 feet to better serve its clientele.
- Grand Canyon Regional Airport is a general aviation airport located five miles west of Wellsboro, Tioga County. The airport provides and supports a wide variety of activities such as flight training, aerial inspection, and recreational flights. The airport's services include fueling, ground handling, hangar space, and aircraft parking services. The airport has a direct economic impact of $506,300 per year.

Aviation



- Both the Bradford County and Grand Canyon airports host a wide variety of community events as a means of promoting their role as a regional economic driver. Similarly, both partner with community organizations to increase community awareness of the aviation industry. Wellsboro High School recently adopted the Aircraft Owners and Pilots Association's (AOPA)'s STEM curriculum to promote interest in aviation within the local community. The Bradford County Airport is also looking to expand its reach into local schools to help address workforce shortages in the aviation industry.

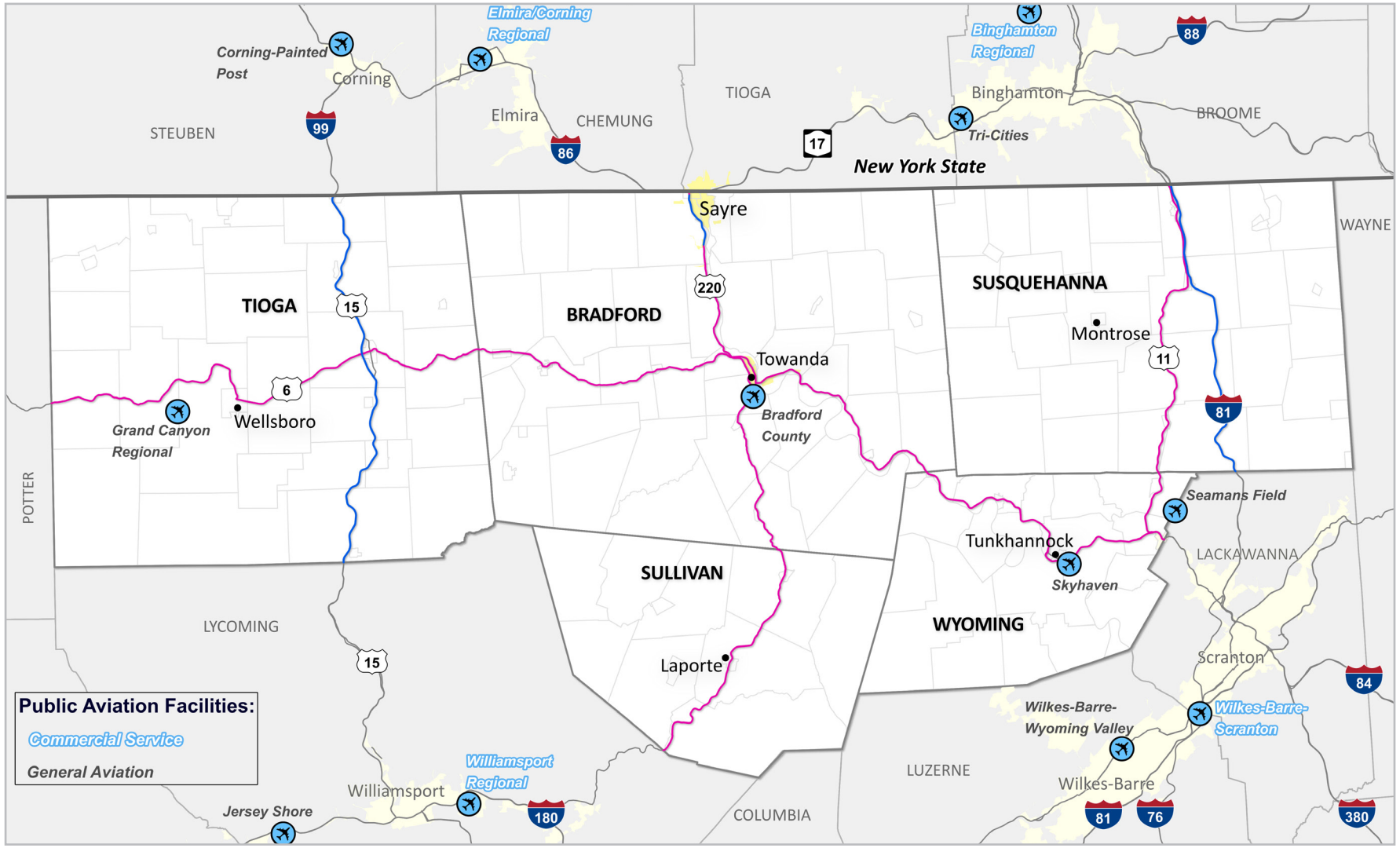
Planning Implications

- General aviation services in the U.S. generate more than $150 billion in economic activity annually and create more than 7 million jobs. The region's airports play a role in business location decisions and are important to the regional economy.
- Tourists and business representatives coming into the region are often faced with limited ground transportation services—bus, taxi, and ridesharing services are limited in rural areas like the Northern Tier.
- The compatibility of airport land uses is important to both local government and the region's airports. Ensuring this compatibility through Airport Hazard Zoning requires strategic land use management approaches that protect the airport's viability. The RPO can partner with the region's airports, member counties, and local municipalities within airport hazard areas to assist in enacting this important tool.
- Although aviation needs are addressed differently than those of other modes, the RPO can foster partnerships with area airports and provide support in their efforts to promote aviation and grow as regional economic drivers.

Aviation

Figure 36: Regional Aviation Facilities

Source: PennDOT



Public Transportation

BeST Transit's fixed-route service area covers 574 square miles and serves a population of 73,215.

Overview and Key Trends

- BeST Transit, formerly known as Endless Mountains Transportation Authority (EMTA), and Susquehanna-Wyoming County Transportation (SWCT) are the region's two public transportation service providers.
- BeST Transit provides fixed-route and demand-response public transportation services in Bradford, Sullivan, and Tioga counties. Operations are based in Athens with a fleet of 66 vehicles (53 paratransit, 13 fixed-route). The agency operates seven fixed routes, including the Mountie Express that serves Mansfield University. BeST Transit's fixed-route service area covers 574 square miles and serves a population of 73,215.
- Overall ridership on BeST Transit's services has shown recovery since the COVID-19 pandemic. Total fixed-route ridership reached 81,065 riders in FY 2022-23 and senior ridership reached 10,686 riders.
- BeST Transit's shared-ride service area covers 2,750 square miles and serves a population of 106,852, 23 percent of whom are seniors.
- In Susquehanna and Wyoming counties, SWCT provides shared-ride services within a 1,221-square-mile service area. The agency provides services to a population of 64,503 residents, of which nearly 15,300 are aged 65 years or older. SWCT operates and maintains a fleet of 23 vehicles.
- In FY 2022-23, SWCT provided 34,512 shared-ride trips. While seniors comprise 24 percent of the service area's population, these riders comprised 45 percent of ridership in FY 2022-23.
- Inter-city bus service is no longer available within the region.

Public Transportation



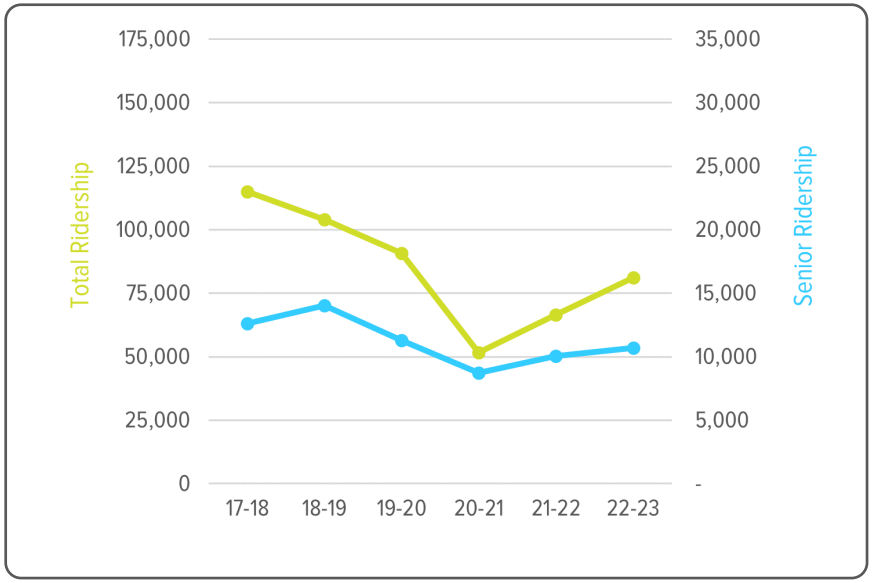


Figure 37: BeST Transit Fixed-Route Ridership, FY2017–FY2023

Source: PennDOT Bureau of Public Transportation Annual Report

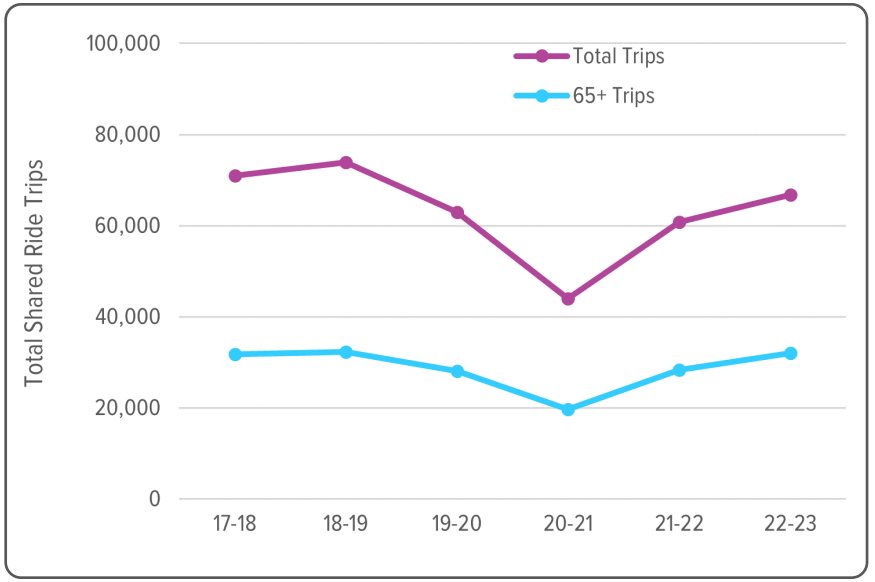


Figure 38: BeST Transit Shared-Ride Service Ridership, FY2017–FY2023

Source: PennDOT Bureau of Public Transportation Annual Report

Public Transportation

Planning Implications

- Public transportation in the region provides a basic mobility service for those who do not own a car, are unable to drive, or choose not to drive. A reliable and efficient public transportation system that connects people to job centers, essential services, recreation, and natural areas will support economic development and help attract new residents and businesses.
- A significant share of the region's public transportation passengers are senior citizens. As the region's average age continues to increase, these services will be needed by a larger percentage of the population to maintain mobility, independence, and quality of life.
- The RPO's Local Coordinated Transit Plan was last updated in December 2018. It serves as a comprehensive strategy to help community leaders, transit agencies, and human service providers work together to coordinate programs and address service gaps.

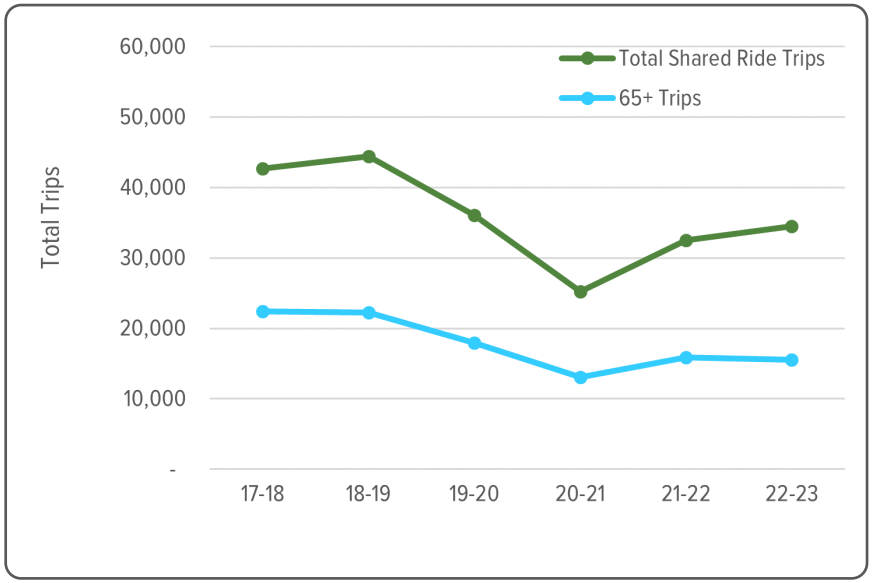


Figure 39: Susquehanna-Wyoming County Transportation Ridership, FY2017–FY2023

Source: PennDOT Bureau of Public Transportation Annual Report

Rail Freight

The region is served by Norfolk Southern and three short-line operators.

Overview and Key Trends

- While freight in the region is primarily moved by truck, shippers and receivers in the Northern Tier region are connected to the state and national rail network by approximately 171 miles of freight rail lines. There are no operating rail lines within Sullivan County—one of only four counties in the state without rail.
- The regional freight rail network is serviced by one Class I operator and three Class III (short-line) operators:
  - Class I (national): Norfolk Southern (NS)
  - Class III (local/sub-regional): Lehigh Railway (LRWY), Reading Blue Mountain and Northern (RBMN), and Wellsboro & Corning Railroad (WCOR)
- NS operates one of the most expansive rail networks in the U.S., and is the region's only Class I line, which runs north-south through Susquehanna and Wyoming counties. It connects with Reading Blue Mountain and Northern at Pittston Junction in the Scranton/Wilkes-Barre area, the NS Binghamton, New York, yard to the north, and interchanges with CSX near PhilaPort (Philadelphia Port Authority).
- NS also owns a 58-mile segment of rail line between Sayre and Mehoopany, which has been operated by the Lehigh Railway since 2009. The Lehigh Railway delivers commodities such as chemical products, sand, wood pulp, and lime/cement to locations including Towanda, Wysox, Wyalusing, Mehoopany, and Meshoppen.
- The Wellsboro & Corning Railroad (WCOR) operates 24 miles of freight railroad between a transload facility north of Wellsboro and destinations in New York. This short-line railroad plays a crucial role in freight transportation in Tioga County and the Northern Tier region.
- Reading Blue Mountain and Northern (RBMN) owns and operates 28 miles of the Lehigh Valley Line from Mehoopany in Wyoming County to Pittston Junction in the Scranton/Wilkes-Barre area.
- Additionally, the railroad owns the former Towanda-Monroeton Shippers' Lifeline. The rail line experienced flood

Rail Freight



damage in 2012 and has been inoperable since then.

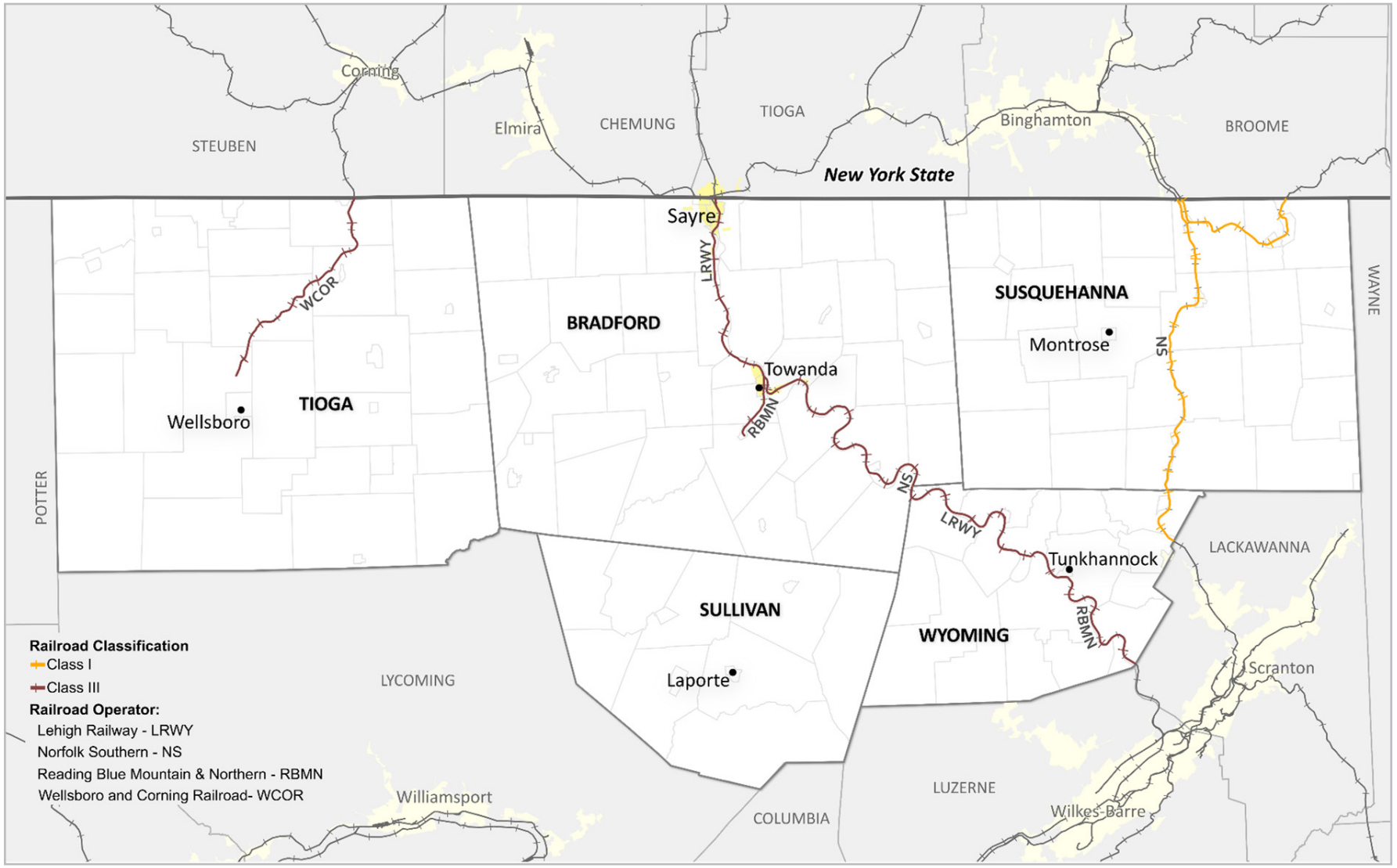
- Freight rail in the region is primarily used to export extracted natural resources, while aiding in the supply and distribution of manufactured goods, construction materials, and natural gas industry supplies.
- Various factors, such as ownership, connections, and distance, have an impact on the volume and characteristics of freight rail traffic. The Northern Tier RPO region has limited access to freight rail services, which in turn limits opportunities to divert more truck traffic to rail to preserve pavement conditions on the region's roadway network.

Planning Implications

- Maintaining and supporting the viability of the region's rail network provides regional shippers and receivers with modal alternatives—additional cost-effective options for receiving and moving freight, and increased competition for freight haulers. The region's topography and weather conditions make it all the more important to preserve existing rail corridors for rail use.

Rail Freight

Figure 40: Regional Rail Network



Active Transportation

The region features 261.6 miles of BicyclePA routes.

Overview and Key Trends

- The Northern Tier is well-known for its outdoor recreation opportunities and works to steadily expand its trail network. The regional active transportation network includes 942 linear miles of trails, including on-road, off-road, community, and water trails. These facilities are designated for outdoor recreational activities and transportation such as cycling, hiking, and walking. Furthermore, the region offers designated river waterways, snowmobile paths, and ATV routes for recreational purposes.
- The D&H Rail-Trail and O&W Rail Trail are two prominent off-road trails that traverse the Northern Tier and connect to other communities beyond the region's borders. Each rail-trail extends more than 30 miles. Approximately 87 percent of the D&H Rail Trail and 25 percent of the O&W Trail are located within the Northern Tier. Additionally, the Pine Creek Rail Trail connects communities in Tioga County with destinations in Lycoming County.
- The Pennsylvania Department of Conservation and Natural Resources (PA DCNR) has identified four trail gaps in the Northern Tier region, as shown in Figure 41.
- The region's bicycle infrastructure includes 261.6 miles of BicyclePA Routes:
  - BicyclePA Route G offers north-south connectivity between Corning, New York, and Cumberland, Maryland. In the Northern Tier, the route follows US 15, PA 414, PA 287, US 6, and the Pine Creek Rail-Trail in Tioga County.
  - BicyclePA Route J also provides north-south connectivity through the region, linking Sayre and Harrisburg. Within the region, this route enters Tioga County at its southeastern border along PA 14 and traverses the communities of Canton, Monroe, and Towanda.
  - BicyclePA Route L is aligned along the eastern edge of Susquehanna County for approximately 32 miles along PA 171, State Route (SR) 4030, and SR 1009. The route runs north-south connecting Binghamton, New York, and Wilmington, Delaware.

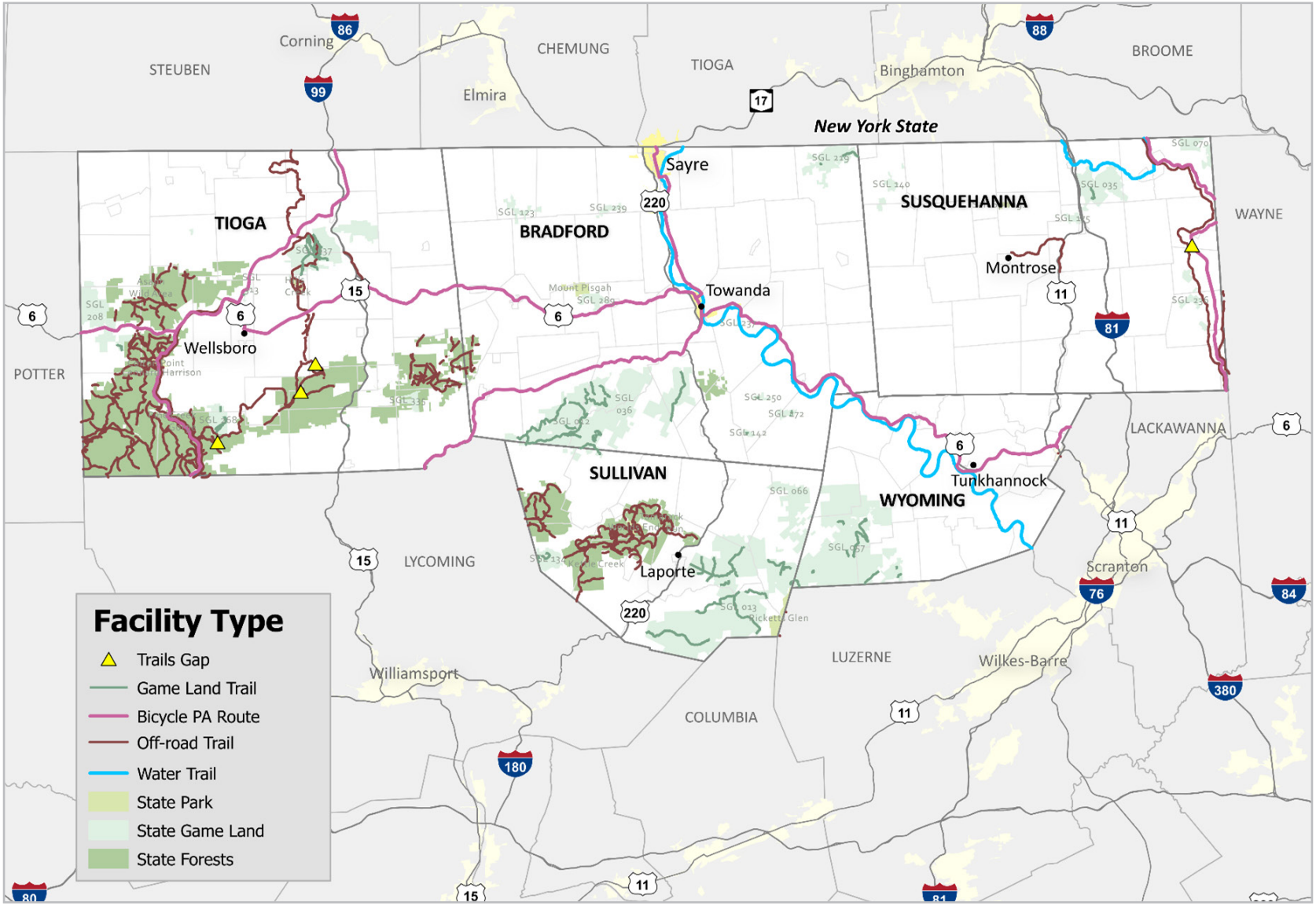
  - BicyclePA Route Y runs east-west along US 6 through four of the region's five counties. The route includes 125 miles through the Northern Tier connecting many communities including Factoryville, Tunkhannock, Meshoppen, Laceyville, Wyalusing, Towanda, Burlington, Troy, Sylvania, Mansfield, and Wellsboro.
- The RPO's Bicycle and Pedestrian Plan and its Greenways Plan also identify scenic corridors and corridors of regional significance for potential bicycle facilities or improvements. These corridors are all state routes known for bicycle use and were identified based on characteristics such as traffic volume, speed, and shoulder widths.
- In Summer 2024, construction was completed on an extension of the Pine Creek Rail Trail into Wellsboro, Tioga County. Also known as the Marsh Creek Greenway Extension, the trail project will eventually include the construction of a new trailhead facility at the rail trail's Patterson Trailhead.
- Under the RPO's Unified Planning Work Program (UPWP), supplemental funding was dedicated to study improved bicycle/pedestrian connectivity and circulation in Tunkhannock, Wyoming County. The Tunkhannock Mobility Study was adopted by county commissioners in October 2024.

Planning Implications

- The region's travel and tourism stakeholders help coordinate long-distance bicycle-riding events and races. The RPO can work with these groups as well as bicycle advocacy groups to identify stretches of roadway in need of infrastructure improvements for bicyclist safety.
- Bicycle and pedestrian networks are important for improving economic opportunities, particularly in areas near businesses and commercial zones. Enhancing safety measures along these networks can have a positive impact on the communities they serve. By providing safer and more dependable non-motorized transportation options, these networks can help promote economic growth in an area, while also encouraging healthy lifestyles and social interaction.
- Improving trail connectivity is crucial for enhancing access to outdoor recreational activities and off-road transportation options. The RPO will continue to work on projects and studies (such as the recent Marsh Creek Greenway Extension Study) that help close trail gaps. This will strengthen the regional trail network and potentially make them eligible for additional funding.
- Approximately 6 percent of households in the Northern Tier region lack access to a vehicle. The RPO can work with its counties, municipalities, and active transportation stakeholders to implement the recommendations of the region's bicycle and pedestrian plan and incorporate bicycle and pedestrian accommodations into transportation projects wherever possible to provide access to viable active transportation options for people of all ages and abilities.

Active Transportation

Figure 41: Active Transportation Facilities



Goods Movement

The regional economy continues to be driven by freight-intensive industry sectors.

Overview and Key Trends

- The Northern Tier's regional economy continues to be driven by freight-intensive industry sectors including Mining, Quarrying, and Oil/Gas Extraction; Agriculture/Forestry; Utilities; and Manufacturing. These employment sectors generally ship and receive goods by truck and rail.
- In 2023, the Northern Tier's state-owned highway network accommodated more than 768,000 vehicle-miles traveled by truck, daily. Approximately 65 percent of this travel occurred in Susquehanna and Tioga counties.
- The region's largest freight generators include food and product manufacturers and chemical companies, such as Procter & Gamble and DuPont.
- According to the latest Transearch data from IHS Global Insight, the region's top exported commodities include broken stone or riprap, gravel or sand, and miscellaneous field crops. Top import commodities include gravel or sand, primary forest materials, and warehouse and distribution center goods (Table 4).
- While the Marcellus shale industry continues to be an economic driver for the region, levels of activity continue to fluctuate, and the region continues to observe associated impacts to its roadway network. This includes heavy trucks carrying water tanks, sand, gravel, and other quarried materials along minor arterials, collectors, and even lower-tier routes essential to local commerce.
- During LRTP development, transportation and community stakeholders noted that large energy sector developments (e.g., LNG, solar) are being considered throughout the region, manufacturing businesses are exploring potential sites along major corridors including US 220, and programmed improvements at the I-81 interchanges in Gibson and New Milford are likely to attract new economic development.

Goods Movement

Planning Implications

- As growth in freight-intensive sectors continues to occur in the region and trucking continues to be a dominant mode of freight movement, the RPO, along with PennDOT and its member counties, will need to consider ongoing impacts to the highway and bridge network. Ongoing planning for freight networks such as the National Highway Freight Network and other critical corridors should be a priority.
- The region's transportation system also includes several lower-tier roadways (e.g., four-digit state routes) that are essential to local commerce but are not necessarily designed to accommodate freight traffic. As freight-intensive developments are proposed, asset management considerations will be essential in planning for potential impacts.
- As new freight developments occur, accessibility to these locations via alternative transportation options such as public transportation, carpooling, or active transportation may be needed to help expand employment options for individuals without access to a vehicle.
- The RPO will continue to monitor the I-99 designation slated for 2027 and its potential weight restriction impacts on freight-related industries (e.g., timber, gasoline transport) within the region.

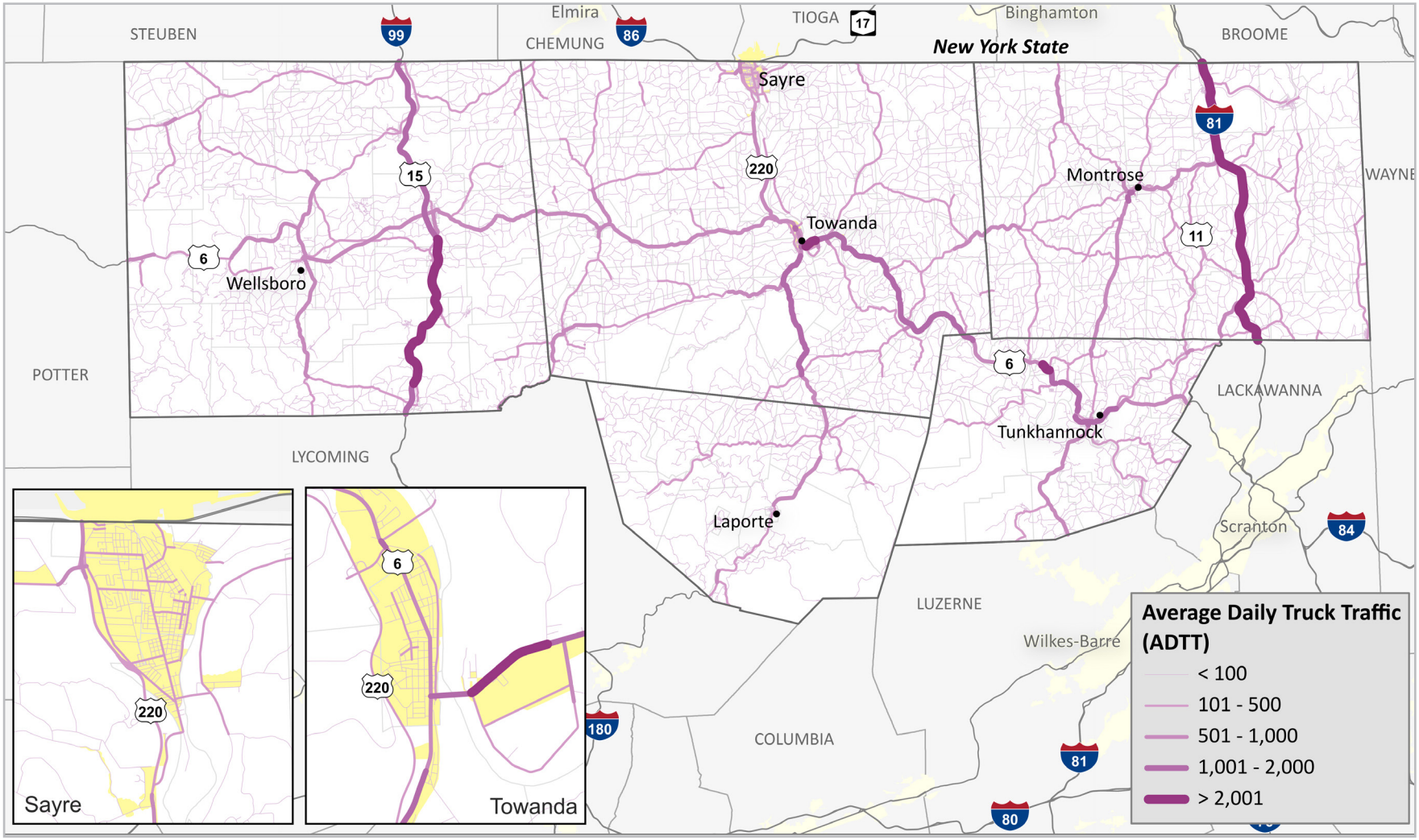
Table 4: Inbound and Outbound Commodities (2020)

Source: IHS Global Insight –Transearch

Inbound	Thousands of Tons	Outbound	Thousands of Tons
Gravel or sand	1,465,935.6	Broken stone or riprap	6,322,592.2
Primary forest materials	929,599.7	Gravel or sand	980,915.0
Warehouse & distribution center	581,403.7	Misc. field crops	876,974.2
Pulp or pulp mill products	423,821.0	Paper	714,408.3
Broken stone or riprap	417,302.6	Grain	600,198.9
Grain	249,013.4	Dairy products	526,627.6
Processed milk	120,988.7	Dimension stone, quarry	494,414.9
Petroleum refining products	119,567.9	Misc. waste or scrap	471,487.0
Livestock	109,934.2	Primary forest materials	452,561.2
Misc. nonmetallic minerals, n.e.c.	92,315.9	Cut stone or stone products	405,082.8

Figure 42: Annual Average Daily Truck Traffic

Source: PennDOT



Resilience

The region needs a transportation system that can withstand weather conditions above and beyond standard design conditions.

Overview and Key Trends

- Overall resilience of the transportation system is a topic that has received greater emphasis with the passage of the Bipartisan Infrastructure Law (BIL). Resilience refers to the transportation system's ability to resist extreme events, limit impacts, and rapidly return to service. Such events could include fire, earthquakes, flooding, or terrorist attacks.
- The reauthorization legislation established several new programs, including the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program. The program provides $1.4 billion in discretionary funding over the life of the reauthorization (through Federal Fiscal Year 2026) to ensure resilience of the transportation system to natural hazards such as climate change, extreme weather events, flooding, and other natural disasters. Funds from the program may be used toward planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure projects.
- Electric vehicle (EV) registrations in the Northern Tier region have quadrupled in the past five years. As of 2022, the region had 124 electric vehicles registered out of a total of 169,580 registrations. The trend by county is shown in Figure 43.
- PennDOT has identified Interstate 81 through Susquehanna County as an Alternative Fuel Corridor (AFC) for Compressed Natural Gas (CNG) and a pending AFC for electric vehicles and hydrogen fuels. As EV registrations continue to rise and the use of CNG continues to grow, there will be more opportunities and need for alternative fuel infrastructure such as charging stations, fueling locations, specialized maintenance, and other services.
- The United States Department of Transportation (USDOT) has created a set of data tools and a toolkit for alternative fueling infrastructure specifically designed for rural planning purposes. Transportation stakeholders in the RPO region have expressed interest in exploring other types of alternative fuels, with concerns about the long-term sustainability

of electric vehicles in the region (e.g., range impacts due to weather conditions, capacity of the regional grid, etc.).

- During the development of this LRTP, several of the region's counties were in the process of updating their Hazard Mitigation Plans with a desire to further investigate and address roadways and bridges prone to flooding and weather impacts. In 2023, PennDOT revisited its flood closure risk assessment, originally conducted as part of its Extreme Weather Vulnerability Study in 2019.
- Based on the updated statewide flood closure risk assessment, several roadway segments and bridge assets in the Northern Tier region are considered vulnerable. They are mapped in Figure 44.

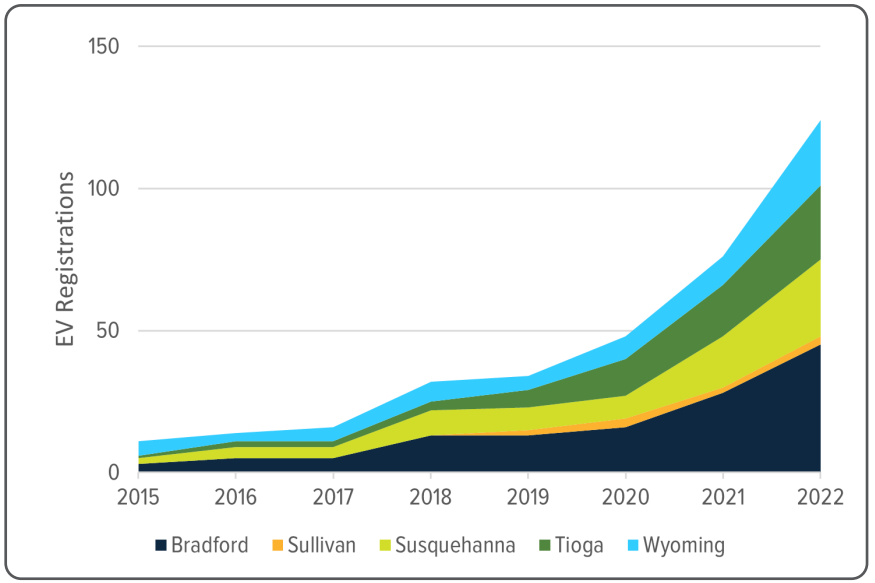


Figure 43: Electric Vehicle Registrations by County, 2015–2022

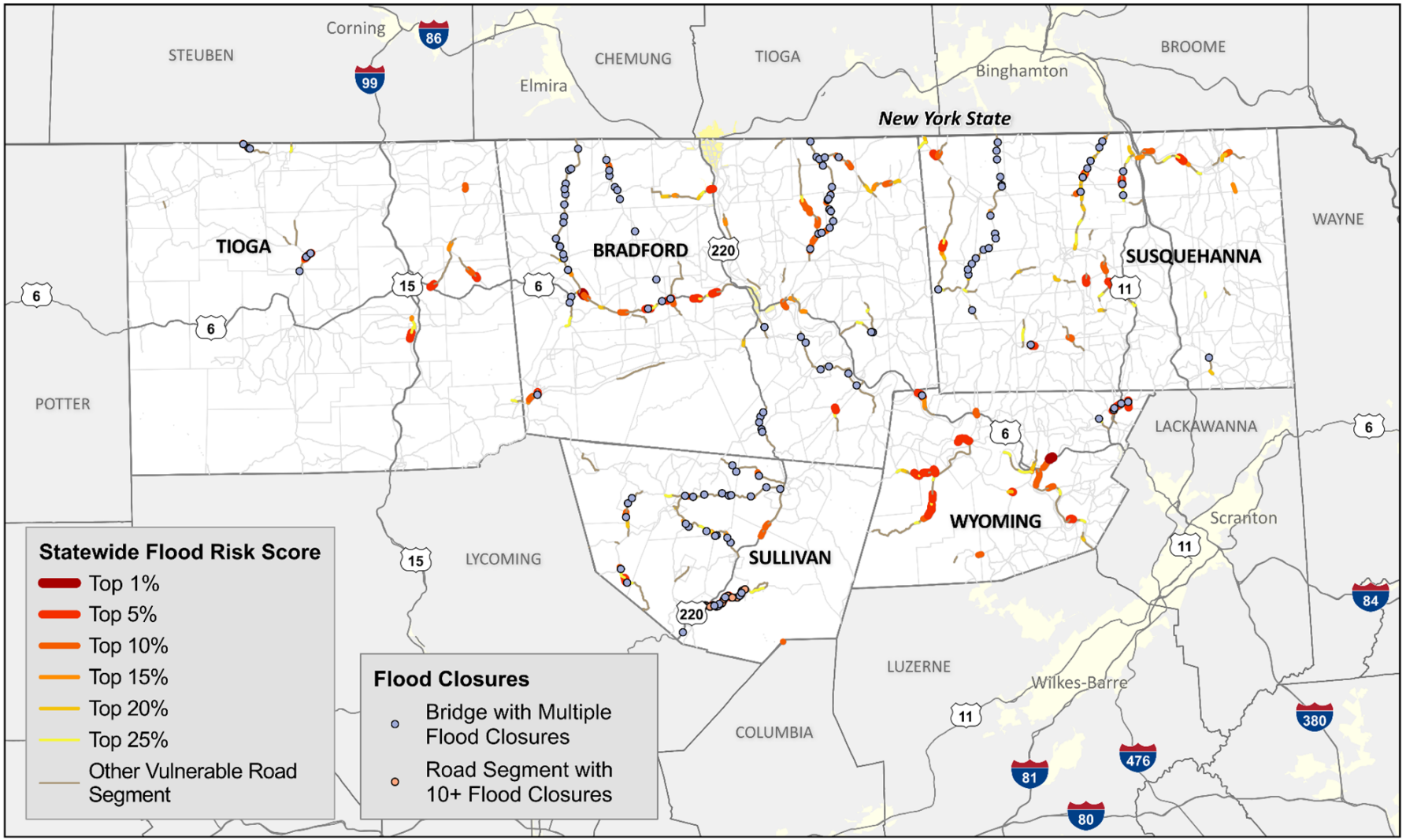
Source: PennDOT

Planning Implications

- The region needs a transportation system that can withstand weather conditions above and beyond standard design conditions.
- The RPO should consider incorporating resiliency considerations into its project prioritization and development processes. Ongoing coordination with PennDOT as well as federal, state, and local environmental agencies is critical in prioritizing improvements at locations that are vulnerable to natural hazards.
- The RPO will also partner with its member counties and municipalities to identify areas where stormwater infrastructure may be lacking or could be improved on roadways with high levels of vulnerability to extreme rain and snow events. This reduces the need for emergency road work on critical highways and bridges and the need for emergency funds due to flood damages.
- After addressing EV infrastructure on the Interstates, PennDOT will have more resources available to enhance EV charging on US and PA routes in rural areas of the state. Stakeholders in the Northern Tier recognize that the electric grid has limited capacity, and it will take collaboration among many organizations to plan for and implement alternative fuels.

Figure 44: Bridges and Roadway Segments Prone to Flooding

Source: PennDOT



Environmental Resources

Maintaining existing infrastructure generally results in fewer environmental impacts than constructing new roadways on new alignments.

Overview and Key Trends

- The Northern Tier region has an abundance of natural resources, including 203 linear miles of Class A streams, 194,370 acres of state game land, 5,720 acres of state parks, and 203,240 acres of state forests that all have numerous sensitive natural resources.
- Using the region's 2025 Transportation Improvement Program (TIP), the RPO performed a buffer analysis based on the Pennsylvania National Diversity Inventory (PNDI) environmental review process for transportation projects. Projects that involved new roadway capacity or realignments were allotted a buffer of 2,640 feet, while the remaining projects received a buffer of 200 feet. Environmental resources or features were counted as "potentially impacted" if they intersected with any of these project buffers.
- The region's TIP is primarily composed of bridge replacement, safety improvement, and roadway restoration projects, rather than new installations or intersection alignments. As such, most of the projects were designated a 200-foot buffer. Since these improvements are to existing infrastructure, they are likely to have fewer adverse environmental impacts compared to capacity-adding projects or the construction of new roadways.
- The buffer analysis evaluated over 30 natural resources and resulted in a list of features that could potentially be impacted by programmed transportation projects. The analysis results indicate that Prime Farmland Soils, Integrated List Attaining Streams, Wetlands, 100-Year Floodplains, and Hydric Soils are the top five potentially impacted resources.
- In September 2024, the RPO had a consultation with the state's Agency Coordination Meeting (ACM) to present the results of the buffer analysis and gather input on action strategies related to environmental mitigation and protection. Members of the ACM offered the following feedback:
  - Highlighted the importance of the early identification of Stafford Act properties that could be impacted by transportation projects in the Northern Tier

region. (Other PennDOT Districts have reached out to local municipalities regarding other active applications that have been submitted for Stafford Act designation.) This early identification helps PennDOT to assist property owners with the Pennsylvania Emergency Management Agency (PEMA) and the Federal Emergency Management Agency (FEMA), allowing them to do early planning and work with them to acquire the property before it goes through the full application process.

› The RPO should remain vigilant on running PNDI screenings to identify plant species that might be impacted by transportation projects. Gathering this knowledge early in the process is helpful, especially on larger projects.

› The ACM also noted the program's low potential for affecting historic properties and that tribal nations with interest in the Northern Tier region may have additional information that would not typically be included in other databases such as PA Share.

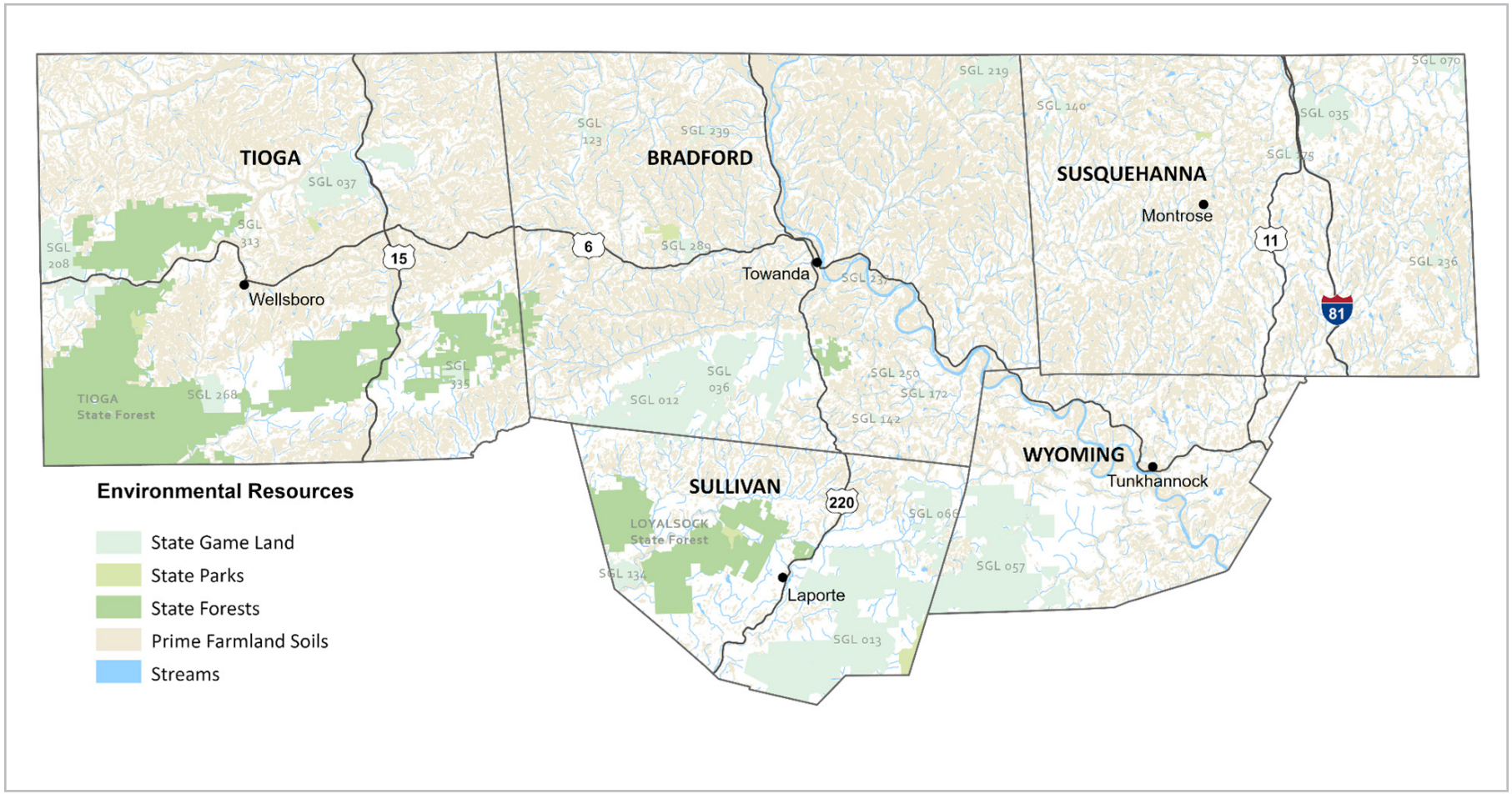


Planning Implications

- The region's natural resources provide a diverse range of valuable benefits, including opportunities for recreation, enhanced aesthetic appeal, promotion of economic growth, and support for environmental sustainability.
- With prime farmland soils and soils of statewide importance being abundant throughout the region, the RPO can work with the farming community and organizations with an interest in natural resources to help reduce, minimize, or avoid impacts to these resources.
- The RPO will continue its collaboration with local, regional, state, and federal environmental resource agencies and organizations to avoid, minimize, and mitigate impacts of projects programmed on the 12-Year Program (TYP).
- The Northern Tier's environment requires planning that balances economic development with environmental stewardship. Protecting or minimizing impacts to water bodies, wildlife habitats, and scenic vistas will be an integral part of transportation project development.

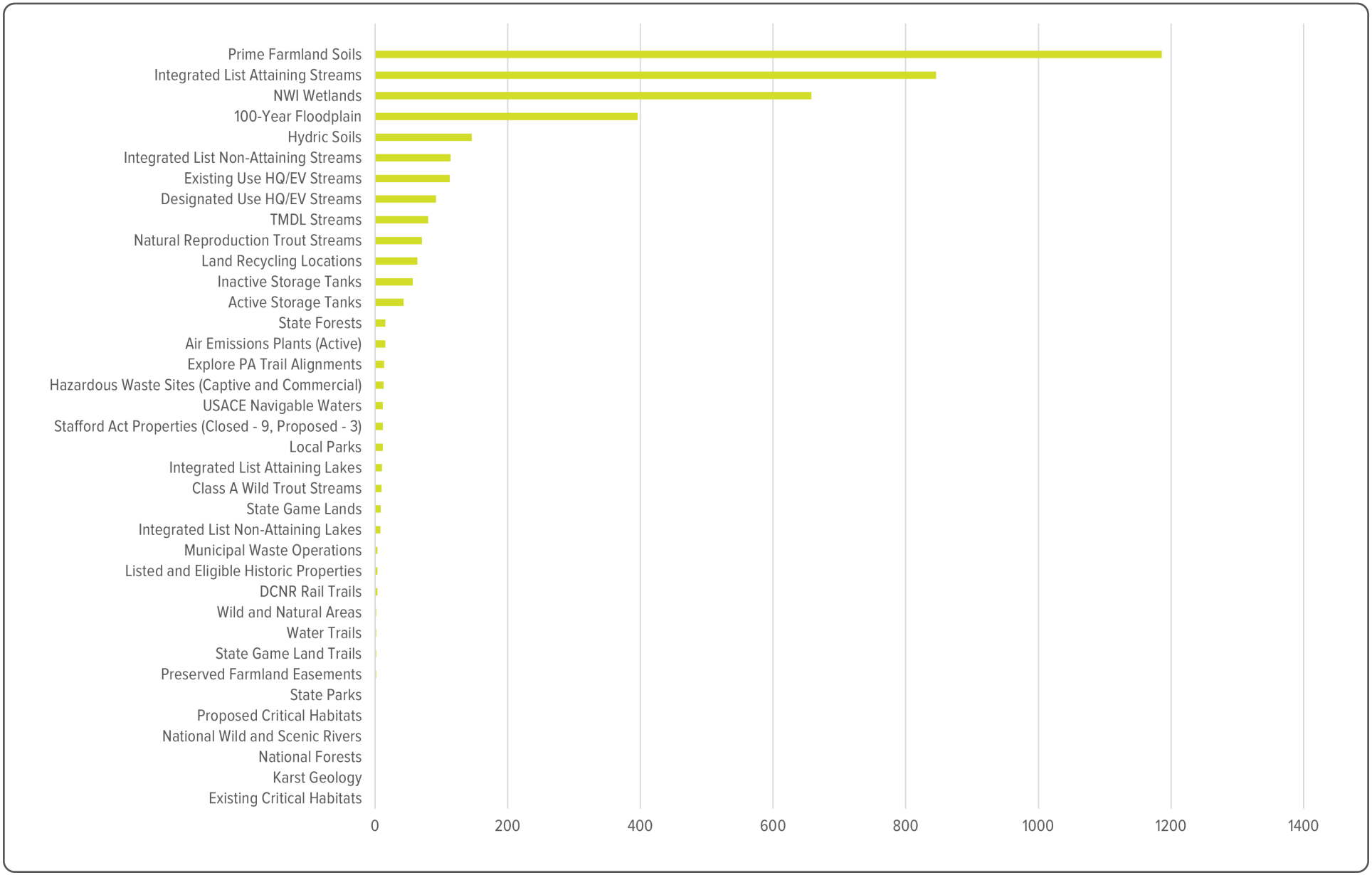
Environmental Resources

Figure 45: Environmental Resources



Environmental Resources

Figure 46: Environmental Resources Potentially Impacted by the 2025 TIP



Performance Measures



Performance Measures

Federal law requires target-setting and reporting for various transportation performance measures.

Overview and Key Trends

- Several federal surface transportation reauthorization laws have promoted achieving measurable outcomes to ensure the effective use of transportation funds, including Moving Ahead for Progress in the 21st Century (MAP-21), Fixing America's Surface Transportation Act (FAST Act), and, most recently, the Bipartisan Infrastructure Law (BIL). Performance measurement is aimed at ensuring that transportation planning and programming helps advance national performance goals and objectives.
- As listed on Table 5, a series of federal rulemakings established performance measures for Safety (PM-1), System Condition (PM-2), and System Performance (PM-3). PennDOT develops state-level performance targets for each of these measures. All the state's MPOs and RPOs can either adopt the state targets or establish their own. The Northern Tier RPO has committed to supporting all three state-designated measures.
- FHWA determines whether PennDOT has met or made progress toward meeting the established performance measures for safety on an annual basis. System condition and system performance targets include two- and four-year targets that PennDOT reports to FHWA every two years.

Performance Measures

Planning Implications

- BIL (also known as the Infrastructure Investment and Jobs Act, or IIJA) upholds the strategic approach established by MAP-21 and the FAST Act that is intended to help MPOs/RPOs, PennDOT, and other decision-makers make the best investment decisions to optimize results. The Northern Tier RPO will continue to collaborate with PennDOT and FHWA on performance measurement efforts.
- The approach to performance measurement continues to be data-driven through the utilization of system performance information and safety data to guide investment and policy decisions. By leveraging this system information, the Northern Tier RPO gains valuable insight into the performance of the regional transportation system, identifies areas that require improvement, and prioritizes investments accordingly.
- The Northern Tier RPO will aim to maximize return on investment for the region's transportation funding in a fiscally constrained environment. In a long-range planning context, performance measurement allows for more effective tracking and reporting of the RPO's annual investment in the region's transportation system.

Table 5: Federal Performance Measures

Category	Performance Measures
Safety (PM-1)	• Number and Rate of Fatal Crashes • Number and Rate of Serious Injury Crashes • Number of Non-Motorized Fatalities and Serious Injuries
System Condition (PM-2)	• Percentage of Interstate Pavements in Good Condition • Percentage of Interstate Pavements in Poor Condition • Percentage of Non-Interstate NHS Pavements in Good Condition • Percentage of Non-Interstate NHS Pavements in Poor Condition • Percentage of NHS Bridge Deck Area Classified in Good Condition • Percentage of NHS Bridge Deck Area Classified in Poor Condition
System Performance (PM-3)	• Percentage of Reliable Person-Miles Traveled on Interstates • Percentage of Reliable Person-Miles Traveled on Non-Interstate NHS • Interstate System Truck Travel Time Reliability Index • Annual Hours of Peak-Hour Excessive Delay Per Capita* • Percentage of Non-Single-Occupancy Vehicle (SOV) Travel* • On-Road Mobile Source Emissions Reductions for CMAQ-funded Projects*

* The Northern Tier RPO region does not include any non-attainment or maintenance areas under the National Ambient Air Quality Standards (NAAQS), therefore, these federal measures do not apply.

PM-1 Performance Measures

Figure 47: Number of Fatalities Performance, 2012–2023

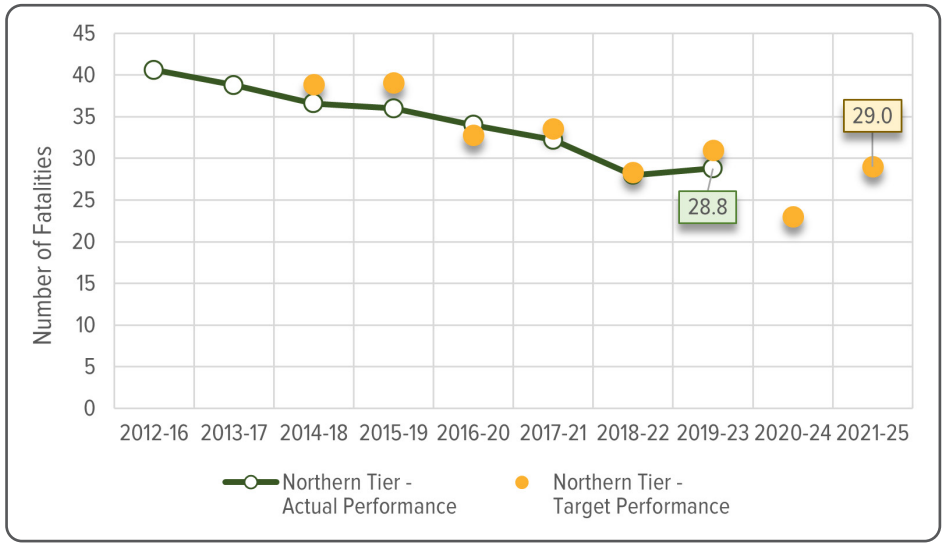


Figure 48: Fatality Rate Performance, 2012–2023

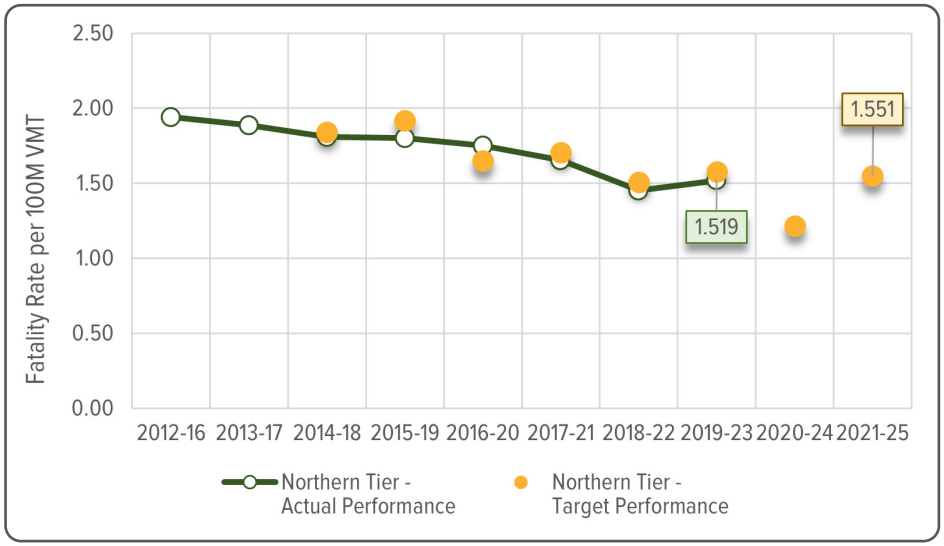


Table 6: Fatalities, 2012–2023 (Five-Year Rolling Averages)
Source: PennDOT

	Target	Actual	Target Met?
2012-16		40.6	
2013-17		38.8	
2014-18	38.9	36.6	**Yes**
2015-19	39.1	36.0	**Yes**
2016-20	32.8	34.0	No
2017-21	33.6	32.2	**Yes**
2018-22	28.3	28.0	**Yes**
2019-23	31.0	28.8	**Yes**
2020-24	23.0		
2021-25	29.0		

Table 7: Fatality Rate, 2012–2023
(per 100 million VMT, Five-Year Rolling Averages) Source: PennDOT

	Target	Actual	Target Met?
2012-16		1.940	
2013-17		1.886	
2014-18	1.840	1.808	**Yes**
2015-19	1.917	1.800	**Yes**
2016-20	1.650	1.750	No
2017-21	1.705	1.653	**Yes**
2018-22	1.506	1.452	**Yes**
2019-23	1.578	1.519	Yes
2020-24	1.215		
2021-25	1.551		

PM-1 Performance Measures

Figure 49: Number of Serious Injuries Performance, 2012–2023

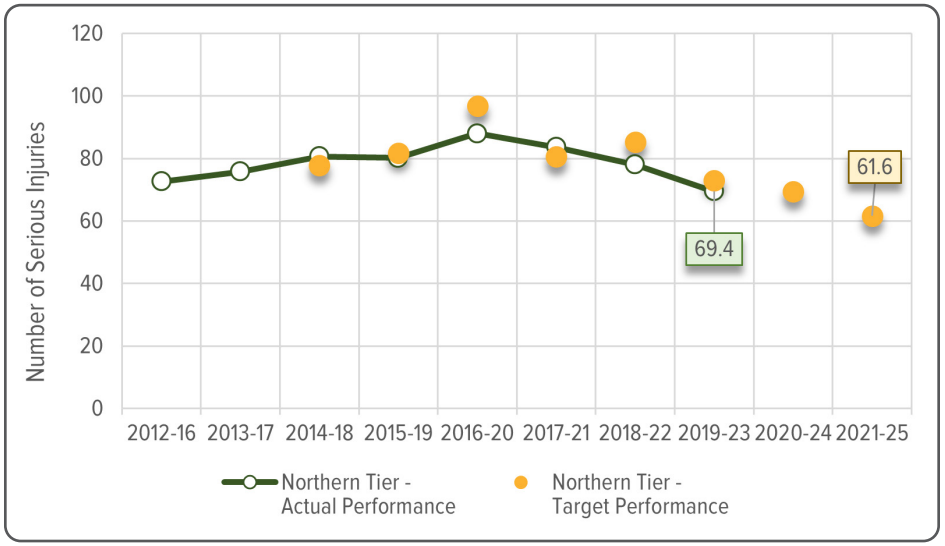


Figure 50: Serious Injury Rate Performance, 2012–2023

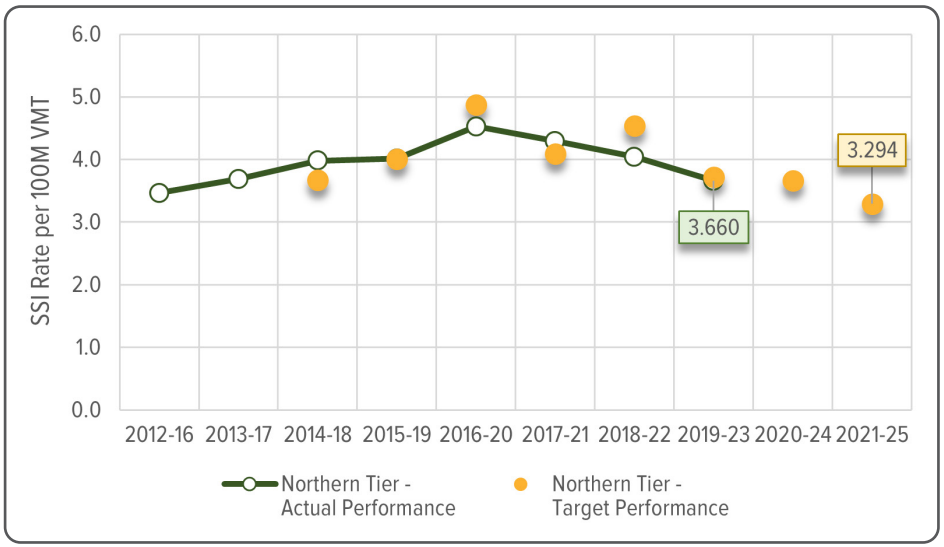


Table 8: Suspected Serious Injuries, 2012–2023 (Five-Year Rolling Averages) Source: PennDOT

	Target	Actual	Target Met?
2012-16		72.6	
2013-17		75.8	
2014-18	77.7	80.6	No
2015-19	81.7	80.2	**Yes**
2016-20	96.8	88.0	**Yes**
2017-21	80.6	83.6	No
2018-22	85.2	78.0	**Yes**
2019-23	73.0	69.4	Yes
2020-24	69.4		
2021-25	61.6		

Table 9: Suspected Serious Injury Rate, 2012–2023 (per 100 million VMT, Five-Year Rolling Averages) Source: PennDOT

	Target	Actual	Target Met?
2012-16		3.466	
2013-17		3.685	
2014-18	3.675	3.981	No
2015-19	4.006	4.011	No
2016-20	4.870	4.528	**Yes**
2017-21	4.090	4.292	No
2018-22	4.535	4.044	**Yes**
2019-23	3.716	3.660	Yes
2020-24	3.666		
2021-25	3.294		

PM-1 Performance Measures

Figure 51: Number of Non-Motorized Fatalities & Suspected Serious Injuries, 2012–2023

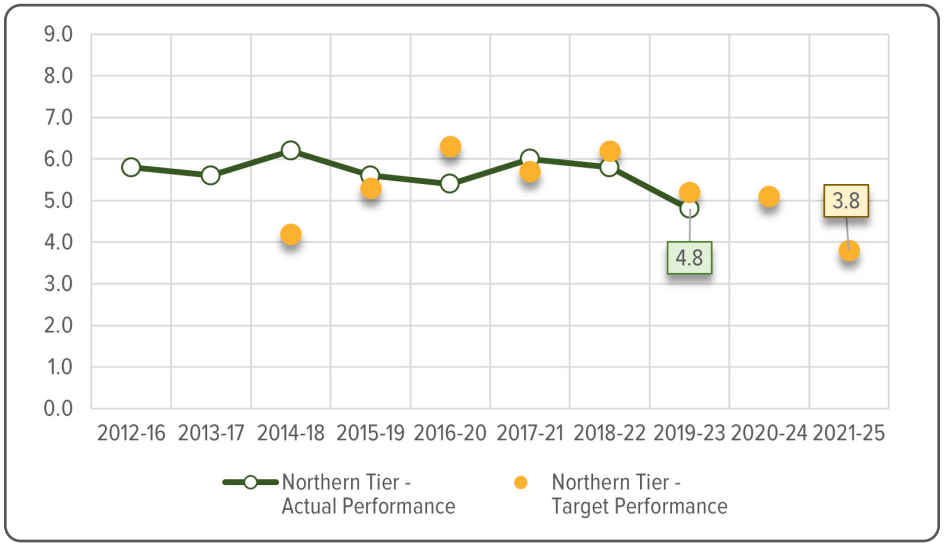


Table 10: Number of Non-Motorized Fatalities & Suspected Serious Injuries, 2012–2023 (Five-Year Rolling Averages) Source: PennDOT

	Target	Actual	Target Met?
2012-16		5.8	
2013-17		5.6	
2014-18	4.2	6.2	No
2015-19	5.3	5.6	No
2016-20	6.3	5.4	**Yes**
2017-21	5.7	6.0	No
2018-22	6.2	5.8	**Yes**
2019-23	5.2	4.8	Yes
2020-24	5.1		
2021-25	3.8		



PM-2 Performance Measures

Figure 52: Percentage of Interstate Pavements in Good Condition Performance, 2017–2022

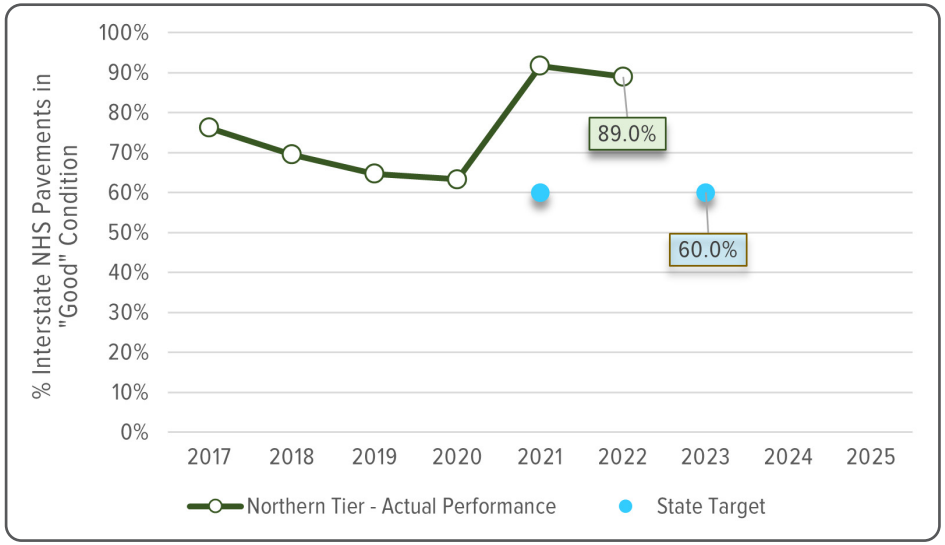


Figure 53: Percentage of Interstate Pavements in Poor Condition Performance, 2017–2022

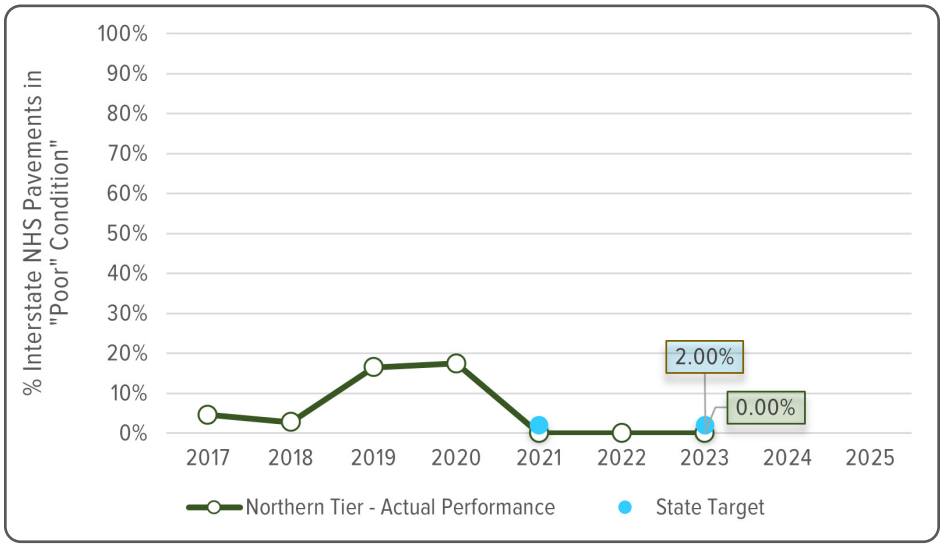


Table 11: Percentage of Interstate Pavements in Good Condition, 2017–2022 Source: PennDOT

	State Target	Actual	Target Met?
2017		76.2%	
2018		69.5%	
2019		64.7%	
2020		63.3%	
2021	60.0%	91.7%	Yes
2022		89.0%	Yes
2023	60.0%		

Table 12: Percentage of Interstate Pavements in Poor Condition, 2017–2022 Source: PennDOT

	State Target	Actual	Target Met?
2017		4.57%	
2018		2.78%	
2019		16.45%	
2020		17.42%	
2021	2.00%	0.00%	Yes
2022		0.00%	Yes
2023	2.00%	0.00%	

PM-2 Performance Measures

Figure 54: Percentage of Non-Interstate NHS Pavements in Good Condition Performance, 2017–2022

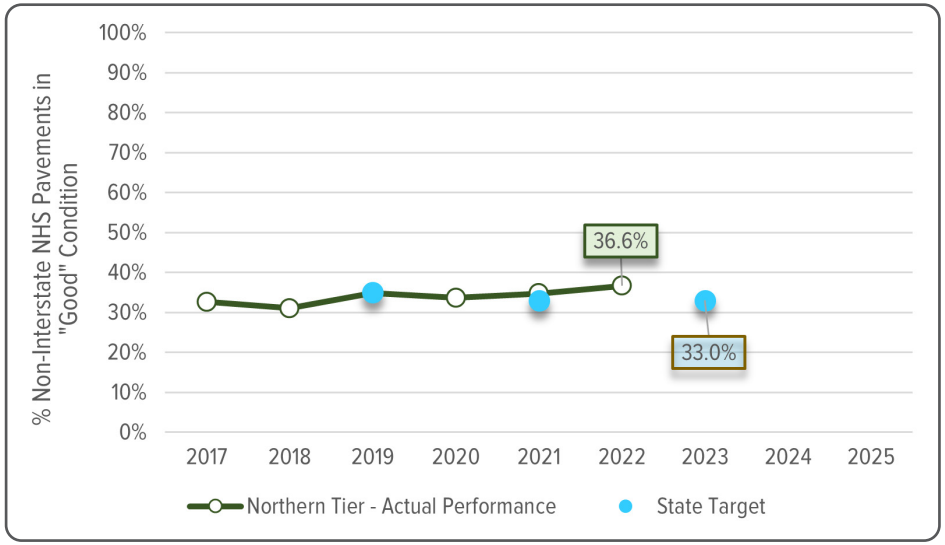


Figure 55: Percentage of Non-Interstate NHS Pavements in Poor Condition Performance, 2017–2022

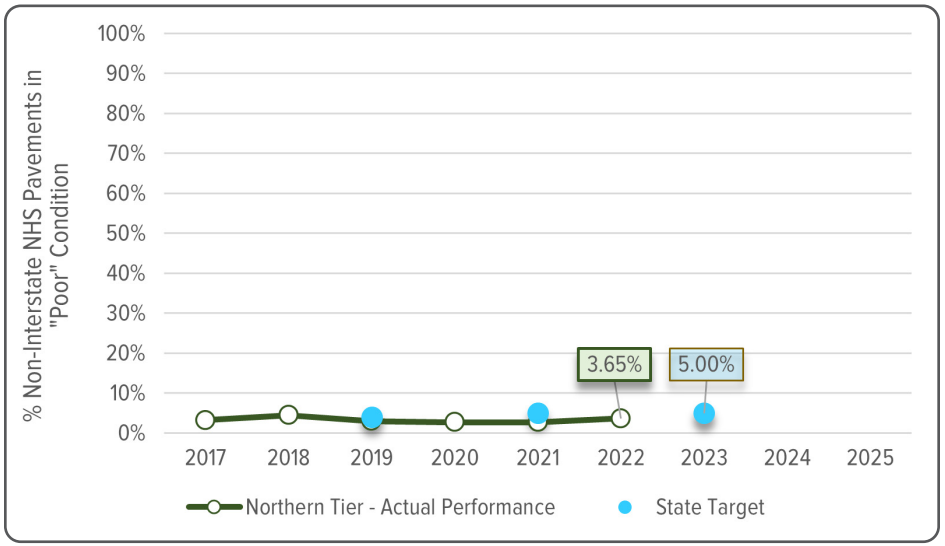


Table 13: Percentage of Non-Interstate NHS Pavements in Good Condition, 2017–2022 Source: PennDOT

	State Target	Actual	Target Met?
2017		32.6%	
2018		31.0%	
2019	35.0%	34.9%	No
2020		33.7%	No
2021	33.0%	34.7%	Yes
2022		36.6%	Yes
2023	33.0%		

Table 14: Percentage of Non-Interstate NHS Pavements in Poor Condition, 2017–2022 Source: PennDOT

	State Target	Actual	Target Met?
2017		3.22%	
2018		4.48%	
2019	4.00%	3.01%	Yes
2020		2.74%	Yes
2021	5.00%	2.71%	Yes
2022		3.65%	Yes
2023	5.00%		

PM-2 Performance Measures

Figure 56: Percentage of NHS Bridge Deck Area in Good Condition Performance, 2019–2022

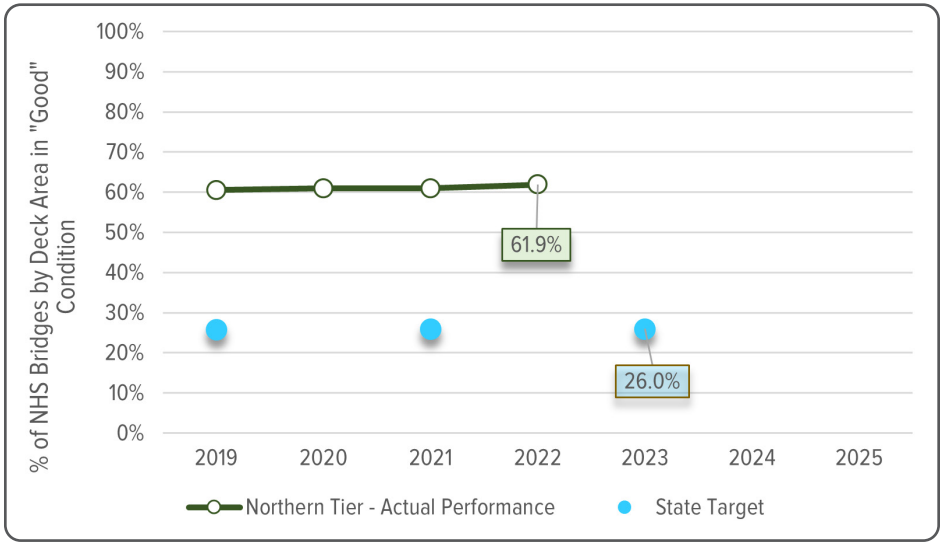


Figure 57: Percentage of NHS Bridge Deck Area in Poor Condition Performance, 2017–2022

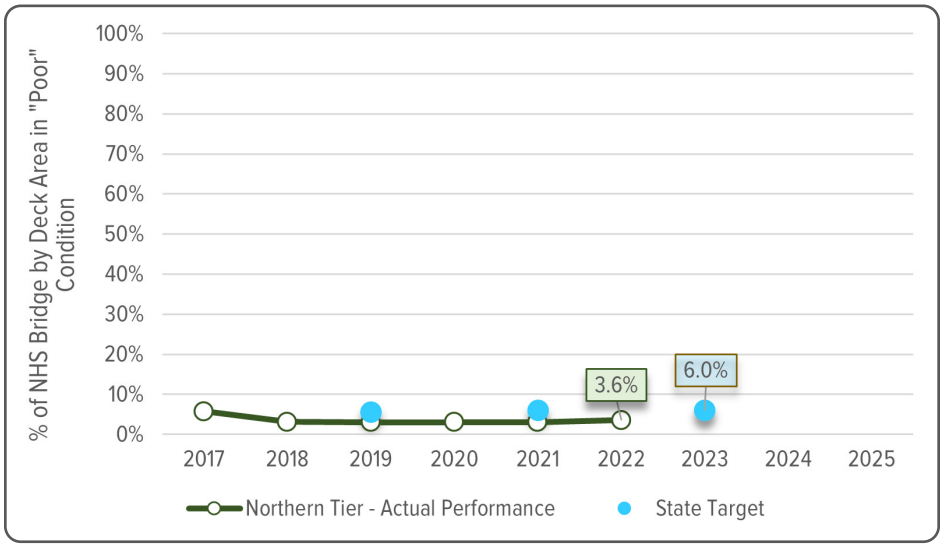


Table 15: Percentage of NHS Bridge Deck Area in Good Condition, 2019–2022 Source: PennDOT

	State Target	Actual	Target Met?
2019	25.8%	60.5%	**Yes**
2020		61.0%	**Yes**
2021	26.0%	61.0%	**Yes**
2022		61.9%	**Yes**
2023	26.0%		

Table 16: Percentage of NHS Bridge Deck Area in Poor Condition, 2017–2022 Source: PennDOT

	State Target	Actual	Target Met?
2017		5.7%	
2018		3.1%	
2019	5.6%	3.1%	**Yes**
2020		3.0%	**Yes**
2021	6.0%	3.0%	**Yes**
2022		3.6%	**Yes**
2023	6.0%		

PM-3 Performance Measures

Figure 58: Percentage of Reliable Person-Miles Traveled on Interstates Performance, 2017–2021

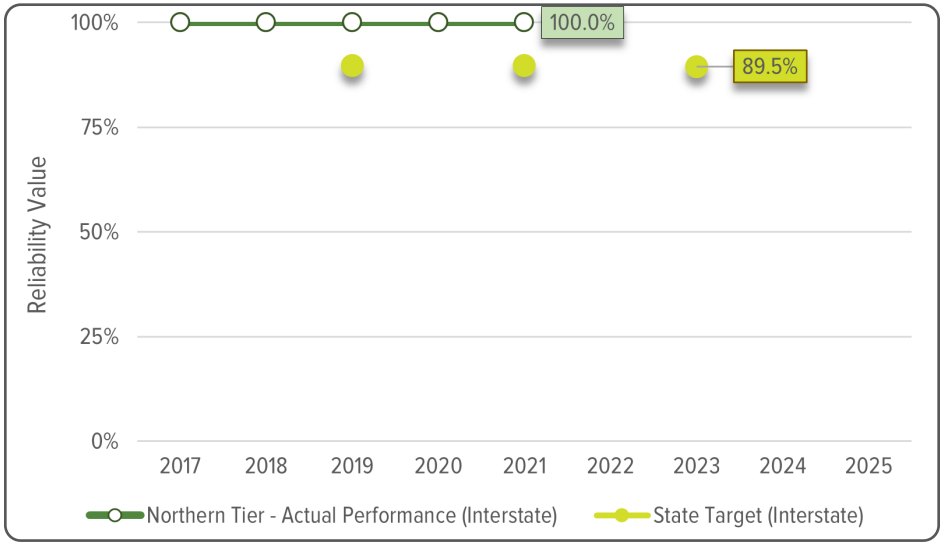


Figure 59: Percentage of Reliable Person-Miles Traveled on Non-Interstate NHS Performance, 2017–2021

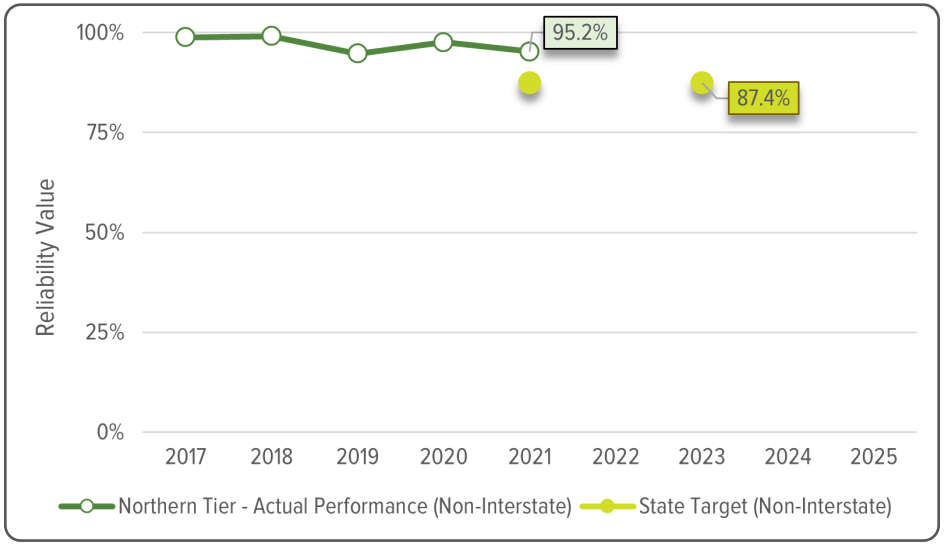


Table 17: Percentage of Reliable Person-Miles Traveled on Interstates, 2017–2021 Source: PennDOT

	State Target	Actual	Target Met?
2017		100.0%	
2018		100.0%	
2019	89.8%	100.0%	Yes
2020		100.0%	Yes
2021	89.8%	100.0%	Yes
2022			
2023	89.5%		

Table 18: Percentage of Reliable Person-Miles Traveled on Non-Interstate NHS, 2017–2021 Source: PennDOT

	State Target	Actual	Target Met?
2017		98.8%	
2018		99.1%	
2019		94.7%	
2020		97.6%	
2021	87.4%	95.2%	Yes
2022			
2023	87.4%		

PM-3 Performance Measures

Figure 60: Interstate System Truck Travel Time Reliability Index Performance, 2017–2021

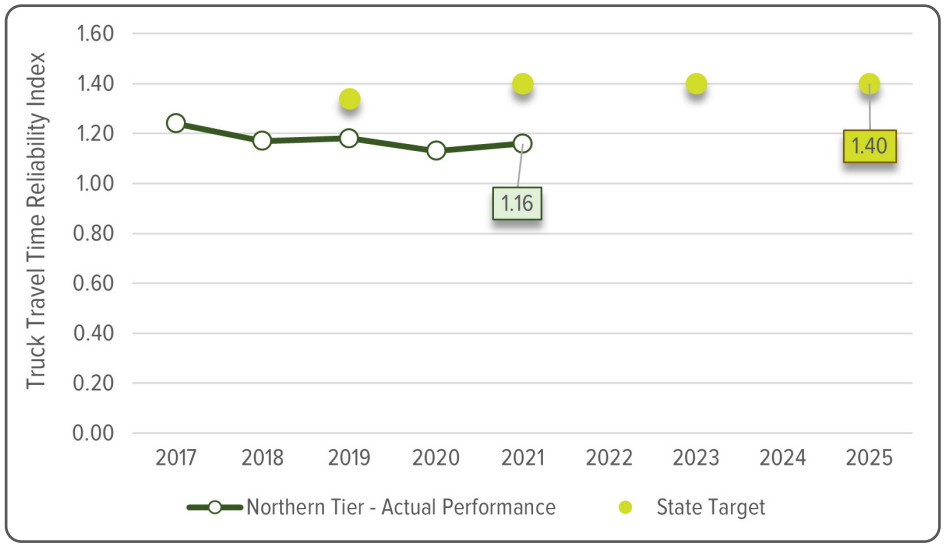




Table 19: Interstate System Truck Travel Time Reliability Index, 2017–2021 Source: PennDOT

	State Target	Actual	Target Met?
2017		1.24	
2018		1.17	
2019	1.34	1.18	Yes
2020		1.13	Yes
2021	1.40	1.16	Yes
2022			
2023	1.40		
2024			
2025	1.40		

Transit Performance Measures

Table 20: EMTA/BeST Transit Performance, 2023

Source: PennDOT

Performance Measure		2023 Target	2023 Actual Performance	2024 Target
Rolling Stock – Percentage of revenue vehicles that have met or exceeded their useful life benchmark	Cutaways	53%	50%	59%
	Minivans	53%	93.75%	78%
	Vans	62%	0%	62%
Equipment – Percentage of service vehicles that have met or exceeded their useful life benchmark	Automobiles	45%	66.67%	46%
	Trucks and Other Rubber-Tire Vehicles	21%	0%	24%
Facilities – Percent of facilities rated below 3 on the condition scale	Administrative/Maintenance Facilities	14%	100%	11%

Beyond the Borders



Beyond the Borders

Transportation issues transcend political boundaries.

Overview

- The Northern Tier RPO region shares a border with several other MPO regions, including the Lackawanna-Luzerne MPO, North Central RPO, and Williamsport MPO in Pennsylvania as well as the Binghamton Metropolitan Transportation Study (BMTS) and Elmira-Chemung Transportation Council (ECTC) in New York State. As transportation transcends political boundaries, the following section discusses major transportation issues that the RPO region shares with its neighboring counterparts. It also offers a look into opportunities for collaboration in addressing mutual transportation concerns.

Lackawanna-Luzerne Transportation Study (LLTS) MPO

- The MPO has observed increases in freight traffic originating from the Northern Tier on its highway network, most likely generated by the natural gas industry and some warehouse developments (e.g., Procter and Gamble in Tunkhannock). Some of this freight traffic is destined for a transload facility in Carbondale, Lackawanna County, to transfer cargo from truck to rail.
- In response to the 2020 census, the LLTS MPO is currently "smoothing" the boundary of the U.S. Census-designated Scranton–Wilkes-Barre Urbanized Area, which extends into Factoryville, Wyoming County.[1] LLTS MPO will need to coordinate with the Northern Tier RPO via a Memorandum of Agreement for changes involving Factoryville.

[1] When urban area boundaries are designated, they can be irregular and cause roadways to cross between rural and urban classifications. Adjacent planning regions and state DOTs can work together to adjust these boundaries in a process known as "smoothing." The smoothing process allows for the classification of roadway segments to be more consistent between urban and rural designations.

Beyond the Borders

- The LLTS MPO recently updated its Local Coordinated Public Transit-Human Services Plan, which identified recommendations related to transit options between Luzerne and Wyoming counties, as well as Lackawanna and Susquehanna counties. The LLTS MPO and Northern Tier RPO can coordinate with local transit agencies and human services stakeholders to implement the plan's recommendations and address gaps in existing service. The plan identified some challenges related to Wyoming County riders accessing mental health service providers in Wilkes-Barre.
- Goods movement is also a concern, particularly along the I-81 corridor, where truck parking is limited.

Williamsport Area Transportation Study (WATS) MPO

- Like the Northern Tier, Lycoming County has experienced population declines that have impacted comprehensive planning and transportation planning.
- WATS is continuing to monitor developments related to the future construction phases of Interstate 99 (I-99), which will eventually continue north from I-80 via US 220 to Williamsport, and via US 15 to the New York State line. There are opportunities for the two regions to collaborate on the transportation planning needs surrounding the designation of I-99.
- In 2021, WATS MPO partnered with SEDA-COG MPO and PennDOT to develop the Central Susquehanna Valley Transportation (CSVT) Project Special Impact Study. The study examined the potential impacts of the new 12-mile limited-access highway on traffic patterns and land use. The study's traffic modeling results project increases in traffic along US 220 heading north into the Northern Tier region.
- MPO staff noted that information-sharing could be improved between the two regions.

North Central RPO

- The two RPO regions share a border between Potter and Tioga counties. Both counties are known for their ATV, UTV, and snowmobile riding opportunities, including the Susquehannock ATV Trail and the North Central Regional ATV Trail. The North Central Regional ATV Trail offers riders an opportunity for long-distance travel by permit on designated state forest trails and roads, designated local roads, and other designated routes. There are opportunities for both counties as well as the two RPOs to coordinate on planning for and identifying improvements along corridors that carry ATV traffic.
- US 6 is a heritage corridor that traverses both regions. There are opportunities for the two RPOs to coordinate and/or collaborate on planning efforts related to this corridor, including those related to the PA Route 6 Alliance's efforts to have the corridor designated as a State and National Scenic Byway.

Beyond the Borders

Binghamton Metropolitan Transportation Study (BMTS) MPO North Central RPO

- As part of its upcoming LRTP update, the BMTS MPO is interested in exploring the regional impacts and benefits of technological advancements (e.g., autonomous vehicles, artificial intelligence) in rural and urban settings.
- The Binghamton region has two industrial parks near the Pennsylvania border along Interstate 81 that are heavily used and in need of additional space. Local communities have observed growth in truck traffic; however, impacts of truck traffic on local roadways have been minimal.
- With the redesignation of the urbanized area (UZA) boundaries as part of the 2020 Census, the Binghamton urbanized area no longer extends into the Northern Tier region. Prior to this redesignation, a portion of the UZA extended along Interstate 81 in Susquehanna County. Despite this change, there are opportunities for the two regions to continue collaboration on any planning efforts for the I-81 corridor.

Elmira-Chemung Transportation Council (ECTC) MPO

- The Elmira-Chemung region is experiencing growth and workforce demand in freight-intensive industries, such as manufacturing and clean energy. This could lead to increased commuter and freight traffic flows along major roadways between the two regions and along Interstate 86.
- In recent years, the MPO has observed increased visitor/tourism traffic volumes looking to access major attractions such as NASCAR races at the Watkins Glen Racetrack, sporting events at local arenas, and shows at the Clemens Center Theatre. There are efforts underway to develop a 29-mile trail loop linking visitors to the Watkins Glen area.
- Both ECTC and BMTS are in support of pursuing Electric Vehicle Alternative Fuel Corridor designation for I-86.
- In October 2023, the Northern Tier Regional Planning and Development Commission (NTRPDC) was awarded $4.5 million in Appalachian Regional Commission (ARC) grant funding to implement the Twin Tiers ARISE Program. The project will involve greater collaboration on workforce training and career education for youth living in both the Northern Tier region and the Southern Tier of New York (the “Twin Tiers”). As the project is implemented, commuter traffic levels between the two regions may be affected.
- ECTC oversees the administration and operations of CTRAN, the Elmira-area transit system. The ECTC is interested in considering possibilities to expand fixed-route and microtransit services into the Northern Tier region to help provide transit service to residents, commuters, and those in need of medical transportation.
- There are opportunities for the two regions to collaborate on addressing the resilience of the highway system. One area of flooding concern in the region is the Lowman Crossover Road, connecting to Interstate 86. Chemung County is developing a resiliency plan to minimize regional impacts of weather and other climate-related events. Related areas of collaboration could include emergency management and preparedness and evacuation routes.

Public Engagement



Public Engagement

The RPO conducted a series of listening sessions in August 2024.

Overview

- As part of its work in maintaining and updating the statewide 12-Year Program (TYP), the State Transportation Commission (STC) partnered with PennDOT to administer an online survey gathering input from the public about transportation concerns. Northern Tier RPO staff extracted the responses from Northern Tier residents for analysis as part of the development of the LRTP.
- In August 2024, the RPO conducted a series of public listening sessions to gather input on transportation issues and concerns in each of the region's five counties.
- The RPO also administered a 30-day public review and comment period and held a public meeting on the draft LRTP on March 5, 2025.

STC Public Survey

- Approximately 80 responses to the STC's biennial survey were from Northern Tier residents. The survey was structured into several sections allowing participants to rate transportation modes, prioritize areas of concern, mark specific locations of concern on an interactive map, allocate a hypothetical transportation budget, and provide optional demographic information.
- Spending Preferences:
  - Each survey participant was invited to distribute a hypothetical budget of $100 among six different transportation spending categories: Maintenance, More Lanes/New Roads, Ride More/Drive Less, Bicycling/Walking, Technology, and Economic Support.
  - Results from the Northern Tier region reveal that participants generally favor more investment in Maintenance (37 percent) and Technology (20 percent), with 15 percent favoring new roadway capacity (Figure 61).
- Priorities:
  - Participants were asked to rank a series of transportation priorities on a scale of 1 to 5, with 1 being low priority

and 5 being highest priority. Respondents from the Northern Tier region identified roadway pavement maintenance and repair (61 percent), bridge maintenance and repair (45 percent), and investing in Interstate highways (42 percent) as top priorities (Figure 62).

- Transportation Issues:
  - Survey respondents were invited to identify locations of concern on an interactive map. A total of 39 comments were received, the majority of which were from Susquehanna County (Figure 63). Comments ranged from a desire for improved roadway maintenance on both paved and dirt roads, to improved bridge conditions, speeding concerns, and a desire for expanded public transportation options.

County	Number of Responses	Percentage of Total Responses	County's Share of Regional Population
Bradford	15	20%	35%
Sullivan	0	0%	3%
Susquehanna	28	38%	22%
Tioga	16	22%	24%
Wyoming	15	20%	15%
Grand Total	**74**		

Table 21: STC Survey Responses by County

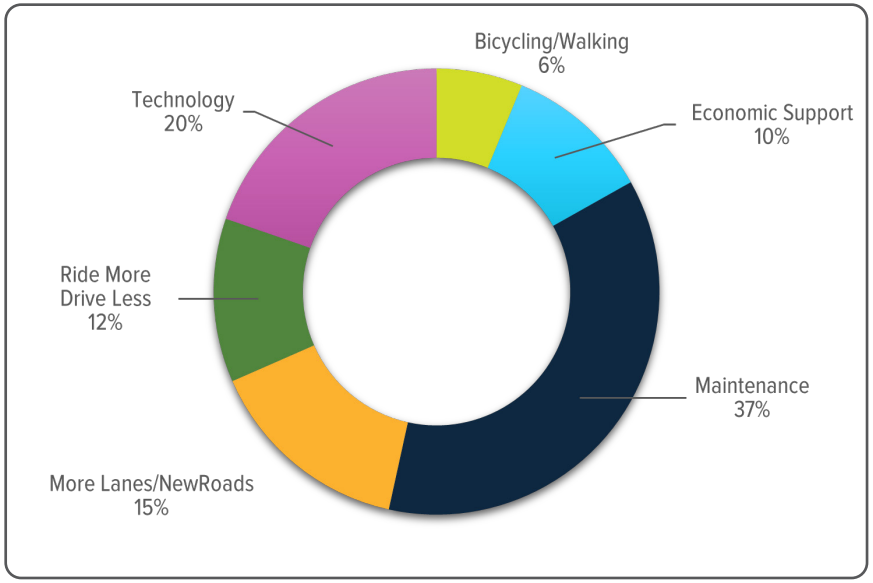


Figure 61: Allocation of Hypothetical Transportation Budget by Northern Tier Respondents to STC Survey

Figure 62: Percentage of High-Priority Rankings (Rated “5”) by Priority Area, Northern Tier Region Respondents to STC Survey

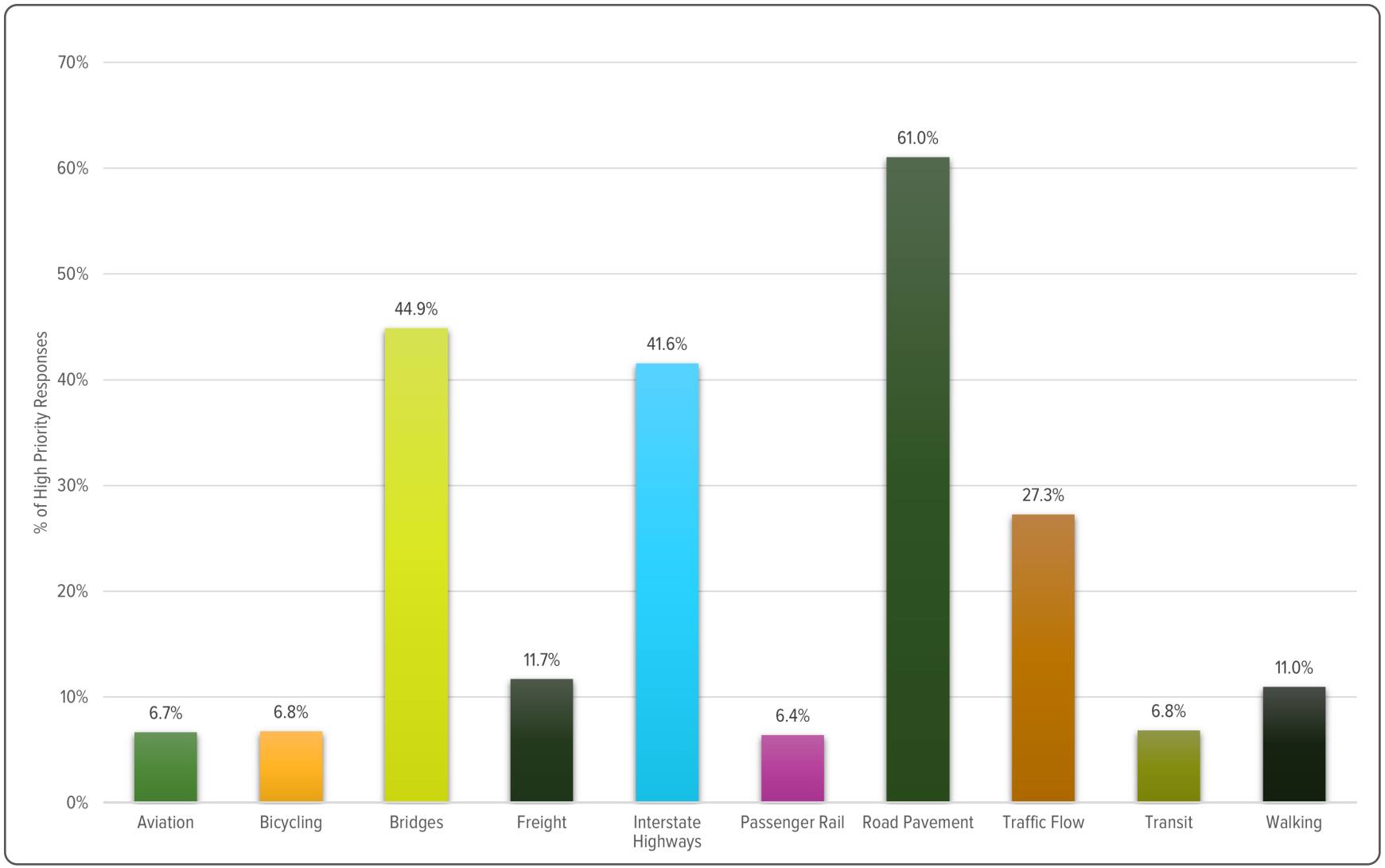
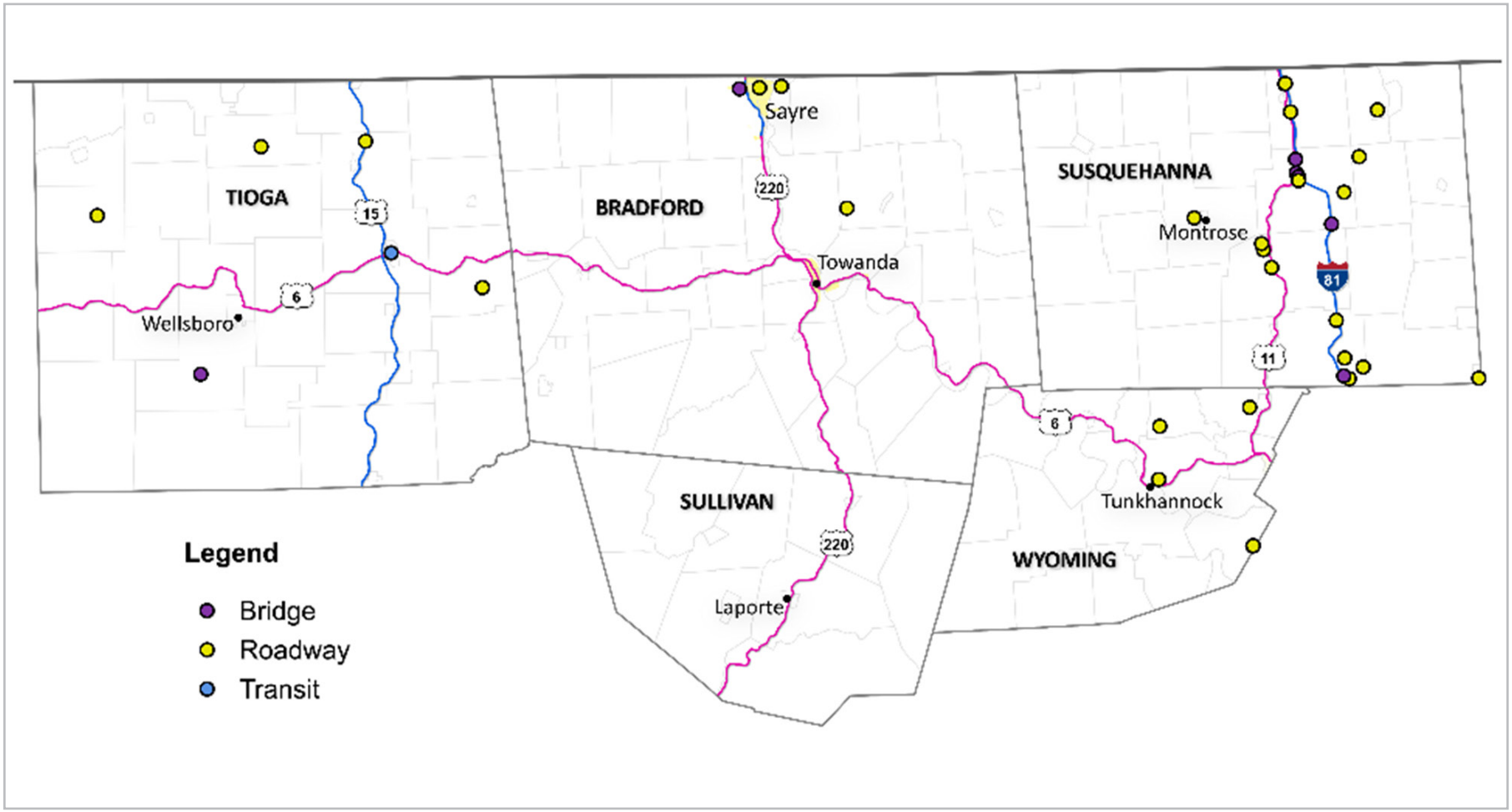


Figure 63: STC Survey Feedback – Areas of Concern by Category



Strategic Directions



Strategic Directions

Actions for each goal area are presented on the following pages.

Introduction

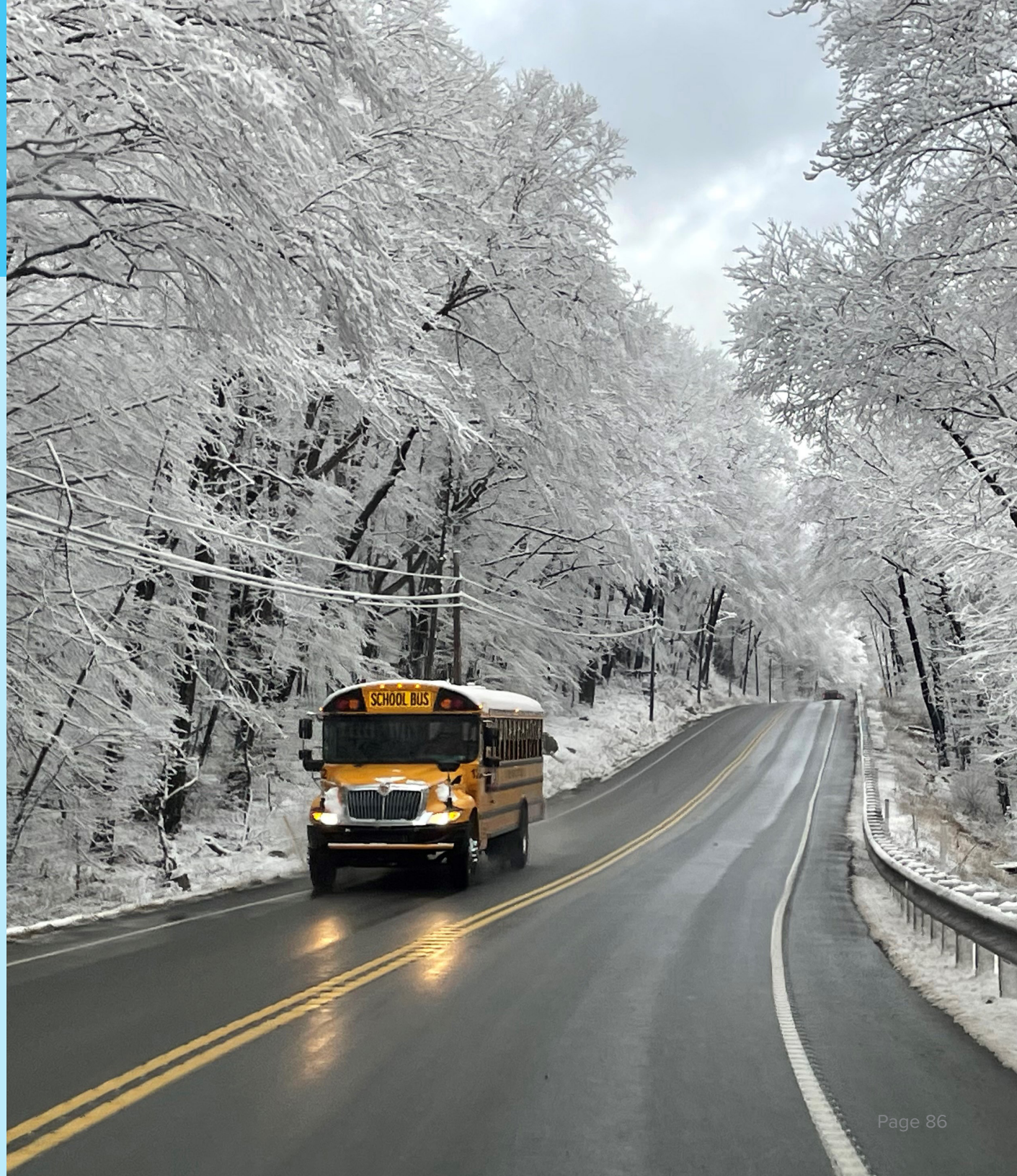
The implementation of the Northern Tier Long-Range Transportation Plan is guided by a series of goals and guiding principles, addressing the following priorities:

- SAFETY
- ACTIVE TRANSPORTATION
- ECONOMIC DEVELOPMENT
- ENVIRONMENTAL MITIGATION AND SYSTEM RESILIENCY
- HIGHWAY AND BRIDGE
- MOBILITY AND ACCESSIBILITY
- SYSTEM OPERATIONS
- TRAVEL AND TOURISM

The plan's implementation will continue to guide other transportation planning activities conducted by the RPO, its member counties, local governments, and other transportation partners at the state and federal level. The action strategies presented in this section are consistent with the plan's data analysis as well as public and stakeholder engagement efforts conducted throughout plan development.

Safety

Safety continues to be the top priority for both the RPO and for PennDOT across all modes of transportation. Recent crash data show that the region's safety record is improving, with total crashes and fatalities trending in a positive direction. Continuing this trend will require the RPO to partner with PennDOT and its stakeholders to implement strategies like operational improvements and educational initiatives to improve system safety.



Strategic Directions: Safety

Conduct road safety audits on corridors and at intersections to identify low-cost, near-term improvements.

The RPO will coordinate with PennDOT Districts 3-0 and 4-0 and the region's county and municipal governments to identify locations for conducting road safety audits (RSAs) as part of its Transportation Improvement Program (TIP) development process. RSAs also provide an opportunity to identify eligible candidate projects for the Highway Safety Improvement Program (HSIP) as well as low-cost safety improvements to address corridors and locations with safety concerns that may not be eligible for HSIP funding.

Address safety and congestion at railroad crossings.

The Federal Railroad Administration (FRA) reports that 96 percent of rail-related fatalities over the past 10 years were due to highway–rail grade crossing and trespassing incidents. To address at-grade railroad crossing safety, the RPO will collaborate with PennDOT, the Pennsylvania Public Utilities Commission, and others as it conducts safety inspections for compliance with FRA regulations. Similarly, several stakeholders raised concerns about congestion due to blocked crossings during rail switches and impacts on emergency response. The RPO will partner with local communities and the region's rail operators to address concerns and develop collaborative solutions.

Reduce conflicts between motorized and non-motorized modes.

Multimodal transportation needs (beyond highway and bridge) are critical to consider during project planning to ensure the safety of all users. The RPO will address safety concerns associated with non-motorized modes, including those of cyclists, pedestrians, and other vulnerable road users, as part of project development and planning. Stakeholder interviews conducted during plan development noted a need for safe trail crossings for recently completed trails and new trails in development. One example is the recently completed Endless Mountains Gravel Bikepacking Loop that traverses four of the region's counties. The 430-mile cycling trail includes both off- and on-road segments and has several locations that cross major corridors, including US 6, PA 199, PA 267, and PA 467.

Strategic Directions: Safety

Pursue Safe Streets for All (SS4A) opportunities.

The Bipartisan Infrastructure Law appropriated $5 million in discretionary funds over the life of the law (2021–26) for the development of comprehensive safety action plans that identify significant roadway safety issues, and the implementation of projects/strategies that address those issues. Some of the Northern Tier's neighboring regions and counties (e.g., North Central RPO, Lackawanna County, Luzerne County) were recent recipients of SS4A Planning and Demonstration Grant funds and are in the process of developing their own SS4A action plans. The RPO can work with PennDOT and its member counties to pursue SS4A planning opportunities.

Active Transportation

Walking and bicycling in rural areas can be challenging due to long distances, the region's topography and climate, and the characteristics of rural roadways. The LRTP offers several action strategies that help improve bicycle and pedestrian safety as well as network connectivity and overall use of the system.



Strategic Directions: Active Transportation

Pursue policies that improve bicycle, pedestrian, and ADA accessibility in downtown areas.

The RPO will collaborate with its counties and municipalities on Complete Streets and other studies to identify gaps and deficiencies in the regional bicycle and pedestrian network. There are also opportunities to encourage and support active transportation improvements as part of local initiatives. One example includes the revitalization effort underway in the Borough of Sayre.

Install infrastructure that helps address bicycle network, trail, and sidewalk gaps.

The RPO supports the provision of bicycle and pedestrian infrastructure. This could include bicycle parking or shelters at fixed-route bus stops to help address first- and last-mile connections. Additionally, incorporating wider shoulders and/or dedicated bicycle and pedestrian infrastructure (bike lanes, walking paths) along routes heavily used by cyclists and pedestrians will help promote them as reliable modes of transportation.

Improve availability and accessibility of bicycle and pedestrian amenities.

Expanded and improved bicycle and pedestrian infrastructure ensures that a network is in place to make biking and walking viable modes of travel that are safe and convenient. The RPO works with bicycle and pedestrian stakeholders and trail groups to identify strategic locations for improved bicycle and pedestrian features such as bicycle parking, shelters at transit stops, bicycle repair stations, benches/seating, etc.

Strategic Directions: Active Transportation

Support the development/ construction of new trails and shared-use paths, where possible.

Engagement with the region's transportation stakeholders revealed a strong interest in expanding the region's trail network. The RPO will collaborate with partners such as the Pennsylvania Department of Conservation and Natural Resources (DCNR), regional tourism agencies, and trail groups to explore possible opportunities for trail network expansion.

Monitor and assist in the implementation of special studies dedicated to improving bicycle and pedestrian connections.

In recent years, the RPO and PennDOT have dedicated supplemental funding to study the extension of the Pine Creek Rail Trail (formerly known as the Marsh Creek Greenway) into Wellsboro (Tioga County), as well as the Tunkhannock Mobility Study (Wyoming County). The RPO will partner with these communities to support the implementation of recommendations coming from these and future studies related to bicycle, pedestrian, and trail connectivity. This could include assisting these communities in developing applications for discretionary funding opportunities such as the Transportation Alternatives Set-Aside Program (TASA) or the PennDOT and DCED Multimodal Transportation Fund programs. Additionally, the RPO will incorporate recommendations from these studies into the LRTP for consideration in future TIP cycles.

Increase route signage, wayfinding, and mapping to improve safety and awareness for bicyclists and pedestrians.

Installing signage and other wayfinding resources would increase public awareness of the Northern Tier's abundance of trails, recreational opportunities, and destinations within its downtown centers. Additionally, these resources could help in ensuring the use of active transportation infrastructure designed to keep vulnerable road users safe, such as pedestrian underpasses (e.g., Tunkhannock) and separated multi-use paths. The RPO can coordinate with a variety of stakeholders, such as area tourism agencies, the Endless Mountains Heritage Region, DCNR, and PennDOT to ensure signage and other wayfinding is strategically installed.

Strategic Directions: Active Transportation

Form an Active Transportation Subcommittee to help implement the action strategies in the RPO's 2019 Bicycle and Pedestrian Plan.

Stakeholder interviews conducted as part of the LRTP process noted that the RPO's Regional Bicycle and Pedestrian Plan (2019) is a helpful tool in the design of transportation projects. The plan established an implementation framework aimed at improving and enhancing the region's bicycle and pedestrian network. This plan includes four major goals and a series of action strategies designed to be implemented by the RPO and its partners. By developing an Active Transportation Subcommittee, the RPO can help prioritize and advance these implementation efforts.

Economic Development

The regional transportation system plays a critical role in maintaining and strengthening the region's economic vitality. The Northern Tier continues to be a hub for industries such as oil and gas extraction and manufacturing, which require a reliable transportation network for both raw materials and finished goods. Similarly, while some transportation modes (e.g., rail and aviation) are privately owned and operated, they play a critical role in regional mobility and commerce.



Strategic Directions: Economic Development

Establish partnerships with the region's airports and help promote them as community assets.

The RPO can partner with the region's public-use airports in addressing landside access for airport users and supporting efforts to secure funds for capital improvements (e.g., runway extensions, hangar space) and other economic development pursuits. In addition to their operations, the region's airports hold public events (e.g., fly-ins) to help educate local communities about aviation. The RPO can assist with raising awareness about these events to help market the airports as community assets.

Develop a regional freight plan and designate a regional freight network.

The Northern Tier's roadway system has carried freight from ongoing growth in major industry sectors including energy (solar, natural gas), manufacturing, natural resource extraction (e.g., lumbering) and pipeline operations. As a result, large trucks, including those carrying water tanks, sand, gravel, and other quarried materials, are traveling along the region's arterials, collectors, and even lower-tier routes (e.g., four-digit state routes) that are essential to commerce in local communities. By developing a regional freight plan and designating a regional freight network, the RPO can identify infrastructure deficiencies and needs as well as potential solutions to ensure the efficient movement of freight on priority corridors.

Hold biannual HOP Coordination meetings with county planners and PennDOT Districts to raise awareness of potential transportation impacts related to regionally significant development.

Neighboring MPOs/RPOs such as Lackawanna-Luzerne hold routine meetings to discuss highway occupancy permit (HOP) activity and regionally significant developments. The Northern Tier RPO can hold similar meetings one or two times each year as a forum for the RPO, PennDOT, and county planners to share information and collaborate on solutions to address potential impacts of forthcoming developments.

Strategic Directions: Economic Development

Continue to educate and help counties and municipalities obtain grant funding.

Many of the region's municipalities do not have the staff support necessary to pursue available discretionary grant opportunities for transportation projects. The RPO will continue to collaborate with Northern Tier Regional Planning and Development Commission staff and other agencies such as the Appalachian Regional Commission (ARC) to help prospective applicants prepare grant applications. Technical assistance for prospective applicants is an eligible activity for the RPO's Unified Planning Work Program (UPWP).

Environmental Mitigation and System Resiliency

The Northern Tier region's abundance of natural resources make transportation's impact on the environment a critical policy issue for the RPO. Additionally, the region's natural beauty continues to be a growing tourism generator and contributes to overall economic vitality and quality of life. RPO staff will work with its local, state, and federal environmental partners to avoid, minimize, and/or mitigate impacts from transportation projects on the environment. Ongoing coordination through PennDOT Connects will also allow for early identification of potential impacts and cost-effective mitigation solutions.



Strategic Directions: Environmental Mitigation and System Resiliency

Address roadways and bridges prone to extreme weather impacts and slides/embankment failures.

The impacts of extreme weather (flooding, snowfall) and other events such as rockslides can pose a significant threat to the safety of motorists and freight movement. Addressing these hazards reduces the risk of incidents and overall disruptions to the regional economy. The climate and topography of the Northern Tier make the region's transportation system vulnerable to winter storms, flooding due to runoff from those winter storms, and frequent slide/embankment failures. Additionally, the region's transportation network includes several road segments and bridges that have experienced multiple flood-related closures, as documented by PennDOT's Road Condition Reporting system (RCRS) data. The RPO and PennDOT should partner with counties and municipalities to identify additional areas with high vulnerability to these events or where stormwater infrastructure could be improved. Projects that address these areas of vulnerability could present potential opportunities for the RPO and PennDOT to pursue federal Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) discretionary funds.

Coordinate with local, state, and federal environmental resource agencies to incorporate best practices into transportation projects and planning (e.g., runoff control, green spaces, stormwater).

The Northern Tier region is known for its natural beauty and environmental features. The RPO is committed to avoiding, minimizing, or mitigating the impacts of transportation on the environment as part of its planning initiatives and project development processes. Regular coordination with environmental resource agencies allows the RPO and PennDOT to better understand the region's inventory of environmental resources and identify potential impacts in the early stages of project planning. This collaboration could ultimately lead to the implementation of practical and cost-effective minimization and/or mitigation strategies. These strategies could include using pollinator conservation/native seed mixes as part of project delivery, incorporating green infrastructure into project design, and pursuing mitigation banking opportunities (e.g., wetland/stream banking, endangered species).

Strategic Directions: Environmental Mitigation and System Resiliency

Consider incorporating a dedicated TIP line item to address environmental mitigation expenditures on large projects.

The RPO continues to be dedicated to minimizing transportation's impact on the region's natural resources. As projects are programmed and begin moving into design, there is opportunity to dedicate funds toward addressing the cost of mitigating/minimizing environmental impacts that may occur. This could include addressing post-construction stormwater issues or wetland/stream mitigation. Specifically, the Northern Tier RPO region does not currently have any wetland/stream mitigation banks. With a bridge-heavy transportation system, additional investment may be needed in wetland/stream mitigation or other environmental impacts. The RPO will work with its PennDOT Districts to explore possible opportunities to include a TIP line item for environmental mitigation expenditures.

Support the development of PennDOT's Wildlife Crossing Strategic Plan and future implementation of crossings along identified corridors in the region.

In December 2023, the Commonwealth of Pennsylvania was awarded $840,000 in federal Wildlife Crossing Pilot Program funds to develop a comprehensive statewide strategic plan and analytical tools to address challenges and opportunities related to wildlife crossings throughout Pennsylvania. PennDOT, DCNR, and the Pennsylvania Game Commission are partners in developing the strategic plan as a first step in reducing vehicular collisions with wildlife and improving the connectivity of animal habitats. The RPO will monitor the results of the effort and provide support to the implementation of such crossings within the region.

Support public transit providers in their shift to alternative fuels.

Regional public transportation providers, such as BeST Transit, have a desire to eventually convert their fleet to be propane-fueled. These efforts may require pursuit of grant funding or other resources. The RPO will continue to provide support in these efforts.

Strategic Directions: Environmental Mitigation and System Resiliency

Encourage development of alternative fuel infrastructure (e.g., EV charging), where appropriate.

Improving air quality and making shifts to a transportation system that is more environmentally friendly continues to be a priority at the federal, state, and local levels. This includes an increased focus on alternatively fueled vehicles and associated infrastructure. Interstate 81 through Susquehanna County has been designated as an alternative fuel corridor for compressed natural gas (CNG) and a "pending" corridor for electric vehicles and hydrogen power. Stakeholder interviews with county planners, regional economic development staff, and travel and tourism agencies noted that visitors from outside of the region as well as manufacturing businesses moving into the area are looking for alternative energy sources to operate and charge vehicles. While there are some electric vehicle charging opportunities being explored at the local level, it is recognized that the region's electric grid presents constraints in advancing electric vehicle infrastructure, and other fuels such as liquid/compressed natural gas and propane may be better suited to a rural region like the Northern Tier. The RPO will continue to monitor and support efforts to pursue and construct alternative fuel infrastructure where appropriate.

Highway & Bridge

With more than 7,500 linear miles of roadway and nearly 1,800 state-owned bridges, the Northern Tier has an extensive and mature transportation system. While some large-scale investments are planned within the region, such as the Gibson Interchange on I-81 in Susquehanna County, maintaining existing infrastructure is a primary focus. The RPO will continue to work closely with PennDOT and its member counties to address system maintenance and preservation through a lowest life-cycle cost approach, which extends the life of the region's transportation assets while being cost-effective in a limited funding environment. Similarly, the RPO will continue its work to identify innovative strategies to address its lower-tier roadways and local bridges.



Strategic Directions: Highway & Bridge

Maintain the region's pavements and bridges in a state of good repair.

The RPO will continue to work collaboratively with PennDOT Districts 3-0 and 4-0 to fund and plan for resurfacing projects, pavement preservation activities, and routine bridge maintenance and preservation. Regular investments in roadway and bridge preservation and maintenance reduce the need for larger investments in reconstruction/replacement as well as the need for closures and lengthy detours.

Explore innovative financing strategies to address local bridges and lower-tier roadways (e.g., four-digit state routes) in collaboration with PennDOT Districts.

Local bridges are often ineligible for federal transportation funds (with the exception of the Off-System Bridge program) as structures that are not on the Federal-Aid System. Similarly, many of the region's lower-tier roadways (e.g., four-digit state routes) support economic activity and commerce in the region's local communities; however, funding constraints have led to limited investment in those routes. The RPO and PennDOT recognize that while funding is limited, these assets are important to mobility and economic vitality in the region. Both entities are committed to working with the region's counties and municipalities on identifying innovative financing strategies to address these needs.

Collaborate with the region's counties, municipalities, and PennDOT in improving local bridge conditions.

The results of data analysis and several stakeholder interviews during the plan development process confirmed that addressing local bridge structures is a high priority in the region. As stated previously, these structures are typically not eligible for federal transportation dollars but may serve a critical role in mobility and access for local residents and businesses. The RPO maintains a Local Bridge Subcommittee to discuss improvement and maintenance needs related to these structures. The RPO will continue to work with the committee toward developing a prioritization process for addressing these structures.

Strategic Directions: Highway & Bridge

Reevaluate the functional classification of the region's highway network.

Functional classification defines how streets and highways are characterized based on the level and type of service they provide. It is a major consideration in transportation planning and programming efforts as it could influence the priority of a candidate project. Evaluating the region's functional classification scheme on a regular basis helps address changes in roadway and traffic characteristics (e.g., increases due to major land development) and in turn helps maximize the potential for future transportation funding. Specifically in the Northern Tier region, stakeholders expressed an interest in reevaluating the classification of certain segments, including US 220 through Bradford and Sullivan counties. The RPO will coordinate with PennDOT Districts 3-0 and 4-0, FHWA, and county planning offices on a reevaluation of the region's current functional classification scheme and determine whether revisions are needed.

Mobility & Accessibility

Having a variety of transit options is a critical factor in maintaining the mobility of the region's residents, workers, and visitors. Transit demand in the Northern Tier region has gradually recovered since the COVID-19 pandemic, and the region's public transportation providers are taking steps to improve upon their existing services. The LRTP advances priority actions aimed at increasing mobility throughout the region by promoting improved public transportation services and exploring the feasibility of implementing new public transportation options.



Strategic Directions: Mobility & Accessibility

Improve connections to existing transit services within the region and across county lines.

The RPO will encourage collaboration among public transit providers, as well as private and non-profit providers, to find ways to connect the region's residents to jobs and essential services (e.g., medical care, food access).

Support the expansion of shared-ride/paratransit services within the region.

In a rural region like the Northern Tier, demand-response services such as shared-ride and paratransit tend to be more common than fixed-route service. The RPO will continue to support its public transportation providers in their efforts to expand upon their existing shared ride/paratransit services.

Explore the feasibility of additional public transportation options (e.g., microtransit).

BeST Transit is evaluating the feasibility of microtransit in the Wellsboro area, which would allow residents to connect to the fixed-route transit system, shopping, and other services. The RPO will coordinate with BeST Transit to monitor the results of this research and provide support to any future microtransit pilot program. Additionally, the RPO will investigate other ridesharing options and programs that could help connect people to jobs and essential services.

Strategic Directions: Mobility & Accessibility

Update the region's Coordinated Public Transit and Human Services Transportation Plan (Local Coordinated Plan).

A Coordinated Public Transit and Human Services Transportation Plan, also referred to as a Local Coordinated Plan, is a crucial tool in multimodal transportation planning. Built on a foundation of public and stakeholder engagement, Local Coordinated Plans identify transportation needs for people with disabilities, older adults, and low-income individuals; establish strategies and initiatives to address those needs; and advance a framework for prioritizing transportations services for funding and implementation. The RPO last updated its Local Coordinated Plan in 2018. Stakeholder interviews conducted as part of plan development underscored the importance of having transportation options available for the region's aging population as well as low-income individuals. An updated coordinated plan would allow the RPO to evaluate the region's progress in addressing previously identified service gaps since the last plan update and determine whether there are any new gaps that may need to be addressed.

System Operations

The role of traffic and system operations has become more prevalent in transportation planning over the past several years. This is in response to several factors, such as limited transportation funding for large-scale capacity-adding projects and new technological advancements. The RPO will continue to partner with PennDOT on initiatives related to transportation system management and operations (TSMO).



Strategic Directions: System Operations

Support the implementation of the Central and Eastern TSMO Regional Operations Plans (ROPs).

The RPO region spans two state TSMO regions: Central (Bradford, Sullivan, Tioga) and Eastern (Susquehanna, Wyoming). Each region develops a Regional Operations Plan, which includes a set of integrated strategies aimed at increasing reliability and mobility on existing roadway infrastructure without adding capacity. The Eastern Region ROP was updated in 2023 and includes traffic signal projects in Susquehanna County and the installation of safety systems and ITS technologies on I-81. The Central Region ROP was adopted in 2021 and lists similar strategies, such as signal improvements in Sayre and the installation of ITS devices along US 6 between Mansfield and Towanda. The RPO will continue to partner with PennDOT on implementing the projects and initiatives outlined in these plans.

Implement new technologies that improve safety and reduce congestion.

Technological improvements can help the RPO and PennDOT meet safety and travel-time performance targets by providing real-time travel updates and data that can be leveraged in the development of traffic studies. These improvements could include installation and timing of traffic signals and enhancing transit systems (e.g., communication of real-time information).

Establish a regional Traffic Incident Management (TIM) team to improve emergency response times, identify local detour routes, etc.

Responding to incidents on rural roadway networks can be complicated by several factors, including long travel distances, few alternative routes, severe weather, and broadband/communication infrastructure limitations, among others. Despite these challenges, rural regions including the Northern Tier can benefit from traffic incident management (TIM) coordination. Stakeholder interviews with county planning staff identified several concerns related to incident and emergency response such as pressure on adjacent roadways during incidents (e.g., US 11 when an incident occurs on I-81), blocked railroad crossings, and lengthy detour routes. By promoting TIM coordination with emergency responders and county personnel, the RPO can facilitate cooperative planning, provide a forum for information-sharing, and determine local detour routes.

Strategic Directions: System Operations

Explore the cooperative management of traffic signals along priority corridors that cross municipal and/or county lines.

Traffic signals are typically installed by PennDOT and then owned and maintained by the host municipality. Signal equipment that is properly maintained helps improve travel efficiency and reduces the cost of signal operation over time. There are 59 signalized intersections throughout the Northern Tier region, most of which are located in the region's boroughs and/or along major corridors including US 6 and US 220. The RPO will explore opportunities to install or upgrade traffic signals to include technologies such as adaptive signal control and detection to help reduce queuing and congestion.

Travel & Tourism

Travel and tourism considerations were added as a federal transportation planning factor as part of the FAST Act in 2015 and continued with the passage of the Bipartisan Infrastructure Law in 2021. The RPO acknowledges the significance of the growing travel and tourism industry in the region and the importance of a transportation system that is easy for visitors to use, as the region competes with the Poconos, Pittsburgh, and Philadelphia for vacation dollars.



Strategic Directions: Travel & Tourism

Improve signage and resources to better direct visitors to tourism destinations in the region.

In improving access and connectivity to the region's tourism destinations and outdoor recreational opportunities, efforts can be made to improve the signage and resources at these facilities regionwide. Collaborating with and ensuring proactive involvement of travel and tourism agencies throughout the region will ensure that signage and wayfinding resources are strategically installed.

Support transportation projects that enhance connections to recreational opportunities and other major travel destinations.

To enhance the quality and connectivity of the region's trail network, the RPO will collaborate with trail groups and other stakeholders invested in these areas, such as the Endless Mountains Heritage Region.

Ensure tourism considerations are included in the project development process.

Through the PennDOT Connects program, the RPO will continue to seek input on local priorities as state transportation projects are planned and designed. Stakeholder interviews with the region's tourism agencies found that the timing of transportation projects and road construction should consider major special events that occur within the region, including several county and community fairs. In addition to collaboration with local sponsors, the RPO will engage with the region's tourism promotion agencies and visitor's bureaus to ensure that considerations related to travel and tourism are included in the project development and delivery process.

Strategic Directions: Travel & Tourism



The Pennsylvania Office of Tourism's 2022 Economic Impact of Travel and Tourism Report shows that visitor spending in the region has grown to surpass pre-pandemic levels (Tables 22 and 23).

Table 22: Visitor Spending by Category (in millions), 2022

County	Lodging	Food	Retail	Recreation	Transportation	Total
Bradford	$22.7	$50.2	$33.3	$40.6	$79.1	$225.9
Sullivan	$4.1	$5.2	$3.9	$7.2	$6.8	$27.3
Susquehanna	$14.5	$42.7	$28.6	$38.7	$76.9	$201.4
Tioga	$22.5	$48.8	$36.9	$41.5	$69.5	$219.2
Wyoming	$9.7	$15.1	$13.1	$11.7	$23.0	$72.6

Source: Pennsylvania Department of Revenue

Table 23: Travel and Tourism Visitor Spending (in millions) by year, 2017–2022

County	2017	2018	2019	2020	2021	2022
Bradford	$206.1	$217.8	$214.7	$161.0	$194.1	$225.9
Sullivan	$20.3	$21.9	$21.5	$19.2	$24.8	$27.3
Susquehanna	$157.4	$163.0	$168.4	$125.9	$170.5	$201.4
Tioga	$193.5	$201.4	$203.6	$158.9	$193.6	$219.2
Wyoming	$60.0	$63.8	$65.4	$55.1	$62.2	$72.6

Source: Pennsylvania Department of Revenue

Revenue Forecast



Revenue Forecast

The LRTP must be fiscally constrained—planned transportation improvements must not exceed projected revenue.

Overview and Key Trends

- Federal transportation planning regulations require long-range transportation plans include an estimate of the amount of revenue that MPOs and RPOs can reasonably expect to receive over the life of the plan. This revenue forecast is through 2050.
- The LRTP's financial plan must be fiscally constrained, meaning that the estimated cost of all transportation improvements listed in the plan cannot exceed the amount of revenue that is to be reasonably expected from various transportation funding sources. This ensures the plan is based on practical and sound assumptions and is not simply a wish list of projects.
- The RPO's LRTP revenue forecast is based in part on the 2025 12-Year Program, a fiscally constrained program that was approved by the State Transportation Commission in August 2024. The program went into effect October 1, 2024.
- As part of a conservative forecast, revenue beyond the 12-Year Program (TYP) horizon year of 2036 is assumed to be flat.

Table 24: Projected Revenue by Planning Period

Planning Period	Revenue (000s)
TIP (2025-28)	$276,165
TYP (2025-36)	$787,404
LRTP (2025-50)	$1,712,772

Note: TIP and TYP figures reflect actual revenue numbers as of December 10, 2024. LRTP revenue (2036-2050) is forecasted based on PennDOT's financial guidance documentation and accounts for the TYP value.

Revenue Forecast

Planning Implications

- The RPO will continue to seek out innovative funding options and partnerships with state and local governments, economic development agencies, and other entities to help address additional transportation needs.
- The RPO understands that there is uncertainty related to future funding and as such, the RPO has developed a prioritized list of projects as part of the LRTP to help recommend which projects should be advanced when funding becomes available.
- The Bipartisan Infrastructure Law (BIL) will expire in September 2026. Although it is hoped that current funding levels will remain (if not increase) with any reauthorization, priorities and policies change with each administration. The RPO will need to remain informed on any new federal policy directions.

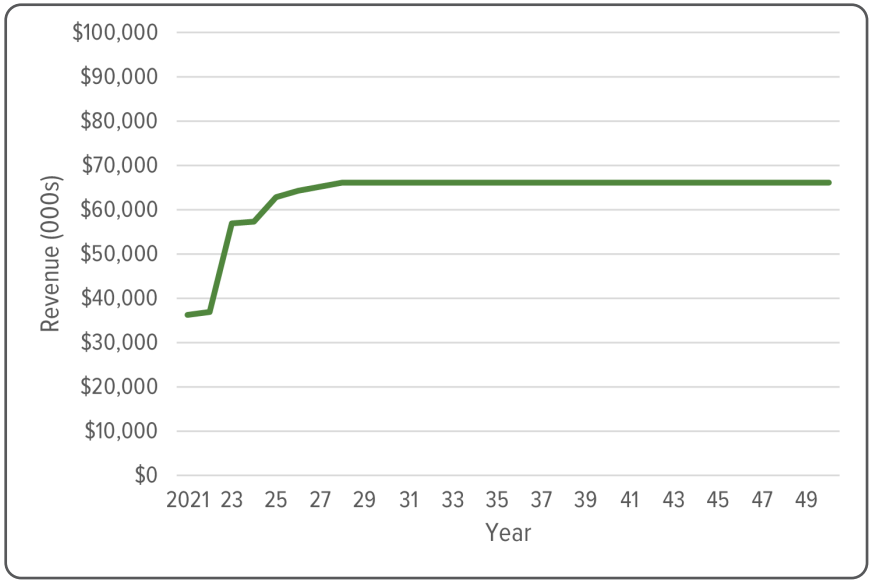


Figure 64: Historical and Forecasted Revenue

Source: PennDOT Financial Guidance

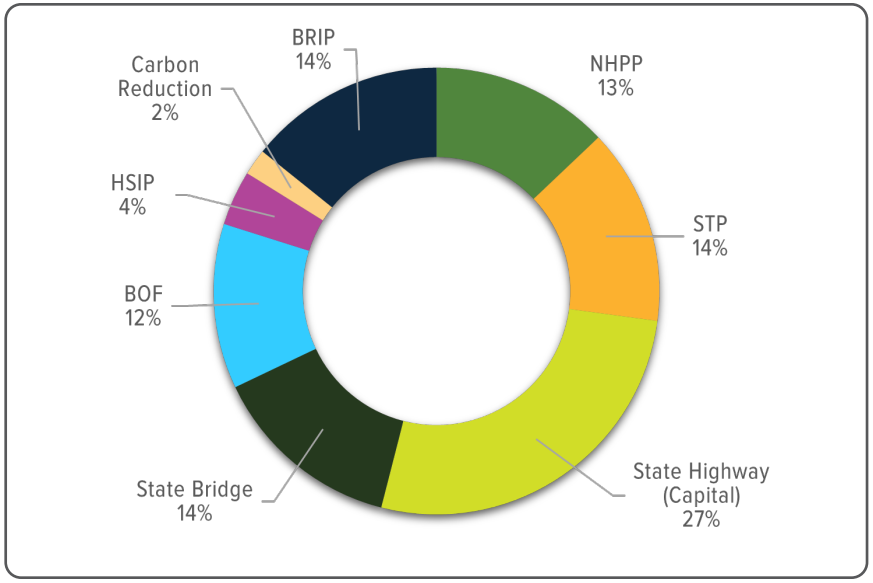


Figure 65: 2025 12-Year Program Funding Allocations, Northern Tier RPO

Source: PennDOT Financial Guidance

Funding categories defined next page

Revenue Forecast

Table 25: State + Federal Funding Categories with 2025 TIP Highway/Bridge Base Funding Allocation ($000s)

Source: PennDOT 12-Year Program (as of December 10, 2024)

Acronym	Program Name	Eligible Projects	Amount
BRIP	Bridge Formula Investment Program	Replacement, rehabilitation, preservation, protection, or construction of highway bridges over 20 feet in length.	$35,968
CRP	Carbon Reduction Program	Deployment of alternative fuel vehicles, public transportation projects, non-motorized transportation improvements, traffic management/monitoring/control, energy efficient alternatives to street lighting and traffic control devices, projects that reduce environmental/community impacts of freight movement, advanced transportation/congestion management technologies.	$5,392
CMAQ	Congestion Mitigation and Air Quality	Congestion reduction and traffic flow improvements, travel demand management activities, transit improvements, carpooling/vanpooling, bicycle/pedestrian facilities and programs, freight and intermodal initiatives, etc.	$ –
HSIP	Highway Safety Improvement Program	Safety improvement projects that correct or improve a hazardous road location or feature, or address a highway safety problem.	$10,412
BOF	Bridge Off-System Funding	Replacement, rehabilitation, preservation, and protection of minor collector and local functional class bridges over 20 feet in length.	$32,833
State Bridge	State Bridge Funding (Appropriation 185/183)	State (185) and local (183) bridge capital projects.	$38,472
State Highway	State Highway Funding (Appropriation 581)	Highway capital projects.	$70,824
STP	Surface Transportation Program	Federal-Aid highways and bridges, transportation enhancements/alternatives (bicycle, pedestrian, etc.), safety improvements, recreational trail projects, truck parking facilities, etc.	$36,800
NHPP	National Highway Performance Program	Highway and bridge improvement projects on the NHS, resiliency improvements, transit/operational improvements, bicycle and pedestrian projects, highway safety improvements, environmental mitigation related to NHPP projects, etc.	$35,032
		Total:	**$265,733**

Note: The Appendix A project listing for the TIP includes financially constrained projects in addition to $10.4 million in funding (e.g., Spike, De-obligations, etc.) made available to the region in FFY 2025 as of October 1, 2024. These additional projects adhered to the agreed-upon principles of fiscal constraint for TIP and LRTP development, and followed all regulations, federal and state, that directed fiscal constraint for the development of the 2025 TIP.

Appendix A:
Fiscally Constrained Project Listing



Appendix A: Fiscally Constrained Project Listing

Regional Long-Range Line Items

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025-2028 TIP Total $	FFY 2029-2036 Mid-Range Total $	FFY 2037-2050 Long-Range Total $
		Safety (HSIP)*					$20,358,000
		Roadway					$520,056,000
		Bridge					$384,954,000

*This line item reflects the anticipated HSIP revenue the RPO would receive during the plan's "out years." Safety needs can also be addressed through projects funded with Roadway and Bridge dollars.

Bradford County Projects

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
	99158	SR220 Major Guide Signs	C	HRST	100,000		
	113489	SCM Monitoring NTIER	S	HRST	300,000	600,000	
	117806	NTIER Consultant Reserve Line Item	C	HRST	375,000	700,000	
	117806	NTIER Consultant Reserve Line Item	C	BRDG	134,000	200,000	
	120352	NTIER Permit Mitigation	S	BRDG	400,000		
	122321	FFY 25 NTIER RPM Contract	C	HRST	300,000		
	5112	Redington Ave ov W Branch of Sugar Creek	F	BRDG	250,000		
	5112	Redington Ave ov W Branch of Sugar Creek	U	BRDG	50,000		
	5112	Redington Ave ov W Branch of Sugar Creek	R	BRDG	150,000		
	5112	Redington Ave ov W Branch of Sugar Creek	+C	BRDG	1,200,000		

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
	5129	S Railroad Street Bridge	F	BRDG	275,000		
	5129	S Railroad Street Bridge	+U	BRDG	25,000		
	5129	S Railroad Street Bridge	R	BRDG	50,000		
	5129	S Railroad Street Bridge	+C	BRDG	863,000		
	5129	S Railroad Street Bridge	+C	BRDG	387,000		
	5166	T-821 over Beckwith Creek	F	BRDG	150,000		
	5166	T-821 over Beckwith Creek	U	BRDG	20,000		
	5166	T-821 over Beckwith Creek	R	BRDG	15,000		
	5166	T-821 over Beckwith Creek	C	BRDG	1,400,000		
	5223	Prospect Street over Fall Brook	+F	BRDG	60,000		
	5223	Prospect Street over Fall Brook	+U	BRDG	30,000		
	5223	Prospect Street over Fall Brook	+R	BRDG	30,000		
	5223	Prospect Street over Fall Brook	+C	BRDG	550,000		
	114098	T-377 over Sugar Run	P	BRDG	200,000		
	114098	T-377 over Sugar Run	F	BRDG	100,000		
	114098	T-377 over Sugar Run	C	BRDG	800,000		
	115637	Cty #13 Cons Road (T-348) over Towanda Creek	F	BRDG	200,000		
	116504	Mill Street over Sugar Creek	+F	BRDG	55,000		
	116504	Mill Street over Sugar Creek	+U	BRDG	30,000		
	116504	Mill Street over Sugar Creek	R	BRDG	200,000		
	116504	Mill Street over Sugar Creek	+C	BRDG	390,000		
	116524	T-799 over Gaylord Creek	+F	BRDG	55,000		
	116524	T-799 over Gaylord Creek	+R	BRDG	30,000		

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
	116524	T-799 over Gaylord Creek	+C	BRDG	346,000		
	116533	T-321 over Murray Creek Road	+C	BRDG	320,000		
	116535	T-348 over Millstone Creek	+C	BRDG	500,000		
	116535	T-348 over Millstone Creek	+C	BRDG	94,000		
	116556	T-372 over South Branch Millstone Creek	+C	BRDG	230,000		
	116556	T-372 over South Branch Millstone Creek	+C	BRDG	13,000		
	121034	T-109 ov Satterlee Creek	P	BRDG	250,000		
	121034	T-109 ov Satterlee Creek	F	BRDG	150,000		
	121034	T-109 ov Satterlee Creek	U	BRDG		25,000	
	121034	T-109 ov Satterlee Creek	R	BRDG	20,000		
	121034	T-109 ov Satterlee Creek	C	BRDG		800,000	
	68018	NTIER TIP reserve D3	C	HRST	2,269,282	4,856,600	
	68018	NTIER TIP reserve D3	C	BRDG	778,000	26,489,000	
	68018	NTIER TIP reserve D3	C	HRST	159,266	2,334,000	
	68018	NTIER TIP reserve D3	C	BRDG	11,788,000	778,000	
	68018	NTIER TIP reserve D3	C	BRDG	1,310,000	26,288,000	
	68018	NTIER TIP reserve D3	C	BRDG	344,023	12,048,000	
	68018	NTIER TIP reserve D3	C	SAMI	324,800	5,231,400	
6	101100	SR6 & SR 187 Intersection	+F	HRST	150,000		
6	101100	SR6 & SR 187 Intersection	R	HRST	921,000		
6	101100	SR6 & SR 187 Intersection	R	HRST	29,000		
6	101100	SR6 & SR 187 Intersection	+C	HRST	2,824,376		

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
6	101100	SR6 & SR 187 Intersection	+C	HRST	675,624		
6	101052	Old Mills Rd to State St	+P	HCON		750,000	
6	101052	Old Mills Rd to State St	+F	HCON		600,000	
6	101052	Old Mills Rd to State St	U	HCON		500,000	
6	101052	Old Mills Rd to State St	R	HCON		400,000	
6	101052	Old Mills Rd to State St	C	HCON		11,000,000	
6	110394	Susquehanna River to State Street	+P	HCON		500,000	
6	110394	Susquehanna River to State Street	C	HCON		9,000,000	
6	110406	SR6 from Tracey Rd to Rummerfield Rd	P	HRST	10,000		
6	110406	SR6 from Tracey Rd to Rummerfield Rd	+C	HRST	500,000		
6	114016	West of SR 3011 to Wonder View Lane	P	HRST	25,000		
6	114016	West of SR 3011 to Wonder View Lane	+C	HRST	490,980		
6	114016	West of SR 3011 to Wonder View Lane	+C	HRST	2,559,020		
6	114017	Burlington to East of SR 3011	P	HRST	250,000		
6	114017	Burlington to East of SR 3011	C	HRST	2,239,000	900,000	
6	114018	Wyalusing to Lattimore Road	P	HRST	25,000		
6	114018	Wyalusing to Lattimore Road	C	HRST	3,391,980	2,214,127	
6	114019	SR 4019 to SR 3033	P	HRST	25,000		
6	114019	SR 4019 to SR 3033	C	HRST	1,700,000		
6	114021	Susquehanna River to Laning Creek	P	HRST	25,000		

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
6	117198	Bowling Alley Rd to Sterling Hill Rd	F	HRST	25,000		
6	117198	Bowling Alley Rd to Sterling Hill Rd	+C	HRST	1,200,000	300,000	
6	118371	SR6 East of Wyalusing	+P	HRST	175,000		
6	118371	SR6 East of Wyalusing	+F	HRST	100,000		
6	118371	SR6 East of Wyalusing	+C	HRST	1,800,000		
6	120683	SR 1039 to Means St	P	HRST	50,000		
6	120683	SR 1039 to Means St	F	HRST	30,000		
6	120683	SR 1039 to Means St	C	HRST	800,000		
6	120896	Old Mills Rd to State St	+C	HRST	450,000		
6	117194	Little Wysox Cr to SR 187	C	HRST	200,000		
14	88915	SR 14 over Tannery Creek	U	BRDG	20,000		
14	88915	SR 14 over Tannery Creek	+C	BRDG	1,500,000		
14	97598	PA 14 over South Creek	+F	BRDG	125,000		
14	97598	PA 14 over South Creek	U	BRDG	25,000		
14	97598	PA 14 over South Creek	+R	HRST	32,000		
14	97598	PA 14 over South Creek	+C	BRDG	3,199,000	1,801,000	
14	97599	PA 14 ov Tb to Towanda Cr	P	BRDG		250,000	
14	97599	PA 14 ov Tb to Towanda Cr	F	BRDG		200,000	
14	97599	PA 14 ov Tb to Towanda Cr	U	BRDG		20,000	
14	97599	PA 14 ov Tb to Towanda Cr	R	BRDG		15,000	
14	97599	PA 14 ov Tb to Towanda Cr	+C	BRDG		1,000,000	
14	117191	Old Kennedy Rd to South Creek Trib	F	HRST	10,000		

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
14	117191	Old Kennedy Rd to South Creek Trib	C	HRST	4,500,000		
14	117195	Tioga Co to Sullivan St	F	HRST	25,000		
14	117195	Tioga Co to Sullivan St	C	HRST		4,119,000	
154	103156	Grover Rd to South Ave	C	HRST	400,000		
154	114178	SR154 over Beech Flats Creek	F	BRDG	259,500		
154	114178	SR154 over Beech Flats Creek	U	BRDG		25,000	
154	114178	SR154 over Beech Flats Creek	R	BRDG	15,000		
154	114178	SR154 over Beech Flats Creek	C	BRDG		3,100,000	
187	99278	SR187 over Wysox Creek	+F	BRDG	150,000		
187	99278	SR187 over Wysox Creek	U	BRDG	20,000		
187	99278	SR187 over Wysox Creek	+R	BRDG	15,000		
187	99278	SR187 over Wysox Creek	+C	BRDG	1,000,000		
187	99278	SR187 over Wysox Creek	+C	BRDG	1,000,000	1,305,000	
187	97628	SR 187 over Parks Creek	F	BRDG	150,000		
187	97628	SR 187 over Parks Creek	+U	BRDG		20,000	
187	97628	SR 187 over Parks Creek	R	BRDG	15,000		
187	97628	SR 187 over Parks Creek	+C	BRDG		3,000,000	
187	97621	SR 187 ov Tr Wysox Cr	F	BRDG	275,000		
187	97621	SR 187 ov Tr Wysox Cr	U	BRDG	20,000		
187	97621	SR 187 ov Tr Wysox Cr	R	BRDG	15,000		
187	97621	SR 187 ov Tr Wysox Cr	C	BRDG	1,500,000		
187	98937	SR187 ov Tb NBr Susquehanna	P	BRDG		250,000	
187	98937	SR187 ov Tb NBr Susquehanna	F	BRDG		150,000	

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
187	98937	SR187 ov Tb NBr Susquehanna	U	BRDG		20,000	
187	98937	SR187 ov Tb NBr Susquehanna	R	BRDG		15,000	
187	98937	SR187 ov Tb NBr Susquehanna	+C	BRDG		600,000	
187	117581	SR187 near Wyoming County	F	HRST	150,000		
187	117581	SR187 near Wyoming County	R	HRST	50,000		
187	117581	SR187 near Wyoming County	C	HRST	67,000	1,600,000	
199	121043	NTIER Bridge Lighting Upgrades to LED	+P	BRDG	50,000		
199	121043	NTIER Bridge Lighting Upgrades to LED	+F	BRDG	40,000		
199	121043	NTIER Bridge Lighting Upgrades to LED	+C	BRDG	350,000		
220	101109	SR199 to NY State Line SB	C	HRST	250,000		
220	115243	Sullivan Co to Stevenson Hill Rd	P	HRST	50,000		
220	115243	Sullivan Co to Stevenson Hill Rd	+C	HRST	450,000		
220	115979	South Branch Village to SR 414	C	HRST	250,000		
220	117188	P3 Pipe Replacement	+P	HRST	250,000		
220	117188	P3 Pipe Replacement	F	HRST		150,000	
220	117188	P3 Pipe Replacement	U	HRST		20,000	
220	117188	P3 Pipe Replacement	R	HRST		50,000	
220	117188	P3 Pipe Replacement	+C	HRST		800,000	
220	117190	South Branch Village to SR 414	C	HRST		10,459,037	
220	117201	Tomahawk Rd to Murray Cr	F	HRST	10,000		
220	117201	Tomahawk Rd to Murray Cr	C	HRST		8,925,000	
220	117249	SR 220 Pipe Replacement	+C	HRST	1,400,000		

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
220	120935	Yanuzzi Dr Intersection NB & SB	C	HRST	400,000		
220	120902	SR 199 to NY State Line	+P	HRST		500,000	
220	120902	SR 199 to NY State Line	F	HRST		500,000	
220	120902	SR 199 to NY State Line	C	HRST		9,000,000	
220	121543	Embankment north of New Albany	S	HRST	150,000		
367	98518	SR367 ov Tuscarora Creek	+C	BRDG		2,435,000	
409	120937	SR 6 to SR 706	C	HRST	500,000		
414	98967	SR414 ov Tb Towanda Creek	C	BRDG		1,500,000	
414	98970	SR414 ov Gulf Brook	P	BRDG		250,000	
414	98970	SR414 ov Gulf Brook	F	BRDG		150,000	
414	98970	SR414 ov Gulf Brook	U	BRDG		25,000	
414	98970	SR414 ov Gulf Brook	R	BRDG		50,000	
414	98970	SR414 ov Gulf Brook	+C	BRDG		280,000	
414	98970	SR414 ov Gulf Brook	+C	HRST		620,000	
414	121026	SR 414 over Trib Towanda Creek	+C	BRDG		1,500,000	
467	117374	SR 467 over Rockwell Creek	P	BRDG		250,000	
467	117374	SR 467 over Rockwell Creek	F	BRDG		150,000	
467	117374	SR 467 over Rockwell Creek	U	BRDG		25,000	
467	117374	SR 467 over Rockwell Creek	R	BRDG		15,000	
467	117374	SR 467 over Rockwell Creek	C	BRDG		1,000,000	
1012	110238	SR 1012 over Trib to Cold Creek	+F	BRDG	50,000		
1012	110238	SR 1012 over Trib to Cold Creek	U	BRDG	20,000		
1012	110238	SR 1012 over Trib to Cold Creek	R	BRDG	22,000		
1012	110238	SR 1012 over Trib to Cold Creek	C	BRDG	500,000		

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
1015	114103	SR 1015 over Branch of Cold Creek	P	BRDG		50,000	
1015	114103	SR 1015 over Branch of Cold Creek	C	BRDG		100,000	
1021	98534	SR1021 ov Rummerfield Crk	P	BRDG	125,000		
1021	98534	SR1021 ov Rummerfield Crk	+F	BRDG	150,000		
1021	98534	SR1021 ov Rummerfield Crk	+U	BRDG	20,000		
1021	98534	SR1021 ov Rummerfield Crk	+R	BRDG	15,000		
1021	98534	SR1021 ov Rummerfield Crk	+C	BRDG	1,800,000		
1029	110161	SR 1029 over Pond Hill Run	+F	BRDG	27,000		
1029	110161	SR 1029 over Pond Hill Run	+U	BRDG	25,000		
1029	110161	SR 1029 over Pond Hill Run	+R	BRDG	13,000		
1029	110161	SR 1029 over Pond Hill Run	+C	BRDG	517,000		
1029	110161	SR 1029 over Pond Hill Run	+C	BRDG	983,000		
1029	110241	SR 1029 over Bullards Creek	P	BRDG	150,000		
1029	110241	SR 1029 over Bullards Creek	F	BRDG		50,000	
1029	110241	SR 1029 over Bullards Creek	U	BRDG		20,000	
1029	110241	SR 1029 over Bullards Creek	R	BRDG		20,000	
1029	110241	SR 1029 over Bullards Creek	C	BRDG		500,000	
1033	115282	Bradford SR 1033 Slide Repair	F	HRST	250,000		
1033	115282	Bradford SR 1033 Slide Repair	U	HRST	50,000		
1033	115282	Bradford SR 1033 Slide Repair	R	HRST	50,000		
1033	115282	Bradford SR 1033 Slide Repair	C	HRST	3,612,382	295,000	
1040	114192	SR1040 over Branch Prince Hollow Run	P	BRDG	150,000		

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
1040	114192	SR1040 over Branch Prince Hollow Run	F	BRDG	50,000		
1040	114192	SR1040 over Branch Prince Hollow Run	U	BRDG		20,000	
1040	114192	SR1040 over Branch Prince Hollow Run	R	BRDG	20,000		
1040	114192	SR1040 over Branch Prince Hollow Run	C	BRDG		500,000	
1040	99358	SR1040 ov Prince Hollow Run	C	BRDG	200,000		
1041	117202	SR 6 to Susquehanna River	C	HRST		300,000	
1043	99142	SR1043 ov Spauldings Creek	P	BRDG	15,000		
1043	99142	SR1043 ov Spauldings Creek	F	BRDG	5,000		
1043	99142	SR1043 ov Spauldings Creek	C	BRDG	30,000	70,000	
1043	99018	Potter Rd to NY Line	F	HRST		50,000	
1043	99018	Potter Rd to NY Line	C	HRST		3,100,000	
1043	110272	SR 1043 over Tributary to Susquehanna River	P	BRDG		75,000	
1043	110272	SR 1043 over Tributary to Susquehanna River	C	BRDG		300,000	
1049	99063	SR1049 over Russel Run	P	BRDG	125,000		
1049	99063	SR1049 over Russel Run	F	BRDG		25,000	
1049	99063	SR1049 over Russel Run	U	BRDG		20,000	
1049	99063	SR1049 over Russel Run	R	BRDG		20,000	
1049	99063	SR1049 over Russel Run	C	BRDG		250,000	
1049	78772	SR1049 over Prince Hollow Run	P	BRDG		100,000	
1049	78772	SR1049 over Prince Hollow Run	F	BRDG		75,000	

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
1049	78772	SR1049 over Prince Hollow Run	U	BRDG		20,000	
1049	78772	SR1049 over Prince Hollow Run	R	BRDG		20,000	
1049	78772	SR1049 over Prince Hollow Run	C	BRDG		1,120,000	
1049	5289	SR 1049 over Trib Pendleton Crk	P	BRDG		150,000	
1049	5289	SR 1049 over Trib Pendleton Crk	F	BRDG		75,000	
1049	5289	SR 1049 over Trib Pendleton Crk	U	BRDG		20,000	
1049	5289	SR 1049 over Trib Pendleton Crk	R	BRDG		15,000	
1049	5289	SR 1049 over Trib Pendleton Crk	C	BRDG		1,000,000	
1049	110264	SR 1049 over Branch of Pendleton Creek	P	BRDG	125,000		
1049	110264	SR 1049 over Branch of Pendleton Creek	F	BRDG		25,000	
1049	110264	SR 1049 over Branch of Pendleton Creek	U	BRDG		20,000	
1049	110264	SR 1049 over Branch of Pendleton Creek	R	BRDG		20,000	
1049	110264	SR 1049 over Branch of Pendleton Creek	C	BRDG		250,000	
1055	78773	SR 1055 Over Parks Creek	C	BRDG	30,000		
1055	117375	SR 1055 over Parks Creek	P	BRDG		250,000	
1055	117375	SR 1055 over Parks Creek	F	BRDG		75,000	
1055	117375	SR 1055 over Parks Creek	U	BRDG		20,000	
1055	117375	SR 1055 over Parks Creek	R	BRDG		15,000	
1055	117375	SR 1055 over Parks Creek	+C	BRDG		800,000	
1056	97637	SR1056 ov Satterlee Cr	P	BRDG		200,000	

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
1056	97637	SR1056 ov Satterlee Cr	C	BRDG		900,000	
1056	114168	SR 1056 over Trib Wappasening Creek	F	BRDG	50,000		
1056	114168	SR 1056 over Trib Wappasening Creek	U	BRDG	20,000		
1056	114168	SR 1056 over Trib Wappasening Creek	R	BRDG	49,000		
1056	114168	SR 1056 over Trib Wappasening Creek	C	BRDG	800,000		
1056	117193	Glen Valley Rd to Miller Rd	C	HRST	350,000		
1058	99360	SR1058 over Sackett Run	P	BRDG	125,000		
1058	99360	SR1058 over Sackett Run	F	BRDG		50,000	
1058	99360	SR1058 over Sackett Run	U	BRDG		20,000	
1058	99360	SR1058 over Sackett Run	R	BRDG		20,000	
1058	99360	SR1058 over Sackett Run	C	BRDG		500,000	
1058	98910	SR1058 over Trib Satterlee Crk	P	BRDG		125,000	
1058	98910	SR1058 over Trib Satterlee Crk	F	BRDG		50,000	
1058	98910	SR1058 over Trib Satterlee Crk	U	BRDG		20,000	
1058	98910	SR1058 over Trib Satterlee Crk	R	BRDG		20,000	
1058	98910	SR1058 over Trib Satterlee Crk	C	BRDG		500,000	
1062	114180	SR1062 over Cayuta Crk and NS	P	BRDG	42,000		
1062	114180	SR1062 over Cayuta Crk and NS	F	BRDG	75,000		
1062	114180	SR1062 over Cayuta Crk and NS	C	BRDG	2,000,000		
1067	97640	SR1067 over Trib Satterlee Crk	P	BRDG	125,000	125,000	
1067	97640	SR1067 over Trib Satterlee Crk	F	BRDG		150,000	

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
1067	97640	SR1067 over Trib Satterlee Crk	U	BRDG		20,000	
1067	97640	SR1067 over Trib Satterlee Crk	R	BRDG		15,000	
1067	97640	SR1067 over Trib Satterlee Crk	+C	BRDG		245,000	
1067	97640	SR1067 over Trib Satterlee Crk	+C	BRDG		1,000,000	
1069	118008	Sayre Traffic Signal Improvements	C	SAMI	128,000		
1069	120685	Cole St to SR 4022	C	HRST		200,000	
2007	78776	SR2007 ov Sugar Run	C	BRDG	75,000		
2009	110242	SR 2009 over Trib to Foster Branch	P	BRDG		150,000	
2009	110242	SR 2009 over Trib to Foster Branch	F	BRDG		50,000	
2009	110242	SR 2009 over Trib to Foster Branch	U	BRDG		20,000	
2009	110242	SR 2009 over Trib to Foster Branch	R	BRDG		20,000	
2009	110242	SR 2009 over Trib to Foster Branch	C	BRDG		500,000	
2010	99069	SR 2010 over Sugar Run	P	BRDG		250,000	
2010	99069	SR 2010 over Sugar Run	F	BRDG		150,000	
2010	99069	SR 2010 over Sugar Run	U	BRDG		20,000	
2010	99069	SR 2010 over Sugar Run	R	BRDG		15,000	
2010	99069	SR 2010 over Sugar Run	C	BRDG		800,000	
2014	114209	SR 2014 over Durell Creek	+P	BRDG		250,000	
2014	114209	SR 2014 over Durell Creek	+F	BRDG		150,000	
2014	114209	SR 2014 over Durell Creek	+U	BRDG		20,000	

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
2014	114209	SR 2014 over Durell Creek	+R	BRDG		20,000	
2014	114209	SR 2014 over Durell Creek	+C	BRDG		900,000	
2023	106267	NTIER Cable Guide Rail Upgrade	C	SAMI		1,000,000	
2032	120936	Shiner Rd to SR 6	P	HRST	200,000		
2032	120936	Shiner Rd to SR 6	C	HRST	500,000		
3001	78786	SR 3001 over Towanda Creek	P	BRDG	15,000		
3001	78786	SR 3001 over Towanda Creek	F	BRDG	75,000		
3001	78786	SR 3001 over Towanda Creek	C	BRDG	60,000	15,000	
3002	74024	SR 3002 over Ladds Creek	F	BRDG	100,000		
3002	74024	SR 3002 over Ladds Creek	U	BRDG	25,000		
3002	74024	SR 3002 over Ladds Creek	C	BRDG	1,500,000		
3008	114183	SR 3008 over Tributary to Towanda Creek	F	BRDG	35,000		
3008	114183	SR 3008 over Tributary to Towanda Creek	U	BRDG	20,000		
3008	114183	SR 3008 over Tributary to Towanda Creek	R	BRDG	15,000		
3008	114183	SR 3008 over Tributary to Towanda Creek	C	BRDG	50,000	50,000	
3008	114190	SR 3008 over Trib Towanda Creek 2	F	BRDG	60,000		
3008	114190	SR 3008 over Trib Towanda Creek 2	U	BRDG	20,000		
3008	114190	SR 3008 over Trib Towanda Creek 2	R	BRDG	15,000		

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
3008	114190	SR 3008 over Trib Towanda Creek 2	C	BRDG	250,000	250,000	
3008	5191	SR 3008 over Tributary to Towanda Creek	P	BRDG		125,000	
3008	5191	SR 3008 over Tributary to Towanda Creek	F	BRDG		25,000	
3008	5191	SR 3008 over Tributary to Towanda Creek	U	BRDG		20,000	
3008	5191	SR 3008 over Tributary to Towanda Creek	R	BRDG		15,000	
3008	5191	SR 3008 over Tributary to Towanda Creek	C	BRDG		350,000	
3008	117443	SR 3008 over Trib Towanda Creek	F	BRDG	60,000		
3008	117443	SR 3008 over Trib Towanda Creek	U	BRDG	20,000		
3008	117443	SR 3008 over Trib Towanda Creek	R	BRDG	15,000		
3008	117443	SR 3008 over Trib Towanda Creek	C	BRDG	500,000		
3011	110294	SR 3011 over Pine Run	P	BRDG		50,000	
3011	110294	SR 3011 over Pine Run	F	BRDG		10,000	
3011	110294	SR 3011 over Pine Run	U	BRDG		20,000	
3011	110294	SR 3011 over Pine Run	R	BRDG		20,000	
3011	110294	SR 3011 over Pine Run	C	BRDG		250,000	
3015	115287	Bradford SR 3015 Slide Repair	F	HRST	100,000		
3015	115287	Bradford SR 3015 Slide Repair	U	HRST	50,000		
3015	115287	Bradford SR 3015 Slide Repair	R	HRST	100,000		
3015	115287	Bradford SR 3015 Slide Repair	C	HRST	800,000		
3017	99072	SR 3017 over NBr Towanda Creek	+R	BRDG	25,000		

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
3017	99072	SR 3017 over NBr Towanda Creek	+C	BRDG	1,600,000		
3019	117446	SR 3019 over Tributary North Branch Towanda Creek	U	BRDG	20,000		
3019	117446	SR 3019 over Tributary North Branch Towanda Creek	C	BRDG	75,000		
3020	114203	SR 3020 over Overshot Brook	P	BRDG		150,000	
3020	114203	SR 3020 over Overshot Brook	F	BRDG		50,000	
3020	114203	SR 3020 over Overshot Brook	U	BRDG		20,000	
3020	114203	SR 3020 over Overshot Brook	R	BRDG		20,000	
3020	114203	SR 3020 over Overshot Brook	C	BRDG		500,000	
3020	117447	SR 3020 over Tributary of Susquehanna River	U	BRDG		20,000	
3020	117447	SR 3020 over Tributary of Susquehanna River	R	BRDG	28,235		
3020	117447	SR 3020 over Tributary of Susquehanna River	C	BRDG		150,000	
3026	110253	SR 3023 over Tributary to Sugar Creek	P	BRDG		125,000	
3026	110253	SR 3023 over Tributary to Sugar Creek	F	BRDG		20,000	
3026	110253	SR 3023 over Tributary to Sugar Creek	U	BRDG		10,000	
3026	110253	SR 3023 over Tributary to Sugar Creek	R	BRDG		20,000	
3026	110253	SR 3023 over Tributary to Sugar Creek	C	BRDG		250,000	
3027	118051	SR 3027 over UNT Alba Creek	F	BRDG	125,000		

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
3027	118051	SR 3027 over UNT Alba Creek	U	BRDG	20,000		
3027	118051	SR 3027 over UNT Alba Creek	R	BRDG	45,000		
3027	118051	SR 3027 over UNT Alba Creek	C	BRDG	800,000		
3029	5204	SR 3029 over Gulf Creek	P	BRDG		75,000	
3029	5204	SR 3029 over Gulf Creek	F	BRDG		20,000	
3029	5204	SR 3029 over Gulf Creek	U	BRDG		20,000	
3029	5204	SR 3029 over Gulf Creek	R	BRDG		18,000	
3029	5204	SR 3029 over Gulf Creek	C	BRDG		289,000	
3030	117458	SR 3030 over Tributary to Alba Creek	F	BRDG	50,000		
3030	117458	SR 3030 over Tributary to Alba Creek	U	BRDG	20,000		
3030	117458	SR 3030 over Tributary to Alba Creek	R	BRDG	30,000		
3030	117458	SR 3030 over Tributary to Alba Creek	C	BRDG	75,000		
3034	117462	SR 3034 over South Fork Sugar Creek	+P	BRDG		200,000	
3034	117462	SR 3034 over South Fork Sugar Creek	+F	BRDG		150,000	
3034	117462	SR 3034 over South Fork Sugar Creek	U	BRDG		20,000	
3034	117462	SR 3034 over South Fork Sugar Creek	+R	BRDG		15,000	
3034	117462	SR 3034 over South Fork Sugar Creek	+C	BRDG		1,000,000	

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4001	5192	SR 4001 over Tributary to Browns Creek	P	BRDG		250,000	
4001	5192	SR 4001 over Tributary to Browns Creek	F	BRDG		150,000	
4001	5192	SR 4001 over Tributary to Browns Creek	U	BRDG		20,000	
4001	5192	SR 4001 over Tributary to Browns Creek	R	BRDG		15,000	
4001	5192	SR 4001 over Tributary to Browns Creek	+C	BRDG		695,000	
4010	114104	SR 4010 over Sugar Creek	P	BRDG		250,000	
4010	114104	SR 4010 over Sugar Creek	+F	BRDG		150,000	
4010	114104	SR 4010 over Sugar Creek	U	BRDG		10,000	
4010	114104	SR 4010 over Sugar Creek	+R	BRDG		15,000	
4010	114104	SR 4010 over Sugar Creek	+C	BRDG		800,000	
4013	117477	SR 4013 over West Branch Tomjack Creek	P	BRDG	100,000		
4013	117477	SR 4013 over West Branch Tomjack Creek	F	BRDG	35,000		
4013	117477	SR 4013 over West Branch Tomjack Creek	U	BRDG		20,000	
4013	117477	SR 4013 over West Branch Tomjack Creek	R	BRDG	15,000		
4013	117477	SR 4013 over West Branch Tomjack Creek	C	BRDG		100,000	
4013	117483	SR4013 over Bentley Creek	P	BRDG		250,000	
4013	117483	SR4013 over Bentley Creek	F	BRDG		150,000	

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
4013	117483	SR4013 over Bentley Creek	U	BRDG		20,000	
4013	117483	SR4013 over Bentley Creek	R	BRDG		20,000	
4013	117483	SR4013 over Bentley Creek	C	BRDG		800,000	
4014	110254	SR4014 over West Branch Tomjack Creek	P	BRDG		125,000	
4014	110254	SR4014 over West Branch Tomjack Creek	F	BRDG		25,000	
4014	110254	SR4014 over West Branch Tomjack Creek	U	BRDG		20,000	
4014	110254	SR4014 over West Branch Tomjack Creek	R	BRDG		20,000	
4014	110254	SR4014 over West Branch Tomjack Creek	C	BRDG		400,000	
4014	110295	SR 4014 over Seeley Creek	P	BRDG		125,000	
4014	110295	SR 4014 over Seeley Creek	F	BRDG		25,000	
4014	110295	SR 4014 over Seeley Creek	U	BRDG		20,000	
4014	110295	SR 4014 over Seeley Creek	R	BRDG		20,000	
4014	110295	SR 4014 over Seeley Creek	C	BRDG		250,000	
4015	89906	SR 4015 ov Tb Sugar Creek	F	BRDG	50,000		
4015	89906	SR 4015 ov Tb Sugar Creek	U	BRDG	20,000		
4015	89906	SR 4015 ov Tb Sugar Creek	C	BRDG	350,000		
4015	117489	SR 4015 over Mill Creek	P	BRDG		250,000	
4015	117489	SR 4015 over Mill Creek	F	BRDG		150,000	
4015	117489	SR 4015 over Mill Creek	U	BRDG		20,000	
4015	117489	SR 4015 over Mill Creek	R	BRDG		20,000	

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
4015	117489	SR 4015 over Mill Creek	C	BRDG		900,000	
4016	78797	SR 4016 Over South Creek	F	BRDG	5,000		
4016	78797	SR 4016 Over South Creek	C	BRDG	75,000		
4016	118016	Bridge Improvement LIne Item	S	BRDG	40,000		
4018	117491	SR4018 over Tributary to Wolcott Creek	P	BRDG		125,000	
4018	117491	SR4018 over Tributary to Wolcott Creek	F	BRDG		35,000	
4018	117491	SR4018 over Tributary to Wolcott Creek	U	BRDG		20,000	
4018	117491	SR4018 over Tributary to Wolcott Creek	R	BRDG		15,000	
4018	117491	SR4018 over Tributary to Wolcott Creek	C	BRDG		150,000	
4022	99076	SR4022 ov US220	P	BRDG	125,000	125,000	
4022	99076	SR4022 ov US220	F	BRDG		150,000	
4022	99076	SR4022 ov US220	U	BRDG		20,000	
4022	99076	SR4022 ov US220	+C	BRDG		1,700,000	
4022	76157	SR4022 ov Chemung River	F	BRDG	540,000		
4022	76157	SR4022 ov Chemung River	U	BRDG	10,000		
4022	76157	SR4022 ov Chemung River	R	BRDG	15,000		
4022	76157	SR4022 ov Chemung River	+C	BRDG	6,255,528		
4022	76157	SR4022 ov Chemung River	+C	BRDG	1,181,000		
4022	76157	SR4022 ov Chemung River	+C	BRDG	3,505,216		
4022	120686	SR 4022 Ramps to SR 1069	C	HRST	400,000		

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
4024	112732	SR 4024 Slide Repair	F	HRST	250,000		
4024	112732	SR 4024 Slide Repair	U	HRST	50,000		
4024	112732	SR 4024 Slide Repair	C	HRST	1,600,000		
4027	5138	SR 4027 over Buck Creek	P	BRDG	250,000		
4027	5138	SR 4027 over Buck Creek	F	BRDG	125,000	25,000	
4027	5138	SR 4027 over Buck Creek	U	BRDG		20,000	
4027	5138	SR 4027 over Buck Creek	R	BRDG	15,000		
4027	5138	SR 4027 over Buck Creek	+C	BRDG		1,000,000	
4027	97644	SR4027 ov Bucks Cr	P	BRDG	250,000		
4027	97644	SR4027 ov Bucks Cr	F	BRDG	125,000	25,000	
4027	97644	SR4027 ov Bucks Cr	U	BRDG		10,000	
4027	97644	SR4027 ov Bucks Cr	R	BRDG	15,000		
4027	97644	SR4027 ov Bucks Cr	+C	BRDG		750,000	
4027	5137	SR 4027 over South Creek	P	BRDG	250,000		
4027	5137	SR 4027 over South Creek	F	BRDG	75,000	75,000	
4027	5137	SR 4027 over South Creek	U	BRDG		10,000	
4027	5137	SR 4027 over South Creek	R	BRDG	15,000		
4027	5137	SR 4027 over South Creek	+C	BRDG		917,000	
4031	114169	SR 4031 over Wolfe Creek	F	BRDG	10,000		
4031	114169	SR 4031 over Wolfe Creek	U	BRDG	10,000		
4031	114169	SR 4031 over Wolfe Creek	C	BRDG	527,000		
4034	5088	SR 4034 over Roaring Run	P	BRDG		125,000	
4034	5088	SR 4034 over Roaring Run	F	BRDG		20,000	

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
4034	5088	SR 4034 over Roaring Run	U	BRDG		20,000	
4034	5088	SR 4034 over Roaring Run	R	BRDG		25,000	
4034	5088	SR 4034 over Roaring Run	C	BRDG		400,000	
	BRADFORD COUNTY TOTALS				**$104,184,212**	**$197,157,164**	

Appendix A: Fiscally Constrained Project Listing

Sullivan County Projects

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
0	6936	T-416 over Porter Creek	P	BRDG	300,000		
0	6936	T-416 over Porter Creek	F	BRDG	150,000		
0	6936	T-416 over Porter Creek	U	BRDG		20,000	
0	6936	T-416 over Porter Creek	R	BRDG	15,000		
0	6936	T-416 over Porter Creek	C	BRDG		700,000	
0	6954	T-460 ov Lick Creek	P	BRDG	250,000		
0	6954	T-460 ov Lick Creek	F	BRDG		150,000	
0	6954	T-460 ov Lick Creek	U	BRDG		25,000	
0	6954	T-460 ov Lick Creek	R	BRDG		20,000	
0	6954	T-460 ov Lick Creek	C	BRDG		800,000	
0	6994	T-328 ovr Muncy Creek	P	BRDG		250,000	
0	6994	T-328 ovr Muncy Creek	F	BRDG		150,000	
0	6994	T-328 ovr Muncy Creek	U	BRDG		15,000	
0	6994	T-328 ovr Muncy Creek	R	BRDG		20,000	
0	6994	T-328 ovr Muncy Creek	C	BRDG		1,500,000	
0	67743	T-346 over Kings Creek	F	BRDG	40,000		
0	67743	T-346 over Kings Creek	U	BRDG	16,000		
0	67743	T-346 over Kings Creek	C	BRDG	1,320,000		
0	110435	T-410 over N Branch of Mehoopany Creek	P	BRDG	250,000		
0	110435	T-410 over N Branch of Mehoopany Creek	F	BRDG	75,000	75,000	

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
0	110435	T-410 over N Branch of Mehoopany Creek	U	BRDG		30,000	
0	110435	T-410 over N Branch of Mehoopany Creek	R	BRDG	15,000		
0	110435	T-410 over N Branch of Mehoopany Creek	C	BRDG		800,000	
0	7025	T-325 over Trout Run Bridge	C	BRDG	500,000		
0	67746	T-420 over Elk Creek	C	BRDG	758,460		
0	67746	T-420 over Elk Creek	C	BRDG	89,650		
42	99422	SR220 to Muncy Valley Road	F	HRST	50,000		
42	99422	SR220 to Muncy Valley Road	C	HRST	1,800,000		
42	110404	Allegheny Ave to Lakewood Ave	P	HRST	50,000		
42	110404	Allegheny Ave to Lakewood Ave	+C	HRST	1,300,000	150,000	
42	115995	Edkin Hill Rd to Allegheny Ave	C	HRST	320,000		
42	116158	1 mile N of Georges Rd to Edkin Hill Rd	F	HRST	10,000		
42	116158	1 mile N of Georges Rd to Edkin Hill Rd	C	HRST	1,000,000	200,000	
87	99166	Chesock Rd to SR220	P	XRST		50,000	
87	99166	Chesock Rd to SR220	P	HCON		300,000	
87	99166	Chesock Rd to SR220	F	HCON		449,000	
87	99166	Chesock Rd to SR220	R	HCON		300,000	
87	99166	Chesock Rd to SR220	C	HCON		7,300,000	
87	99159	LycoCotoLoyalsockCrk	C	HRST	800,000		
87	7007	SR 87 over Slab Run	F	BRDG	6,000		

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
87	7007	SR 87 over Slab Run	U	BRDG	20,000		
87	7007	SR 87 over Slab Run	+C	BRDG	1,400,000		
87	7006	SR 87 over Dry Run	U	BRDG	20,000		
87	7006	SR 87 over Dry Run	R	BRDG	35,000		
87	7006	SR 87 over Dry Run	+C	BRDG	1,000,000		
87	7006	SR 87 over Dry Run	+C	BRDG	700,000		
87	110166	SR 87 over Little Loyalsock Creek	+F	BRDG	150,000		
87	110166	SR 87 over Little Loyalsock Creek	U	BRDG	20,000		
87	110166	SR 87 over Little Loyalsock Creek	+R	BRDG	15,000		
87	110166	SR 87 over Little Loyalsock Creek	+C	BRDG	254,928		
87	110166	SR 87 over Little Loyalsock Creek	+C	BRDG	1,745,072		
87	78938	SR87 ov Ogdonia Creek	+C	BRDG	1,406,600		
87	78938	SR87 ov Ogdonia Creek	+C	BRDG	1,298,400		
87	110438	SR87 over Loyalsock Creek	P	BRDG		250,000	
87	110438	SR87 over Loyalsock Creek	F	BRDG		150,000	
87	110438	SR87 over Loyalsock Creek	U	BRDG		10,000	
87	110438	SR87 over Loyalsock Creek	R	BRDG		15,000	
87	110438	SR87 over Loyalsock Creek	+C	BRDG		1,032,000	
87	110440	SR87 over Loyalsock Creek	P	BRDG		250,000	
87	110440	SR87 over Loyalsock Creek	F	BRDG		150,000	
87	110440	SR87 over Loyalsock Creek	U	BRDG		20,000	
87	110440	SR87 over Loyalsock Creek	R	BRDG		15,000	
87	110440	SR87 over Loyalsock Creek	+C	BRDG		2,000,000	
87	110441	SR87 over Loyalsock Creek	P	BRDG	250,000		

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
87	110441	SR87 over Loyalsock Creek	F	BRDG	75,000	75,000	
87	110441	SR87 over Loyalsock Creek	U	BRDG		20,000	
87	110441	SR87 over Loyalsock Creek	R	BRDG	15,000		
87	110441	SR87 over Loyalsock Creek	+C	BRDG		2,285,000	
87	110442	SR87 over Little Loyalsock Creek	P	BRDG	250,000		
87	110442	SR87 over Little Loyalsock Creek	F	BRDG	75,000	75,000	
87	110442	SR87 over Little Loyalsock Creek	U	BRDG		10,000	
87	110442	SR87 over Little Loyalsock Creek	R	BRDG	15,000		
87	110442	SR87 over Little Loyalsock Creek	+C	BRDG		1,036,000	
87	115988	SR 220 to Dutch Mtn Rd	F	HRST	10,000		
87	115988	SR 220 to Dutch Mtn Rd	C	HRST	700,000	300,000	
154	99382	Shanerburg Rd to SR 3009	C	HRST	138,000		
154	114053	SR 154 over Shanerburg Run	P	BRDG	250,000		
154	114053	SR 154 over Shanerburg Run	F	BRDG		150,000	
154	114053	SR 154 over Shanerburg Run	U	BRDG		20,000	
154	114053	SR 154 over Shanerburg Run	R	BRDG		15,000	
154	114053	SR 154 over Shanerburg Run	+C	BRDG		1,301,000	
154	114055	SR 154 over Elk Creek	P	BRDG	250,000		
154	114055	SR 154 over Elk Creek	F	BRDG	75,000	75,000	
154	114055	SR 154 over Elk Creek	U	BRDG		20,000	
154	114055	SR 154 over Elk Creek	R	BRDG	15,000		
154	114055	SR 154 over Elk Creek	+C	BRDG		1,766,000	
220	102938	SR 42 to Loyalsock Cr	F	HRST	10,000		
220	102938	SR 42 to Loyalsock Cr	C	HRST		750,000	

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
220	7030	Lycoming Co to Sonestown	C	HRST	2,600,000	900,000	
220	99114	SR 87 to Marsh Crk	C	HRST	900,000		
220	99275	SR220 over Marsh Creek	P	BRDG	125,000	125,000	
220	99275	SR220 over Marsh Creek	F	BRDG		150,000	
220	99275	SR220 over Marsh Creek	U	BRDG		20,000	
220	99275	SR220 over Marsh Creek	R	BRDG		15,000	
220	99275	SR220 over Marsh Creek	C	BRDG		1,750,000	
220	99102	US220 ov Mill Creek	P	BRDG		250,000	
220	99102	US220 ov Mill Creek	F	BRDG		150,000	
220	99102	US220 ov Mill Creek	U	BRDG		20,000	
220	99102	US220 ov Mill Creek	R	BRDG		15,000	
220	99102	US220 ov Mill Creek	+C	BRDG		1,400,000	
220	116129	US220 over Birch Creek 2	C	BRDG	500,000		
220	115987	SR 87 to Mill St	F	HRST	10,000		
220	115987	SR 87 to Mill St	C	HRST	600,000	200,000	
1001	110267	SR 1001 over Loyalsock Creek	P	BRDG	130,000		
1001	110267	SR 1001 over Loyalsock Creek	F	BRDG		20,000	
1001	110267	SR 1001 over Loyalsock Creek	U	BRDG		20,000	
1001	110267	SR 1001 over Loyalsock Creek	R	BRDG		20,000	
1001	110267	SR 1001 over Loyalsock Creek	C	BRDG		500,000	
1002	110259	SR1002 over Branch of Little Loyalsock Creek	P	BRDG	150,000		
1002	110259	SR1002 over Branch of Little Loyalsock Creek	F	BRDG	50,000		

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
1002	110259	SR1002 over Branch of Little Loyalsock Creek	U	BRDG	20,000		
1002	110259	SR1002 over Branch of Little Loyalsock Creek	R	BRDG	15,000		
1002	110259	SR1002 over Branch of Little Loyalsock Creek	C	BRDG	350,000	150,000	
1002	110275	SR 1002 over Trib to Pigeon Creek	P	BRDG	75,000	75,000	
1002	110275	SR 1002 over Trib to Pigeon Creek	F	BRDG		50,000	
1002	110275	SR 1002 over Trib to Pigeon Creek	U	BRDG		20,000	
1002	110275	SR 1002 over Trib to Pigeon Creek	R	BRDG		15,000	
1002	110275	SR 1002 over Trib to Pigeon Creek	C	BRDG		500,000	
1006	110243	SR1006 over Trib to Birch Creek	F	BRDG	50,000		
1006	110243	SR1006 over Trib to Birch Creek	U	BRDG	20,000		
1006	110243	SR1006 over Trib to Birch Creek	R	BRDG	20,000		
1006	110243	SR1006 over Trib to Birch Creek	C	BRDG	350,000	150,000	
2002	97779	SR 2003 to Main Street	C	HRST	250,000		
2002	110293	SR2002 over Tributary to Muncy Creek	P	BRDG		130,000	
2002	110293	SR2002 over Tributary to Muncy Creek	F	BRDG		20,000	
2002	110293	SR2002 over Tributary to Muncy Creek	U	BRDG		20,000	
2002	110293	SR2002 over Tributary to Muncy Creek	R	BRDG		15,000	
2002	110293	SR2002 over Tributary to Muncy Creek	C	BRDG		300,000	

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
2002	115986	SR 220 to Big Run	C	HRST	450,000		
2002	117371	SR 2002 over Muncy Creek	+P	BRDG		15,000	
2002	117371	SR 2002 over Muncy Creek	+F	BRDG		10,000	
2002	117371	SR 2002 over Muncy Creek	C	BRDG		500,000	
2003	110251	SR 2003 over Bloody Run	P	BRDG	60,000		
2003	110251	SR 2003 over Bloody Run	F	BRDG	50,000		
2003	110251	SR 2003 over Bloody Run	U	BRDG	20,000		
2003	110251	SR 2003 over Bloody Run	R	BRDG	20,000		
2003	110251	SR 2003 over Bloody Run	C	BRDG	200,000	150,000	
2003	117492	SR2003 over Painter Run	P	BRDG		130,000	
2003	117492	SR2003 over Painter Run	F	BRDG		20,000	
2003	117492	SR2003 over Painter Run	U	BRDG		20,000	
2003	117492	SR2003 over Painter Run	R	BRDG		15,000	
2003	117492	SR2003 over Painter Run	C	BRDG		500,000	
3001	107304	Golder Hill Rd to SR 42	C	HRST	352,000		
3001	110188	SR 3001 over Spring Run	P	BRDG		130,000	
3001	110188	SR 3001 over Spring Run	F	BRDG		20,000	
3001	110188	SR 3001 over Spring Run	U	BRDG		20,000	
3001	110188	SR 3001 over Spring Run	R	BRDG		15,000	
3001	110188	SR 3001 over Spring Run	C	BRDG		400,000	
3007	115358	Morgan Ave to SR 42	F	HRST	10,000		
3007	115358	Morgan Ave to SR 42	C	HRST	650,000		
4001	117372	SR4001 over Hoagland Branch	+P	BRDG		15,000	
4001	117372	SR4001 over Hoagland Branch	+F	BRDG		10,000	

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
4001	117372	SR4001 over Hoagland Branch	+C	BRDG		500,000	
4005	110235	SR 4005 over Fall Run	C	BRDG	25,000		
4005	113545	SR 4002 to SR 154	C	HRST	230,000		
4010	109757	SR 4010 Hillsgrove Post Flood Survey	F	BRDG	50,000		
4010	109757	SR 4010 Hillsgrove Post Flood Survey	U	BRDG	20,000		
4010	109757	SR 4010 Hillsgrove Post Flood Survey	R	BRDG	35,000		
4010	109757	SR 4010 Hillsgrove Post Flood Survey	C	BRDG	436,517		
4020	110240	SR4020 over Lick Creek	F	BRDG	20,000		
4020	110240	SR4020 over Lick Creek	U	BRDG	20,000		
4020	110240	SR4020 over Lick Creek	R	BRDG	20,000		
4020	110240	SR4020 over Lick Creek	C	BRDG	500,000		
				SULLIVAN COUNTY TOTALS	$28,691,627	$34,564,000	

Appendix A: Fiscally Constrained Project Listing

Susquehanna County Projects

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
0	73298	NTier D4 Hwy Reserve	C	HCON	839,265		
0	73298	NTier D4 Hwy Reserve	C	SAMI	266,400	1,162,400	
0	73298	NTier D4 Hwy Reserve	C	HRST		5,387,000	
0	73298	NTier D4 Hwy Reserve	C	BRDG	222,000	10,336,378	
0	73298	NTier D4 Hwy Reserve	C	HRST	2,933,000	3,487,600	
0	73298	NTier D4 Hwy Reserve	C	HRST		20,000	
0	73298	NTier D4 Hwy Reserve	C	BRDG	1,168,000		
0	73298	NTier D4 Hwy Reserve	C	BRDG	135,000		
0	73298	NTier D4 Hwy Reserve	C	HRST	1,436,523	5,141,711	
0	73298	NTier D4 Hwy Reserve	C	HRST	1,327,000	7,594,750	
0	73298	NTier D4 Hwy Reserve	C	BRDG	3,707,385	18,802,284	
0	107009	Bridge Preservation	P	BRDG	50,000		
0	113986	Guiderail Mash Upgrades - N. Tier	C	HRST	95,592		
0	114029	Asset Management Phase 2	C	HRST	1,000,000		
0	118433	Harmony Township Trail Pedestrian Enhancement TASA	C	TENH	1,250,595		
11	117297	Asset Management 3	C	HRST		110,000	
11	96728	SR 11 over Tannery Street	F	BRDG	50,000		
11	96728	SR 11 over Tannery Street	C	BRDG	250,000	750,000	
11	121058	Fed Aid Paving 4-24-FP1	C	HRST		15,000,000	
11	112737	SR 11, SR 492, SR 848 Intersection Improvement	P	SAMI	50,000		

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
11	112737	SR 11, SR 492, SR 848 Intersection Improvement	+F	SAMI		350,000	
11	112737	SR 11, SR 492, SR 848 Intersection Improvement	+C	SAMI		1,200,000	
11	116707	SR 11 over Norfolk Southern Railroad	P	BRDG	25,000		
11	116707	SR 11 over Norfolk Southern Railroad	F	BRDG		269,750	
11	116707	SR 11 over Norfolk Southern Railroad	C	BRDG		4,000,000	
11	89710	SR 11 over Tributary to Susquehanna River	P	BRDG	50,000		
11	89710	SR 11 over Tributary to Susquehanna River	F	BRDG		350,000	
11	89710	SR 11 over Tributary to Susquehanna River	C	BRDG		1,000,000	
11	94741	SR 11 Shoulder / ELRS.	C	SAMI	4,220,000		
11	94741	SR 11 Shoulder / ELRS.	C	SAMI	200,000		
11	9699	SR 11 over East Branch Martins Creek	F	BRDG	50,000		
11	9699	SR 11 over East Branch Martins Creek	C	BRDG		750,000	
11	116705	SR 11 over Branch of Martins Creek	P	BRDG	50,000		
11	116705	SR 11 over Branch of Martins Creek	C	BRDG		1,000,000	
11	116706	SR 11 over Tributary to Salt Lick Creek	P	BRDG	50,000		
11	116706	SR 11 over Tributary to Salt Lick Creek	+C	BRDG		1,000,000	

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
11	67550	SR 11 over Tributary Salt Lick Creek	P	BRDG	50,000		
11	67550	SR 11 over Tributary Salt Lick Creek	+C	BRDG		747,500	
29	9701	SR 29 over Tributary Snake Creek	P	BRDG	50,000		
29	9701	SR 29 over Tributary Snake Creek	C	BRDG		500,000	
29	9698	SR 29 over Branch of Wyalusing Creek	P	BRDG	50,000		
29	9698	SR 29 over Branch of Wyalusing Creek	C	BRDG		500,000	
81	121292	I-81 Cameras - Susquehanna County	+C	SAMI	408,212		
81	121292	I-81 Cameras - Susquehanna County	+C	SAMI	49,735		
81	121292	I-81 Cameras - Susquehanna County	+C	SAMI	102,053		
81	114911	I-81 Guiderail/Cable Median Barrier	+C	HRST	500,000		
81	114911	I-81 Guiderail/Cable Median Barrier	+C	SAMI	2,640,000		
92	9704	SR 92 over Hillborn Creek	P	BRDG	25,000		
92	9704	SR 92 over Hillborn Creek	+C	BRDG		805,000	
92	85729	SR 92 over Tributary Tunkhannock Creek	P	BRDG	25,000		
92	85729	SR 92 over Tributary Tunkhannock Creek	+C	BRDG		747,500	
92	116708	SR 92 over Drinkers Creek	P	BRDG	100,000		
92	116708	SR 92 over Drinkers Creek	C	BRDG		800,000	
92	116709	SR 92 over Branch of Drinkers Creek	P	BRDG	100,000		

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
92	116709	SR 92 over Branch of Drinkers Creek	C	BRDG		800,000	
106	114079	Susquehanna County Paving	C	HRST	2,000,000		
106	68926	SR 106 over Round Pond Creek	P	BRDG	50,000		
106	68926	SR 106 over Round Pond Creek	C	BRDG		800,000	
167	96733	SR 167 over Hop Bottom Creek	+P	BRDG	50,000		
167	96733	SR 167 over Hop Bottom Creek	C	BRDG		800,000	
167	68936	SR 167 over Martins Creek	C	BRDG	7,775,086		
167	118218	Susq County NYSW Corridor Crossing	C	SAMI	360,000		
167	116710	SR 167 over East Branch of Wyalusing Creek	P	BRDG	50,000		
167	116710	SR 167 over East Branch of Wyalusing Creek	C	BRDG		800,000	
171	101043	SR 171 over High Bridge Creek	F	BRDG	50,000		
171	101043	SR 171 over High Bridge Creek	C	BRDG		2,000,000	
171	121178	Susq/Wyoming High Friction Surface Treatment	P	SAMI	10,000		
171	121178	Susq/Wyoming High Friction Surface Treatment	C	SAMI	906,000		
171	47034	SR 171 over Canawacta Creek	P	BRDG	50,000		
171	47034	SR 171 over Canawacta Creek	C	BRDG	312,500	1,287,500	
171	89705	SR 171 over Denton Creek	P	BRDG	50,000		
171	89705	SR 171 over Denton Creek	+C	BRDG		1,200,000	
171	68940	SR 171 over Lackawanna River	P	BRDG	115,000		
171	68940	SR 171 over Lackawanna River	C	BRDG	3,000,000		

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
267	109879	SR 267 over Branch Little Meshoppen Creek	P	BRDG	25,000		
267	109879	SR 267 over Branch Little Meshoppen Creek	+C	BRDG		563,000	
267	67523	SR 267 over Middle Branch Wyalusing Creek	C	BRDG	400,000		
367	9709	SR 367 over Branch Tuscarora Creek	C	BRDG	687,500		
374	118120	SR 374 over Outlet of Lowe Lake	P	BRDG	50,000		
374	118120	SR 374 over Outlet of Lowe Lake	C	BRDG		750,000	
492	9723	SR 492 over Little Butler Creek	F	BRDG	50,000		
492	9723	SR 492 over Little Butler Creek	C	BRDG	850,000		
492	116711	SR 492 over Branch of Butler Creek	P	BRDG	50,000		
492	116711	SR 492 over Branch of Butler Creek	C	BRDG		800,000	
706	9720	SR 706 over East Branch of Wyalusing Creek	U	BRDG	65,000		
706	9720	SR 706 over East Branch of Wyalusing Creek	C	BRDG	1,000,000		
706	109880	SR 706 over Snell Creek	C	BRDG	848,615		
706	67525	SR 706 over East Branch Wyalusing Creek	C	BRDG	5,500,000		
706	9668	SR 706 over Branch Wyalusing Creek	P	BRDG	50,000		
706	9668	SR 706 over Branch Wyalusing Creek	C	BRDG		747,000	

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
706	96730	SR 706 over Branch Wyalusing Creek 2	C	BRDG	750,000		
1002	116712	SR 1002 over Tunkhannock Creek	P	BRDG	50,000		
1002	116712	SR 1002 over Tunkhannock Creek	+C	BRDG		800,000	
1007	9631	SR 1007 over South Branch Canawacta Creek	P	BRDG	25,000		
1007	9631	SR 1007 over South Branch Canawacta Creek	C	BRDG		393,300	
1010	116713	SR 1010 over Bedbug Creek	P	BRDG	50,000		
1010	116713	SR 1010 over Bedbug Creek	C	BRDG		800,000	
1011	116714	SR 1011 over East Branch of Hemlock Creek	P	BRDG	50,000		
1011	116714	SR 1011 over East Branch of Hemlock Creek	C	BRDG		800,000	
1017	69008	SR 1017 over Tributary to Susquehanna River	P	BRDG	50,000		
1017	69008	SR 1017 over Tributary to Susquehanna River	C	BRDG		800,000	
1018	96732	SR 1018 over Norfolk Southern RR	C	BRDG	3,960,000		
1018	85720	SR 1018 over Tributary Dubois Creek	F	BRDG	315,000		
1018	85720	SR 1018 over Tributary Dubois Creek	C	BRDG	600,000		
1018	89698	SR 1018 over Snake Creek	C	BRDG	1,500,000		
1022	67565	SR 1022 over Tributary Dubois Creek	F	BRDG	50,000		
1022	67565	SR 1022 over Tributary Dubois Creek	C	BRDG		650,000	

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
1037	79574	SR 1037 over Tributary to Dubois Creek	P	BRDG	50,000		
1037	79574	SR 1037 over Tributary to Dubois Creek	C	BRDG		800,000	
1049	100596	SR 1049 over Branch of Snake Creek	C	BRDG	500,000		
2008	69012	SR 2008 over Dundaff Creek	P	BRDG	50,000		
2008	69012	SR 2008 over Dundaff Creek	C	BRDG		800,000	
2016	69016	SR 2016 over Tributary E. Branch Tunkhannock Creek	P	BRDG	25,000		
2016	69016	SR 2016 over Tributary E. Branch Tunkhannock Creek	C	BRDG		546,250	
2017	69020	SR 2017 over Norfolk Southern RR	F	BRDG	50,000		
2017	69020	SR 2017 over Norfolk Southern RR	C	BRDG	2,000,000		
2020	116715	SR 2020 over Tower Creek	P	BRDG	50,000		
2020	116715	SR 2020 over Tower Creek	C	BRDG		800,000	
2020	116716	SR 2020 over Outlet of Acre Lake	P	BRDG	50,000		
2020	116716	SR 2020 over Outlet of Acre Lake	C	BRDG		794,910	
2022	89908	SR 2022 over Branch Martins Creek	P	BRDG	25,000		
2022	89908	SR 2022 over Branch Martins Creek	C	BRDG		234,600	
2023	109882	SR 2023 over Outlet Lewis Lake	C	BRDG	2,000,000		
2036	69023	SR 2036 over Overflow Channel	F	BRDG	50,000		
2036	69023	SR 2036 over Overflow Channel	C	BRDG		750,000	
2036	9643	SR 2036 over Rock Hill Creek	C	BRDG	100,000	1,400,000	

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
2043	85731	SR 2043 over Millard Creek	P	BRDG	25,000		
2043	85731	SR 2043 over Millard Creek	C	BRDG		170,000	
2046	89711	SR 2046 over West Branch Lackawanna River	P	BRDG	25,000		
2046	89711	SR 2046 over West Branch Lackawanna River	F	BRDG		350,000	
2046	89711	SR 2046 over West Branch Lackawanna River	C	BRDG		1,000,000	
2046	112539	SR 2046 over Tunkhannock Creek	P	HRST	25,000		
2046	112539	SR 2046 over Tunkhannock Creek	C	BRDG	1,000,000		
2053	116717	SR 2053 over Johnson Pond Creek	P	BRDG	50,000		
2053	116717	SR 2053 over Johnson Pond Creek	C	BRDG		800,000	
2063	116718	SR 2063 over Branch of Leslie Creek	P	BRDG	50,000		
2063	116718	SR 2063 over Branch of Leslie Creek	C	BRDG		800,000	
2067	89699	SR 2067 over Tunkhannock Creek	P	BRDG	25,000		
2067	89699	SR 2067 over Tunkhannock Creek	F	BRDG		350,000	
2067	89699	SR 2067 over Tunkhannock Creek	C	BRDG		1,970,080	
2067	96207	SR 2067 over Bell Creek	P	BRDG	50,000		
2067	96207	SR 2067 over Bell Creek	C	BRDG		501,169	
2073	119606	SR 2073 Pipe Replacement	P	HRST	25,000		
2096	9654	SR 2096 over Horton Creek	P	BRDG	25,000		
2096	9654	SR 2096 over Horton Creek	C	BRDG		400,000	

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
3001	79569	SR 3001 over Carter Creek	C	BRDG	25,000		
3004	67548	SR 3004 over Tributary to Riley Creek	C	BRDG	600,000		
3004	79570	SR 3004 over Riley Creek	C	BRDG	600,000		
3017	9742	SR 3017 over Thomas Creek	P	BRDG	50,000		
3017	9742	SR 3017 over Thomas Creek	F	BRDG		300,000	
3017	9742	SR 3017 over Thomas Creek	C	BRDG		1,500,000	
3023	79578	SR 3023 over Hortons Creek	P	BRDG	50,000		
3023	79578	SR 3023 over Hortons Creek	C	BRDG		2,500,000	
3029	96735	SR 3029 over Forest Lake Creek	P	BRDG	25,000		
3029	96735	SR 3029 over Forest Lake Creek	C	BRDG		909,448	
3050	116719	SR 3050 over Elk Lake Stream	P	BRDG	50,000		
3050	116719	SR 3050 over Elk Lake Stream	C	BRDG		2,500,000	
4002	100452	SR 4002 over Snake Creek	P	BRDG	25,000		
4002	100452	SR 4002 over Snake Creek	C	BRDG		290,950	
4005	116732	SR 4005 over McCormick Run	P	BRDG	50,000		
4005	116732	SR 4005 over McCormick Run	C	BRDG		800,000	
4008	67560	SR 4008 over Silver Creek	C	BRDG	2,500,000		
4014	67546	SR 4014 over Branch of Apolacon Creek	P	BRDG	25,000		
4014	67546	SR 4014 over Branch of Apolacon Creek	C	BRDG		634,000	
4016	116720	SR 4016 over Choconut Creek	P	BRDG		350,000	
4016	116720	SR 4016 over Choconut Creek	F	BRDG		300,000	
4016	116720	SR 4016 over Choconut Creek	C	BRDG		412,000	

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
4016	116720	SR 4016 over Choconut Creek	C	BRDG		1,088,000	
7224	122246	Creamery Hill Road over Elk Lake Stream - SCB 37	P	BRDG	5,000		
7227	9583	Water Street over Starrucca Creek - SCB 33	P	BRDG	5,000		
7409	65189	Church Street over Salt Lick Creek	P	BRDG		100,000	
7409	9546	Johnston Street over Salt Lick Creek	C	BRDG	2,000,000		
		SUSQUEHANNA COUNTY TOTALS			**$67,540,461**	**$120,754,080**	

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Tioga County Projects

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
0	120699	Tioga Multimodal Rail	F	HCON	42,500		
0	120699	Tioga Multimodal Rail	C	HCON	171,675		
0	7290	T-894 ovr Bailey Crk	F	BRDG	75,000	75,000	
0	7290	T-894 ovr Bailey Crk	U	BRDG		20,000	
0	7290	T-894 ovr Bailey Crk	R	BRDG	15,000		
0	7290	T-894 ovr Bailey Crk	C	BRDG		1,000,000	
0	97689	T-385 ov Stoney Fork Cr	C	BRDG	400,000	400,000	
0	114094	T-526 over Wilson Creek	P	BRDG	250,000		
0	114094	T-526 over Wilson Creek	F	BRDG	175,000		
0	114094	T-526 over Wilson Creek	U	BRDG		20,000	
0	114094	T-526 over Wilson Creek	R	BRDG	20,000		
0	114094	T-526 over Wilson Creek	C	BRDG		1,000,000	
0	114100	T-533 over Tributary to Marsh Creek	P	BRDG	250,000		
0	114100	T-533 over Tributary to Marsh Creek	F	BRDG		150,000	
0	114100	T-533 over Tributary to Marsh Creek	U	BRDG		10,000	
0	114100	T-533 over Tributary to Marsh Creek	R	BRDG		15,000	
0	114100	T-533 over Tributary to Marsh Creek	C	BRDG		800,000	
0	117361	T-387 over Stony Fork Creek	P	BRDG		250,000	
0	117361	T-387 over Stony Fork Creek	F	BRDG		150,000	

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
0	117361	T-387 over Stony Fork Creek	U	BRDG		20,000	
0	117361	T-387 over Stony Fork Creek	R	BRDG		15,000	
0	117361	T-387 over Stony Fork Creek	C	BRDG		1,000,000	
0	121025	T-374 over Jemison Creek	P	BRDG	250,000		
0	121025	T-374 over Jemison Creek	F	BRDG	150,000		
0	121025	T-374 over Jemison Creek	U	BRDG		20,000	
0	121025	T-374 over Jemison Creek	R	BRDG	20,000		
0	121025	T-374 over Jemison Creek	C	BRDG		1,000,000	
0	120010	Barber Hollow Road Over Shanty Creek	C	BRDG	800,000		
6	99387	Dantz Run to PA 287	P	HRST		250,000	
6	99387	Dantz Run to PA 287	F	HRST		500,000	
6	99387	Dantz Run to PA 287	U	HRST		150,000	
6	99387	Dantz Run to PA 287	R	HRST		150,000	
6	99387	Dantz Run to PA 287	C	HRST		4,500,000	
6	99107	US6ovTb N Elk Run	+C	BRDG	500,000		
6	106243	US6 ov Tioga River	+C	BRDG	50,000		
6	99424	Tioga River to West of Old Mainesburg Rd	P	HCON		600,000	
6	99424	Tioga River to West of Old Mainesburg Rd	U	HCON		500,000	
6	99424	Tioga River to West of Old Mainesburg Rd	R	HCON		1,500,000	
6	99426	Old Mainesburg Rd to Strange Rd	+P	HRST	303,020		
6	99426	Old Mainesburg Rd to Strange Rd	+P	HCON	447,980		

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
6	99426	Old Mainesburg Rd to Strange Rd	C	HRST		2,300,000	
6	99426	Old Mainesburg Rd to Strange Rd	C	HRST		3,700,000	
6	110405	SR6 from SR2018 to SR660	P	HRST	50,000		
6	110405	SR6 from SR2018 to SR660	C	HRST	2,250,000		
6	110405	SR6 from SR2018 to SR660	C	HRST	1,450,000		
6	114020	E of Mainesburg to Bradford Co Line	P	HRST	25,000		
6	114020	E of Mainesburg to Bradford Co Line	C	HRST		700,000	
6	114020	E of Mainesburg to Bradford Co Line	C	HRST		3,600,000	
6	114022	SR 15 to East of Schodac Road	P	HRST	25,000		
6	114025	Colton Road to Shippen Twp Line	P	HRST	25,000		
6	114027	SR 660 to E of Schodac Rd	P	HRST		25,000	
6	114052	SR6 over Tributary to North Elk Run	+P	BRDG		400,000	
6	114052	SR6 over Tributary to North Elk Run	F	BRDG		150,000	
6	114052	SR6 over Tributary to North Elk Run	U	BRDG		20,000	
6	114052	SR6 over Tributary to North Elk Run	R	BRDG		15,000	
6	114052	SR6 over Tributary to North Elk Run	+C	BRDG		1,500,000	
6	116505	Tioga River to Swan Street	+C	HRST	750,000		
14	99113	SR14 ovTbLycomingCreek	P	BRDG		250,000	

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
14	99113	SR 14 over Trib Lycoming Creek	F	BRDG		150,000	
14	99113	SR 14 over Trib Lycoming Creek	U	BRDG		20,000	
14	99113	SR 14 over Trib Lycoming Creek	R	BRDG		15,000	
14	99113	SR 14 over Trib Lycoming Creek	C	BRDG		1,600,000	
15	86917	SR 2005 to Welcome Cntr	+C	HRST	4,256,530		
15	101335	Welcome Center to Tioga River	+C	HRST	1,324,054		
15	101335	Welcome Center to Tioga River	+C	HRST	3,426,580		
15	113806	Sebring to SR 2005	P	HRST	25,000		
15	114014	SR 15 SB Mansfield to Tioga Twp	P	HRST	25,000		
15	114014	SR 15 SB Mansfield to Tioga Twp	C	HRST		4,500,000	
15	114023	SR 6 to South of SR 1038	P	HRST	25,000		
15	114023	SR 6 to South of SR 1038	C	HRST		7,450,000	
15	115158	SR 15 Drainage (Mahosky Concern)	+P	HRST	150,000		
15	115158	SR 15 Drainage (Mahosky Concern)	+F	HRST	150,000		
15	115158	SR 15 Drainage (Mahosky Concern)	+C	HRST	1,200,000		
15	117163	SR 6 to Tioga River Trib (SB)	C	HRST	100,000		
15	117166	Ramp I (SR8007) to SR 2005	+C	HRST	1,000,000		
15	117170	SR 2005 to Covington Twp line (SB&NB)	F	HRST	10,000		
15	117170	SR 2005 to Covington Twp line (SB&NB)	C	HRST	4,000,000		
15	117173	Lycoming Co to Ramp I (SR 8007)	C	HRST	900,000		

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
15	117175	Tioga River to SR 6	C	HRST	700,000		
15	119591	Tioga River to SR 49 NB & SB	C	HRST	90,445		
15	119591	Tioga River to SR 49 NB & SB	C	HRST	31,498		
15	120924	Tioga River to NY line NB & SB	P	HRST		300,000	
15	120924	Tioga River to NY line NB & SB	F	HRST		650,000	
15	120924	Tioga River to NY line NB & SB	C	HRST		9,160,000	
15	120925	SR 2005 to N of SR 2022	P	HRST		1,000,000	
15	120925	SR 2005 to N of SR 2022	F	HRST		500,000	
15	120925	SR 2005 to N of SR 2022	C	HRST		11,750,000	
15	120925	SR 2005 to N of SR 2022	C	HRST		1,250,000	
15	120927	Bradford Co Line to N of SR 2005	P	HRST		500,000	
15	120927	Bradford Co Line to N of SR 2005	F	HRST		200,000	
15	120927	Bradford Co Line to N of SR 2005	C	HRST		3,000,000	
15	120927	Bradford Co Line to N of SR 2005	C	HRST		7,000,000	
49	7372	SR 49 over Cowanesque River	P	BRDG		20,000	
49	7372	SR 49 over Cowanesque River	F	BRDG		10,000	
49	7372	SR 49 over Cowanesque River	C	BRDG		1,700,000	
49	99388	East St to Renkin St	P	HRST		20,000	
49	99388	East St to Renkin St	C	HRST		5,500,000	
49	117302	Tioga County Preservation	P	BRDG		150,000	
49	117302	Tioga County Preservation	C	BRDG		2,800,000	
249	117279	SR 249 over Crooked Creek	P	BRDG		250,000	
249	117279	SR 249 over Crooked Creek	F	BRDG		150,000	
249	117279	SR 249 over Crooked Creek	U	BRDG		20,000	

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
249	117279	SR 249 over Crooked Creek	R	BRDG		20,000	
249	117279	SR 249 over Crooked Creek	+C	BRDG		1,700,000	
328	7368	SR 328 over West Creek	P	BRDG		250,000	
328	7368	SR 328 over West Creek	F	BRDG		150,000	
328	7368	SR 328 over West Creek	U	BRDG		20,000	
328	7368	SR 328 over West Creek	R	BRDG		15,000	
328	7368	SR 328 over West Creek	C	BRDG		800,000	
349	99171	Ladd Rd to SR 49	F	HCON		300,000	
349	99171	Ladd Rd to SR 49	U	HCON		200,000	
349	99171	Ladd Rd to SR 49	R	HCON		435,000	
349	101278	SR349 Sabinsville Slide	C	HCON	200,000		
349	115993	Ladd Rd to SR 49 Resurfacing	C	HRST	2,100,000		
362	118342	SR 362 Shippen Twp Slide	P	HRST	300,000		
362	118342	SR 362 Shippen Twp Slide	F	HRST	150,000		
362	118342	SR 362 Shippen Twp Slide	R	HRST	50,000		
362	118342	SR 362 Shippen Twp Slide	C	HRST	2,000,000	1,000,000	
414	99173	SR15 to SR2005	C	HRST	700,998		
414	106235	SR414 ov W Mill Creek	P	BRDG	45,375		
414	106235	SR414 ov W Mill Creek	U	BRDG		20,000	
414	106235	SR414 ov W Mill Creek	C	BRDG		2,000,000	
414	117168	Ramp H to Liberty Boro line	F	HRST	10,000		
414	117507	Tioga Bridge Painting	P	BRDG	25,000		
414	117507	Tioga Bridge Painting	C	BRDG	703,833		
414	120897	SR 287 to SR 15 Resurface	C	HRST		1,300,000	

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State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
660	113896	SR660 Richmond Twp Slide	P	HRST		250,000	
660	113896	SR660 Richmond Twp Slide	F	HRST		250,000	
660	113896	SR660 Richmond Twp Slide	U	HRST		200,000	
660	113896	SR660 Richmond Twp Slide	R	HRST		100,000	
660	113896	SR660 Richmond Twp Slide	C	HCON		4,800,000	
660	113896	SR660 Richmond Twp Slide	C	HRST		4,700,000	
660	121554	Embankment east of Spencer Rd	S	HRST	30,000		
1001	97677	SR1001 ov Lambs Creek	P	BRDG	125,000	125,000	
1001	97677	SR1001 ov Lambs Creek	F	BRDG		150,000	
1001	97677	SR1001 ov Lambs Creek	U	BRDG		25,000	
1001	97677	SR1001 ov Lambs Creek	R	BRDG		15,000	
1001	97677	SR1001 ov Lambs Creek	+C	BRDG		450,000	
1001	97677	SR1001 ov Lambs Creek	+C	BRDG		1,870,000	
1004	110296	SR 1004 over Bailey Creek	P	BRDG		40,000	
1004	110296	SR 1004 over Bailey Creek	F	BRDG		20,000	
1004	110296	SR 1004 over Bailey Creek	U	BRDG		20,000	
1004	110296	SR 1004 over Bailey Creek	R	BRDG		20,000	
1004	110296	SR 1004 over Bailey Creek	C	BRDG		250,000	
1005	97678	SR1005 ov Mill Creek	P	BRDG	125,000	125,000	
1005	97678	SR1005 ov Mill Creek	F	BRDG		150,000	
1005	97678	SR1005 ov Mill Creek	U	BRDG		20,000	
1005	97678	SR1005 ov Mill Creek	R	BRDG		15,000	
1005	97678	SR1005 ov Mill Creek	+C	BRDG		1,054,000	
1005	97678	SR1005 ov Mill Creek	+C	BRDG		61,873	

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
1007	117832	SR 1007 near Reynolds Road	F	HRST	150,000		
1007	117832	SR 1007 near Reynolds Road	U	BRDG	30,000		
1007	117832	SR 1007 near Reynolds Road	R	XRST	10,265		
1007	117832	SR 1007 near Reynolds Road	C	HRST	719,000		
1028	110289	SR 1028 over Smith Creek	P	BRDG		75,000	
1028	110289	SR 1028 over Smith Creek	F	BRDG		20,000	
1028	110289	SR 1028 over Smith Creek	U	BRDG		20,000	
1028	110289	SR 1028 over Smith Creek	R	BRDG		15,000	
1028	110289	SR 1028 over Smith Creek	C	BRDG		250,000	
2005	101285	Main St to Decker St	F	HCON		200,000	
2005	101285	Main St to Decker St	R	HCON		500,000	
2005	101285	Main St to Decker St	C	HCON		8,300,000	
2005	99189	Tioga River to Covington	P	HRST		10,000	
2005	99191	Covington to Cowan Rd	F	HRST		10,000	
2005	108985	SR 2005 Two-Way Left Turn Lane	F	SAMI	366,000		
2005	108985	SR 2005 Two-Way Left Turn Lane	U	SAMI	300,000		
2005	108985	SR 2005 Two-Way Left Turn Lane	R	SAMI	307,000		
2005	108985	SR 2005 Two-Way Left Turn Lane	C	SAMI	470,000		
2005	108985	SR 2005 Two-Way Left Turn Lane	C	SAMI	2,167,800		
2005	108985	SR 2005 Two-Way Left Turn Lane	C	SAMI	2,840,848		
2005	116507	SR15 Ramp to S Mansfield Levee	C	HRST	1,255,429		
2007	99394	Lycoming Co to Creamery St	C	HRST	186,225		
2011	99368	SR2011 ov Blockhouse Crk	P	BRDG	200,000		
2011	99368	SR2011 ov Blockhouse Crk	F	BRDG	50,000		

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
2011	99368	SR2011 ov Blockhouse Crk	U	BRDG		20,000	
2011	99368	SR2011 ov Blockhouse Crk	R	BRDG	20,000		
2011	99368	SR2011 ov Blockhouse Crk	C	BRDG		500,000	
2016	98539	SR2016 ov Bellman Run	+P	BRDG		250,000	
2016	98539	SR2016 ov Bellman Run	F	BRDG		150,000	
2016	98539	SR2016 ov Bellman Run	U	BRDG		20,000	
2016	98539	SR2016 ov Bellman Run	R	BRDG		20,000	
2016	98539	SR2016 ov Bellman Run	+C	BRDG		1,500,000	
2016	7315	SR 2016 over Dyke Creek	P	BRDG		130,000	
2016	7315	SR 2016 over Dyke Creek	F	BRDG		20,000	
2016	7315	SR 2016 over Dyke Creek	U	BRDG		20,000	
2016	7315	SR 2016 over Dyke Creek	R	BRDG		15,000	
2016	7315	SR 2016 over Dyke Creek	C	BRDG		400,000	
2017	97680	SR2017 ov Tioga River	F	BRDG	350,000		
2017	97680	SR2017 ov Tioga River	U	BRDG		20,000	
2017	97680	SR2017 ov Tioga River	R	BRDG	40,000		
2017	97680	SR2017 ov Tioga River	+C	BRDG		1,500,000	
2017	98465	SR 2017 ov Taylor Run	P	BRDG		300,000	
2017	98465	SR 2017 ov Taylor Run	F	BRDG		150,000	
2017	98465	SR 2017 ov Taylor Run	U	BRDG		20,000	
2017	98465	SR 2017 ov Taylor Run	R	BRDG		20,000	
2017	98465	SR 2017 ov Taylor Run	C	BRDG		1,000,000	
2017	110290	SR 2017 over West Mill Creek	P	BRDG		75,000	
2017	110290	SR 2017 over West Mill Creek	F	BRDG		20,000	

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
2017	110290	SR 2017 over West Mill Creek	U	BRDG		20,000	
2017	110290	SR 2017 over West Mill Creek	R	BRDG		20,000	
2017	110290	SR 2017 over West Mill Creek	C	BRDG		250,000	
2017	110297	SR 2017 over Carpenter Run	P	BRDG		50,000	
2017	110297	SR 2017 over Carpenter Run	F	BRDG		20,000	
2017	110297	SR 2017 over Carpenter Run	U	BRDG		10,000	
2017	110297	SR 2017 over Carpenter Run	R	BRDG		15,000	
2017	110297	SR 2017 over Carpenter Run	C	BRDG		250,000	
2019	114191	SR 2019 over Tributary to Towanda Creek	P	BRDG	150,000		
2019	114191	SR 2019 over Tributary to Towanda Creek	F	BRDG	50,000		
2019	114191	SR 2019 over Tributary to Towanda Creek	U	BRDG	20,000		
2019	114191	SR 2019 over Tributary to Towanda Creek	R	BRDG	20,000		
2019	114191	SR 2019 over Tributary to Towanda Creek	C	BRDG	329,787	170,213	
2020	98470	SR2020 ov N Elk Run	P	BRDG		250,000	
2020	98470	SR2020 ov N Elk Run	F	BRDG		150,000	
2020	98470	SR2020 ov N Elk Run	U	BRDG		20,000	
2020	98470	SR2020 ov N Elk Run	R	BRDG		20,000	
2020	98470	SR2020 ov N Elk Run	+C	BRDG		1,000,000	
2021	110269	SR 2021 over Tributary to South Creek	P	BRDG		130,000	

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
2021	110269	SR 2021 over Tributary to South Creek	F	BRDG		20,000	
2021	110269	SR 2021 over Tributary to South Creek	U	BRDG		20,000	
2021	110269	SR 2021 over Tributary to South Creek	R	BRDG		20,000	
2021	110269	SR 2021 over Tributary to South Creek	C	BRDG		400,000	
2022	98478	SR 2022 Ov Tb to Corey Crk	F	BRDG	50,000		
2022	98478	SR 2022 Ov Tb to Corey Crk	U	BRDG	20,000		
2022	98478	SR 2022 Ov Tb to Corey Crk	R	BRDG	26,750		
2022	98478	SR 2022 Ov Tb to Corey Crk	+C	BRDG	375,000		
2022	99369	SR2022 ov Howland Crk	P	BRDG	150,000		
2022	99369	SR2022 ov Howland Crk	F	BRDG	50,000		
2022	99369	SR2022 ov Howland Crk	U	BRDG	20,000		
2022	99369	SR2022 ov Howland Crk	R	BRDG	20,000		
2022	99369	SR2022 ov Howland Crk	C	BRDG	150,000	275,000	
2025	110299	SR 2025 over Marvin Creek	P	BRDG		50,000	
2025	110299	SR 2025 over Marvin Creek	F	BRDG		20,000	
2025	110299	SR 2025 over Marvin Creek	U	BRDG		20,000	
2025	110299	SR 2025 over Marvin Creek	R	BRDG		20,000	
2025	110299	SR 2025 over Marvin Creek	C	BRDG		250,000	
2025	121027	SR 2025 over Marvin Creek	C	BRDG		2,500,000	
2027	98514	SR2027 ov Canoe Camp Crk	P	BRDG	50,000		
2027	98514	SR2027 ov Canoe Camp Crk	F	BRDG	150,000		

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
2027	98514	SR2027 ov Canoe Camp Crk	U	BRDG	20,000		
2027	98514	SR2027 ov Canoe Camp Crk	R	BRDG	20,000		
2027	98514	SR2027 ov Canoe Camp Crk	+C	BRDG	300,000		
2027	117494	SR 2027 over Canoe Camp Creek	P	BRDG		250,000	
2027	117494	SR 2027 over Canoe Camp Creek	F	BRDG		150,000	
2027	117494	SR 2027 over Canoe Camp Creek	U	BRDG		20,000	
2027	117494	SR 2027 over Canoe Camp Creek	R	BRDG		15,000	
2027	117494	SR 2027 over Canoe Camp Creek	+C	BRDG		800,000	
2027	102684	Canoe Camp Slide	U	HRST	100,000		
2027	102684	Canoe Camp Slide	R	HRST	28,000		
2027	102684	Canoe Camp Slide	C	HRST	300,000		
3007	99370	SR3007ovWBrStoneyFork	P	BRDG	75,000	75,000	
3007	99370	SR3007ovWBrStoneyFork	F	BRDG		50,000	
3007	99370	SR3007ovWBrStoneyFork	U	BRDG		20,000	
3007	99370	SR3007ovWBrStoneyFork	R	BRDG		20,000	
3007	99370	SR3007ovWBrStoneyFork	C	BRDG		500,000	
3007	7371	SR 3007 ovr Tb Stoney Frk	P	BRDG	150,000		
3007	7371	SR 3007 ovr Tb Stoney Frk	F	BRDG		50,000	
3007	7371	SR 3007 ovr Tb Stoney Frk	U	BRDG		20,000	
3007	7371	SR 3007 ovr Tb Stoney Frk	R	BRDG		20,000	
3007	7371	SR 3007 ovr Tb Stoney Frk	C	BRDG		500,000	
3014	110300	SR 3014 over Tributary to Zimmerman Creek	P	BRDG		50,000	

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
3014	110300	SR 3014 over Tributary to Zimmerman Creek	F	BRDG		20,000	
3014	110300	SR 3014 over Tributary to Zimmerman Creek	U	BRDG		20,000	
3014	110300	SR 3014 over Tributary to Zimmerman Creek	R	BRDG		15,000	
3014	110300	SR 3014 over Tributary to Zimmerman Creek	+C	BRDG		275,000	
3016	99412	SR 3016 over Trib Zimmerman Crk	P	BRDG		180,000	
3016	99412	SR 3016 over Trib Zimmerman Crk	F	BRDG		60,000	
3016	99412	SR 3016 over Trib Zimmerman Crk	U	BRDG		20,000	
3016	99412	SR 3016 over Trib Zimmerman Crk	R	BRDG		20,000	
3016	99412	SR 3016 over Trib Zimmerman Crk	C	BRDG		400,000	
3023	99413	SR 3023 over Heise Run #2	C	BRDG	75,000		
3023	99414	SR 3023 over Heise Run #2	C	BRDG	100,000		
4001	99415	SR 4001 ov Potter Brook	F	BRDG	50,000		
4001	99415	SR 4001 ov Potter Brook	U	BRDG	20,000		
4001	99415	SR 4001 ov Potter Brook	R	BRDG	20,000		
4001	99415	SR 4001 ov Potter Brook	C	BRDG	500,000		
4002	7327	SR 4002 ovr Charleston Rn	P	BRDG		250,000	
4002	7327	SR 4002 ovr Charleston Rn	F	BRDG		75,000	
4002	7327	SR 4002 ovr Charleston Rn	U	BRDG		20,000	
4002	7327	SR 4002 ovr Charleston Rn	R	BRDG		15,000	
4002	7327	SR 4002 ovr Charleston Rn	C	BRDG		1,500,000	

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
4002	114170	SR 4002 over Trib Catlin Hollow Crk	P	BRDG	95,000		
4002	114170	SR 4002 over Trib Catlin Hollow Crk	F	BRDG	60,000		
4002	114170	SR 4002 over Trib Catlin Hollow Crk	U	BRDG	10,000		
4002	114170	SR 4002 over Trib Catlin Hollow Crk	R	BRDG	15,000		
4002	114170	SR 4002 over Trib Catlin Hollow Crk	C	BRDG	500,000		
4007	97684	SR 4007 over N Brook	P	BRDG	250,000		
4007	97684	SR 4007 over N Brook	F	BRDG	100,000	50,000	
4007	97684	SR 4007 over N Brook	U	BRDG		20,000	
4007	97684	SR 4007 over N Brook	R	BRDG	20,000		
4007	97684	SR 4007 over N Brook	+C	BRDG		1,500,000	
4009	115841	SR 4009 over Troups Creek	+C	BRDG	1,212,800		
4009	115841	SR 4009 over Troups Creek	+C	BRDG	139,000		
4012	110302	SR 4012 over Mill Creek	P	BRDG		50,000	
4012	110302	SR 4012 over Mill Creek	F	BRDG		20,000	
4012	110302	SR 4012 over Mill Creek	U	BRDG		20,000	
4012	110302	SR 4012 over Mill Creek	R	BRDG		20,000	
4012	110302	SR 4012 over Mill Creek	+C	BRDG		250,000	
4017	7266	SR 4017 over Buckley Hollow Run	P	BRDG		150,000	
4017	7266	SR 4017 over Buckley Hollow Run	F	BRDG		50,000	
4017	7266	SR 4017 over Buckley Hollow Run	U	BRDG		20,000	

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
4017	7266	SR 4017 over Buckley Hollow Run	R	BRDG		15,000	
4017	7266	SR 4017 over Buckley Hollow Run	+C	BRDG		500,000	
4021	106236	SR4021 ov Cowanesque River	+F	BRDG	150,000		
4021	106236	SR4021 ov Cowanesque River	U	BRDG	20,000		
4021	106236	SR4021 ov Cowanesque River	+R	BRDG	20,000		
4021	106236	SR4021 ov Cowanesque River	+C	BRDG	3,100,000		
4024	117304	SR 4024 over Cummings Creek	P	BRDG	250,000		
4024	117304	SR 4024 over Cummings Creek	F	BRDG		150,000	
4024	117304	SR 4024 over Cummings Creek	U	BRDG		20,000	
4024	117304	SR 4024 over Cummings Creek	R	BRDG		20,000	
4024	117304	SR 4024 over Cummings Creek	+C	BRDG		600,000	
4027	99416	SR 4027 over Br Cummings Crk	F	BRDG	50,000		
4027	99416	SR 4027 over Br Cummings Crk	U	BRDG	20,000		
4027	99416	SR 4027 over Br Cummings Crk	C	BRDG	500,000		
4027	110236	SR4027 over Cummings Creek	U	BRDG	20,000		
4027	110236	SR4027 over Cummings Creek	C	BRDG	400,000		
4027	110304	SR 4027 over Tributary to Crooked Creek	P	BRDG		50,000	
4027	110304	SR 4027 over Tributary to Crooked Creek	F	BRDG		20,000	
4027	110304	SR 4027 over Tributary to Crooked Creek	U	BRDG		20,000	
4027	110304	SR 4027 over Tributary to Crooked Creek	R	BRDG		20,000	

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
4027	110304	SR 4027 over Tributary to Crooked Creek	C	BRDG		250,000	
4027	117500	SR 4027 over Cummings Creek	P	BRDG		250,000	
4027	117500	SR 4027 over Cummings Creek	F	BRDG		150,000	
4027	117500	SR 4027 over Cummings Creek	U	BRDG		20,000	
4027	117500	SR 4027 over Cummings Creek	R	BRDG		15,000	
4027	117500	SR 4027 over Cummings Creek	C	BRDG		1,000,000	
				TIOGA COUNTY TOTALS	**$52,258,392**	**$141,521,086**	

Appendix A: Fiscally Constrained Project Listing

Wyoming County Projects

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
0	121536	Clinton TWP & Factoryville Borough Joint Trail	C	TENH	601,439		
6	121059	Fed Aid Paving 4-24-FP2	C	HRST		3,000,000	
6	121059	Fed Aid Paving 4-24-FP2	C	HRST		12,000,000	
6	10222	SR 6 over Branch of Tunkhannock Creek	+P	BRDG	450,000		
6	10222	SR 6 over Branch of Tunkhannock Creek	C	BRDG		4,000,000	
6	10223	SR 6 over South Branch of Tunkhannock Creek	C	BRDG	3,000,000		
11	101154	SR 11 over Branch of Tunkhannock Creek	+C	BRDG	750,000		
29	10224	SR 29 over Inlet Lake Carey	U	BRDG	96,800		
29	117267	SR 29 over Trib Meshoppen Creek	P	BRDG	50,000		
29	117267	SR 29 over Trib Meshoppen Creek	+C	BRDG		431,250	
29	97847	SR 29 Vertical Correction	C	HRST	891,856		
29	111778	SR 29 and Keelersburg Road	+C	SAMI	1,344,000		
87	85773	SR 87 over Little Mehoopany Creek	P	BRDG	25,000		
87	85773	SR 87 over Little Mehoopany Creek	C	BRDG		1,344,000	
87	113850	SR 87 over Branch Mehoopany Creek	P	BRDG	25,000		
87	113850	SR 87 over Branch Mehoopany Creek	C	BRDG		500,000	

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
92	10228	SR 92 over Fitch Creek	U	BRDG	80,000		
92	10228	SR 92 over Fitch Creek	C	BRDG	1,525,000		
92	10181	SR 92 over Field Brook	P	BRDG	25,000		
92	10181	SR 92 over Field Brook	+C	BRDG		897,000	
92	116721	SR 92 over Tributary to Susquehanna River	P	BRDG	50,000		
92	116721	SR 92 over Tributary to Susquehanna River	C	BRDG		800,000	
92	10174	SR 92 over Monroe Creek	C	BRDG	2,800,000		
267	10139	SR 267 over Meshoppen Creek	F	BRDG	50,000		
267	10139	SR 267 over Meshoppen Creek	C	BRDG		3,500,000	
307	10232	SR 307 over Branch Osterhout Creek	+C	BRDG	500,000		
1015	10137	SR 1015 over Field Brook Creek	F	BRDG	50,000		
1015	10137	SR 1015 over Field Brook Creek	C	BRDG	1,300,000		
2001	68808	SR 2001 over South Run Creek C-3	P	BRDG	25,000		
2001	68808	SR 2001 over South Run Creek C-3	C	BRDG		1,344,200	
2007	96750	SR 2007 over Tributary to Susquehanna River	C	BRDG	1,150,000		
2008	116722	SR 2008 over Outlet from American Asphalt	P	BRDG	50,000		
2008	116722	SR 2008 over Outlet from American Asphalt	C	BRDG		800,000	
2012	10138	SR 2012 over Tunkhannock Creek	C	BRDG	1,140,000		

Appendix A: Fiscally Constrained Project Listing

State Route	Project #	Project Name/Description	Phase	Area	FFY 2025–2028 TIP Total $	FFY 2029–2036 Mid-Range Total $	FFY 2037–2050 Long-Range Total $
2012	10138	SR 2012 over Tunkhannock Creek	C	BRDG	1,150,000		
2018	68841	SR 2018 over Leonard Creek	P	BRDG	25,000		
2018	68841	SR 2018 over Leonard Creek	C	BRDG		434,970	
2021	96746	SR 2021 over Beaver Creek	C	BRDG	1,000,000		
2031	96756	SR 2031 over Outlet Lake Winola	C	BRDG	1,200,000		
3001	101146	SR 3001 over Kasson Brook	P	BRDG	25,000		
3001	101146	SR 3001 over Kasson Brook	C	BRDG		1,138,500	
3001	116723	SR 3001 over Mehoopany Creek	P	BRDG	25,000		
3001	116723	SR 3001 over Mehoopany Creek	C	BRDG		2,000,000	
3002	10192	SR 3002 over Bowmans Creek	C	BRDG	1,200,000		
3002	10192	SR 3002 over Bowmans Creek	C	BRDG	2,120,000		
3002	68874	SR 3002 over Stone Run	C	BRDG	1,000,000		
3003	10162	SR 3003 over Sugar Hollow Creek	P	BRDG	25,000		
3003	10162	SR 3003 over Sugar Hollow Creek	+C	BRDG		1,456,000	
4002	96757	SR 4002 over Little Mehoopany Creek	C	BRDG	1,000,000		
4006	96747	SR 4006 over Little Tuscarora Creek	R	BRDG	141,085		
4006	96747	SR 4006 over Little Tuscarora Creek	C	BRDG	2,000,000		
4027	116724	SR 4027 over West Branch of Meshoppen Creek	P	BRDG	50,000		
4027	116724	SR 4027 over West Branch of Meshoppen Creek	C	BRDG		2,000,000	
				WYOMING COUNTY TOTALS	**$26,940,180**	**$35,645,920**	

Appendix A: Fiscally Constrained Project Listing

Northern Tier Region

	FFY 2025-2028 TIP Total $	FFY 2029-2036 Mid-Range Total $	FFY 2037-2050 Long-Range Total $
TOTALS BY PLANNING PERIOD	$279,614,872	$529,642,250	$925,368,000
GRAND TOTAL			$1,734,625,122

Appendix B:
Transit TIP



Appendix B: Transit TIP

Transit Transportation Improvement Program (2025–2028)

Project #	Project Title	Sponsor	2025 $	2026 $	2027 $	2028 $	Total $
89366	Computer Equipment/Software	EMTA*	10,000	10,000	5,000	10,000	**35,000**
95522	Support Vehicles	EMTA	80,000				**80,000**
95525	Purchase Mini Buses	EMTA	1,150,000	150,000			**1,300,000**
106426	Garage & Office Facility Improvement	EMTA	150,000				**150,000**
121466	Preventive Maintenance	EMTA	75,000	75,000	75,000	100,000	**325,000**
121475	Purchase Minivan and Mini Bus	EMTA	720,000	600,000			**1,320,000**
121476	Mansfield Facility Purchase	EMTA	2,500,000	2,500,000	2,500,000	2,500,000	**10,000,000**
TOTALS			**$4,685,000**	**$3,335,000**	**$2,580,000**	**$2,610,000**	**$13,210,000**

*Endless Mountains Transportation Authority (EMTA) operates BeST Transit.

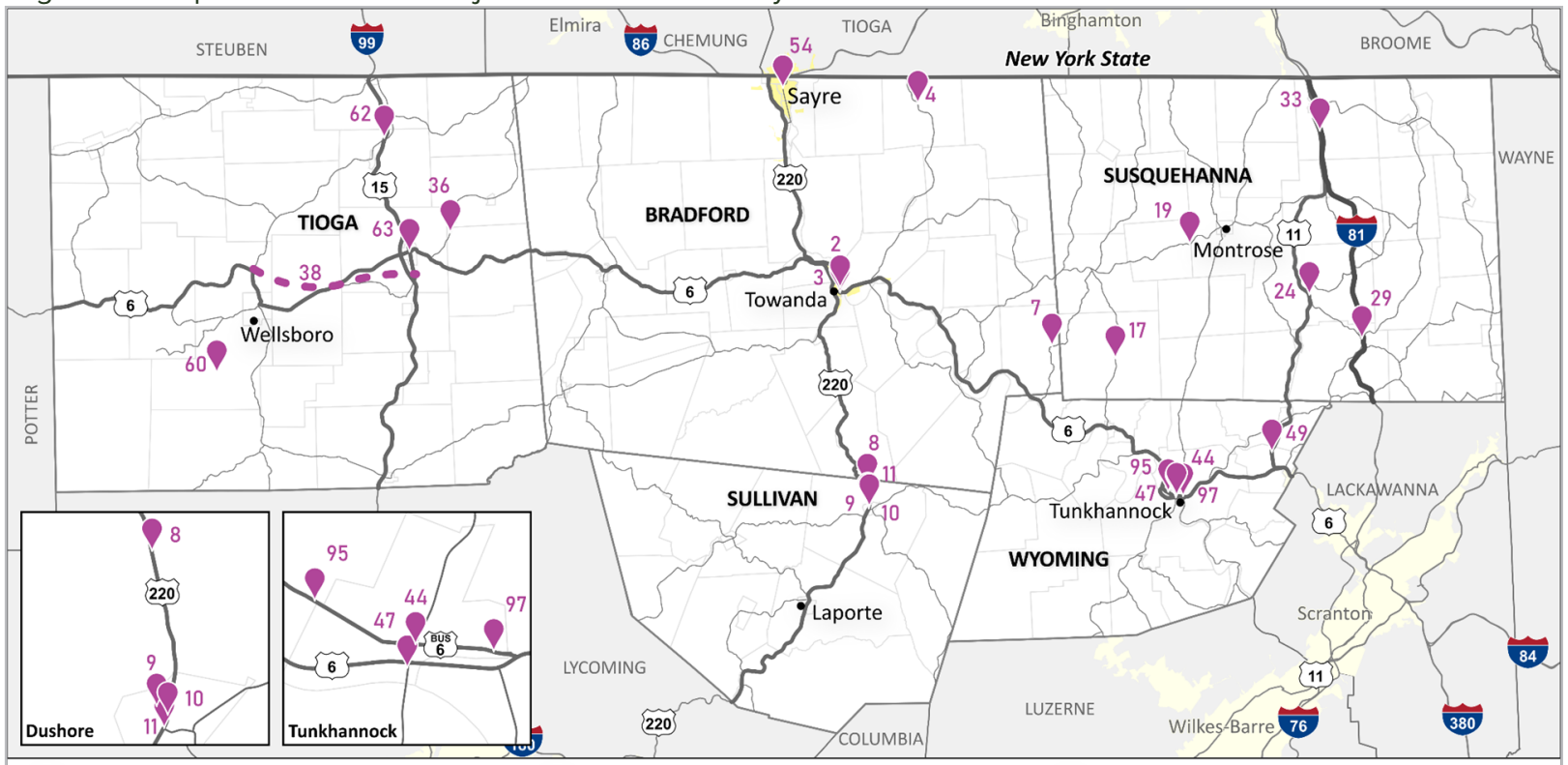
Appendix C:
Illustrative (Unfunded) Project Listing by County



Appendix C: Illustrative (Unfunded) Project Listing by County

Note that the listed projects are unfunded and illustrative only. The RPO will consider candidates from this list as future programs are developed.

Figure C-1: Top Five Illustrative Projects from Each County



ID	Bradford:
2	US 6 Traffic Calming
3	Main Street/Golden Mile Road (US 6) Intersection
4	PA 187 over Tributary to Wappasening Creek
7	PA 367 (Creek Road) Bridge over Tuscarora Creek Safety Concerns
54	Oneida Street

ID	Sullivan:
8	US 220 Truck Accommodations/ Climbing Lanes
9	Improve Transit Access for Seniors
10	US 220 (German Street) Bridge over Marsh Run Rehabilitation/ Replacement
11	US 220/Mill Street Intersection

ID	Susquehanna:
17	PA 267 and SR 3001/Dean Road Intersection
19	PA 706 Flooding
24	US 11 and PA 106 Intersection
29	PA 92 and PA 106 Intersection
33	US 11 Operational Improvements

ID	Tioga:
36	PA 549 and Newtown Hill Road Intersection
38	Trail Connections
60	N. Lawton Road Bridge over East Branch of Stony Fork Rehabilitation/Replacement
62	US 15 Safety
63	Intercity Bus Service Reinstatement

ID	Wyoming:
44	US 6 and Bridge Street Traffic Signal Operations
47	Local Park Wayfinding Signage
49	US 11 and Tunnel Hill Road
95	Right-In/Right-Out Access from High School onto Tioga Street
97	Tioga Street at PA 92

Appendix C: Illustrative (Unfunded) Project Listing by County

Note that the following projects are unfunded and illustrative only.
The RPO will consider candidates from this list as future programs are developed.

Bradford County

ID	Rank	Municipality	Project Name	Project Description	Source
54	High	Sayre Borough	Oneida Street	Large pothole	STC Survey
2	High	Towanda Borough	US 6 Traffic Calming	Identify and install traffic calming measures and/or devices to help slow motorist speeds and improve safety	Regional Listening Sessions
3	High	Towanda Borough	Main Street/Golden Mile Road (US 6) Intersection	Long delays/heavy congestion occur at this signalized intersection on all approaches	Regional Listening Sessions
7	High	Tuscarora Township	PA 367 (Creek Road) Bridge over Tuscarora Creek Safety Concerns	The one-lane bridge is abutted by sharp roadway curves. Vehicles have been observed traveling at high speeds with the potential for head-on collisions. Several fatal/injury crashes have occurred. In addition to the safety concerns, the bridge's guide rail is perceived to be substandard.	Regional Listening Sessions
4	High	Windham Township	PA 187 over Tributary to Wappasening Creek	This bridge is prone to flooding during heavy rain/ weather events. Located just south of Leraysville Road.	Regional Listening Sessions
6	Medium	Windham Township	NY Main Street (NY 282) Detour Traffic	The NY 282/Main Street bridge over Wappasening Creek near Nichols, New York, is flood-prone. During rain events, traffic has been observed detouring on four-digit state routes and local roads in Windham Township.	Regional Listening Sessions
51	Low	Athens Township	Wilawanna Road Bridge over Chemung River Bridge Repair	Bridge has had several rounds of repair but has been experiencing potholes.	STC Survey

Appendix C: Illustrative (Unfunded) Project Listing by County

Bradford County, continued

ID	Rank	Municipality	Project Name	Project Description	Source
53	Low	Athens Township	Riverside Drive Erosion	Riverside Drive near Brown Road is being washed away by the Susquehanna River	STC Survey
52	Low	Rome Township	Maloney Road and Lake Road Intersection	Several vehicles have been observed speeding through the intersection, resulting in collisions with other vehicles and deer. Some vehicles end up running off the road into neighboring fields.	STC Survey
1	Low	Sayre Borough	Traffic Calming Measures/ Devices	Identify and install traffic calming measures and/or devices to help slow motorist speeds and improve safety	Regional Listening Sessions
5	Low	Windham Township	PA 187 Embankment Erosion	The western bank of the Wappasening Creek has been rapidly eroding and is encroaching on PA 187, leading to roadway stability concerns.	Regional Listening Sessions

Appendix C: Illustrative (Unfunded) Project Listing by County

Sullivan County

ID	Rank	Municipality	Project Name	Project Description	Source
8	High	Cherry Township	US 220 Truck Accommodations/ Climbing Lanes	US 220 serves as a primary route for trucks looking to access manufacturing businesses within Sullivan County. Steep roadway grades/ topography has led to concerns about large trucks running off the road. Potential, future development could also lead to increased truck volumes along the corridor. As a result, additional improvements may be necessary as manufacturing/truck-intensive development occurs.	Regional Listening Sessions
9	High	Dushore Borough	Improve Transit Access for Seniors	The county has expressed a desire for additional housing accommodations for seniors, who will need expanded/improved transit access.	Regional Listening Sessions
10	High	Dushore Borough	US 220 (German Street) Bridge over Marsh Run Rehabilitation/ Replacement	This bridge is flood-prone and is showing visible signs of erosion/deterioration.	Regional Listening Sessions
11	High	Dushore Borough	US 220/Mill Street Intersection	A utility pole in the northeast quadrant of the intersection is regularly hit by vehicles/large trucks. The intersection may need to be improved to improve turning movements.	Regional Listening Sessions

Appendix C: Illustrative (Unfunded) Project Listing by County

Susquehanna County

ID	Rank	Municipality	Project Name	Project Description	Source
17	High	Auburn Township	PA 267 and SR 3001/ Dean Road Intersection	Sight distance concerns.	Regional Listening Sessions
19	High	Jessup Township	PA 706 Flooding	PA 706 experiences flooding about a half mile west of Darrow Hill Road/Fair Hill Road due to its close proximity to the east branch of the Wyalusing Creek.	Regional Listening Sessions
24	High	Harford Township	US 11 and PA 106 Intersection	Poor sight distances have led to safety concerns, and the current geometry makes it difficult for large vehicles to navigate the intersection. The intersection is frequently traveled by school buses looking to access Mountain View School.	Regional Listening Sessions
29	High	Lenox Township	PA 92 and PA 106 Intersection	Intersection experiences heavy congestion when incidents occur on I-81.	Regional Listening Sessions
33	High	Great Bend Township	US 11 Operational Improvements	US 11 in Great Bend Township runs parallel to I-81 and serves as an alternative route for motorists when incidents. Operational improvements would be helpful to improve congestion along the corridor when incidents occur.	Regional Listening Sessions
13	Medium	Auburn Township	SR 3003 and SR 3005 Intersection	Poor sight distances have led to safety concerns.	Regional Listening Sessions
14	Medium	Auburn Township	SR 3005 and SR 3001/ Place Road Intersection	The intersection has offset geometry, leading to difficult cross-intersection movements.	Regional Listening Sessions
15	Medium	Auburn Township	Meshoppen Creek Road/ Cooley Hill Road/Marshall Road Intersection	The intersection is prone to flooding during rain events due to its close proximity to the Little Meshoppen Creek and Carlin Pond.	Regional Listening Sessions

Appendix C: Illustrative (Unfunded) Project Listing by County

Susquehanna County, continued

ID	Rank	Municipality	Project Name	Project Description	Source
16	Medium	Auburn Township	Marshall Road Sharp Curves	Marshall Road has a sharp curve near the intersection with Meshoppen Creek Road. Motorists have been observed traveling through the curve at high speeds and crashing into trees adjacent to the roadway.	Regional Listening Sessions
18	Medium	Rush Township	PA 706 Flooding	PA 706 west of Bomboy Road is prone to flooding during rain events due to its close proximity to the Wyalusing Creek.	Regional Listening Sessions
21	Medium	Springville Township	PA 29 and SR 3006 Intersection	Motorists have been observed speeding through the intersection, resulting in close calls and safety concerns. The intersection currently has a yellow, blinking warning light.	Regional Listening Sessions
22	Medium	Forest Lake Township	PA 267 Flooding	PA 267 is prone to flooding about 0.3 miles south of the intersection with Friendship Hill Road. This is due to the area's close proximity to the Middle Branch of the Wyalusing Creek.	Regional Listening Sessions
23	Medium	Harford Township	US 11 and PA 547 Intersection	Poor sight distances and intersection geometry	Regional Listening Sessions
25	Medium	Harford Township	PA 547 and Fair Hill Road Intersection	Sight distance concerns.	Regional Listening Sessions
26	Medium	Harford Township	PA 547 and Market Street/ Decker Court Intersection	Sight distance concerns.	Regional Listening Sessions
27	Medium	Harford Township	PA 547 and Tingley Lake Road Intersection	Sight distance concerns.	Regional Listening Sessions

Appendix C: Illustrative (Unfunded) Project Listing by County

Susquehanna County, continued

ID	Rank	Municipality	Project Name	Project Description	Source
28	Medium	Harford Township	PA 547 and School Street/ Creek Road	Sight distance and intersection geometry concerns.	Regional Listening Sessions
30	Medium	New Milford Borough	US 11 and PA 848 Intersection	Intersection geometry and safety concerns	Regional Listening Sessions
31	Medium	New Milford Township	PA 848 and Fair Hill Road	Sight distance concerns	Regional Listening Sessions
71	Medium	Lenox Township	SR 2016 (Whengren Road) Repairs	Pavement along the roadway is disintegrating with the worst conditions located west of SR 2037 (High Bridge Road).	STC Survey
72	Medium	Lenox Township	SR 2035 Repaving	Pavement is disintegrating and in need of repair.	STC Survey
74	Medium	Forest City Borough	PA 247 (Dundaff St) from Forest City to the Susquehanna/ Lackawanna County Line	Roadway is in need of repaving/reconstruction	STC Survey
76	Medium	Oakland Borough & Susquehanna Depot Borough	PA 171 and PA 92 Repaving	Repaving is needed in the area of the intersection.	STC Survey
77	Medium	New Milford Borough	Johnston Street Bridge over Salt Lick Creek	Bridge replacement	STC Survey
79	Medium	New Milford Borough	US 11 and PA 492 Intersection	The intersection experiences heavy traffic, has poor drainage (resulting in slick conditions in the winter), and rear end crashes have been observed.	STC Survey

Appendix C: Illustrative (Unfunded) Project Listing by County

Susquehanna County, continued

ID	Rank	Municipality	Project Name	Project Description	Source
80	Medium	New Milford Township	US 11 Bridge over Conrail	This bridge is restricted to one lane, which causes issues for bus traffic accessing Blue Ridge School.	STC Survey
81	Medium	Great Bend Township	I-81 Noise Mitigation	I-81 passes by several residential properties, resulting in loud noise levels. Residents have expressed interest in seeing transparent noise walls added, similar to those constructed along the route in New York.	STC Survey
82	Medium	Great Bend Township	I-81 Repaving	I-81 needs to be repaved through Susquehanna County.	STC Survey
12	Low	Auburn Township	PA 367 and SR 3005 Intersection	Sight distance and intersection geometry concerns. Several private driveways are located close to the intersection.	Regional Listening Sessions
20	Low	Dimock Township	SR 3001 and SR 3023 Intersection	Sight distance concerns	Regional Listening Sessions
32	Low	Great Bend Township	US 11 Resiliency Improvements	Portions of US 11 in Great Bend Township falls within a flood zone due to its proximity to Salt Lick Creek.	Regional Listening Sessions
34	Low	Great Bend Township	PA 171 from I-81 to SR 1025	Roadway segment prone to flooding during rain events	Regional Listening Sessions
35	Low	Great Bend Borough & Great Bend Township	US 11 from New York Line to Carroll Street	Roadway segment prone to flooding during rain events	Regional Listening Sessions
66	Low	Montrose Borough	Wyalusing Street	Road in need of repair	STC Survey

Appendix C: Illustrative (Unfunded) Project Listing by County

Susquehanna County, continued

ID	Rank	Municipality	Project Name	Project Description	Source
67	Low	Brooklyn Township	SR 2015 (N. Weston Road) Drainage	Ditches and sluices along or under the dirt road are not tended to. The roadway washes out shortly after being graded. When the roadway is being smoothed, the ditches and sluices should also be tended.	STC Survey
68	Low	Brooklyn Township	SR 2032 (Station Road) Drainage	A grader smooths out the potholes on this dirt road each year; however, no one cares for the ditches or sluices so the roadway washes out again shortly after repair. Sometimes the flowing water freezes over the roadway, making a very dangerous situation.	STC Survey
69	Low	Brooklyn Township	SR 2055 (Wickizer Road) and SR 2057 (Tiffany Road) Intersection Drainage	Poor drainage causes the intersection to frequently ice over in freezing conditions.	STC Survey
70	Low	Lenox Township	Creek Road Guiderails/ Embankments	There are no guide rails present on the east side of the road, and there are steep embankments.	STC Survey
73	Low	Lenox Township	SR 2021 over East Branch of Tunkhannock Creek Replacement	Bridge has been closed for several decades and is in need of replacement.	STC Survey
75	Low	Jackson Township	Brushville Road Repair	Roadway is in need of repaving between PA 462 and East Lake Road	STC Survey
78	Low	New Milford Borough	Church Street Bridge over Salt Lick Creek	Bridge replacement	STC Survey

Appendix C: Illustrative (Unfunded) Project Listing by County

Tioga County

ID	Rank	Municipality	Project Name	Project Description	Source
36	High	Sullivan Township	PA 549 and Newtown Hill Road Intersection	Sight distance concerns	Regional Listening Sessions
38	High	Countywide	Trail Connections	Trail connection between Mansfield and Blossburg	Regional Listening Sessions
60	High	Delmar Township	N. Lawton Road Bridge over East Branch of Stony Fork Rehabilitation/ Replacement	Trail connection between Mansfield and Wellsboro	STC Survey
62	High	Tioga Township	US 15 Safety	This bridge was severely weakened when a large propane tank passed under it during a flood about 2 years ago. A section of the bridge is currently closed and weight limits have been significantly decreased. The bridge also provides primary access to the township building.	STC Survey
63	High	Mansfield Borough	Intercity Bus Service Reinstatement	US 15 is hazardous to travel during periods of inclement weather.	STC Survey
37	Low	Mansfield Borough & Richmond Township	Riverfront Bicycle/ Pedestrian Connections	Reinstate intercity bus service between Williamsport and Elmira, NY. The service was halted in 2021, leaving Tioga and Bradford counties without these connections.	Regional Listening Sessions
59	Low	Clymer Township	Lake Drive Road Resurfacing	Improved bicycle and pedestrian infrastructure along the Tioga River	STC Survey
61	Low	Farmington Township	Cummings Creek Road Repair	Roadway is in poor condition with several ditches. The ditches result in standing water that makes it difficult for vehicles to pass safely. Water and mud run off the road and into the nearby lake.	STC Survey

Appendix C: Illustrative (Unfunded) Project Listing by County

Tioga County, continued

ID	Rank	Municipality	Project Name	Project Description	Source
64	Low	Sullivan Township	Old State Road Resurfacing	The roadway is in poor condition between 3100 Cummings Creek Road up till 2036 Cummings Creek Road.	STC Survey
65	Low	Sullivan Township	East Hill Road Resurfacing	Resurface roadway in poor condition	STC Survey

Appendix C: Illustrative (Unfunded) Project Listing by County

Wyoming County

ID	Rank	Municipality	Project Name	Project Description	Source
44	High	Tunkhannock Borough	US 6 and Bridge Street Traffic Signal Operations	Improve traffic signal timing/operations to mitigate queues and congestion concerns. The dedicated green cycle for northbound traffic entering Tunkhannock is short, with one or two vehicles making it through the intersection before it changes to red.	Regional Listening Sessions
47	High	Tunkhannock Borough	Local Park Wayfinding Signage	Improve wayfinding signage to local area parks and trails.	Regional Listening Sessions
49	High	Clinton Township	US 11 and Tunnel Hill Road	This area was identified as a potential road safety audit location. The intersection is heavily used by school bus traffic accessing Lackawanna Trail Junior-Senior High School, which has led to congestion backing up onto US 11.	Regional Listening Sessions
95	High	Tunkhannock Borough	Right-In/Right-Out Access from High School onto Tioga Street	Provide a new right-in/right-out vehicular access drive from the high school property onto Tioga Street, coming out across from the McDonald's. This will likely require retaining walls to cut into the existing grade.	Tunkhannock Mobility Study
97	High	Tunkhannock Borough	Tioga Street at PA 92	Provide a pedestrian crosswalk to connect the Hampton Inn and other pedestrian traffic from Tioga Street headed south. This may include flashing warning devices or even a painted intersection.	Tunkhannock Mobility Study

Appendix C: Illustrative (Unfunded) Project Listing by County

Wyoming County, continued

ID	Rank	Municipality	Project Name	Project Description	Source
41	Medium	Washington Township	Vosburg Road Bridge over Conrail Upgrades	This single-lane bridge provides access to the newly established Vosburg State Park. The bridge is posted for load and there are concerns about increased truck traffic and recreational trailers using the bridge. Improvements/upgrades may be needed to address concerns about the bridge handling increased, large vehicle traffic over the long term.	Regional Listening Sessions
42	Medium	Eaton Township	PA 29 and Frear Hill Road Intersection	Northbound traffic on PA 29 into Tunkhannock has been observed speeding through the intersection and drivers have experienced difficulties making turns onto PA 29 from Frear Hill Road. Proposed developments near the intersection may exacerbate these concerns.	Regional Listening Sessions
46	Medium	Tunkhannock Borough	Truck Bypass	Residents expressed a truck bypass around Tunkhannock to reduce the amount of truck traffic traveling through the downtown.	Regional Listening Sessions
48	Medium	Tunkhannock Borough	US 6/Conrail At-Grade Railroad Crossing Congestion	The crossing carries two trains per day and when trains use the crossing, traffic in the left turn lane on US 6 northbound backs up into the travel lane.	Regional Listening Sessions
56	Medium	Lemon Township	PA 29 at Harveys Lake Road	Roadway in need of resurfacing	STC Survey
57	Medium	Nicholson Township	Field Brook Road	Ditches along the road need to be cleared. Part of the road is covered in brush that needs to be trimmed back and the bridge is starting to cave in.	STC Survey
58	Medium	Tunkhannock Borough	PA 29 Resurfacing	PA 29 resurfacing between Montrose Borough, Susquehanna County and Tunkhannock Borough, Wyoming County	STC Survey

Appendix C: Illustrative (Unfunded) Project Listing by County

Wyoming County, continued

ID	Rank	Municipality	Project Name	Project Description	Source
84	Medium	Tunkhannock Borough	Tioga Street from PA 92 (eastbound)	Restripe the road at the bridge to include a sidewalk/pedestrian area on the north side of the road. Consider including flexible delineator posts or other vertical separation elements.	Tunkhannock Mobility Study
86	Medium	Tunkhannock Borough	Pennsylvania/Stark Street and Wyoming Avenue Intersection	Provide additional signage and striping for pedestrian crossings.	Tunkhannock Mobility Study
87	Medium	Tunkhannock Borough	US 6 and PA 92 Intersection	Improve pedestrian crosswalks, curb ramps, and signage for access across US 6 and to the Dunkin Donuts that is a popular destination	Tunkhannock Mobility Study
88	Medium	Tunkhannock Borough	Stark/Clay Street and Slocum Street Intersection	Provide additional signage and striping for pedestrian crossings.	Tunkhannock Mobility Study
89	Medium	Tunkhannock Borough	Bridge/Redfield Street and Reed/Digger Street	Provide a clear warning to drivers that pedestrians cross at this location through the use of painted intersections, flashing warning devices/signage, pedestrian refuge islands, and/or improved crosswalks and curb ramps.	Tunkhannock Mobility Study
90	Medium	Tunkhannock Borough	Bridge Street and River Road Intersection	Develop a plan for improving left turns off River Road onto Bridge Street through the use of additional signage, a painted intersection, and/or revised traffic patterns if possible.	Tunkhannock Mobility Study
92	Medium	Tunkhannock Borough	Tioga Street from Bridge Street to PA 92	Create and enforce a standard street section to improve pedestrian access. Include options and requirements for striping pedestrian areas where development is expected to remain and does not already include sidewalks.	Tunkhannock Mobility Study

Appendix C: Illustrative (Unfunded) Project Listing by County

Wyoming County, continued

ID	Rank	Municipality	Project Name	Project Description	Source
94	Medium	Tunkhannock Borough	Tioga Street and Warren Street Intersection	Make Warren Street one-way north to eliminate blind turns onto Tioga Street.	Tunkhannock Mobility Study
102	Medium	Tunkhannock Borough	PA 92 Sidewalk Connection from US 6 to Sports Fields	Provide a new sidewalk and curb cuts down to the sports fields along PA 92 from US 6.	Tunkhannock Mobility Study
39	Low	Mehoopany Township	PA 87 near Sheehan Road	Motorists have been observed speeding through the area due to steep roadway grades; sharp curves have led to safety concerns	Regional Listening Sessions
40	Low	Washington Township	Vosburg State Park Wayfinding	Installation of new/improved wayfinding signage to guide travelers to the newly established Vosburg State Park	Regional Listening Sessions
43	Low	Eaton Township	PA 29 near Walmart	PA 29 near Walmart is connected to a local bike trail; however, conditions along PA 29 are dangerous for cyclists with narrow shoulders and high traffic speeds/volumes.	Regional Listening Sessions
45	Low	Tunkhannock Borough	Electric Vehicle Charging Opportunities	Tunkhannock Borough is interested in installing fast charging stations downtown to accommodate an increase in resident and tourist/visitor electric vehicle traffic. The Borough is currently trying to install a fast-charging station behind the Dietrich Theatre and Wyoming County continues to monitor NEVI funding opportunities.	Regional Listening Sessions
50	Low	Nicholson Township	PA 92 Truck Accommodations	PA 92 serves as the primary interstate connection for Wyoming County and carries most of the area's truck traffic. Narrow roadway widths and area topography (one side in a flood zone, the other side abutting a mountain) have raised concerns about safe truck access/movements.	Regional Listening Sessions

Appendix C: Illustrative (Unfunded) Project Listing by County

Wyoming County, continued

ID	Rank	Municipality	Project Name	Project Description	Source
55	Low	Falls Township	Falls Road Resurfacing	Roadway surface is rough and in need of resurfacing	STC Survey
83	Low	Tunkhannock Borough	W Tioga Street to Pennsylvania Avenue Sidewalk Connections	Provide new concrete sidewalks and curb ramps on the west side of the road.	Tunkhannock Mobility Study
85	Low	Tunkhannock Borough	Pennsylvania Street and Franklin Street Intersection	Develop a plan for reorganizing parent and bus drop-off/pickup circulation to eliminate conflicts and improve pedestrian safety.	Tunkhannock Mobility Study
91	Low	Tunkhannock Borough	Warren Street from Tioga Street to Harrison Street	Provide plans for expanded sidewalks to create additional patio space and additional on-street parking (angled or parallel) with space gained from limited vehicular traffic one way.	Tunkhannock Mobility Study
93	Low	Tunkhannock Borough	Harrison Street from Middle School to Bridge Street	Create and enforce a standard street section to improve sidewalks and limit parking to alleviate weaving traffic issues and the deteriorating asphalt edge. Consider options for burying overhead lines to create more space in the street for vehicular, bicycle, and pedestrian access.	Tunkhannock Mobility Study
96	Low	Tunkhannock Borough	Trail Connection from Reed Street to the Middle School	Provide a new trail connection and potentially upgrade the existing pedestrian bridge from Reed Street to the NE side of the middle school. Plan to include safety measures such as lighting and/or emergency call boxes.	Tunkhannock Mobility Study
98	Low	Tunkhannock Borough	Washington Street One-Way Conversion	Make Washington Street one-way southeast to route traffic around the courthouse and adjust on-street parking accordingly.	Tunkhannock Mobility Study
99	Low	Tunkhannock Borough	Marion Street One-Way Conversion	Make Marion Street one-way northwest to route traffic around the courthouse and adjust on-street parking accordingly.	Tunkhannock Mobility Study

Appendix C: Illustrative (Unfunded) Project Listing by County

Wyoming County, continued

ID	Rank	Municipality	Project Name	Project Description	Source
100	Low	Tunkhannock Borough	Access and Visibility Improvements for West Street Pedestrian Underpass under US 6 to River Road	Clear the existing brush, add wayfinding signage, and improve the parking area for this existing river access point.	Tunkhannock Mobility Study
101	Low	Tunkhannock Borough	US 6 from Warren Street to River Road Pedestrian Connection	Provide a pedestrian bridge over US 6. This may be incorporated in the Tunkhannock Park Master Plan as a separate project. The existing railroad crossing easement at this location is anticipated to be an appropriate connection point.	Tunkhannock Mobility Study
103	Low	Tunkhannock Borough	Bridge Street to McCord/ Harrison Street Trail Connection	Provide a new trail from Bridge Street along the existing ROW flag lot and utilize the existing Borough-owned lot at McCord and Harrison for parking and additional park space along the route.	Tunkhannock Mobility Study
104	Low	Tunkhannock Borough	McCord/Harrison Street to Ball Field Trail Connection	Establish an easement with the sewer treatment facility to create an extension of that trail and negotiate with other property owners to lengthen that trail access all the way to the existing ball fields that are part of the cemetery property.	Tunkhannock Mobility Study
105	Low	Tunkhannock Township	Dark Hollow Road Bridge over Taques Creek	Dark Hollow Road Bridge over Taques Creek	County Comments
106	Low	Washington Township	Dark Hollow Road Bridge over Taques Creek	Dark Hollow Road Bridge over Taques Creek	County Comments
107	Low	Lemon Township	Schlesser Road Bridge over Horton Creek	Schlesser Road Bridge over Horton Creek	County Comments
108	Low	Exeter Township	Coolbaugh Mountain Rd Bridge over Whitelock Creek	Coolbaugh Mountain Rd Bridge over Whitelock Creek	County Comments

Appendix D:
Air Quality Determination and Report



Transportation Conformity Determination Report

1997 Ozone NAAQS

Transportation Conformity Determination
Tioga County, PA and Wyoming County Portion of the Scranton Wilkes-Barre, PA Maintenance Areas

2050 Long Range
Transportation Plan (LRTP)

January 2025

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APPENDIX A: Regionally Significant Project List (Tioga and Wyoming Counties)

Executive Summary

As part of its transportation planning process, the Northern Tier Regional Planning and Development Commission (NTRPDC) completed the transportation conformity process for the updated 2050 Long Range Transportation Plan (LRTP). This report documents that the existing 2025-2028 Transportation Improvement Program (TIP) and updated 2050 LRTP meets the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. EPA's transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("*South Coast II*," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The Tioga and Wyoming County portion of the NTRPDC was maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015, and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the South Coast II decision, this conformity determination is being made for the 1997 ozone NAAQS.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA's *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

1.0 Background

1.1 Transportation Conformity Process

The concept of transportation conformity was introduced in the CAA of 1977, which included a provision to ensure that transportation investments conform to a State Implementation Plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with ("conform to") the State's air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with ("conform to") the purpose of a State's SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

1.2 National Ambient Air Quality Standards

The CAA requires the EPA to set NAAQS for pollutants considered harmful to public health and the environment. A nonattainment area is any area that does not meet the primary or secondary NAAQS. Once a nonattainment area meets the standards and additional redesignation requirements in the CAA [Section 107(d)(3)(E)], EPA will designate the area as a maintenance area.

The Tioga and Wyoming County portion of the NTRPDC region is currently designated as part of the Tioga County, PA and Scranton-Wilkes-Barre, PA maintenance areas under the 1997 8-hour ozone NAAQS. The counties are in attainment of the 2008 and 2015 8-hour ozone, 2006 24-hour $PM_{2.5}$ and 2012 annual $PM_{2.5}$ NAAQS. Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not prevent an area from reaching its air quality attainment goals.

1997 8-hour Ozone NAAQS

The EPA published the 1997 8-hour ozone NAAQS on July 18, 1997 (62 FR 38856), with an effective date of September 16, 1997. An area was in nonattainment of the 1997 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeded the NAAQS of 0.08 parts per million (ppm). On May 21, 2013, the EPA published a rule revoking the 1997 8-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 8-hour ozone NAAQS area designations (77 FR 30160).

On February 16, 2018 the D.C. Circuit reached a decision in South Coast Air Quality Management District v. EPA, Case No. 15-1115. In that decision, the court vacated major portions of the final rule that established procedures for transitioning from the 1997 ozone NAAQS to the stricter 2008 ozone NAAQS. the Tioga County, PA and Scranton-Wilkes-Barre, PA areas were designated as "orphan" maintenance areas since the areas were maintenance for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and were designated attainment for the 2008 NAAQS in EPS's original designations for this NAAQS (77 FR 30160, May 21, 2012).

2008 and 2015 8-hour Ozone NAAQS

The EPA published the 2008 8-hour ozone NAAQS on March 27, 2008 (73 FR 16436), with an effective date of May 27, 2008. EPA revised the ozone NAAQS by strengthening the standard to 0.075 ppm. Thus, an area is in nonattainment of the 2008 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeds the NAAQS of 0.075 ppm. Both Tioga and Wyoming counties were designated as attainment areas under the 2008 8-hour ozone NAAQS, effective July 20, 2012 (77 FR 30088).

In October 2015, based on its review of the air quality criteria for ozone and related photochemical oxidants, the EPA revised the primary and secondary NAAQS for ozone to provide requisite protection of public health and welfare, respectively (80 FR 65292). The EPA revised the levels of both standards to 0.070 ppm, and retained their indicators, forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). Under the Clean Air Act, the EPA administrator is required to make all attainment designations within two years after a final rule revising the NAAQS is published. Tioga and Wyoming counties are in attainment of the 2015 8-hour ozone NAAQS.

2.0 NTRPDC TIP and LRTP

Metropolitan and Rural Planning Organizations (MPOs/RPOs) each develop a TIP at the local level, which reflects the first four years of the Pennsylvania Department of Transportation (PennDOT) Twelve Year Program (TYP). The Statewide Transportation Improvement Program (STIP) covers the entire state and includes the

individual TIPs representing each Planning Partner. Federal Law requires TIPs to be updated at least every four years. Pennsylvania's MPOs and RPOs update their TIPs every two years during the TYP update process.

The Long Range Transportation Plan (LRTP) serves as the official transportation plan for a metropolitan area. The LRTP documents the current and future transportation demand and identifies long-term improvements and projects to meet those needs. The Northern Tier 2050 LRTP guides decision-making about transportation improvements. The planning factors specified in federal regulations provide the framework for developing an LRTP. In addition, PennDOT provides guidance to help MPOs prepare LRTPs, and local policies and plans play a role in LRTP development to ensure transportation investments address current and future needs.

The February 16, 2018, South Coast vs. EPA Court decision did not vacate EPA's revocation of the 1997 ozone standard and the decision does not change the area's attainment status. Therefore, while such areas might be required to meet conformity requirements as part of anti-backsliding controls, such areas are not considered nonattainment or maintenance areas under the Transportation Planning Rule (23 CFR 450.104). Such areas continue to complete 5-year plan update cycles as described in 23 CFR 450.324(c). The 5-year metropolitan transportation plan update cycle continues to apply from the date of the most recent MPO metropolitan transportation plan adoption (not the most recent FHWA/FTA conformity determination). While these areas have a 5-year plan cycle for transportation planning purposes, as a result of the court decision they must still meet the 4-year frequency requirements for conformity determinations on TIPs and LRTPs as required by 40 CFR 93.104.

Appendix A provides a listing of the regional significant projects that are funded in the TIP and LRTP within Tioga and Wyoming counties. Regionally significant projects include transportation projects (other than exempt projects as defined under 40 CFR 93.126-127) that are on a facility which serves regional transportation needs.

3.0 Transportation Conformity Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA[1] for certain transportation activities, including updated or amended TIPs and LRTPs. Once US DOT makes its 1997 ozone NAAQS conformity determination, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the Tioga and Wyoming County portion of the NTRPDC 2025-2028 TIP and 2050 LRTP.

[1] The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation .

4.0 Transportation Conformity Requirements

4.1 Overview

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**[2] (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and LRTPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for TIPs and LRTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

4.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally applies to a regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. However, the Tioga County, PA and Scranton-Wilkes-Barre, PA (includes Wyoming County) SIP maintenance plans do not include any TCMs.

[2] Available from Policy and Technical Guidance for State and Local Transportation | US EPA

4.3 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

As required by the federal transportation conformity rule, the conformity process includes a significant level of cooperative interaction among federal, state, and local agencies. For this air quality conformity analysis, interagency consultation was conducted as required by the Pennsylvania Conformity SIP. This included conference call(s) or meeting(s) of the Pennsylvania Transportation-Air Quality Work Group (including the Pennsylvania Department of Transportation (PennDOT), DEP, EPA, FHWA, FTA and representatives from larger MPOs within the state).

The Air Quality Work Group has assisted in the review all planning assumptions and the preparation of the template and content for transportation conformity analyses in 1997 ozone orphan areas. In January 2025, the Air Quality Work Group conducted a review of the project lists and conformity report for the 2050 LRTP.

The TIP, LRTP and associated conformity determination has undergone the public participation requirements as well as the comment and response requirements according to the procedures established in compliance with 23 CFR part 450, NTRPDC's Public Participation Plan, and Pennsylvania's Conformity SIP. The draft document was made available for a 30-day public review and comment period starting February 14th, which included a public meeting.

4.4 Fiscal Constraint

The planning regulations, Sections 450.324(f)(11) and 450.326(j), require the transportation plan to be financially constrained while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds are reasonably expected to be available are included. The NTRPDC, in conjunction with PennDOT, FHWA and FTA, has developed an estimate of the cost to maintain and operate existing roads, bridges and transit systems in the region and have compared the cost with the estimated revenues and maintenance needs of the new roads over the same period. The NTRPDC TIP and LRTP has been determined to be financially constrained.

5.0 Conclusion

The conformity determination process completed for the Tioga and Wyoming County portion of the NTRPDC TIP and LRTP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Appendix A

Regionally Significant Project List

Tioga and Wyoming Counties

Project Name	Description
FY 2025-2028 Highway-Bridge-Transit TIP (*No Changes from Previous TIP Conformity*)	
No Air Quality Significant Projects	
2050 Long Range Transportation Plan	
No Air Quality Significant Projects	

Appendix E:
Environmental Justice Evaluation



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2023 Transportation Improvement Program (TIP) Environmental Justice Analysis

Within the transportation field, environmental justice is guided by three core principles:

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

In order to show that this LRTP meets these objectives, this Benefits and Burdens Analysis was prepared, addressing the following:

- Identify environmental justice populations
- Assess conditions and identify needs
- Evaluate burdens and benefits
- Identify and address disproportionate and adverse impacts and inform future planning efforts

Identification of Traditionally Underserved and Underrepresented Populations

Minority and low-income populations were identified using data from the 2020 U.S. Census and 2019 data releases from the American Community Survey (ACS). The following definitions are used for the purposes of this analysis:

- **Minority:** Any individual or group that self-identifies as a member of the racial categories of Black/African American, Asian American, American Indian/Alaskan Native, Native Hawaiian/other Pacific Islander, and the ethnic category Hispanic/Latino.
- **Low-income:** Households at or below the federal poverty level. In the same spirit, Northern Tier environmental justice analysis also identifies people with disabilities and people with limited English proficiency (identified as individuals speaking English "not very well" or speaking English "not at all").

Minority and Low-Income Profile

The Northern Tier Regional Planning and Development Commission Rural Planning Organization (RPO) is responsible for five counties located in Northeastern Pennsylvania: Bradford, Sullivan, Susquehanna, Tioga, and Wyoming. The data used for these five counties was collected from the U.S. Census Bureau 2018–2022 American Community Survey 5-Year Estimates, which was the most recent data available during TIP development.

Appendix E: Environmental Justice Evaluation

Table E-1: Minority and Low-Income Profile

Demographic Indicator	Northern Tier Population	Percentage of Region
Total Population	171,984	100.00%
White alone, non-Hispanic	163,341	94.97%
Black or African American alone, non-Hispanic	1,267	0.74%
American Indian and Alaska Native alone, non-Hispanic	75	0.04%
Asian alone, non-Hispanic	773	0.45%
Native Hawaiian and Other Pacific Islander alone, non-Hispanic	46	0.03%
Some other race alone, non-Hispanic	373	0.22%
Two or more races	3,164	1.84%
Hispanic or Latino	2,945	1.71%
Minority	**8,643**	**5.03%**
Low-Income	**20,528**	**12.14%**
Other Potentially Disadvantaged Populations		
Limited English Proficiency Households	202	0.29%
Persons with a Disability	26,755	15.70%
Elderly (65 years or older)	39,192	22.79%
Carless Households	4,361	6.24%
Housing Units with no Internet	8,726	12.50%
Housing Units with no Computer	6,913	9.90%

Source: 2018-2022 American Community Survey 5-Year Estimates

Appendix E: Environmental Justice Evaluation

Minority Intervals for Northern Tier RPO

Data from the 2018–2022 American Community Survey 5-Year Estimates were used to evaluate the minority concentration in the Northern Tier's 168 census block groups. The total region population used for this analysis was 171,984, and the total minority population was 8,643. In the Northern Tier, 5.03 percent of the population is minority. Using that percentage, census blocks were divided into intervals as described in Table E-2.

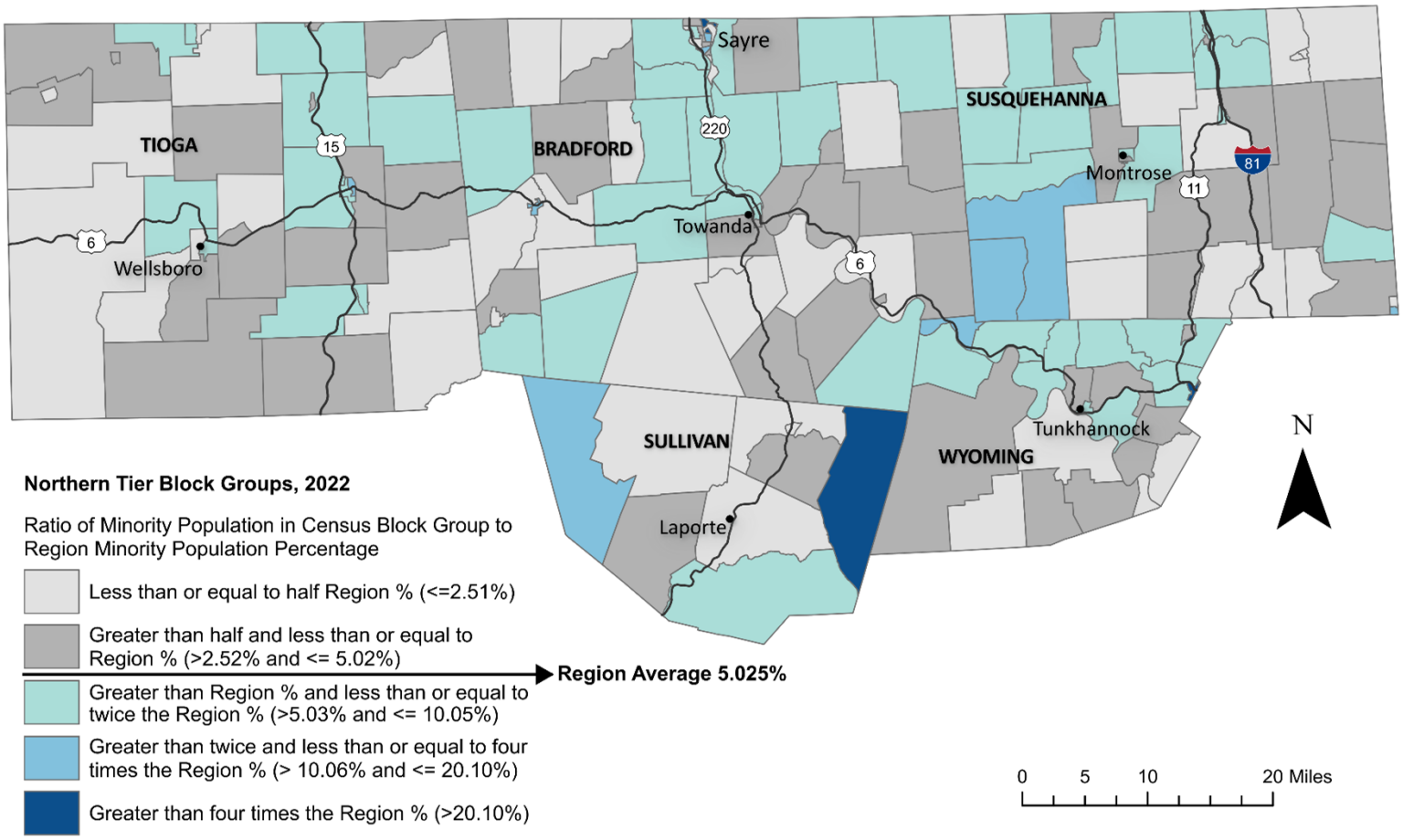
Table E-2: Minority Intervals for the Northern Tier

	Minority Interval	Total Population	Total Population (%)	Minority Population	Minority Population (%)
1	Census Block Minority Population Percentage <= 2.51% (census block group minority population percentage less than or equal to half of regionwide population percentage)	46,355	27.0%	637	7.4%
2	Census Block Minority Population Percentage > 2.51% and <= 5.03% (census block group minority population percentage greater than half and less than or equal to regionwide or regional minority population percentage)	59,349	34.5%	2,147	24.8%
3	Census Block Minority Population Percentage > 5.03% and <= 10.05% (census block group minority population percentage greater than regionwide minority population percentage and less than or equal to twice the regionwide or regional minority population percentage)	52,588	30.6%	3,652	42.3%
4	Census Block Minority Population Percentage > 10.05% and <= 20.10% (census block group minority population percentage greater than twice and less than or equal to four times the regionwide or regional minority population percentage)	10,358	6.0%	1,368	15.8%
5	Census Block Minority Population Percentage > 20.10% (census block group minority population percentage greater than four times region minority population percentage)	3,334	1.9%	839	9.7%

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Figure E-1 displays the distribution of census block groups with low and high concentrations of minority populations. The highest concentrations are found in Sayre, Bradford County, and eastern Sullivan County.

Figure E-1: Minority Populations, 2018–2022



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Low-Income Intervals for Northern Tier RPO

Data from 2018-2022 American Community Survey 5-Year Estimates were used to evaluate the concentration of low-income residents in the Northern Tier's 168 census block groups. The total region population used for this analysis was 171,984 and the total low-income population was 20,528. In the Northern Tier, 12.14 percent of the population is low-income. Using that percentage, census blocks were divided into intervals described in Table E-3.

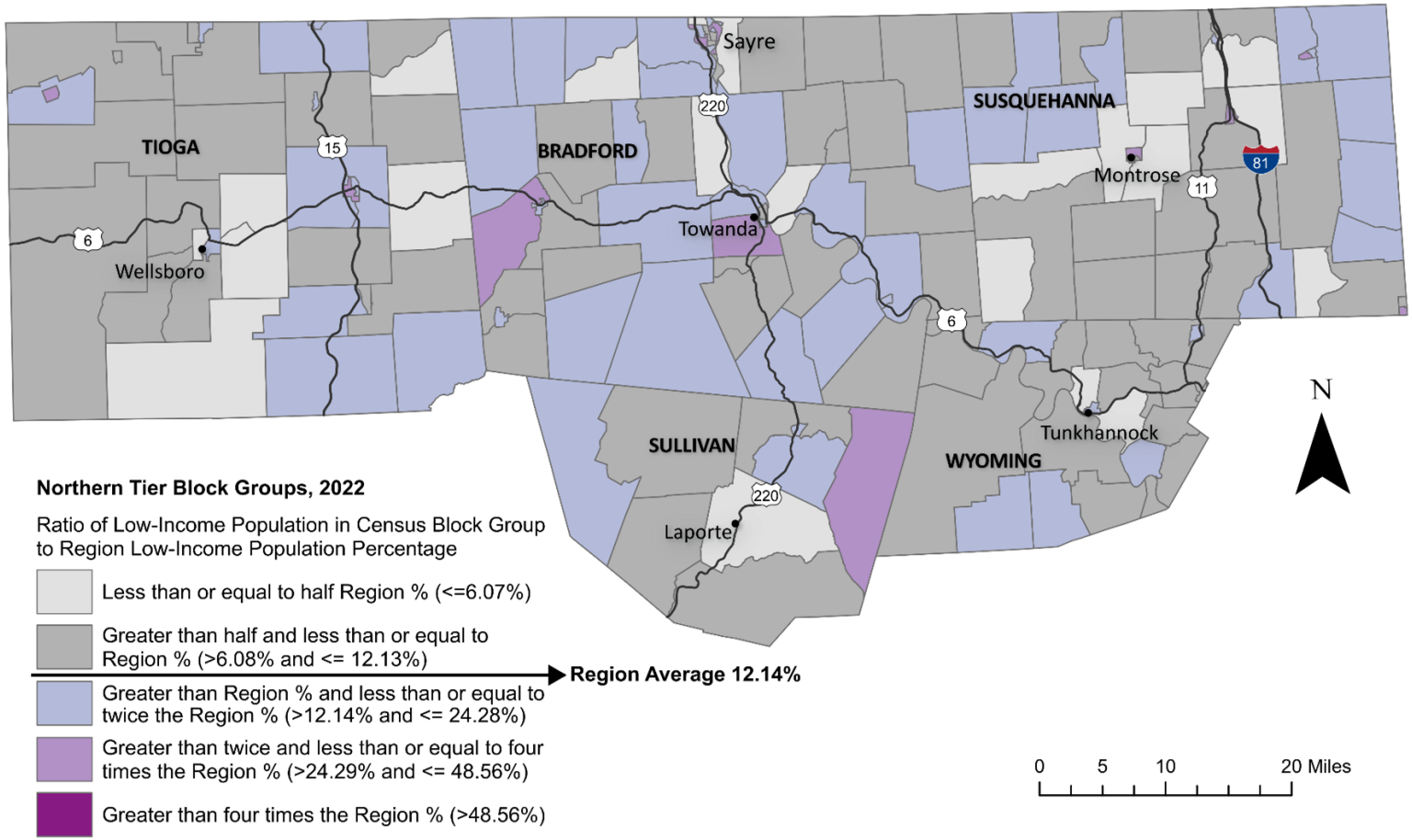
Note: The Northern Tier Region does not have any Block Groups that fall into Interval 5. The following analysis treats Interval 4 as the highest concentration census block of low-income residents.

Table E-3: Low-Income Intervals for the Northern Tier

	Low-Income Interval	Total Population	Total Population (%)	Low-Income Population	Low-Income Population (%)
1	Census Block Low-Income Population Percentage <= 6.07% (census block group low-income population percentage less than or equal to half of regionwide or regional low-income population percentage)	22,976	13.6%	961	4.7%
2	Census Block Low-Income Population Percentage > 6.07% and <= 12.14% (census block group low-income population percentage greater than half and less than or equal to regionwide or regional low-income population percentage)	78,133	46.2%	6,945	33.8%
3	Census Block Low-Income Population Percentage > 12.14% and <= 24.28% (census block group low-income population percentage greater than regionwide low-income population percentage and less than or equal to twice the regionwide or regional low-income population percentage)	57,399	33.9%	9,548	46.5%
4	Census Block Low-Income Population Percentage > 24.28% and <= 48.56% (census block group low-income population percentage greater than twice and less than or equal to four times the regionwide or regional low-income population percentage)	10,571	6.3%	3,074	15.0%
5	Census Block Low-Income Population Percentage > 48.56% (census block group low-income population percentage greater than four times the regionwide low-income population percentage)	0	0%	0	0%

Figure E-2 shows the distribution of census block groups with low and high concentrations of low-income populations. The highest concentrations are located in Sayre and other parts of Bradford County, as well as the eastern side of Sullivan County.

Figure E-2: Low-Income Populations, 2018–2022



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Assessment of Current Conditions

Pavement Condition

Condition data for pavement assets are compiled by PennDOT's Bureau of Maintenance and Operations (BOMO) and made available annually through the Roadway Management System (RMS). The primary pavement condition and performance measures are the International Roughness Index (IRI) and the Overall Pavement Index (OPI). IRI is based on the smoothness of the pavement, while OPI combines a number of pavement factors, including IRI, to provide a more holistic measure of pavement condition. Condition data is collected on Interstate and National Highway System (NHS) roads every year and on all non-NHS roads every two years. For this evaluation, both the IRI and OPI were evaluated for all state-owned roadway segments in the Northern Tier RPO region.

Of the state roadway segment-miles evaluated, 24 percent are rated as Poor OPI and 26 percent are rated as Poor IRI. The remaining segment-miles are rated as Fair, Good, Excellent, or Other condition.

Table E-4 shows the distribution of state roadway segment-miles and associated IRI among minority populations. A majority of state roadway segment-miles are located within Minority Population Intervals 1 and 2, which have a smaller minority population than the regionwide average. Due to the large number of total segment-miles located within the census block group areas associated with these intervals, there is a significantly larger number of Poor-condition segment miles in these intervals. However, when considering the ratio of Poor-condition IRI state roadway miles to total segment miles within each interval, it can be observed that there are 22 percent Poor-condition miles in Minority Population Intervals 3, 4, and 5, whereas Intervals 1 and 2 have 28 percent Poor-condition miles. In particular, Minority Population Intervals 4 and 5 only have 180.93 state roadway segment-miles, which is 6.4 percent of the region's state roadway segment-miles. To have an equal percentage of IRI condition of state roadway segment-miles within each interval, resurfacing/repaving projects on Poor IRI state roadway segment-miles should be focused in small amounts in the areas with a higher-than-the-region average of minority populations. Smaller resurfacing/repaving projects could produce a more equal distribution within each of these minority intervals as they have fewer total state roadway segment-miles.

Table E-5 shows the distribution of state roadway segment-miles and associated OPI among minority populations. A majority of state roadway segment-miles are located within Minority Population Intervals 1 and 2, which have a smaller minority population than the regionwide average. Due to this large number of segment-miles being located within the census block group areas associated with these intervals, there is a significantly larger number of Poor-condition segment miles in these intervals. However, when considering the ratio of Poor-condition OPI state roadway segment-miles to total segment miles within each interval, it can be observed that there are 21 percent Poor-condition miles in Minority Population Intervals 3, 4, and 5, whereas Intervals 1 and 2 have 26 percent Poor-condition miles. To have a more equal percentage of OPI condition of state roadway segment-miles within each interval, resurfacing/repaving projects on Poor state roadway segment-miles should be focused in small amounts in the areas with a higher than region average of minority populations. Smaller resurfacing/repaving projects could produce a more equal distribution within each of these minority intervals as they have fewer total state roadway segment-miles.

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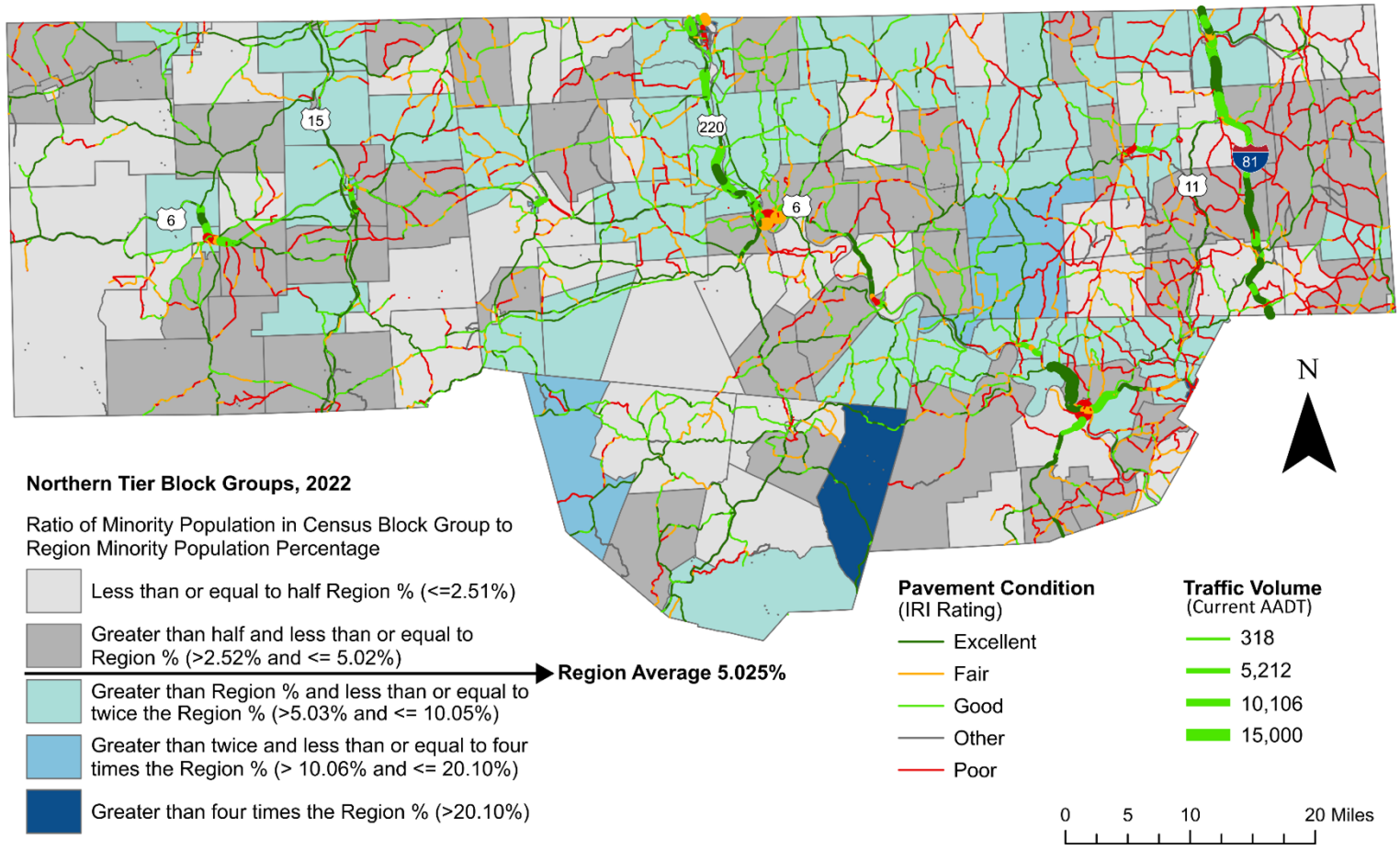
Table E-4: Distribution of IRI by Minority Population Interval – Based on 5.03% Regional Average

Minority Interval	IRI Quality Range										Total Miles
	Excellent		Good		Fair		Poor		Other		
	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	
Interval 1	220.7	27%	241.7	27%	175.8	28%	233.0	27%	46.3	31%	917.5
Interval 2	281.0	34%	318.4	35%	226.3	37%	369.1	43%	60.4	41%	1,255.1
Interval 3	251.7	31%	299.5	33%	193.5	31%	226.0	26%	31.4	21%	1,002.0
Interval 4	47.5	6%	42.8	5%	21.1	3%	31.6	4%	7.0	5%	149.9
Interval 5	16.0	2%	5.8	1%	2.2	0%	4.6	1%	2.4	2%	31.0
Total Roadway Mileage	816.9	100%	908.1	100%	618.9	100%	864.3	100%	147.5	100%	3,355.5

Table E-5: Distribution of OPI by Minority Population Interval – Based on 5.03% Regional Average

Minority Interval	OPI Quality Range										Total Miles
	Excellent		Good		Fair		Poor		Other		
	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	
Interval 1	176.0	29%	348.6	25%	143.2	27%	243.3	30%	6.3	21%	917.5
Interval 2	216.0	36%	500.3	36%	206.4	39%	317.7	39%	14.7	50%	1,255.1
Interval 3	157.0	26%	459.3	33%	166.7	31%	214.2	26%	4.8	16%	1,002.0
Interval 4	39.3	7%	61.2	4%	16.6	3%	31.5	4%	1.4	5%	149.9
Interval 5	10.1	2%	12.7	1%	1.3	0%	4.6	1%	2.3	8%	31.0
Total Roadway Mileage	598.4	100%	1,382.0	100%	534.2	100%	811.4	100%	29.4	100%	3,355.5

Figure E-3: Concentration of Minority Population and Pavement Condition Segments



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Table E-6 show the distribution of state roadway segment-miles and associated IRI among low-income populations. Analyzing the Poor-condition state roadway segment-miles by low-income population interval, it can be seen that the largest percentage of Poor-condition state roadway segment-miles is found in Intervals 1 and 2. However, approximately 28 percent of the state roadway segment-miles in Intervals 1 and 2 are in Poor condition, while approximately 21 percent of the total state roadway segment-miles in Interval 4 are in Poor condition. Because only 107 state roadway segment-miles are in areas with the highest low-income populations (Interval 4), smaller resurfacing/repaving projects in Interval 4 areas would reduce the percentage of Poor-condition state roadway segment-miles in those areas by a much greater amount than the larger projects that would take place in areas covered by Interval 1 and 2, which have a total of 2,164 state roadway segment-miles.

Table E-7 shows the distribution of state roadway segment-miles and associated OPI among low-income populations. Analyzing the Poor-condition state roadway segment-miles by low-income population interval, it can be seen that the largest percentage of Poor-condition state roadway segment-miles is found in Intervals 1 and 2. Approximately 24 percent of Interval 1's total state roadway segment-miles are in Poor condition, while approximately 12 percent of Interval 4's total state roadway segment-miles are rated in Poor condition. There are 2,750 state roadway segment-miles in Intervals 3 and 4, making up 82 percent of the region's total. Of the state roadway segment-miles in Intervals 3 and 4, 24 percent are in Poor condition.

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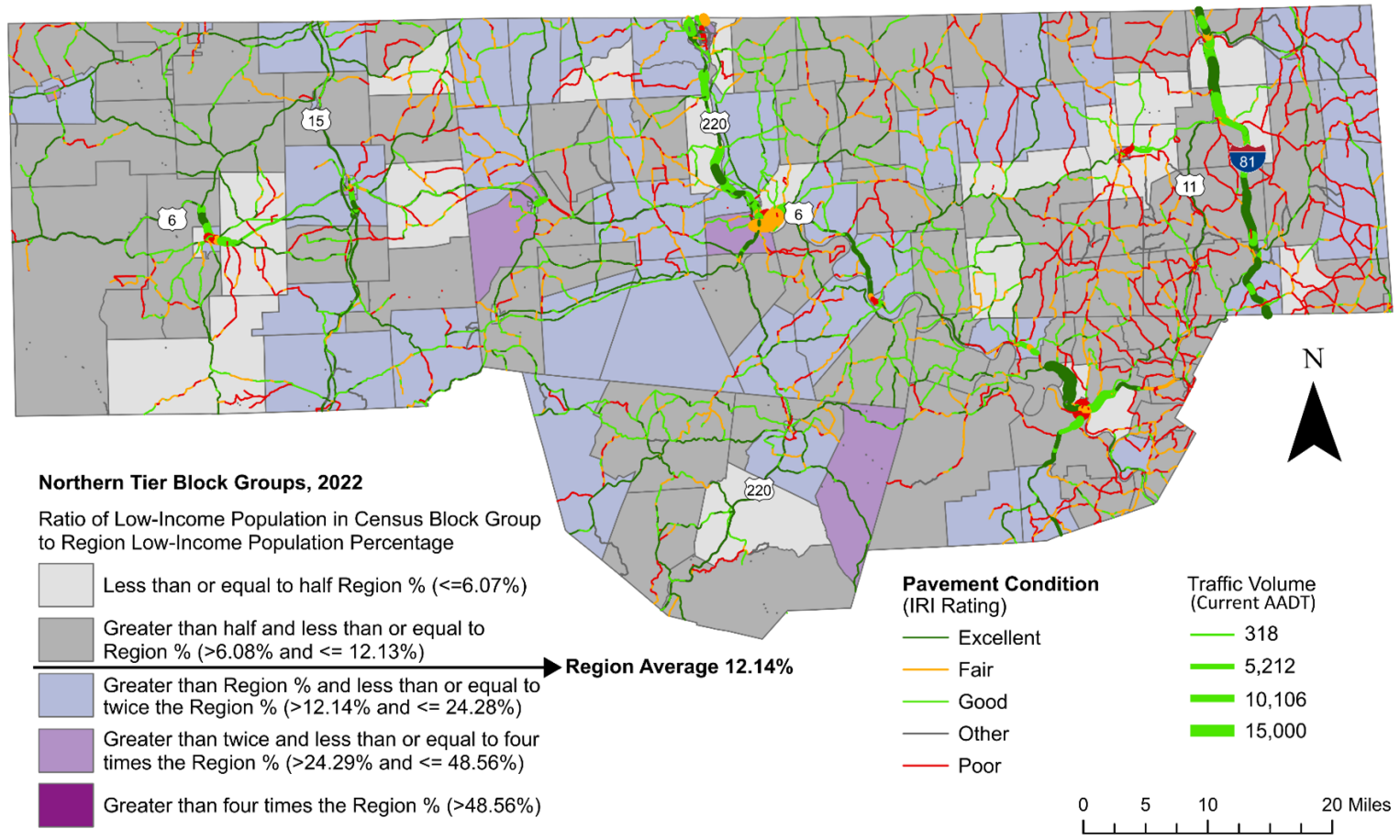
Table E-6: Distribution of IRI by Low-Income Population Interval – Based on 12.14% Regional Average

Minority Interval	IRI Quality Range										Total Miles
	Excellent		Good		Fair		Poor		Other		
	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	
Interval 1	102.2	12%	144.8	16%	92.5	15%	130.5	15%	17.8	12%	487.7
Interval 2	382.7	46%	435.0	48%	319.2	52%	470.9	55%	68.6	47%	1,676.3
Interval 3	304.4	37%	285.4	32%	188.3	30%	241.6	28%	54.3	37%	1,074.0
Interval 4	38.7	5%	34.1	4%	18.7	3%	9.1	1%	6.6	4%	107.2
Interval 5	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	-
Total Roadway Mileage	828.0	100%	899.3	100%	618.6	100%	852.1	100%	147.2	100%	3,345.2

Table E-7: Distribution of OPI by Low-Income Population Interval – Based on 12.14% Regional Average

Minority Interval	OPI Quality Range										Total Miles
	Excellent		Good		Fair		Poor		Other		
	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	
Interval 1	76.3	13%	203.9	15%	87.4	16%	118.1	15%	2.0	7%	487.7
Interval 2	303.4	50%	632.9	46%	272.0	51%	453.5	56%	14.5	50%	1,676.3
Interval 3	206.4	34%	480.6	35%	157.7	30%	219.7	27%	9.6	33%	1,074.0
Interval 4	20.4	3%	57.4	4%	13.4	3%	13.3	2%	2.6	9%	107.2
Interval 5	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	-
Total Roadway Mileage	606.5	100%	1,374.7	100%	530.5	100%	804.7	100%	28.8	100%	3,345.2

Figure E-4: Concentration of Low-Income Population and Pavement Condition Segments



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Bridge Condition

Bridge condition data was collected from PennDOT's OneMap. The portal contains attribute data for State and Local bridges, such as condition ratings. State-owned bridges that are 8 feet or longer and locally owned bridges that are 20 feet or longer are inspected on a regular basis. The inspection process rates the deck, superstructure, and substructure separately. If one of those elements has a condition rating of 4 or less, the bridge is classified as Poor. Bridges and culverts with a condition rating of 5 for any structural parts are considered Fair. Bridges and culverts with a condition rating of 6 or higher are considered Good. The ratings are based on the Federal Highway Administration's Pavement and Bridge Condition Report Performance Measures final rule, which became effective in February 2017.

The total number of bridges in the Northern Tier RPO region is 2,120. Of these, 249, or 11.7 percent, are in Poor condition.

A bridge rated Poor does not necessarily denote an unsafe structure; such bridges typically require significant maintenance and repair to remain in service and would eventually necessitate major rehabilitation or replacement to address the underlying deficiency. The underlying deficiencies leading to a Poor designation can include inadequate under-clearances, insufficient load-carrying capacity, poor alignment with the roadway, or the inability to meet the demands of today's traffic.

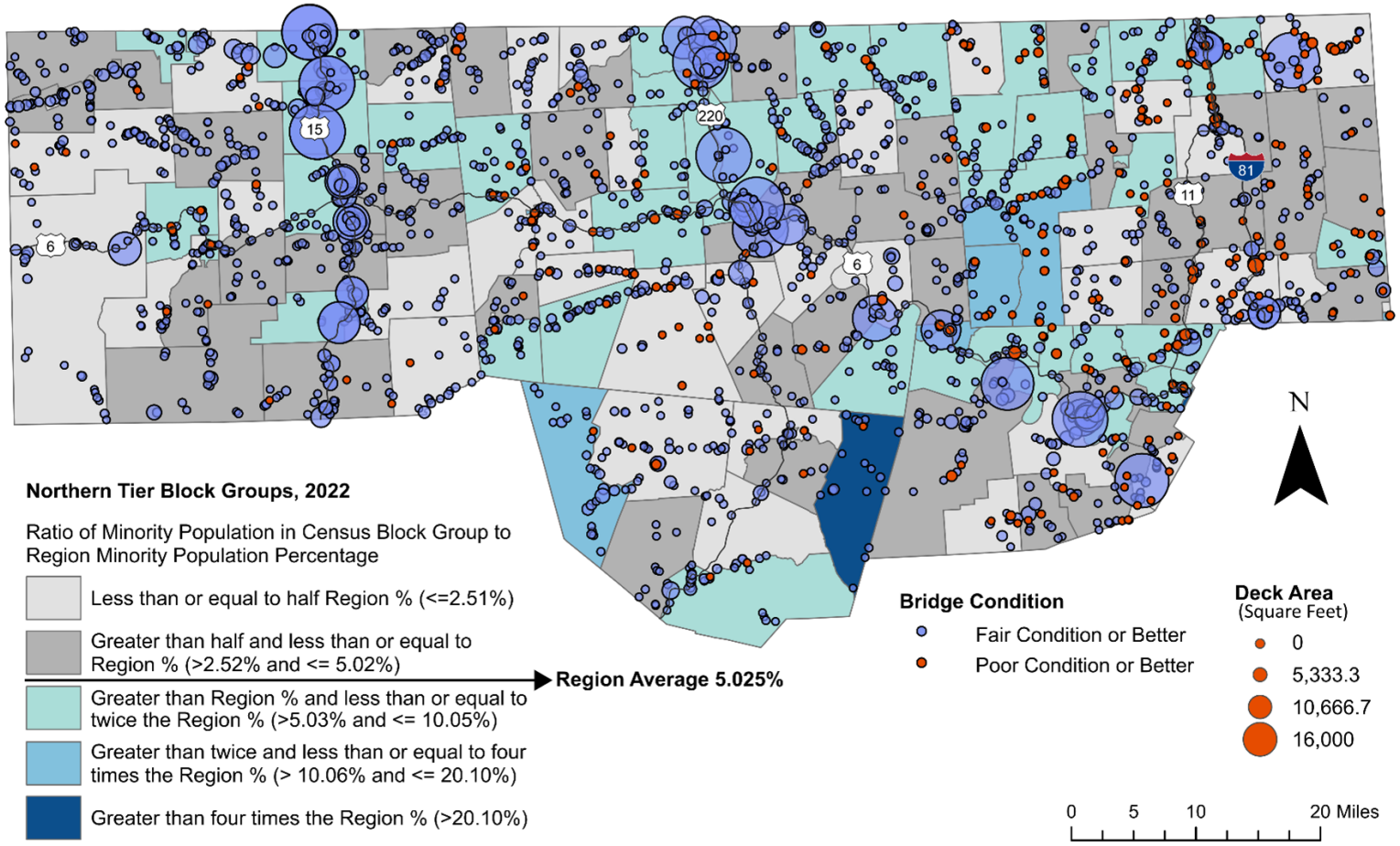
Overall, Northern Tier bridges are in good condition. As with pavement, sample size poses a challenge in evaluating the environmental justice of bridge conditions. More than sixty-three (63.2) percent of all bridges are located in areas with low minority concentrations (intervals 1 and 2), and 62.6 percent of all bridges are located in areas with few low-income concentrations (intervals 1 and 2). In areas with higher-than-average minority population (intervals 3, 4, and 5) of the 781 bridges in the census blocks, only 98 are in Poor condition. Of the 792 total bridges in areas with higher-than-average low-income population (intervals 3 and 4), only 98 are in Poor condition. In census blocks where the minority population is higher than the average (intervals 3, 4, and 5), only 62 (9 percent) of the 658 state bridges are in Poor condition. Similarly, in areas where the low-income population is higher than the average (intervals 3 and 4), only 54 (8 percent) of 652 state bridges are in Poor condition.

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Table E-8: Distribution of Bridge Condition by Minority Population Intervals – Based on 5.03% Region Average

	Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	TOTAL
Total Population	46,355	59,349	52,588	10,358	3,334	171,984
Total Population (%)	26.95%	34.51%	30.58%	6.02%	1.94%	100%
Minority Population	637	2,147	3,652	1,368	839	8,643
Minority Population (%)	7.37%	24.84%	42.25%	15.83%	9.71%	100%
All Bridges	650	689	663	94	24	2,120
All Bridges in (%)	30.7%	32.5%	31.3%	4.4%	1.1%	100%
All Poor Bridges	88	63	73	23	2	249
All Poor Bridges (%)	35.3%	25.3%	29.3%	9.2%	0.8%	100%
All Bridges Total Deck Area	1,232,728	1,252,600	2,069,305	142,055	48,884	4,745,573
All Bridges Total Deck Area (%)	26.0%	26.4%	43.6%	3.0%	1.0%	100%
All Poor Deck Area	71,217	63,727	74,576	19,438	1,332	230,290
All Poor Deck Area (%)	30.9%	27.7%	32.4%	8.4%	0.6%	100%
State Bridges	539	593	562	73	23	1,790
State Bridges (%)	30.1%	33.1%	31.4%	4.1%	1.3%	100%
Poor State Bridges	55	45	47	14	1	162
Poor State Bridges (%)	34.0%	27.8%	29.0%	8.6%	0.6%	100%
Local Bridges	111	96	101	21	1	330
Local Bridges (%)	33.6%	29.1%	30.6%	6.4%	0.3%	100.0%
Poor Local Bridges	33	18	26	9	1	87
Poor Local Bridges (%)	37.9%	20.7%	29.9%	10.3%	1.1%	100.0%

Figure E-5: Concentration of Minority Population and Bridges by Condition

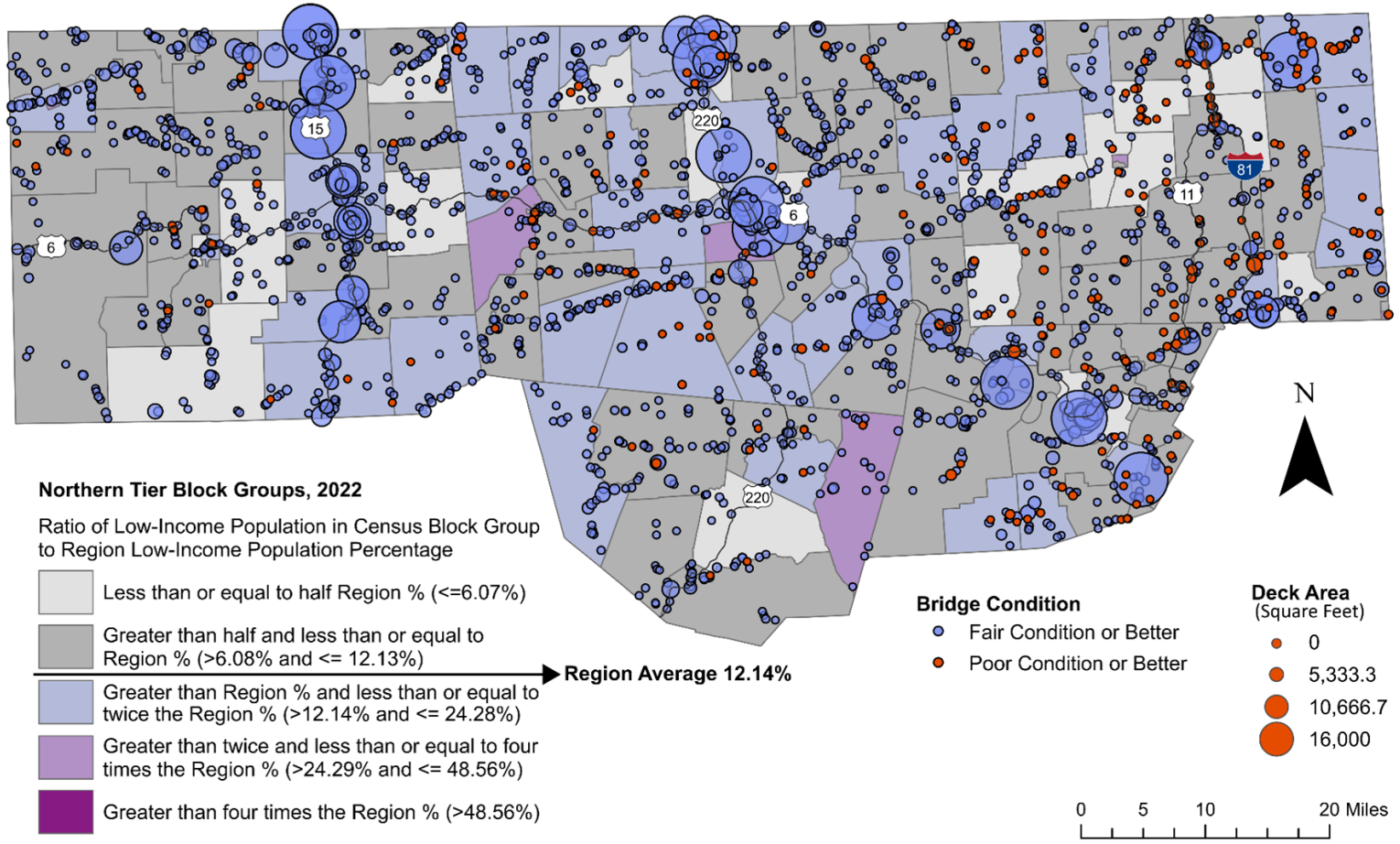


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Table E-9: Distribution of Bridge Condition by Low-Income Population Intervals – Based on 12.14% Region Average

	Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	TOTAL
Total Population	22,976	78,133	57,399	10,571		169,079
Total Population (%)	13.59%	46.21%	33.95%	6.25%	0.00%	100%
Low-Income Population	637	2,147	3,652	1,368		7,804
Low-Income Population (%)	8.16%	27.51%	46.80%	17.53%	0.00%	100%
All Bridges	265	1,063	732	60		2,120
All Bridges in (%)	12.5%	50.1%	34.5%	2.8%	0.0%	100%
All Poor Bridges	36	115	92	6		249
All Poor Bridges (%)	14.5%	46.2%	36.9%	2.4%	0.0%	100%
All Bridges Total Deck Area	534,201	2,011,070	1,906,889	293,414		4,745,573
All Bridges Total Deck Area (%)	11.3%	42.4%	40.2%	6.2%	0.0%	100%
All Poor Deck Area	37,522	89,873	97,578	5,317		230,290
All Poor Deck Area (%)	16.3%	39.0%	42.4%	2.3%	0.0%	100%
State Bridges	223	915	598	54		1,790
State Bridges (%)	12.5%	51.1%	33.4%	3.0%	0.0%	100%
Poor State Bridges	28	80	52	2		162
Poor State Bridges (%)	17.3%	49.4%	32.1%	1.2%	0.0%	100%
Local Bridges	42	148	134	6		330
Local Bridges (%)	12.7%	44.8%	40.6%	1.8%	0.0%	100%
Poor Local Bridges	8	35	40	4		87
Poor Local Bridges (%)	9.2%	40.2%	46.0%	4.6%	0.0%	100%

Figure E-6: Concentration of Low-Income Population and Bridges by Condition



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Injury and Fatal Vehicular Crashes

Statewide crash data is collected by PennDOT and made publicly available through the Pennsylvania Crash Information Tool (PCIT). The most recent data available at the time of this analysis was from January 2018 to December 2022. The total number of reportable crashes in the Northern Tier RPO region for that period was 8,482. This includes vehicular crash fatalities and suspected serious injury crashes, crashes in which a person on a bicycle was involved, and crashes in which a pedestrian was involved.

Of the reported total fatalities and serious injuries, 48 (34.3 percent) took place within census block groups with higher-than-average minority population (Intervals 3, 4, or 5), and 41 (29.3 percent) were located within block groups with higher-than-average low-income population (Intervals 3 or 4). See Tables E-10 and E-11. A person with a low income could be in a crash in an area with a high-income population. However, safety for all is the highest priority of the Northern Tier RPO and it is clear that more can be done to improve safety in areas with minority and low-income populations.

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Table E-10: Distribution of Crashes (2018–2022) by Minority Population Interval – Based on 5.03% Regional Average

Minority Population Interval	Reportable Crashes		Fatal Crashes		Suspected Serious Injury Crashes	
	Total	Percent	Total	Percent	Total	Percent
Interval 1	2,335	27.5%	41	29.3%	125	32.0%
Interval 2	2,929	34.5%	51	36.4%	123	31.5%
Interval 3	2,790	32.9%	38	27.1%	115	29.4%
Interval 4	320	3.8%	10	7.1%	25	6.4%
Interval 5	108	1.3%	–	0.0%	3	0.8%
Total	8,482	100%	140	100%	391	100%

Table E-11: Distribution of Crashes (2018–2022) by Low-Income Population Interval – Based on 12.14% Regional Average

Low-Income Population Interval	Reportable Crashes		Fatal Crashes		Suspected Serious Injury Crashes	
	Total	Percent	Total	Percent	Total	Percent
Interval 1	1,490	17.6%	19	13.6%	57	14.6%
Interval 2	3,615	42.6%	80	57.1%	171	43.7%
Interval 3	2,970	35.0%	39	27.9%	150	38.4%
Interval 4	407	4.8%	2	1.4%	13	3.3%
Interval 5	0	0.0%	0	0.0%	0	0.0%
Total	8,482	100%	140	100%	391	100%

Non-Motorized Crashes

Non-motorized crashes were evaluated. Tables E-12 and E-13 show the number of people riding a bicycle or walking who were involved in crashes. The data also shows the number of fatalities and serious injuries that occurred.

Of the reported bicycle and pedestrian crashes, 46 (47.9 percent) took place within census block groups with higher-than-average minority population (Intervals 3, 4, or 5), and 51 (53.1 percent) were located within block groups with higher-than-average low-income population (Intervals 3 or 4) These numbers indicate that the approximately 50 percent of bicycle and pedestrian crashes occur in the higher-than-average minority and low-income block groups. More needs to be done to improve non-motorized safety in these areas.

As noted above, safety is the top priority. The RPO will continue to address safety issues while collaborating with PennDOT and other organizations with a role in transportation safety.

The Northern Tier RPO will consider the distribution of bicycle and pedestrian crashes while implementing strategies.

Condition Summary

The physical asset maintenance in Northern Tier is good overall. This, in turn, reduces the number of Poor-condition segment-miles and Poor-condition bridges that are located in higher-than-average (intervals 3, 4, and 5) minority and low-income census blocks. The 2025-2028 Highway/Bridge TIP contains many resurfacing and restoration projects for pavement and bridges.

Motorized vehicle crashes, both fatal and injury-causing, are prevalent in all census block groups. Roughly half of all non-motorized crashes involving people walking or riding a bicycle occurred in environmental justice population areas. The expansion of HSIP funding with the IIJA/BIL legislation in 2021 expanded eligibility to “vulnerable road users” and can be used to address non-motorized safety issues going forward.

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Table E-12: Distribution of Non-Motorized Crashes (2018–2022) by Minority Population Interval – Based on 5.03% Regional Average

Minority Population Interval	Bicycle			Pedestrian		
	Total Crashes	Fatalities	Suspected Serious Injury Crashes	Total Crashes	Fatalities	Suspected Serious Injury Crashes
Interval 1	4	0	0	15	1	4
Interval 2	9	0	0	22	4	2
Interval 3	6	1	1	25	3	10
Interval 4	0	0	0	14	4	0
Interval 5	1	0	0	0	0	0
Total	20	1	1	76	12	16

Table E-13: Distribution of Non-Motorized Crashes (2018–2022) by Low-Income Population Interval – Based on 12.14% Regional Average

Low-Income Population Interval	Bicycle			Pedestrian		
	Total Crashes	Fatalities	Suspected Serious Injury Crashes	Total Crashes	Fatalities	Suspected Serious Injury Crashes
Interval 1	7	0	1	10	1	1
Interval 2	4	1	0	24	8	4
Interval 3	7	0	0	31	1	9
Interval 4	2	0	0	11	2	2
Interval 5	0	0	0	0	0	0
Total	20	1	1	76	12	16

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Benefits and Burdens

As a part of the Transportation Improvement Program (TIP) adoption procedure, the Northern Tier RPO assesses the impact that TIP projects could have on the neighboring environments. One crucial aspect of this analysis is evaluating the benefits and burdens a project may have on minority and low-income populations surrounding a project area. The transportation program can provide various benefits, such as access, mobility, safety, and environmental quality. However, it can also cause burdens, such as a reduction in any of the above aspects to a community. Many transportation projects require a trade-off between these features of the transportation system and the distribution of the benefits and burdens. For instance, a project that decreases congestion in one community may result in a decrease in the environmental quality of another as additional vehicles begin using the improved route. Increased safety may require a trade-off in access or mobility, and increased access may bring mobility concerns. The benefits and burdens analysis concerning environmental justice is done to confirm that the benefits of transportation investment are being fairly shared and that the burdens created by new projects are not being borne by one part of the public over another. All conditions were overlaid onto low-income and minority concentration maps and tables.

The Draft 2025-2028 TIP outlines various types of projects such as Maintenance, Bridges, Highway, and Safety. Each project type has a unique impact on the population and affects them differently. For example, maintenance projects have the least impact on the population as they usually involve resurfacing or repaving of existing roadways. Although they may cause delayed travel time, transit service, traffic detours, work zone noise, and debris, they are usually of shorter duration and result in an improved roadway network by providing smoother surfaces and new markings. Bridge projects, whether rehabilitation or replacement, can result in significant traffic detours, delays, and noise. However, the benefits of these types of improvements include safer bridge structures, better roadway conditions, and updated signage.

While Poor-condition bridges were found to be fairly distributed in areas with minority and low-income concentrations, the Northern Tier RPO continues to maintain all bridges safely. In addition to TIP base funds for bridge repair, the IIJA/BIL introduced a new bridge funding category: BRIP. Northern Tier also administers programs for bridges owned by municipalities. These are the Northern Tier At-Risk Bridge Program and the $5 Local Use Fee Program. These programs further enhance the condition of bridges throughout the Northern Tier.

The RPO and PennDOT use the Network Screening Tool to evaluate locations where safety improvements are needed. These projects are then selected to receive federal HSIP funds. Injury or fatal crashes and pedestrian and bicycle crashes are significant in minority and low-income population areas. This will be taken into consideration as projects in those areas move forward. Safety improvements such as accessible pedestrian signals, ADA curve ramps, widening shoulders, repairing sidewalks, and adding pedestrian refuge islands will be incorporated into projects wherever possible. The RPO will also work to advance active transportation networks identified in the LRTP. Some examples may include walking trails, bike lane recommendations, and closing sidewalk gaps.

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2025-2028 Highway and Bridge Projects

All projects in the Draft 2025-2028 Highway/Bridge TIP (4 years) were overlaid onto the environmental justice maps (Figures E-7 and E-8), as discussed in the following section. Note that not all projects have a specific location.

Qualitative Evaluation of TIP Projects

A qualitative evaluation of the 2025-2028 Highway and Bridge Program was undertaken to evaluate the potential adverse effects of the program that could disproportionately impact minority and low-income populations. For example, adverse effects may include destruction or disruption of community cohesion or a community's economic vitality, increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community, destruction or disruption of the availability of public and private facilities and services, adverse employment effects, or destruction or disruption of human-made or natural resources.

The Northern Tier RPO reviewed transportation projects located in areas that were determined to be "high minority" or "high in-poverty." "High minority," for the purpose of this analysis, refers to census block groups that have a concentration of minority persons that is greater than or equal to the region average of 5.03 percent. "High in-poverty" refers to census block groups that have a concentration of low-income persons that is greater than or equal to the region average of 12.14 percent.

The projects were categorized by their potential to impact minority and low-income populations. Knowing a project's impact type clarifies the implications of its location near these populations. Some projects may deliver region-wide benefits in terms of improved mobility and accessibility but have localized adverse effects that may be borne by minority and low-income populations in proximity to the project.

Tables E-14 and E-15 detail the estimated total cost of each project type, the percentage of the total cost, and the total per-capita cost by minority interval and low-income interval, respectively.

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Figure E-14: Minority Population Intervals and Estimated Cost by Project Type

		Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	TOTAL
Population Share by Interval	Total Population	46,355	59,349	52,588	10,358	3,334	171,984
	Share of Total Population	27%	35%	31%	6%	2%	
	Minority Population	637	2,147	3,652	1,368	839	8,643
	Share of Minority Population	7%	25%	42%	16%	10%	
All Bridge Projects	Amount of Estimated Funding	$66,194,365	$66,674,363	$68,072,602	$25,676,367	$4,312,600	$230,930,298
Bridge Preservation - Federal, Bridge Preservation - State, Bridge Replacement, and Bridge Restoration, Bridge Removal	Percentage of Funding	28.7%	28.9%	29.5%	11.1%	1.9%	
All Highway Projects	Amount of Estimated Funding	$32,123,782	$65,185,729	$39,102,757	$5,793,690	$ -	$142,205,959
Highway Restoration, Highway Reconstruction, Interstate Maintenance Program	Percentage of Funding	22.6%	45.8%	27.5%	4.1%	0.0%	
All Maintenance Projects	Amount of Estimated Funding	$4,569,727	$8,657,896	$10,657,354	$100,024	$ -	$23,985,000
409 Expanded Maintenance, General Maintenance	Percentage of Funding	19.1%	36.1%	44.4%	0.4%	0.0%	
All Safety Projects	Amount of Estimated Funding	$2,739,434	$9,545,583	$2,862,411	$ -	$ -	$15,147,428
Rail Highway Grade Crossing, Safety Improvement	Percentage of Funding	18.1%	63.0%	18.9%	0.0%	0.0%	
All Projects	Amount of Estimated Funding	$105,627,307	$150,063,571	$120,695,123	$31,570,081	$4,312,600	$412,268,684
	Percentage of Funding	25.6%	36.4%	29.3%	7.7%	1.0%	
	Per-Capita Funding	$2,279	$2,528	$2,295	$3,048	$1,294	$11,444

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Figure E-15: Low-Income Population Intervals and Estimated Cost by Project Type

		Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	TOTAL
Population Share by Interval	Total Population	22,976	78,133	57,399	10,571	0	169,079
	Share of Total Population	14%	46%	34%	6%	0%	
	Low-Income Population	637	2147	3652	1368	0	7,804
	Share of Low-Income Population	8%	28%	47%	18%	0%	
All Bridge Projects	Amount of Estimated Funding	$27,405,565	$122,849,157	$69,745,938	$10,929,637	$0	$230,930,298
Bridge Preservation - Federal, Bridge Preservation - State, Bridge Replacement, and Bridge Restoration, Bridge Removal	Percentage of Funding	11.9%	53.2%	30.2%	4.7%	0.0%	
All Highway Projects	Amount of Estimated Funding	$34,449,524	$53,832,430	$46,189,455	$7,734,550	$0	$142,205,959
Highway Restoration, Highway Reconstruction, Interstate Maintenance Program	Percentage of Funding	24.2%	37.9%	32.5%	5.4%	0.0%	
All Maintenance Projects	Amount of Estimated Funding	$3,807,093	$6,719,686	$12,948,362	$509,859	$0	$23,985,000
409 Expanded Maintenance, General Maintenance	Percentage of Funding	15.9%	28.0%	54.0%	2.1%	0.0%	
All Safety Projects	Amount of Estimated Funding	$1,248,292	$6,896,026	$6,414,678	$588,432	$0	$15,147,428
Rail Highway Grade Crossing, Safety Improvement	Percentage of Funding	8.2%	45.5%	42.3%	3.9%	0.0%	
All Projects	Amount of Estimated Funding	$66,910,475	$190,297,299	$135,298,432	$19,762,478	$0	$412,268,684
	Percentage of Funding	16.2%	46.2%	32.8%	4.8%	0.0%	
	Per-Capita Funding	$2,912	$2,436	$2,357	$1,869	$0	$9,574

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Table E-16: Types of Potential Project Impacts on Minority and Low-Income Populations

Potential Impact Level	Description
High	**High potential for adverse impacts** – These may include major capital or capacity-adding projects and projects on new right-of-way.
Medium	**Lower potential for adverse impacts / potentially beneficial** – These may include roadway and bridge projects.
Low	**Low potential for adverse impacts / inherently beneficial** – These may include transit, bike/ped, and safety projects as well as studies.

Table E-17: Impacts from the Draft 2025 TIP on Low-Income and Minority Populations – Based on Minority 5.03% and Low-Income 12.14% Regional Averages

MPMS#	Project Name	Minority Interval	Low-Income Interval	Project Type	Potential Impact
5112	Redington Ave ov W Branch	Interval 4	Interval 3	Bridge Replacement	Medium
5129	S Railroad Street Bridge	Interval 4	Interval 3	Bridge Replacement	Medium
5137	SR 4027 over South Creek	Interval 1	Interval 3	Bridge Restoration	Medium
5138	SR 4027 over Buck Creek	Interval 2	Interval 1	Bridge Replacement	Medium
5166	T-821 over Beckwith Creek	Interval 2	Interval 3	Bridge Removal	High
5223	Prospect Street over Fall	Interval 4	Interval 3	Bridge Restoration	Medium
6936	T-416 over Porter Creek	Interval 4	Interval 3	Bridge Replacement	Medium
6957	T-460 over Lick Creek	Interval 1	Interval 2	Bridge Replacement	Medium
7006	SR 87 over Dry Run	Interval 4	Interval 3	Bridge Restoration	Medium
7007	SR 87 over Slab Run	Interval 4	Interval 3	Bridge Restoration	Medium
7030	Lycoming Co to Sonestown	Interval 3	Interval 2	Highway Restoration	Medium

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MPMS#	Project Name	Minority Interval	Low-Income Interval	Project Type	Potential Impact
7290	T-894 ovr Bailey Crk	Interval 3	Interval 2	Bridge Replacement	Medium
7371	SR 3007 ovr Tb Stoney Frk	Interval 1	Interval 2	Bridge Replacement	Medium
9546	Johnston Street over Salt	Interval 3	Interval 4	Bridge Replacement	Medium
9631	SR 1007 over South Branch	Interval 1	Interval 3	Bridge Replacement	Medium
9643	SR 2036 over Rock Hill Cr	Interval 2	Interval 2	Bridge Replacement	Medium
9654	SR 2096 over Horton Creek	Interval 2	Interval 2	Bridge Replacement	Medium
9668	SR 706 over Branch Wyalus	Interval 4	Interval 2	Bridge Replacement	Medium
9698	SR 29 over Branch of Wyal	Interval 3	Interval 1	Bridge Replacement	Medium
9699	SR 11 over East Branch Ma	Interval 2	Interval 2	Bridge Replacement	Medium
9701	SR 29 over Tributary Snak	Interval 1	Interval 1	Bridge Preservation – State Funded	Medium
9704	SR 92 over Hillborn Creek	Interval 1	Interval 3	Bridge Replacement	Medium
9709	SR 367 over Branch Tuscar	Interval 4	Interval 1	Bridge Replacement	Medium
9720	SR 706 over East Branch o	Interval 4	Interval 2	Bridge Replacement	Medium
9723	SR 492 over Little Butler	Interval 2	Interval 2	Bridge Replacement	Medium
9742	SR 3017 over Thomas Creek	Interval 1	Interval 2	Bridge Restoration	Medium
10137	SR 1015 over Field Brook	Interval 3	Interval 2	Bridge Replacement	Medium
10138	SR 2012 over Tunkhannock	Interval 3	Interval 2	Bridge Replacement	Medium
10139	SR 267 over Meshoppen Cre	Interval 3	Interval 3	Bridge Restoration	Medium
10162	SR 3003 over Sugar Hollow	Interval 1	Interval 2	Bridge Replacement	Medium
10181	SR 92 over Field Brook	Interval 3	Interval 2	Bridge Replacement	Medium

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MPMS#	Project Name	Minority Interval	Low-Income Interval	Project Type	Potential Impact
10222	SR 6 over Branch of Tunkh	Interval 3	Interval 2	Bridge Replacement	Medium
10223	SR 6 over South Branch of	Interval 3	Interval 2	Bridge Restoration	Medium
10228	SR 92 over Fitch Creek	Interval 2	Interval 3	Bridge Replacement	Medium
10232	SR 307 over Branch Osterh	Interval 3	Interval 1	Bridge Replacement	Medium
47034	SR 171 over Canawacta Cre	Interval 1	Interval 3	Bridge Replacement	Medium
67525	SR 706 over East Branch W	Interval 4	Interval 2	Bridge Replacement	Medium
67546	SR 4014 over Branch of Ap	Interval 1	Interval 2	Bridge Replacement	Medium
67548	SR 3004 over Tributary to	Interval 4	Interval 2	Bridge Replacement	Medium
67550	SR 11 over Tributary Salt	Interval 3	Interval 1	Bridge Replacement	Medium
67560	SR 4008 over Silver Creek	Interval 1	Interval 1	Bridge Replacement	Medium
67565	SR 1022 over Tributary Du	Interval 3	Interval 2	Bridge Replacement	Medium
67743	T-346 over Kings Creek	Interval 1	Interval 2	Bridge Replacement	Medium
67746	T-420 over Elk Creek	Interval 1	Interval 2	Bridge Replacement	Medium
68808	SR 2001 over South Run Cr	Interval 2	Interval 3	Bridge Replacement	Medium
68841	SR 2018 over Leonard Cree	Interval 2	Interval 3	Bridge Replacement	Medium
68874	SR 3002 over Stone Run	Interval 1	Interval 3	Bridge Replacement	Medium
68926	SR 106 over Round Pond Cr	Interval 1	Interval 3	Bridge Restoration	Medium
68936	SR 167 over Martins Creek	Interval 2	Interval 2	Bridge Replacement	Medium
68940	SR 171 over Lackawanna Ri	Interval 2	Interval 2	Bridge Restoration	Medium
69008	SR 1017 over Tributary to	Interval 1	Interval 3	Bridge Restoration	Medium

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MPMS#	Project Name	Minority Interval	Low-Income Interval	Project Type	Potential Impact
69012	SR 2008 over Dundaff Cree	Interval 2	Interval 2	Bridge Restoration	Medium
69016	SR 2016 over Tributary E.	Interval 1	Interval 3	Bridge Replacement	Medium
69020	SR 2017 over Norfolk Sout	Interval 2	Interval 2	Bridge Replacement	Medium
69023	SR 2036 over Overflow Cha	Interval 2	Interval 2	Bridge Replacement	Medium
74024	SR3002 over Ladds Creek	Interval 2	Interval 3	Bridge Replacement	Medium
75976	I-81 Exit 219	Interval 2	Interval 2	Interstate Maintenance Program	Medium
76157	SR4022 ov Chemung River	Interval 3	Interval 4	Bridge Restoration	Medium
78773	SR 1055 Over Parks Creek	Interval 3	Interval 2	Bridge Restoration	Medium
78776	SR2007 ov Sugar Run	Interval 2	Interval 3	Bridge Restoration	Medium
78786	SR3001ovTowandaCreek	Interval 1	Interval 3	Bridge Restoration	Medium
78797	SR 4016 Over South Creek	Interval 3	Interval 3	Bridge Restoration	Medium
78938	SR87 ov Ogdonia Creek	Interval 4	Interval 3	Bridge Replacement	Medium
79569	SR 3001 over Carter Creek	Interval 4	Interval 1	Bridge Replacement	Medium
79570	SR 3004 over Riley Creek	Interval 4	Interval 2	Bridge Replacement	Medium
79574	SR 1037 over Tributary to	Interval 3	Interval 2	Bridge Restoration	Medium
79578	SR 3023 over Hortons Cree	Interval 2	Interval 2	Bridge Restoration	Medium
85720	SR 1018 over Tributary D	Interval 1	Interval 1	Bridge Replacement	Medium
85729	SR 92 over Tributary Tunk	Interval 2	Interval 2	Bridge Replacement	Medium
85731	SR 2043 over Millard Cree	Interval 1	Interval 2	Bridge Restoration	Medium
85773	SR 87 over Little Mehoopa	Interval 2	Interval 2	Bridge Restoration	Medium

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MPMS#	Project Name	Minority Interval	Low-Income Interval	Project Type	Potential Impact
86917	SR 2005 to Welcome Cntr	Interval 3	Interval 2	Highway Restoration	Medium
88915	SR 14 over Tannery Creek	Interval 1	Interval 3	Bridge Replacement	Medium
89698	SR 1018 over Snake Creek	Interval 1	Interval 1	Bridge Replacement	Medium
89699	SR 2067 over Tunkhannock	Interval 2	Interval 2	Bridge Replacement	Medium
89705	SR 171 over Denton Creek	Interval 3	Interval 2	Bridge Replacement	Medium
89710	SR 11 over Tributary to S	Interval 3	Interval 2	Bridge Restoration	Medium
89711	SR 2046 over West Branch	Interval 2	Interval 3	Bridge Replacement	Medium
89906	SR 4015 ov Tb Sugar Creek	Interval 1	Interval 2	Bridge Replacement	Medium
89908	SR 2022 over Branch Mart	Interval 2	Interval 2	Bridge Replacement	Medium
94631	SR 14 over Tb South Creek	Interval 1	Interval 3	Bridge Replacement	Medium
94741	SR 11 Shoulder / ELRS.	Interval 2	Interval 2	Safety Improvement	High
96207	SR 2067 over Bell Creek	Interval 2	Interval 2	Bridge Replacement	Medium
96728	SR 11 over Tannery Street	Interval 2	Interval 2	Bridge Replacement	Medium
96730	SR 706 over Branch Wyalus	Interval 4	Interval 2	Bridge Replacement	Medium
96732	SR 1018 over Norfolk Sout	Interval 1	Interval 2	Bridge Replacement	Medium
96733	SR 167 over Hop Bottom Cr	Interval 2	Interval 2	Bridge Restoration	Medium
96735	SR 3029 over Forest Lake	Interval 3	Interval 3	Bridge Replacement	Medium
96746	SR 2021 over Beaver Creek	Interval 2	Interval 2	Bridge Replacement	Medium
96747	SR 4006 over Little Tusca	Interval 4	Interval 2	Bridge Replacement	Medium
96750	SR 2007 over Tributary to	Interval 1	Interval 2	Bridge Replacement	Medium

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MPMS#	Project Name	Minority Interval	Low-Income Interval	Project Type	Potential Impact
96756	SR 2031 over Outlet Lake	Interval 2	Interval 2	Bridge Replacement	Medium
96757	SR 4002 over Little Mehoo	Interval 2	Interval 2	Bridge Replacement	Medium
97598	PA 14 over South Creek	Interval 1	Interval 3	Bridge Restoration	Medium
97621	SR 187 ov Tr Wysox Cr	Interval 2	Interval 2	Bridge Replacement	Medium
97628	SR 187 over Parks Creek	Interval 3	Interval 2	Bridge Replacement	Medium
97640	SR1067ovTribSatterlee Cr	Interval 2	Interval 2	Bridge Restoration	Medium
97644	SR4027 ov Bucks Cr	Interval 2	Interval 1	Bridge Replacement	Medium
97677	SR1001 ov Lambs Creek	Interval 3	Interval 3	Bridge Restoration	Medium
97678	SR1005 ov Mill Creek	Interval 3	Interval 2	Bridge Restoration	Medium
97680	SR2017 ov Tioga River	Interval 3	Interval 3	Bridge Restoration	Medium
97684	SR4007 ov N Brook	Interval 2	Interval 2	Bridge Replacement	Medium
97689	T-385 ov Stoney Fork Cr	Interval 2	Interval 2	Bridge Replacement	Medium
98478	SR2022 Ov Tb to Corey Crk	Interval 2	Interval 1	Bridge Restoration	Medium
98514	SR2027 ov Canoe Camp Crk	Interval 2	Interval 3	Bridge Restoration	Medium
98534	SR1021 ov Rummerfield Crk	Interval 2	Interval 3	Bridge Replacement	Medium
99063	SR1049ovRusselRun	Interval 3	Interval 2	Bridge Restoration	Medium
99072	SR3017ovNBrTowandaCrk	Interval 1	Interval 3	Bridge Restoration	Medium
99076	SR4022 ov US220	Interval 3	Interval 4	Bridge Restoration	Medium
99107	US6ovTb N Elk Run	Interval 3	Interval 3	Bridge Replacement	Medium
99114	SR 87 to Marsh Crk	Interval 1	Interval 3	Highway Restoration	Medium

Appendix E: Environmental Justice Evaluation

MPMS#	Project Name	Minority Interval	Low-Income Interval	Project Type	Potential Impact
99142	SR1043ovSpauldingsCreek	Interval 3	Interval 3	Bridge Restoration	Medium
99159	LycoCotoLoyalsockCrk	Interval 4	Interval 3	Highway Restoration	Medium
99173	SR15 to SR2005	Interval 2	Interval 3	Highway Restoration	Medium
99275	SR220 over Marsh Creek	Interval 1	Interval 3	Bridge Replacement	Medium
99278	SR187 over Wysox Creek	Interval 3	Interval 2	Bridge Replacement	Medium
99358	SR1040ovPrinceHollowRun	Interval 3	Interval 2	Bridge Restoration	Medium
99360	SR1058ovSackett Run	Interval 2	Interval 2	Bridge Replacement	Medium
99368	SR2011 ov Blockhouse Crk	Interval 2	Interval 3	Bridge Replacement	Medium
99369	SR2022 ov Howland Crk	Interval 2	Interval 2	Bridge Replacement	Medium
99370	SR3007ovWBrStoneyFork	Interval 1	Interval 2	Bridge Replacement	Medium
99382	Shanerburg Rd to SR 3009	Interval 2	Interval 2	Highway Restoration	Medium
99394	Lycoming Co to Creamery S	Interval 2	Interval 3	Highway Restoration	Medium
99413	SR3023ovHeiseRun #2	Interval 3	Interval 2	Bridge Restoration	Medium
99414	SR3023ovHeiseRun	Interval 3	Interval 2	Bridge Restoration	Medium
99415	SR4001 ov Potter Brook	Interval 1	Interval 2	Bridge Replacement	Medium
99416	SR4027ovBrCummingsCrk	Interval 1	Interval 2	Bridge Replacement	Medium
99422	SR220 to Muncy Valley Roa	Interval 3	Interval 2	Highway Restoration	Medium
99426	Old Mainesburg Rd to Stra	Interval 4	Interval 3	Highway Restoration	Medium
100452	SR 4002 over Snake Creek	Interval 3	Interval 2	Bridge Restoration	Medium
100596	SR 1049 over Branch of Sn	Interval 1	Interval 1	Bridge Replacement	Medium

Appendix E: Environmental Justice Evaluation

MPMS#	Project Name	Minority Interval	Low-Income Interval	Project Type	Potential Impact
101043	SR 171 over High Bridge C	Interval 3	Interval 2	Bridge Restoration	Medium
101100	SR6 AND SR 187 Intersecti	Interval 2	Interval 3	Safety Improvement	Medium
101109	SR199 to NY State Line SB	Interval 4	Interval 4	General Maintenance	Medium
101146	SR 3001 over Kasson Brook	Interval 2	Interval 2	Bridge Restoration	Medium
101154	SR 11 over Branch of Tunk	Interval 3	Interval 2	Bridge Replacement	Medium
101278	SR349 Sabinsville Slide	Interval 1	Interval 2	Highway Reconstruction	Low
101335	Welcome Center to Tioga R	Interval 3	Interval 2	Highway Restoration	Medium
102684	Canoe Camp Slide	Interval 2	Interval 3	Highway Restoration	Low
102862	T-762 ov Seeley Creek #38	Interval 2	Interval 3	Bridge Replacement	Medium
102938	SR 42 to Loyalsock Cr	Interval 1	Interval 1	Highway Restoration	Medium
103156	Grover Rd to South Ave	Interval 3	Interval 3	Highway Restoration	Medium
106235	SR414 ov W Mill Creek	Interval 1	Interval 3	Bridge Replacement	Medium
106236	SR4021 ov Cowanesque Rive	Interval 3	Interval 3	Bridge Replacement	Medium
106243	US6 ov Tioga River	Interval 3	Interval 4	Bridge Preservation – Federal	Medium
108985	SR 2005 Two-Way Left Turn	Interval 3	Interval 3	Safety Improvement	Medium
109757	SR 4010 Hillsgrove Post F	Interval 4	Interval 3	Bridge Restoration	Medium
109879	SR 267 over Branch Little	Interval 4	Interval 2	Bridge Replacement	Medium
109880	SR 706 over Snell Creek	Interval 4	Interval 2	Bridge Replacement	Medium
109882	SR 2023 over Outlet Lewis	Interval 3	Interval 3	Bridge Replacement	Medium
110161	SR 1029 over Pond Hill Ru	Interval 2	Interval 1	Bridge Replacement	Medium

Appendix E: Environmental Justice Evaluation

MPMS#	Project Name	Minority Interval	Low-Income Interval	Project Type	Potential Impact
110166	SR 87 over Little Loyalso	Interval 1	Interval 2	Bridge Restoration	Medium
110235	SR 4005 over Fall Run	Interval 4	Interval 3	Bridge Replacement	Medium
110236	SR4027 over Cummings Cree	Interval 1	Interval 2	Bridge Replacement	Medium
110238	SR 1012 over Trib to Cold	Interval 2	Interval 2	Bridge Replacement	Medium
110240	SR4020 over Lick Creek	Interval 1	Interval 2	Bridge Replacement	Medium
110241	SR 1029 over Bullards Cre	Interval 2	Interval 2	Bridge Replacement	Medium
110243	SR1006 over Trib to Birch	Interval 2	Interval 3	Bridge Replacement	Medium
110251	SR 2003 over Bloody Run	Interval 3	Interval 2	Bridge Restoration	Medium
110259	SR1002 over Branch of Lit	Interval 2	Interval 3	Bridge Replacement	Medium
110264	SR 1049 over Branch of Pe	Interval 3	Interval 2	Bridge Restoration	Medium
110267	SR 1001 over Loyalsock Cr	Interval 5	Interval 4	Bridge Replacement	Medium
110275	SR 1002 over Trib to Pige	Interval 5	Interval 4	Bridge Replacement	Medium
110404	Allegheny Ave to Lakewood	Interval 2	Interval 2	Highway Restoration	Medium
110405	SR6 from SR2018 to SR660	Interval 2	Interval 1	Highway Restoration	Medium
110406	SR6 from Tracey Rd to Rum	Interval 2	Interval 3	Highway Restoration	Low
110435	T-410 over N Branch of Me	Interval 5	Interval 4	Bridge Replacement	Medium
110441	SR87 over Loyalsock Creek	Interval 1	Interval 2	Bridge Replacement	Medium
110442	SR87 over Little Loyalsoc	Interval 1	Interval 2	Bridge Restoration	Medium
111778	SR 29 and Keelersburg Roa	Interval 1	Interval 2	Safety Improvement	Medium
112539	SR 2046 over Tunkhannock	Interval 2	Interval 2	Bridge Restoration	Medium

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MPMS#	Project Name	Minority Interval	Low-Income Interval	Project Type	Potential Impact
112732	SR 4024 Slide Repair	Interval 1	Interval 3	Highway Restoration	Low
112737	SR 11, SR 492, SR 848 Int	Interval 3	Interval 4	Safety Improvement	Medium
113545	SR 4002 to SR 154	Interval 4	Interval 3	Highway Restoration	Medium
113806	Sebring to SR 2005	Interval 2	Interval 3	General Maintenance	Low
113850	SR 87 over Branch Mehoopa	Interval 2	Interval 2	Bridge Replacement	Medium
114014	SR 15 SB Mansfield to Tio	Interval 3	Interval 4	Highway Restoration	Medium
114016	West of SR 3011 to Wonder	Interval 3	Interval 3	Highway Restoration	Medium
114017	Burlington to East of SR	Interval 3	Interval 3	Highway Restoration	Medium
114018	Wyalusing to Lattimore Ro	Interval 2	Interval 3	Highway Restoration	Medium
114019	SR 4019 to SR 3033	Interval 3	Interval 3	Highway Restoration	Medium
114020	E of Mainesburg to Bradfo	Interval 2	Interval 1	Highway Restoration	Medium
114021	Susquehanna River to Lani	Interval 2	Interval 1	Highway Restoration	Medium
114022	SR 15 to East of Schodac	Interval 3	Interval 3	Highway Restoration	Medium
114023	SR 6 to South of SR 1038	Interval 3	Interval 4	Highway Restoration	Medium
114025	Colton Road to Shippen Tw	Interval 3	Interval 2	General Maintenance	Medium
114053	SR 154 over Shanerburg Ru	Interval 2	Interval 2	Bridge Replacement	Medium
114055	SR 154 over Elk Creek	Interval 1	Interval 2	Bridge Replacement	Medium
114079	Susquehanna County Paving	Interval 4	Interval 4	Highway Restoration	Medium
114094	T-526 over Wilson Creek	Interval 2	Interval 2	Bridge Replacement	Medium
114098	T-377 over Sugar Run	Interval 2	Interval 3	Bridge Replacement	Medium

Appendix E: Environmental Justice Evaluation

MPMS#	Project Name	Minority Interval	Low-Income Interval	Project Type	Potential Impact
114100	T-533 over Tributary to M	Interval 3	Interval 2	Bridge Replacement	Medium
114168	SR 1056 over Trib Wappase	Interval 3	Interval 2	Bridge Replacement	Medium
114169	SR 4031 over Wolfe Creek	Interval 3	Interval 3	Bridge Replacement	Medium
114170	SR4002 over Trib Catlin H	Interval 2	Interval 1	Bridge Replacement	Medium
114178	SR154 over Beech Flats Cr	Interval 3	Interval 2	Bridge Replacement	Medium
114180	SR1062 over Cayuta Crk an	Interval 5	Interval 4	Bridge Replacement	Medium
114183	SR3008 over Tributary to	Interval 3	Interval 3	Bridge Replacement	Medium
114190	SR 3008 over Trib Towanda	Interval 1	Interval 3	Bridge Replacement	Medium
114191	SR 2019 over Tributary to	Interval 1	Interval 3	Bridge Replacement	Medium
114192	SR1040 over Branch Prince	Interval 3	Interval 2	Bridge Replacement	Medium
114911	I-81 Guiderail/Cable Medi	Interval 2	Interval 3	Safety Improvement	Medium
115158	SR 15 Drainage (Mahosky C	Interval 3	Interval 3	Highway Restoration	Low
115243	Sullivan Co to Stevenson	Interval 2	Interval 3	Highway Restoration	Medium
115282	Bradford SR 1033 Slide Re	Interval 2	Interval 1	Highway Restoration	Medium
115287	Bradford SR 3015 Slide Re	Interval 1	Interval 3	Highway Restoration	Medium
115358	Morgan Ave to SR 42	Interval 2	Interval 2	Highway Restoration	Low
115637	Cty #13 Cons Road (T-348)	Interval 1	Interval 3	Bridge Restoration	Medium
115979	South Branch Village to S	Interval 1	Interval 2	Highway Restoration	Medium
115986	SR 220 to Big Run	Interval 3	Interval 2	General Maintenance	Medium
115987	SR 87 to Mill St	Interval 2	Interval 3	General Maintenance	Medium

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MPMS#	Project Name	Minority Interval	Low-Income Interval	Project Type	Potential Impact
115988	SR 220 to Dutch Mtn Rd	Interval 1	Interval 3	General Maintenance	Medium
115993	Ladd Rd to SR 49 Resurfac	Interval 2	Interval 4	Highway Restoration	Medium
115995	Edkin Hill Rd to Alleghen	Interval 2	Interval 2	Highway Restoration	Medium
116129	US220 over Birch Creek 2	Interval 1	Interval 1	Bridge Restoration	Low
116158	1 mile N of Georges Rd to	Interval 2	Interval 2	General Maintenance	Medium
116504	Mill Street over Sugar Cr	Interval 3	Interval 3	Bridge Removal	High
116505	Tioga River to Swan Stree	Interval 4	Interval 4	Highway Restoration	Medium
116507	SR15 Ramp to S Mansfield	Interval 4	Interval 4	Highway Restoration	Medium
116524	T-799 over Gaylord Creek	Interval 2	Interval 3	Bridge Restoration	Medium
116533	T-321 over Murray Creek R	Interval 3	Interval 3	Bridge Restoration	Medium
116535	T-348 over Millstone Cree	Interval 1	Interval 3	Bridge Restoration	Medium
116556	T-372 over South Branch M	Interval 1	Interval 3	Bridge Restoration	Medium
116705	SR 11 over Branch of Mart	Interval 2	Interval 2	Bridge Restoration	Medium
116706	SR 11 over Tributary to S	Interval 1	Interval 2	Bridge Restoration	Medium
116707	SR 11 over Norfolk Southe	Interval 3	Interval 2	Bridge Restoration	Medium
116708	SR 92 over Drinkers Creek	Interval 2	Interval 3	Bridge Restoration	Medium
116709	SR 92 over Branch of Drin	Interval 1	Interval 3	Bridge Restoration	Medium
116710	SR 167 over East Branch o	Interval 2	Interval 1	Bridge Restoration	Medium
116711	SR 492 over Branch of But	Interval 2	Interval 2	Bridge Restoration	Medium
116712	SR 1002 over Tunkhannock	Interval 2	Interval 2	Bridge Restoration	Medium

Appendix E: Environmental Justice Evaluation

MPMS#	Project Name	Minority Interval	Low-Income Interval	Project Type	Potential Impact
116713	SR 1010 over Bedbug Creek	Interval 1	Interval 3	Bridge Restoration	Medium
116714	SR 1011 over East Branch	Interval 1	Interval 3	Bridge Restoration	Medium
116715	SR 2020 over Tower Creek	Interval 1	Interval 2	Bridge Restoration	Medium
116716	SR 2020 over Outlet of Ac	Interval 1	Interval 2	Bridge Restoration	Medium
116717	SR 2053 over Johnson Pond	Interval 1	Interval 2	Bridge Restoration	Medium
116718	SR 2063 over Branch of Le	Interval 2	Interval 2	Bridge Restoration	Medium
116719	SR 3050 over Elk Lake Str	Interval 4	Interval 2	Bridge Restoration	Medium
116721	SR 92 over Tributary to S	Interval 3	Interval 1	Bridge Restoration	Medium
116722	SR 2008 over Outlet from	Interval 2	Interval 3	Bridge Restoration	Medium
116723	SR 3001 over Mehoopany Cr	Interval 2	Interval 2	Bridge Restoration	Medium
116724	SR 4027 over West Branch	Interval 3	Interval 3	Bridge Restoration	Medium
116732	SR 4005 over McCormick Ru	Interval 3	Interval 3	Bridge Restoration	Medium
117163	SR 6 to Tioga River Trib	Interval 3	Interval 4	General Maintenance	Low
117166	Ramp I (SR8007) to SR 200	Interval 2	Interval 3	General Maintenance	Low
117168	Ramp H to Liberty Boro Ii	Interval 2	Interval 3	General Maintenance	Medium
117170	SR 2005 to Covington Twp	Interval 3	Interval 3	General Maintenance	Low
117173	Lycoming Co to Ramp I (SR	Interval 2	Interval 3	Highway Restoration	Low
117175	Tioga River to SR 6	Interval 3	Interval 4	Highway Restoration	Low
117188	P3 Pipe Replacement	Interval 2	Interval 3	Highway Restoration	Medium
117191	Old Kennedy Rd to South C	Interval 3	Interval 3	Highway Restoration	Medium

Appendix E: Environmental Justice Evaluation

MPMS#	Project Name	Minority Interval	Low-Income Interval	Project Type	Potential Impact
117193	Glen Valley Rd to Miller	Interval 3	Interval 1	General Maintenance	Medium
117194	Little Wysox Cr to SR 187	Interval 2	Interval 1	Highway Restoration	Low
117195	Tioga Co to Sullivan St	Interval 3	Interval 3	Highway Restoration	Medium
117198	Bowling Alley Rd to Sterl	Interval 1	Interval 3	409 Expanded Maintenance	Medium
117201	Tomahawk Rd to Murray Cr	Interval 3	Interval 3	General Maintenance	Low
117249	SR 220 Pipe Replacement	Interval 3	Interval 1	Bridge Replacement	Medium
117267	SR 29 over Trib Meshoppen	Interval 3	Interval 2	Bridge Preservation – State Funded	Medium
117304	SR 4024 over Cummings Cre	Interval 1	Interval 2	Bridge Replacement	Medium
117443	SR 3008 over Trib Towanda	Interval 1	Interval 3	Bridge Replacement	Medium
117446	SR 3019 over Tributary No	Interval 1	Interval 2	Bridge Replacement	Medium
117458	SR 3030 over Tributary to	Interval 2	Interval 2	Bridge Replacement	Medium
117477	SR 4013 over West Branch	Interval 1	Interval 3	Bridge Replacement	Medium
117507	Tioga Bridge Painting	Interval 2	Interval 2	Bridge Preservation – State Funded	Low
117581	SR187 near Wyoming County	Interval 3	Interval 2	Highway Restoration	Low
117832	SR1007 near Reynolds Road	Interval 3	Interval 2	Bridge Replacement	Medium
118016	Bridge Improvement LIne I	Interval 3	Interval 3	Study Phase of Project	Medium
118051	SR 3027 over UNT Alba Cre	Interval 2	Interval 2	Bridge Replacement	Medium
118120	SR 374 over Outlet of Low	Interval 3	Interval 3	Bridge Replacement	Medium
118218	Susq County NYSW Corridor	Interval 3	Interval 4	Rail Highway Grade Crossing	Medium
118342	SR 362 Shippen Twp Slide	Interval 1	Interval 2	Highway Restoration	Medium

Appendix E: Environmental Justice Evaluation

MPMS#	Project Name	Minority Interval	Low-Income Interval	Project Type	Potential Impact
118371	SR6 East of Wyalusing	Interval 1	Interval 3	Highway Restoration	Medium
119590	SR 6 to Welcome Center NB	Interval 3	Interval 4	General Maintenance	Low
119591	Tioga River to SR 49 NB A	Interval 3	Interval 3	General Maintenance	Low
119606	SR 2073 Pipe Replacement	Interval 2	Interval 2	409 Expanded Maintenance	Medium
120010	Barber Hollow Road Bridge	Interval 3	Interval 2	Bridge Replacement	Medium
120683	SR 1039 to Means St	Interval 3	Interval 4	Highway Restoration	Medium
120685	Cole St to SR 4022	Interval 3	Interval 4	Highway Restoration	Medium
120686	SR 4022 Ramps to SR 1069	Interval 3	Interval 4	Highway Restoration	Medium
120896	Old Mills Rd to State St	Interval 3	Interval 3	Highway Restoration	Low
120935	Yanuzzi Dr Intersection N	Interval 2	Interval 1	Highway Restoration	Medium
120936	Shiner Rd to SR 6	Interval 2	Interval 1	Highway Restoration	Medium
120937	SR 6 to SR 706	Interval 1	Interval 3	Highway Restoration	Medium
121025	T-374 over Jemison Creek	Interval 2	Interval 3	Bridge Replacement	Medium
121034	Athens Township Bridge	Interval 3	Interval 1	Bridge Replacement	Medium
121043	NTIER Bridge Lighting	Interval 3	Interval 4	Bridge Restoration	Low

Figure E-7: Concentration of Minority Population and Draft 2025–2028 Transportation Improvement Program

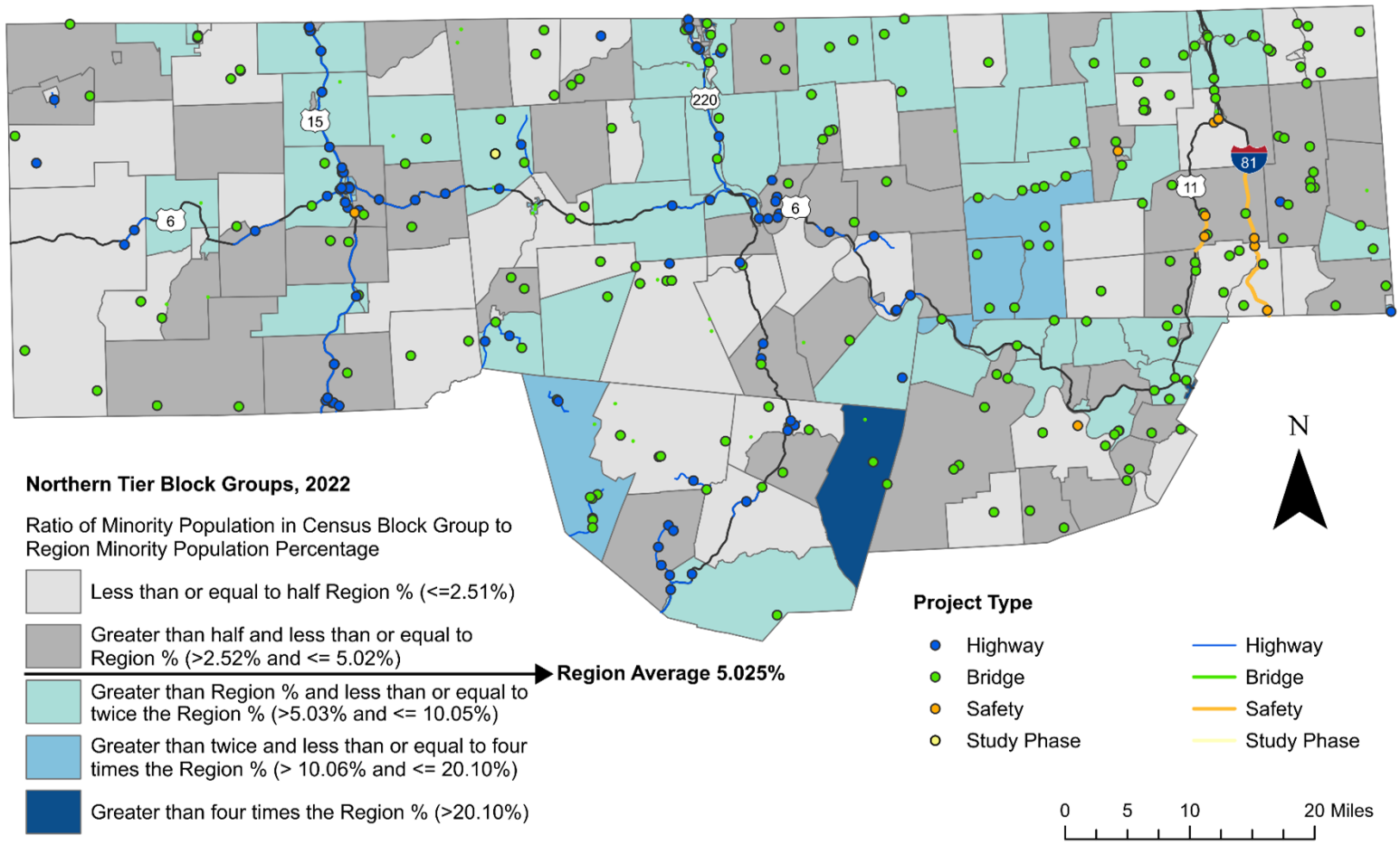
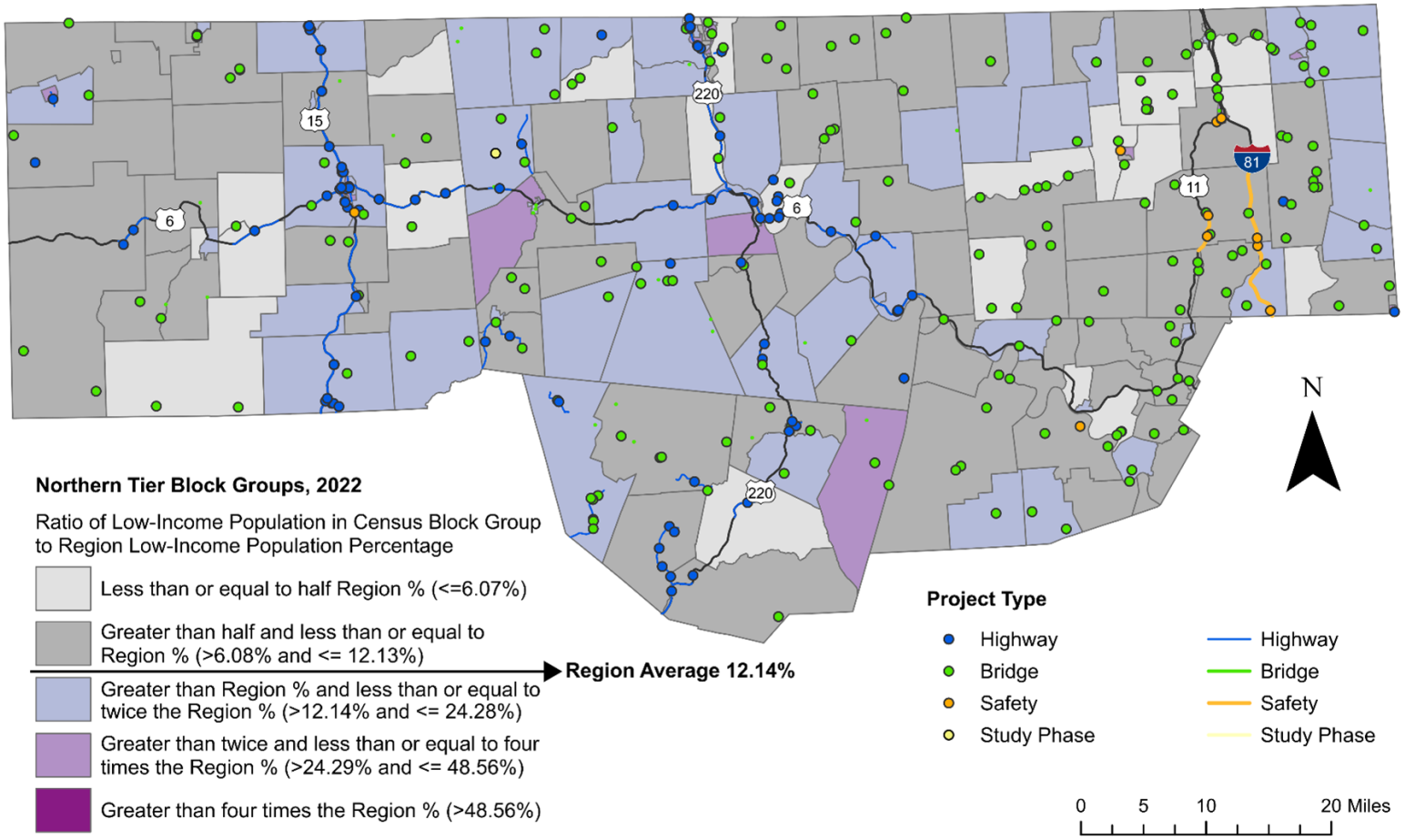


Figure E-8: Concentration of Low-Income Population and Draft 2025–2028 Transportation Improvement Program



Appendix E: Environmental Justice Evaluation

Conclusions

Based on the qualitative analysis, most projects will not require significant right-of-way acquisition, require the displacement of people, or cause burdens on the mobility, access, or environmental health of any community or population group. This is because most of the Highway and Bridge TIP is programmed to maintain the existing transportation system.

Most of the projects in the bridge and pavement categories are believed to have some potential adverse or beneficial impact (Medium impact) on minority or low-income populations. More evaluation will be done at the project level through the PennDOT Connects process.

Finally, some projects were labeled low impact. Minor resurfacing projects and studies have little potential to have adverse impacts.

Overall, the Draft 2025-2028 Northern Tier RPO Transportation Improvement Program will not exacerbate any of the existing conditions or place undue burden on any population group.

Appendix F:
Pavement and Bridge Performance Reports



2023 Performance Measures Annual Report -- Pavements

Northern Tier

2023 MAP-21 Pavement Performance by Business Plan Network (Based on Total PA Lane Miles*)

MAP-21 Pavement Performance Measures	Good		Fair		Poor		Missing (Max 5%)	
	Lane Miles	%	Lane Miles	%	Lane Miles	%	Lane Miles	%
Interstate	36.5	40.48%	53.3	59.08%	0.4	0.45%	18.4	16.93%
NHS, Non-Interstate	140.8	31.93%	285.6	64.75%	14.7	3.33%	10.9	2.42%

MAP-21 Pavement Performance Measure Targets	Good				Poor			
	2024 Target	2025 Target	2026 Target	2027 Target	2024 Target	2025 Target	2026 Target	2027 Target
Interstate	38%	36%	33%	29%	2%	2%	2%	2%
NHS, Non-Interstate	43%	44%	51%	49%	4%	4%	4%	3%

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

· A pavement 10th mile section is considered in good condition if all three distress components are rated as good. A pavement 10th mile section is considered in poor condition if two or more of its three distress components are rated as poor.

· FHWA requires that no more than 5 percent of a state's NHS Interstate lane-miles be in poor condition. Additionally, state DOTs are required to establish targets.

· FHWA has not established a minimum condition for NHS non-Interstate roadways, but requires the state DOT to establish targets.

· FHWA requires that no more than 5 percent of a state's mileage be unreported or missing.

· Conditions are assessed and analyzed for pavement "sections" that cannot exceed 0.10 miles in length, which differs from PennDOT's historic segment level data.

· MAP-21 performance measures apply to all Interstate and NHS Non-Interstate miles in PA, regardless of ownership. Therefore, PA Turnpike and local-owned miles are in Statewide totals, but not in each District's totals. Local-owned miles are included in MPO/RPO totals as appropriate.

· MAP-21 rulemaking requires that states develop and implement a risk-based asset management plan to achieve and sustain a state of good repair over the life cycle of transportation assets and to improve or preserve the condition of the NHS. Asset Management encompasses two related means of doing so: making infrastructure last as long as reasonably possible, and keeping up on preservation activities to minimize costlier major repairs. Together, these practices extend the life of assets and reduce the cost of maintaining them in the desired state of good repair. This is known as operating the network at the lowest life-cycle cost (LLCC).

· MAP-21 performance measures are not to drive planning and programming, but rather be an indication of performance achieved by states operating at the LLCC.

2023 Pavement Smoothness (IRI) Summary by Business Plan Network (Based on PennDOT Segment Miles)

Business Plan Network	Excellent		Good		Fair		Poor		Median IRI	Tested Seg-Mi
	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%		
Interstate	17.2	37.95%	17.6	38.99%	10.4	23.07%	0.0	0.00%	78	45.2
NHS, Non-Interstate	115.1	53.02%	81.3	37.47%	14.2	6.53%	6.5	2.98%	74	217.0
Non-NHS, ≥ 2000 ADT	196.3	52.00%	125.2	33.17%	34.6	9.16%	21.4	5.67%	98	377.5
Non-NHS, < 2000 ADT	394.4	17.51%	593.1	26.33%	514.7	22.85%	750.1	33.30%	177	2,252.4
Total - Roadway	723.0	25.00%	817.3	28.26%	573.9	19.84%	778.0	26.90%	144	2,892.1

2023 Overall Pavement Index (OPI) Summary by Business Plan Network (Based on PennDOT Segment Miles)

Business Plan Network	Excellent		Good		Fair		Poor		Median OPI
	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	
Interstate	1.3	2.76%	20.2	44.70%	22.3	49.26%	1.5	3.27%	85
NHS, Non-Interstate	17.6	8.18%	162.0	75.35%	21.8	10.16%	13.6	6.32%	87
Non-NHS, ≥ 2000 ADT	76.6	20.58%	136.0	36.51%	96.2	25.84%	63.5	17.07%	84
Non-NHS, < 2000 ADT	414.2	18.43%	932.8	41.50%	379.4	16.88%	521.5	23.20%	76
Total - Roadway	509.7	17.69%	1,251.0	43.43%	519.7	18.04%	600.1	20.83%	80

Total Miles

PennDOT Seg-Mi	PA Lane Miles
54.5	108.7
221.3	452.1
379.2	
2,341.7	
2,996.6	

· The IRI and OPI data presented herein is segment level.

· For the Interstate and NHS, Non-Interstate Business Plan Networks, the IRI and OPI data is for 2023. For the Non-NHS Business Plan Networks, the IRI and OPI data for most recent year captured, either 2022 or 2023.

· PennDOT has historically classified Good Interstate IRI as ≤100, and Poor Interstate IRI as >150; for NHS Non-Interstate, Good is ≤120 and Poor is >170. This practice is maintained in the IRI data presented herein, but differs from the MAP-21 definitions defined in the table on the reverse of this page.

2023 Out-Of-Cycle (OOC) Assessment by Business Plan Network (Based on PennDOT Segment Miles)

Business Plan Network	High Level Bituminous		Low Level Bituminous				Concrete			
	Seg-Mi	OOC Mi[1]	Seg-Mi	OOC Mi[2]	OOC Mi[3]	Total	Seg-Mi	OOC Mi[4]	OOC Mi[5]	Total
Interstate	54.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NHS, Non-Interstate	235.10	45.95	0.00	0.00	0.00	0.00	1.44	0.00	0.59	0.59
Non-NHS, ≥ 2000 ADT	285.37	39.39	92.19	21.19	6.15	27.35	0.10	0.00	0.04	0.04
Non-NHS, < 2000 ADT	151.13	22.94	1,947.46	336.34	168.50	504.84	0.00	0.00	0.00	0.00
Total - Roadway	726.08	108.28	2,039.65	357.54	174.65	532.19	1.54	0.00	0.63	0.63

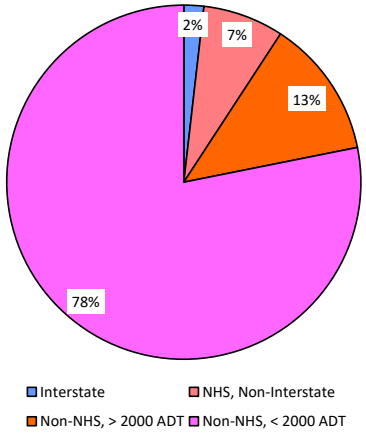
· Out-Of-Cycle Categories:
  1 - High Level Bituminous Pavement with Age > 12 Years or > 17 Years with Interim Surface Seal
  2 - Low Level Bituminous Surface with Age > 7 Years
  3 - Low Level Bituminous Pavement with Age > 20 Years or no Structural Layers
  4 - Concrete Pavements with Age > 30 Years
  5 - Concrete Pavements with Age > 20 Years and No Concrete Pavement Restoration (CPR)

· Total Low Level OOC represents the miles that are OOC for either Category 2 or 3. Segments that are OOC for both categories are not double counted.
Total Concrete OOC represents the miles that are OOC for either Category 4 or 5. Segments that are OOC for both categories are not double counted.

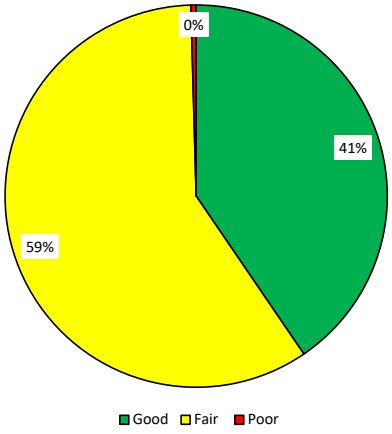
· The IRI miles and Total PennDOT miles include bridge lengths.
The Total PA miles, used for MAP-21, do not include bridge lengths.
The Treatment Network miles do not include bridge lengths.

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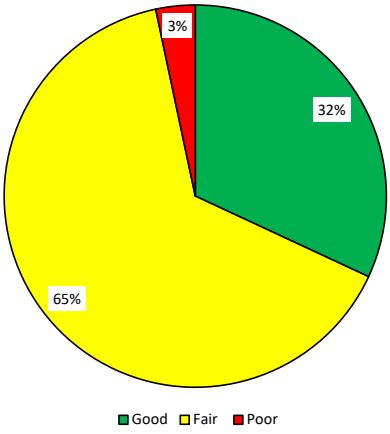
Percent Total PennDOT Segment Miles by Business Plan Network



MAP-21 Interstate Performance All PA Miles



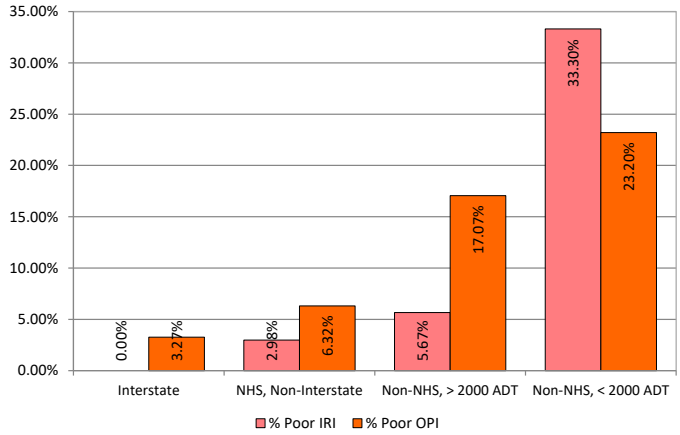
MAP-21 NHS Non-Interstate Performance All PA Miles



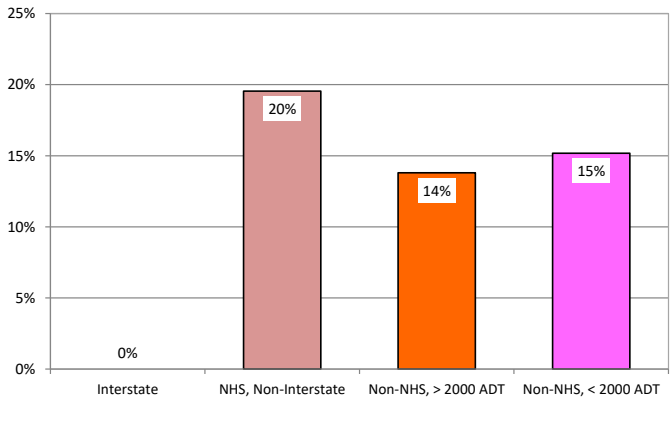
MAP-21 Pavement Conditions and Thresholds

Rating	Good	Fair	Poor
IRI (inches/mile)	<95	95–170	>170
Cracking Percentage	<5	CRCP: 5–10 Jointed: 5–15 Asphalt: 5–20	CRCP: >10 Jointed: >15 Asphalt: >20
Rutting (inches)	<0.20	0.20–0.40	>0.40
Faulting (inches)	<0.10	0.10–0.15	>0.15

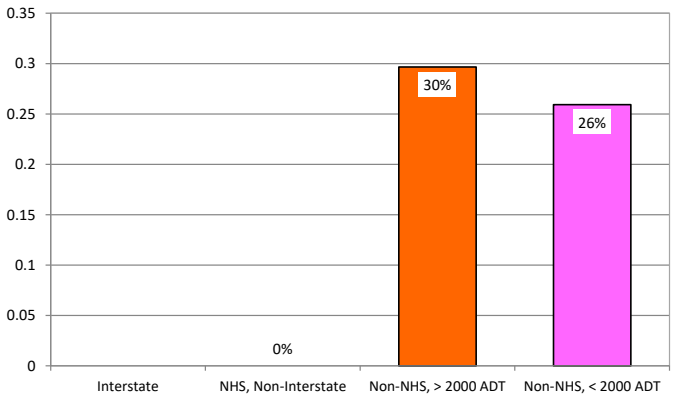
Percent of Poor IRI and Poor OPI by Business Plan Network



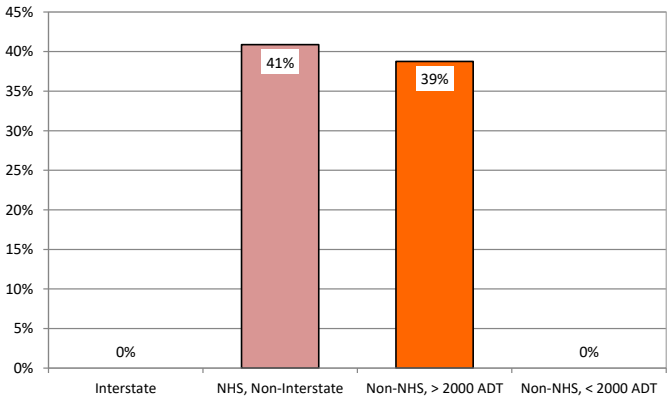
Percent of High Level Bituminous Miles Out-Of-Cycle by Business Plan Network



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



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



End of Calendar Year 2023 Performance Measures Annual Report -- Bridges

Northern Tier

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

MAP-21 Bridge Performance Measure												
	Good				Fair				Poor			
	Count	Count %	Deck Area (Msf)	Deck Area %	Count	Count %	Deck Area (Msf)	Deck Area %	Count	Count %	Deck Area (Msf)	Deck Area %
Interstate (Including Ramps)	0	0.00%	0.000	0.00%	27	93.10%	0.222	93.74%	2	6.90%	0.015	6.26%
NHS, Non-Interstate	60	61.86%	0.904	73.21%	37	38.14%	0.331	26.79%	0	0.00%	0.000	0.00%
Total NHS	60	47.62%	0.904	61.45%	64	50.79%	0.552	37.54%	2	1.59%	0.015	1.01%

	Map-21 Goal	End of Year 2023 Value	2021 Target	2023 Target	2025 Target
Total NHS Deck Area Poor %	10.00%	1.01%	3.00%	4.00%	4.00%

	Count	Deck Area (Msf)
Interstate (Including Ramps)	29	0.236
NHS, Non-Interstate	97	1.235
Total NHS	126	1.471

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

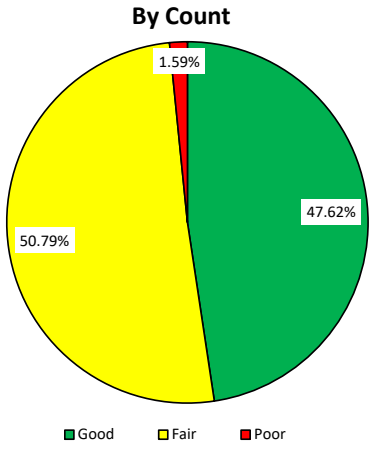
- MAP-21 bridge performance measures required for FHWA reporting include good, fair, or poor condition scores for each bridge.
  End of Calendar Year 2022 Status of Bridges in Region (Based on 8' and greater)
  fair if the minimum condition rating is 6 or 5, and poor if the minimum condition rating is 4 or less.
- FHWA requires that no more than 10 percent of a state's total NHS Bridge Deck Area be in poor condition. Additionally, state DOTs are required to establish biennial targets for poor deck area.
- FHWA has not established a minimum condition for Interstate only bridges or NHS non-Interstate bridges, but requires the state DOT to establish targets.
- FHWA requires that no more than 5 percent of a state's bridge data be unreported or missing.
- MAP-21 rulemaking requires that states develop and implement a risk-based asset management plan to achieve and sustain a state of good repair over the life cycle of the asset to improve or preserve the condition of the NHS. Asset Management encompasses two related means of doing so: making infrastructure last as long as reasonably possible through keeping up on preservation activities to minimize costlier major repairs, and utilizing a structure for its entire service life. These practices allow the department to operate to lowest life cycle cost (LLCC) on the network level.
- MAP-21 performance measures are not to explicitly drive planning and programming, but rather be an indication of performance achieved by states operating at the LLCC.

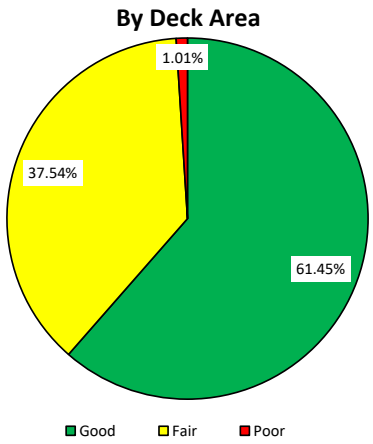
Business Plan Network	Total Bridge Count	Total Deck Area (Msf)	Aver. Bridge DA (sf)	Closed Bridges	Posted Bridges	Poor Count	% Poor by Count	Poor-Deck Area (Msf)	% Poor by Deck Area	Non-Poor Bridges with a "5" Condition Rating
State ≥8'; Interstate/Ramps	33	0.2402	7,280	0	0	2	6.06%	0.0148	6.16%	16
State ≥8'; NHS (non-Interstate)	157	1.2646	8,055	0	0	1	0.64%	0.0008	0.06%	19
State ≥8'; non-NHS > 2000 ADT	263	1.1953	4,545	0	2	21	7.98%	0.0206	1.73%	67
State ≥8'; non-NHS < 2000 ADT	1,332	1.6016	1,202	3	30	132	9.91%	0.1167	7.29%	355
Total - State Bridges (≥8')	**1,785**	**4.3017**	**2,410**	**3**	**32**	**156**	**8.74%**	**0.1530**	**3.56%**	**457**
Local≥20'	333	0.4417	1,326	14	68	81	24.32%	0.0718	16.27%	82

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

Business Plan Network	Annual New Poor Count (Poor "on")	Annual New Poor Count (Poor "off")	Annual New Poor DA (Poor "on")	Annual New Poor DA (Poor "off")	Preservation (million$)	Preservation (#bridges)
State ≥8'; Interstate/Ramps	0	0	0.00%	0.00%	$3.08	2
State ≥8'; NHS (non-Interstate)	0	0	0.00%	0.00%	$1.19	3
State ≥8'; non-NHS > 2000 ADT	1	1	0.03%	0.03%	$0.28	6
State ≥8'; non-NHS < 2000 ADT	1	9	0.02%	0.73%	$4.44	6
Total - State Bridges (≥8')	**2**	**10**	**0.01%**	**0.28%**	**$8.99**	**17**
Local≥20'	5	11	1.08%	2.33%	$0.00	0

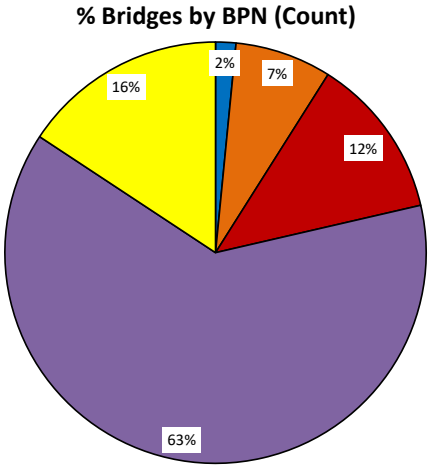
MAP-21 Bridge Performance (Based on all NHS Bridge Owners Greater than or Equal to 20' in Length)



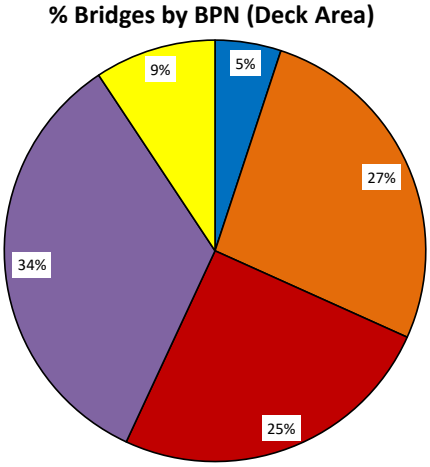


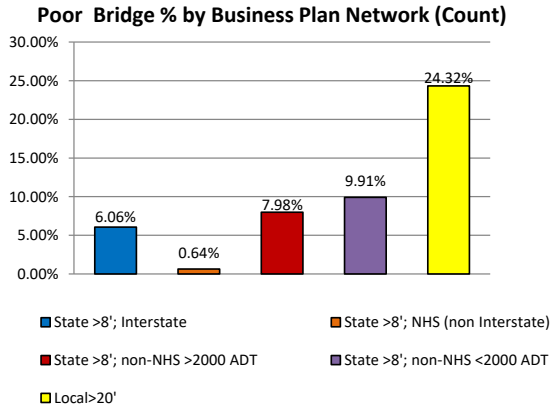
End of Calendar Year 2023 Status of Bridges in Region (Based on 8' and greater)

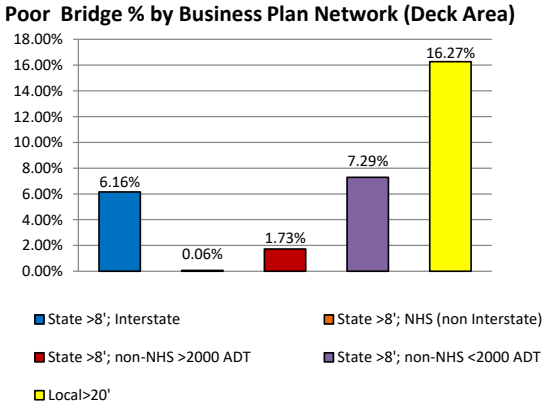
PennDOT Data 8' and Greater By Business Plan Network



PennDOT Data 8' and Greater By Business Plan Network







Appendix G:
Project Prioritization Process



Appendix G: Project Prioritization Process

The Northern Tier RPO used the following criteria in evaluating the merits of candidate projects as part of developing a prioritized project listing.

Category & Percentage	Criteria Percentage	Criteria Description	Definition Rating	Multiplier
SAFETY 30.1%	8.74%	Is the project HSIP-eligible based on the Pennsylvania Strategic Highway Safety Plan?	No / Unknown	0
			Maybe	0.5
			Yes – Definite	1
	10.35%	Network Screening – What is the excess safety value of the roadway or intersection? (PM1)	<-0.1	0
			-0.1 - 0.1	0.25
			0.1 - 0.25	0.5
			>0.25	1
	11.03%	Is the project supported by RSA/Safety Study? (if documentable)	No	0
			Yes	1
MULTIMODAL ACCESSIBILITY/ MOBILITY 7.3%	2.93%	How many of the following are affected by the project? A) Bus B) Bicycle C) Pedestrian D) Rail E) Air F) Auto	None will be affected	0
			One will be affected	0.5
			Two will be affected	0.75
			Three+ will be affected	1
	2.84%	Is the project supported by any plans or studies? DCNR Trail Gaps, Titusville bike/ped study, Rt 6 master plan, county rec plans, US 6 interchange, etc.	No	0
			Yes	1
	1.55%	Recreational Access – Does the project provide access to or provide additional recreational or tourism opportunities?	No	0
			Yes	1

Appendix G: Project Prioritization Process

Category & Percentage	Criteria Percentage	Criteria Description	Definition Rating	Multiplier
NETWORK 9.97%	1.81%	Traffic volume – What is the average annual daily traffic (AADT)?	AADT < 5,000	0
			AADT = 5,000 to 10,000	0.25
			AADT = 10,000 to 15,000	0.5
			AADT = 15,000 to 20,000	0.75
			AADT > 20,000	1
	1.34%	Percent trucks – What is the overall percentage of medium/ heavy duty commercial trucks?	0%-4%	0
			5%-9%	0.5
			10% - 14%	0.75
			>15%	1
	1.12%	Is the project on a LFAR or BOF-eligible?	No	0
			Yes	1
	1.37%	What Business Plan Network is the project on?	4	0.25
			3	0.5
			2	0.75
			1	1
	1.36%	Is the proposed project on a segment identified as a Critical Rail Freight Corridor?	No	0
			Yes	1
	0.70%	Is the proposed project on a Pennsylvania Byway?	No	0
			Yes	1
	0.68%	Is the proposed project on a BicyclePA route?	No	0
			Yes	1
	1.59%	Is project on an Interstate emergency detour route?	No	0
			Yes	1
	1.59%	Is the project on a Highway Corridor of Regional Significance (2045 LRTP)?	No	0
			Yes	1

Appendix G: Project Prioritization Process

Category & Percentage	Criteria Percentage	Criteria Description	Definition Rating	Multiplier
PERFORMANCE/ OPERATIONS 12.39%	4.90%	Is the project included in the ROP?	No	0
			Yes	1
	7.49%	Is project located on a corridor that is deemed unreliable? (PM3)	No	0
			Yes	1
SUSTAINABILITY/ SMART GROWTH 10.06%	1.28%	Is the project located in a Federal Opportunity Zone ("OZone")?	No	0
			Yes	1
	2.03%	Does the project negatively affect surrounding land uses?	No	1
			Yes	0
	3.65%	Is the project consistent with the county/regional Comprehensive Plans?	No	0
			Yes	1
	1.58%	Is it within 5 miles of a major freight generator?	No	0
			Yes	1
	1.53%	Does it improve freight access to an interstate interchange? (within 5 miles)	No	0
			Yes	1
ENVIRONMENTAL BENEFIT/IMPACT 6.85%	4.66%	Is the project located within any disadvantaged/EJ population areas? (It is assumed all projects have a positive impact.)	No	0
			Yes	1
	2.19%	Environmental Impacts/number of resources affected?	2 to 8	0
			9 to 11	0.5
			12 to 18	1

Appendix G: Project Prioritization Process

Category & Percentage	Criteria Percentage	Criteria Description	Definition Rating	Multiplier
CONDITION 23.29%	3.20%	IRI (PM2)	Good	0
			Fair	0.5
			Poor	1
	3.53%	OPI	Good	0
			Fair	0.5
			Poor	1
	2.18%	Is the pavement out of cycle?	No	0
			Yes	1
	7.51%	What is the bridge's condition rating? (PM2)	Good	0
			Fair	0.5
			Poor	1
	3.12%	Is the project located on a roadway segment prone to flooding (does it assist with stormwater management)?	No	0
			Yes	1
	3.74%	Does the project support a state of good repair for the NHS?	No	0
			Yes	1