NEPA MPO 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Northeastern Pennsylvania Alliance

NEPA

570-655-5581
11151 Oak St. Pittston, PA 18640
www.nepa-alliance.org/tip

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will be added after TIP approval

NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Northeastern Pennsylvania Alliance will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Employment: The Northeastern Pennsylvania Alliance does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the ADA.

Effective Communication: The Northeastern Pennsylvania Alliance will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the Northeastern Pennsylvania Alliance's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: The Northeastern Pennsylvania Alliance will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in the Northeastern Pennsylvania Alliance offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the Northeastern Pennsylvania Alliance**,** should contact Kate McMahon, ADA Coordinator, at 570-891-4670 or kmcmahon@nepa-alliance.org as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the Northeastern Pennsylvania Alliance to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of the Northeastern Pennsylvania Alliance is not accessible to persons with disabilities should be directed to Kate McMahon, ADA Coordinator, at 570-891-4670 or kmcmahon@nepa-alliance.org

The Northeastern Pennsylvania Alliance will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

AVISO BAJO LA LEY DE AMERICANOS CON DISCAPACIDADES

De acuerdo con los requisitos del Título II de la Ley de Estadounidenses con Discapacidades de 1990 ("ADA"), Northeastern Pennsylvania Alliance no discriminará a personas calificadas con discapacidades por motivos de discapacidad en sus servicios, programas o actividades.

Empleo: La Northeastern Pennsylvania Alliance no discrimina por motivos de discapacidad en sus prácticas de contratación o empleo y cumple con todas las regulaciones promulgadas por la Comisión de Igualdad de Oportunidades en el Empleo de EE. UU. bajo el título I de la ADA.

Comunicación efectiva: La Northeastern Pennsylvania Alliance generalmente, previa solicitud, proporcionará ayudas y servicios adecuados que conduzcan a una comunicación efectiva para personas calificadas con discapacidades para que puedan participar equitativamente en los programas, servicios y actividades de la Northeastern Pennsylvania Alliance, incluidos intérpretes calificados de lenguaje de señas, documentos en Braille y otras formas. de hacer que la información y las comunicaciones sean accesibles a las personas con discapacidades del habla, auditivas o visuals.

Modificaciones a las políticas y procedimientos: La Northeastern Pennsylvania Alliance hará todas las modificaciones razonables a las políticas y programas para garantizar que las personas con discapacidades tengan igualdad de oportunidades para disfrutar de todos sus programas, servicios y actividades. Por ejemplo, las personas con animales de servicio son bienvenidas en las oficinas de la Northeastern Pennsylvania Alliance, incluso donde las mascotas generalmente están prohibidas.

Cualquier persona que requiera una ayuda o servicio auxiliar para una comunicación efectiva, o una modificación de políticas o procedimientos para participar en un programa, servicio o actividad de Northeastern Pennsylvania Alliance, debe comunicarse con Kate McMahon, Coordinadora de ADA, al 570-891-4670 o kmcmahon@nepa-alliance.org lo antes posible pero a más tardar 48 horas antes del evento programado.

La ADA no exige que la Northeastern Pennsylvania Alliance tome ninguna medida que altere fundamentalmente la naturaleza de sus programas o servicios, o imponga una carga financiera o administrativa indebida.

Las quejas de que un programa, servicio o actividad de Northeastern Pennsylvania Alliance no es accesible para personas con discapacidades deben dirigirse a Kate McMahon, Coordinadora de ADA, al 570-891-4670 o kmcmahon@nepa-alliance.org.

La Northeastern Pennsylvania Alliance no impondrá un recargo a una persona con una discapacidad en particular ni a ningún grupo de personas con discapacidad para cubrir el costo de proporcionar ayudas/servicios auxiliares o modificaciones razonables de la política, como recuperar artículos de lugares que están abiertos al público. público pero no son accesibles para personas en silla de ruedas.

UWAGA ZGODNIE Z USTAWĄ O AMERYKANACH Z NIEPEŁNOSPRAWNOŚCIĄ

Zgodnie z wymogami tytułu II ustawy Americans with Disabilities Act z 1990 r. („ADA") Stowarzyszenie Northeastern Pennsylvania Alliance nie będzie dyskryminować wykwalifikowanych osób niepełnosprawnych ze względu na niepełnosprawność w swoich usługach, programach lub działaniach.

Zatrudnienie: Stowarzyszenie Northeastern Pennsylvania Alliance nie dyskryminuje ze względu na niepełnosprawność w swoich praktykach zatrudniania i przestrzega wszystkich przepisów ogłoszonych przez amerykańską Komisję ds. Równych Szans Zatrudnienia w ramach tytułu I ustawy ADA.

Skuteczna komunikacja: Sojusz Północno-Wschodniej Pensylwanii, na żądanie, zapewni odpowiednią pomoc i usługi prowadzące do skutecznej komunikacji wykwalifikowanym osobom niepełnosprawnym, aby mogły one na równym stopniu uczestniczyć w programach, usługach i działaniach Sojuszu Północno-Wschodniej Pensylwanii, włączając w to wykwalifikowanych tłumaczy języka migowego, dokumenty w alfabecie Braille'a oraz inne sposoby udostępniania informacji i komunikacji osobom z wadami mowy, słuchu lub wzroku.

Modyfikacje zasad i procedur: Stowarzyszenie Northeastern Pennsylvania Alliance dokona wszelkich uzasadnionych modyfikacji zasad i programów, aby zapewnić osobom niepełnosprawnym równe szanse korzystania ze wszystkich jego programów, usług i zajęć. Na przykład osoby posiadające zwierzęta towarzyszące są mile widziane w biurach Northeastern Pennsylvania Alliance, nawet tam, gdzie zwierzęta są ogólnie zabronione.

Każdy, kto potrzebuje dodatkowej pomocy lub usługi w celu skutecznej komunikacji lub modyfikacji zasad lub procedur, aby wziąć udział w programie, usłudze lub działaniu Sojuszu Północno-Wschodniej Pensylwanii, powinien skontaktować się z Kate McMahon, koordynatorką ADA, pod numerem 570-891-4670 lub kmcmahon@nepa-alliance.org tak szybko, jak to możliwe, ale nie później niż 48 godzin przed zaplanowanym wydarzeniem.

Ustawa ADA nie wymaga od Sojuszu Północno-Wschodniej Pensylwanii podejmowania jakichkolwiek działań, które zasadniczo zmieniłyby charakter jego programów lub usług lub nałożyłyby nadmierne obciążenie finansowe lub administracyjne.

Skargi dotyczące programu, usługi lub działalności Sojuszu Północno-Wschodniej Pensylwanii nie są dostępne dla osób niepełnosprawnych, należy kierować do Kate McMahon, koordynatorki ADA, pod numerem 570-891-4670 lub pod adresem kmcmahon@nepa-alliance.org.

Stowarzyszenie Northeastern Pennsylvania Alliance nie nałoży dodatkowej opłaty na konkretną osobę niepełnosprawną lub jakąkolwiek grupę osób niepełnosprawnych w celu pokrycia kosztów zapewnienia dodatkowej pomocy/usług lub uzasadnionych modyfikacji polityki, takich jak odzyskanie przedmiotów z lokalizacji dostępnych dla publiczne, ale niedostępne dla osób poruszających się na wózkach inwalidzkich.

NORTHEASTERN PENNSYLVANIA METROPOLITAN PLANNING ORGANIZATION (NEPA MPO) NOTIFICATION OF PROTECTIONS TO THE PUBLIC OF RIGHTS UNDER TITLE VI AND OTHER NON-DISCRIMINATION REGULATIONS WITH INSTRUCTIONS ON HOW TO FILE A COMPLAINT

It is the NEPA MPO's policy to utilize its best efforts to assure that no person shall, on the grounds of race, color, disability, sex, age, low income, national origin, or Limited English Proficiency, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under its programs and services, as provided by civil rights statutes, executive orders, regulations, and policies applicable to the programs and services it administers. This includes Title VI of the Civil Rights Act of 1964.

Any person who believes they – or with a specific class of persons – have been she or he has been aggrieved by any unlawful discriminatory practice may file a complaint. All complaints received are documented and investigated by the appropriate agency.

For more information about the NEPA MPO's civil rights program and the procedures to file a complaint, or to get information in another language, please contact:

Title VI Compliance Officer/ADA Coordinator
Northeastern Pennsylvania MPO
1151 Oak Street
Pittston, PA 18640
(570) 655-5581
https://www.nepa-alliance.org/public-participation-title-vi-and-environmental-justice/

After the complaint is submitted, an acknowledgement of receipt will be provided to the individual submitting the complaints in writing within 15 calendar days. The complaint will then be forwarded to PennDOT and the appropriate federal agency for further review and investigation. Complaints and/or allegations received in alternative formats, such as by phone, will be transcribed and provided to the complainant for review and signature.

Complaints may be filed with PennDOT, FHWA Division Offices, the FHWA Headquarters Office of Civil Rights, the Federal Transit Administration, the United States Department of Transportation, the US Department of Justice, or the MPO.

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ATTENTION: If you speak another language other than English, language assistance services can be made available to you. Call (570) 655-5581.

ATENCIÓN: Si habla otro idioma que no sea inglés, habrá servicios de asistencia en otros idiomas disponibles. Llame al 1 (570) 655-5581.

UWAGA: Jeśli posługujesz się językiem innym niż angielski, możesz skorzystać z usługi pomocy językowej. Zadzwoń pod numer 1 (570) 655-5581.

NORTHEASTERN PENNSYLVANIA ORGANIZACIÓN DE PLANIFICACIÓN METROPOLITANA (NEPA MPO)
NOTIFICACIÓN DE PROTECCIONES AL PÚBLICO DE DERECHOS BAJO TITULO VI Y OTRAS NORMAS DE NO DISCRIMINACIÓN CON INSTRUCCIONES SOBRE CÓMO PRESENTAR UNA QUEJA

NEPA MPO está comprometida a asegurar que ninguna persona sea excluida de participar en sus servicios o negada los beneficios de sus servicios sobre la base de raza, color, discapacidad, edad, bajos ingresos financieros, origen nacional, o su abilidad limitada de hablar ingles. Ninguna person debe ser excluida de participar de sus servicios según lo dispuesto por los estatutos de derechos civiles, órdenes ejecutivas, regulaciones y políticas aplicables a los programas y servicios que administra. Esto incluye el Título VI de la Ley de Derechos Civiles de 1964.

Cualquier persona que crea que ella o una clase específica de personas ha sido agraviada por alguna práctica discriminatoria ilícita puede presentar una denuncia. Todas las quejas recibidas son documentadas e investigadas por la agencia correspondiente.

Para obtener más información sobre el programa de derechos civiles de NEPA MPO y los procedimientos para presentar una queja, o para obtener información en otro idioma, comuníquese con:

Title VI Compliance Officer/ADA Coordinator
Northeastern Pennsylvania MPO
1151 Oak Street
Pittston, PA 18640
(570) 655-5581
https://www.nepa-alliance.org/public-participation-title-vi-and-environmental-justice/

Una vez presentada la queja, se proporcionará un acuse de recibo por escrito a la persona que presente las quejas dentro de los 15 días calendario. Luego, la queja se enviará a PennDOT y a la agencia federal correspondiente para su posterior revisión e investigación. Las quejas y/o alegaciones recibidas en formatos alternativos, como por teléfono, se transcribirán y se entregarán al denunciante para su revisión y firma.

Las quejas se pueden presentar ante PennDOT, las oficinas de la división de la FHWA, la Oficina de Derechos Civiles de la sede de la FHWA, la Administración Federal de Tránsito, el Departamento de Transporte de los Estados Unidos, el Departamento de Justicia de los Estados Unidos o la MPO.

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PÓŁNOCNO PENNSYLVANIA METROPOLITAN PLANOWANIE ORGANIZACJA (NEPA MPO)
ZAWIADOMIENIE OCHRONY DO PUBLICZNEJ W ZAKRESIE PRAW NA PODSTAWIE ARTYKUŁ VI ORAZ INNE PRZEPISY DOTYCZĄCE NIEDYSKRYMINACJI Z INSTRUKCJĄ ZŁOŻENIA SKARGI

Bez względu na rasę, kolor skóry, niepełnosprawność, płeć, wiek, niskie dochody, pochodzenie, język lub ograniczona znajomość języka angielskiego (LEP) NEPA MPO zapewnia, że w ramach swoich usług żadna osoba nie zostanie wykluczona z udziału, korzyści, lub być przedmiotem dyskryminacji jak przewidziano w Title VI Civil Rights Act z 1964 roku, z późniejszymi zmianami.

Każda osoba, która uważa, że ona – lub w przypadku określonej kategorii osób – została pokrzywdzona jakąkolwiek niezgodną z prawem praktyką dyskryminacyjną, może złożyć skargę. Wszystkie otrzymane skargi są dokumentowane i rozpatrywane przez odpowiednią agencję.

Więcej informacji o programie na rzecz praw obywatelskich w NEPA MPO i procedur jak złożyć skargę lub uzyskać informację w innym języku, prosimy o kontakt:

Title VI Compliance Officer/ADA Coordinator
Northeastern Pennsylvania MPO
1151 Oak Street
Pittston, PA 18640
(570) 655-5581
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Po złożeniu reklamacji, osobie składającej reklamację w terminie 15 dni kalendarzowych zostanie przekazane pisemne potwierdzenie jej otrzymania. Skarga zostanie następnie przekazana do PennDOT i odpowiedniej agencji federalnej w celu dalszego rozpatrzenia i zbadania. Skargi i/lub skargi otrzymane w alternatywnych formach, np. telefonicznie, zostaną przepisane i przekazane osobie składającej skargę do sprawdzenia i podpisu.

Skargi można składać w PennDOT, biurach oddziałów FHWA, Biurze Praw Obywatelskich w siedzibie głównej FHWA, Federalnej Administracji Transportu, Departamencie Transportu Stanów Zjednoczonych, Departamencie Sprawiedliwości Stanów Zjednoczonych lub MPO.

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Language Taglines

English

ATTENTION: If you speak another language other than English, language assistance services can be made available to you. Call 1 (570) 655-5581.

Spanish

ATENCIÓN: Si habla otro idioma que no sea inglés, habrá servicios de asistencia en otros idiomas disponibles. Llame al 1 (570) 655-5581.

Polish

UWAGA: Jeśli posługujesz się językiem innym niż angielski, możesz skorzystać z usługi pomocy językowej. Zadzwoń pod numer 1 (570) 655-5581.

Vietnamese

LƯU Ý: Nếu quý vị nói một ngôn ngữ khác không phải tiếng Anh, các dịch vụ hỗ trợ ngôn ngữ có thể được cung cấp cho quý vị. Gọi 1 (570) 655-5581.

Korean

주의: 영어 이외의 다른 언어를 사용하는 경우, 언어 지원 서비스를 이용할 수 있습니다. 1 (570) 655-5581 으로 전화하십시오.

French

« ATTENTION : Si vous parlez une autre langue que l'anglais, des services d'assistance linguistique peuvent être mis à votre disposition. Appelez le 1 (570) 655-5581. »

Somali

FIIRO GAAR AH: Haddii aad ku hadasho luqad kale aanan ahayn Ingiriisiga, adeegyada gargaarka luqadda ayaa laguu diyaarin karaa. Wac 1 (570) 655-5581.

Russian

ВНИМАНИЕ: если вы говорите на другом языке, вам может быть оказана языковая помощь. Обратитесь в информационно-справочную службу по номеру: 1 (570) 655-5581.

Ukrainian

УВАГА: якщо ви розмовляєте іншою мовою, вам може бути надана мовна допомога. Зверніться до інформаційно-довідкової служби за номером: 1 (570) 655-5581.

Simplified Chinese

请注意：如果您说英语以外的另一种语言，我们可以为您提供语言帮助服务。 请致电 1 (570) 655-5581.

Traditional Chinese

請注意：如果您說英語以外的另一種語言，我們可以為您提供語言幫助服務。請致電 1 (570) 655-5581

Arabic

تنبيه :إذا كنت تتحدث لغة أخرى غير اللغة الإنجليزية، يمكننا توفير خدمات المساعدة اللغوية لك .اتصل بالرقم 5581 655 (570)1

Burmese

သတိပြုရန်- သင်သည် အင်္ဂလိပ် ဘာသာစကား မဟုတ်သော အခြား ဘာသာစကားကို
ပြောလျှင် သင့်အတွက် ဘာသာစကား အကူအညီ ဝန်ဆောင်မှုကို ရရှိနိုင်ပါသည်။ 1
(570) 655-5581 သို့ ခေါ်ဆိုပါ။

Japanese

注意：英語以外の言語を話す場合は、言語支援サービスを利用できるようにすることができます。
電話 1（570）655-5581

Italian

ATTENZIONE: Se parli una lingua che non sia l'inglese, i servizi di assistenza linguistica possono essere messi a tua disposizione. Chiama 1 (570) 655-5581.

Nepali

ध्यान दिनुहोस्: यदि तपाईं अंग्रेजीबाहेक अन्य भाषा बोल्नुहुन्छ भने तपाईंलाई भाषा सहायता सेवा उपलब्ध गराउन सकिन्छ। 1 (570) 655-5581 मा फोन गर्नुहोस्।

Urdu

توجّہ دیں :اگر آپ انگریزی کے علاوہ کوئی اور زبان بولتے ہیں تو آپ کی زبان میں مدد کے لیے آپ کو خدمات فراہم کرائی جاسکتی ہیں۔ براہ کرم 1)570 (655-5581 پر کال کریں۔

Greek

ΠΡΟΣΟΧΗ: Εάν μιλάτε άλλη γλώσσα διαφορετική από τα αγγλικά, οι υπηρεσίες γλωσσικής βοήθειας μπορούν να σας διατεθούν. Καλέστε 1 (570) 655-5581.

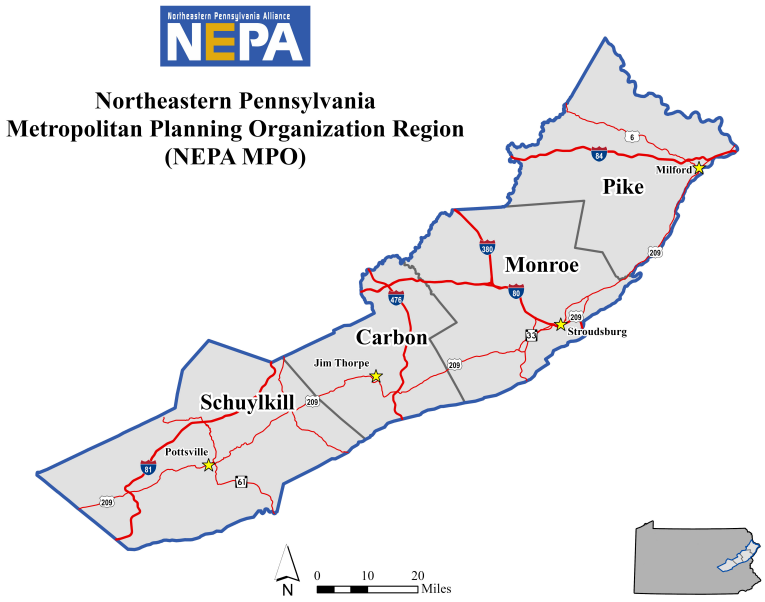
Northeastern Pennsylvania Metropolitan Planning Organization (MPO) 2027-2030 Transportation Improvement Program

Introduction and Background

The Northeastern Pennsylvania Alliance (NEPA), in conjunction with the Northeastern Pennsylvania Metropolitan Planning Organization (NEPA MPO) Technical Planning Committee and Policy Board, has developed its 2027-2030 Transportation Improvement Program (TIP). The TIP identifies the region's highest priority transportation projects, develops a multi-year program of implementation and identifies available federal and non-federal funding for the programmed project phases. The TIP shows the estimated cost of each project and a projected schedule for completion of the project. The TIP covers a four-year period of investment, must be fiscally-constrained, and is updated every two years through a cooperative effort of local, state and federal agencies, including participation by the general public.

The Northeastern Pennsylvania Alliance (NEPA), as a Local Development District (LDD), encompasses all of Carbon, Lackawanna, Luzerne, Monroe, Pike, Schuylkill, and Wayne counties. NEPA is also designated as a Metropolitan Planning Organization serving as the coordinating agency for transportation planning and programming in Carbon, Monroe, Pike, and Schuylkill counties. Since 1991, NEPA has contracted an annual work program with PennDOT. This work program requires that NEPA convene a transportation planning committee on a regular basis.

Following the 2010 Census, an urbanized area was identified in the Stroudsburg area of Monroe County requiring NEPA's transition from a rural planning organization to a metropolitan planning organization. In 2013, the Northeastern Pennsylvania Metropolitan Planning Organization (NEPA MPO) was established, consisting of Carbon, Monroe, Pike and Schuylkill counties.



2020 U.S. Census and the NEPA MPO Designation

In 2021, the U.S. Census Bureau proposed to drastically change the criteria determining how urban areas are defined. The NEPA MPO strongly opposed the changes, however, they were implemented with the 2020 Census results which dropped the East Stroudsburg Urban Area population to 47,891. Previously, in the 2010 Census, the East Stroudsburg Urbanized Area population was 54,067.

With the urban area population falling under 50,000, there were impacts on transportation planning and funding for the NEPA MPO region, as well as other federal programs. Fortunately, PennDOT determined that it will continue to recognize all the designated MPOs that slipped below the 50,000 population threshold in the 2020 Census and FHWA concurred with PennDOT's decision. Federal P.L. funds remained intact, which are essential for program operational compliance and MPO administration.

Statutory apportionments to "urban" areas over 50,000 in population are another matter and any of the previous USDOT or new IIJA MPO "urban" funds are no longer allocated to the NEPA MPO. However, most of these programs are set up in Pennsylvania to have a "rural" funding portion set-aside that the NEPA MPO will receive or be able to apply. In addition, the Federal Transit Administration (FTA) has stated that they will not provide urban funds to transit agencies in urban areas whose populations slipped under 50,000 population. This affects Monroe County Transit Authority (MCTA); however, their allocation of rural funds will prevent any adverse operational or service impacts.

NEPA MPO Committees

Two committees guide the NEPA MPO – The NEPA MPO Technical Planning Committee and NEPA MPO Policy Board. The NEPA MPO Technical Planning Committee is comprised of sixteen (16) voting members that include two (2) representatives from each of the four MPO counties, three (3) transit representatives, a representative from the Urbanized Area, the planning and programming engineer from PennDOT Districts 4-0 and 5-0, a PennDOT Central Office representative, and a representative from NEPA. The NEPA MPO Policy Board is comprised of 5 voting members that include one representative from each of the four MPO counties, appointed by the NEPA Alliance Board of Directors and a transportation professional from PennDOT Central Office. The NEPA MPO Technical Planning Committee and NEPA MPO Policy Board are guided by Operational Procedures, which were adopted in October 2013.

The role of the NEPA Alliance, the NEPA MPO Technical Planning Committee and Policy Board is to promote transportation policies, programs, and projects consistent with the tenets of the Bipartisan Infrastructure Law (BIL)/Infrastructure Investment and Jobs Act (IIJA), and the Clean Air Act Amendments, by moving people and goods in a safe and efficient manner, while preserving environmental integrity and promoting sound economic development. The role of each committee member is to represent the transportation interests and perspective of the governmental entity and/or transportation mode they represent within the broader framework of the region's best interests.

The NEPA MPO convenes subcommittees and steering committees as necessary. These subcommittees and steering committees are typically initiated to guide the development of

various plans including the Long-Range Transportation Plan, Unified Planning Work Program, Active Transportation Plan and Coordinated Transit-Human Services Transportation Plan. Membership on these subcommittees and steering committees includes the county planners from each MPO county, PennDOT district and Central Office staff and state and federal agencies. Additional stakeholders are added as necessary.

Regional Long-Range Transportation Plan

The NEPA MPO Technical Planning Committee and MPO Policy Board, representing the four aforementioned counties, have developed a project specific twenty-five-year Long-Range Transportation Plan that is financially constrained and meets air quality standards, which functions as a springboard for recommending projects for inclusion in the region's Transportation Improvement Program (TIP) and the state's Twelve-Year Transportation Program (TYP). The Plan serves the following purposes: guides the counties, through advisement of the NEPA MPO Committees, in managing and planning for their future transportation needs by outlining a "vision" of the future transportation picture through a series of goals and strategic directions; addresses how the current Federal planning factors will guide these planning and programming decision making processes; documents existing and future transportation conditions and demands; addresses Transportation Performance Management (TPM); describes the projects that make up the Plan; outlines a financial plan that describes the proposed source of funding and establishes a time frame for implementation; describes how the Plan will be updated and how new initiatives will be undertaken; and provides for inclusion of public comments and concerns.

The inaugural NEPA MPO Long-Range Transportation Plan was adopted by the NEPA MPO in March 2016 and was updated in May 2020. An update of the NEPA MPO Long-Range Transportation Plan is due at least every four years, due to the region containing air quality nonattainment and maintenance areas. Currently, Carbon County is in nonattainment under the 2008 8-hour Ozone standard. In addition, transportation conformity is also required in Monroe County due to the February 16, 2018, D.C. Circuit decision in South Coast Air Quality Management District v. EPA (case no. 15-1115) and subsequent guidance issued by EPA (EPA-420-B- 18-050).

The NEPA MPO adopted the **2050 Long-Range Transportation Plan** in January 2024. The 2050 LRTP was developed with extensive public outreach including a survey, listening sessions in each county and stakeholder interviews. The 2023-2034 12-Year Program (TYP) served as the basis for the "core" listing of projects in the LRTP. Funding for the years 2035-2050 is held in regional line items for bridge, highway and safety priorities. Eligible, but unfunded, projects that were identified in the public outreach process are listed in an appendix so they may be advanced to the TIP/TYP if funding is identified. An update of the LRTP is underway, with adoption expected by January 2028.

Public Participation Plan, Title VI Plan and Limited English Proficiency Plan

The first NEPA MPO Public Participation Plan, Title VI Plan, Limited English Proficiency Plan were first developed by McCormick Taylor and adopted in 2015. Since then, the NEPA MPO's public participation processes, especially outreach and virtual meeting options developed during the COVID-19 pandemic, have evolved. In addition, with new federal regulations, the Title VI

Plan and the Limited English Proficiency Plan required an update to ensure compliance. As a result, the NEPA MPO engaged Michael Baker International to assist in updating these plans. Drafts of the Public Participation Plan, Title VI Plan and Limited English Proficiency Plan were shared with the NEPA MPO committees in February 2024. A 45-day public comment period was held from March 1, 2024, to April 15, 2024. Copies of the draft plans were available at ten locations and on the NEPA website. A public meeting was held at four in-person locations and virtually on March 19, 2024. Comments were received from committee members, PennDOT Bureau of Equal Opportunity and Federal Highway Administration and incorporated into the plans.

At a joint business meeting on April 16, 2024, the NEPA MPO Technical Committee recommended adoption of the plans and the **Public Participation Plan**, **Title VI Plan** and **Limited English Proficiency Plan** were adopted by the NEPA MPO Policy Board. Copies of the final plans can be found on the NEPA website.

2027-2030 Transportation Improvement Program (TIP) Development Process

Financial Guidance

One of the first crucial steps in the development of Pennsylvania's Twelve-Year Program (TYP), the Statewide Transportation Improvement Program (STIP) and each regional Transportation Improvement Program (TIP) is the development of Financial Guidance which establishes the framework for funding projects throughout the Commonwealth. Financial Guidance describes the available revenues and funding distribution strategies that form the foundation in developing the TIP and TYP. Financial Guidance is developed by a collaboration of representatives from Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), the Federal Highway Administration (FHWA) and PennDOT, collectively known as the Financial Guidance Work Group.

The Financial Guidance Work Group reviewed funding streams and formula allocations from various federal and state sources and developed a basis for project funding on the 2027-2030 TIP. The 2027 Transportation Program Financial Guidance continued existing funding formulas with updated data to determine each region's baseline funding allocation. The 2027 Financial Guidance determined the anticipated available federal funding using the 2026 Infrastructure Investment and Jobs Act (IIJA) authorized amounts for each year of the 12-Year Program.

In addition to the baseline STIP/TIP funding identified in PennDOT's Financial Guidance, there are multiple funding sources that are distributed statewide to counties, municipalities and through PennDOT maintenance. This funding includes:

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

As defined by 23 USC 450.218(m), the STIP and regional TIPs are required to contain system-level estimates of costs and state and local revenue sources beyond Financial Guidance that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation. In the NEPA MPO region, the following additional Pennsylvania Transportation Funding is provided in each State Fiscal Year:

Pennsylvania Transportation Funding Not Included in the STIP					
PLANNING PARTNER	**SFY 26-27**	**SFY 27-28**	**SFY 28-29**	**SFY 29-30**	**SFY 30-31**
NEPA	$ 88,495,588	$ 87,943,456	$ 87,491,607	$ 87,597,607	$ 87,259,607

Beyond the baseline federal and state funding, Pennsylvania invests more than $2.4 billion annually to operate and maintain the Commonwealth's transportation network. This funding plays an important role in maintaining transportation infrastructure across the Commonwealth and contributes significantly to providing a state of good repair. It should be noted that existing and future transportation needs are much greater than what current financial resources can provide in Pennsylvania. These needs go beyond traditional highway and bridge infrastructure and include multi-modal facilities such as public transit, aviation, rail, marine, ports, bicycle, pedestrian, and other assets.

TIP Development Timeline

In May 2025, PennDOT Central Office shared the 2027 Transportation Program General and Procedural Guidance document. This document outlines the federal and state requirements for the development and documentation of the 2027-2030 Transportation Improvement Program. The guidance document is developed jointly between PennDOT, our Federal Partners and MPOs and RPOs. As required by the General and Procedural Guidance, MPOs develop a timeline outlining the TIP development tasks and timeframe for completion of these tasks. NEPA staff developed and shared the TIP Development Timeline with the NEPA MPO Committees in August 2025. The TIP Development Timeline can be found in **Appendix B**.

Bridge and Highway TIP Development Meetings

Extensive collaboration between representatives of NEPA, the PennDOT Districts and the four counties was necessary to develop the 2027-2030 Bridge and Highway TIP. This collaboration was essential to determine regional priorities while still maintaining critical infrastructure in accordance with federal and state mandated performance measures. To meet this task, key MPO committee members representing the MPO counties, PennDOT, FHWA and NEPA deliberated through TIP development meetings. Progress and developments were regularly reported back to the full Technical Planning Committee and Policy Board throughout the process.

A TIP development meeting with District 5-0 was held on October 23, 2025. A TIP development meeting was held with District 4-0 on November 12, 2025. Summaries of each development meeting are in **Appendix A**.

During the TIP development meeting with District 5-0 on October 23rd, Congestion Mitigation and Air Quality (CMAQ) funding was discussed. The NEPA region is allocated $551,000 per year in CMAQ funds due to Carbon County being in nonattainment for ozone. Per FHWA guidance, CMAQ funds can only be used for projects in Carbon County. During the TIP development meeting, NEPA staff and Carbon County representatives discussed potential projects that would be eligible for CMAQ funds including flexing funds to Carbon Transit which is operated by the Lehigh and Northampton Transportation Authority (LANTA) to expand fixed

route transit service in Carbon County. Other projects discussed included projects to address congestion in Jim Thorpe and Weissport. Follow up meetings were held with LANTA representatives and the Carbon County Commissioners on November 6, 2025, December 16, 2025 and January 13, 2026. During these discussions, decisions to flex funding to LANTA to pilot extended night and weekend fixed route service and adding the 209 Intersection Congestion Improvements Project to the draft 2027 TIP were made to utilize the CMAQ funding.

Transit TIP Development

The NEPA MPO region has three fixed route transit providers – Lehigh and Northampton Transportation Authority (Carbon Transit), Monroe County Transit Authority, and Schuylkill Transportation System. Following the development of the 2025 TIP, FHWA and FTA issued the Pennsylvania STIP Approval Letter and Planning Finding. One of the recommendations in the letter was regarding the update of memorandums of understanding between MPOs and public transportation providers. As a result, in June 2025, the NEPA MPO, PennDOT, Lehigh and Northampton Transportation Authority (LANTA), Monroe County Transit Authority (MCTA) and Schuylkill Transportation System (STS) approved an updated Memorandum of Understanding outlining the responsibilities of each party. These responsibilities included the development of the four-year TIP and the Long Range Transportation Plan.

In June 2025, the NEPA MPO approved Coordinated Transit-Human Services Transportation Plan. The plan was developed with significant coordination with the public transit providers in the region. One of the plan recommendations was to reestablish the NEPA MPO Transit Subcommittee to work towards implementation of the plan. Towards this end, NEPA contracted with Michael Baker International to help with implementation of the plan and facilitate the Transit Subcommittee meetings. The subcommittee met in November 2025 and February 2026 to discuss transit needs and opportunities for coordination.

For the development of the transit component of the 2027-2030 TIP, each fixed route transit provider in the NEPA MPO region worked with PennDOT Central Office and the Bureau of Public Transit to develop its transit TIP. Projects included in the transit TIPs are consistent with the Transit Asset Management (TAM) Group Plan and needs expressed by the transit providers.

Interstate TIP Development

The Interstate Management (IM) Program is a separate Transportation Improvement Program and Twelve Year Program developed and managed based on statewide needs. From a programming standpoint, the IM Program is fiscally constrained to an annual funding level that is provided as part of Financial Guidance.

PennDOT formed an Interstate Steering Committee (ISC) in 2015 to more efficiently manage the significant needs of the statewide Interstate System. The ISC contains representation from PennDOT's Central Office, and PennDOT Districts and works with FHWA and the MPOs/RPOs on the development and management of the Interstate Program. The ISC assists with project prioritization and re-evaluates projects during Program updates. The ISC meets monthly to assist with the management of the IM Program.

As part of the IM Program update process, the ISC conducts District presentations to get a statewide perspective of the current state of the Interstate System in Pennsylvania. PennDOT District presents to the ISC provide updates on conditions, challenges, best practices and needs in their respective areas. The presentations are provided via web conference so PennDOT Central Office and Districts, the MPOs/RPOs, and FHWA staff can participate.

Initial programming consideration for the Interstate TIP is given to currently programmed Interstate projects. The carry-over projects and any new projects are evaluated based on current field conditions from the Interstate rides and asset management criteria. Once selected, the Interstate TIP and TYP projects are distributed to the applicable MPOs/RPOs for inclusion in their regional programs. The draft IM TIP and Twelve Year Program projects are included in this TIP document. Air quality significant Interstate projects in Monroe and Carbon counties are part of the Air Quality Conformity Analysis in Appendix E.

Draft TIP Review

A conference call was conducted with representatives of NEPA, the counties, PennDOT Central Office, PennDOT District 4-0 and 5-0, on February 3, 2026. During the conference call, the draft Bridge and Highway TIP and TYP were discussed and reviewed. In addition, the project selection process, including the use of tools such as BAMS and PAMS, was discussed. The Interstate Management TIP and TYP were also shared with the NEPA MPO Technical Committee by email on March 17, 2026.

On April 21, 2026, the NEPA MPO Technical Planning Committee reviewed the draft 2027-2030 Transportation Improvement Program. The NEPA MPO Technical Planning Committee subsequently approved the release of the full draft TIP for public comment period scheduled dates and Public Participation Plan (PPP) outreach activities by email ballot.

PennDOT Connects

In December 2016, PennDOT implemented a new policy, PennDOT Connects, to improve our transportation systems and our communities through collaborative planning. Collaboration provides the opportunity for details unique to communities to be identified and discussed for each transportation project during the planning phase, prior to developing project scopes and cost estimates. As part of the PennDOT Connects process, outreach to local governments was conducted for each new project on the 2027-2030 TIP. This outreach resulted in phone calls, emails, and meetings with municipal officials to discuss specific areas of impacts, including safety issues, bicycle and pedestrian accommodations, transit and multimodal considerations, stormwater management, utility issues, freight, traffic congestion, and other local concerns. PennDOT Connects collaboration with local governments will continue as these projects are designed and advanced for construction.

Transportation Performance Management

Background

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) include performance management requirements. Performance-based planning will ensure that the Pennsylvania Department of Transportation (PennDOT) and the Metropolitan Planning Organizations (MPOs) collectively invest Federal transportation funds efficiently towards achieving national goals. In Pennsylvania, the Rural Planning Organizations (RPOs) follow the same requirements as MPOs.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. 23 CFR 490 outlines the national performance goals for the federal-aid program. It establishes the seven goal areas: safety, infrastructure condition, congestion reduction, system reliability, freight, environmental sustainability and reduced project delivery delay.

Safety Performance Measures (PM-1)

The FHWA final rule for the *National Performance Management Measures: Highway Safety Improvement Program* (Safety PM) and *Highway Safety Improvement Program* (HSIP) were published in the Federal Register (81 FR 13881 and 81 FR 13722) on March 15, 2016 and became effective on April 14, 2016.

The Safety PM, also referred to as PM-1, Final Rule supports the HSIP, as it establishes safety performance measure requirements for carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

The Pennsylvania Department of Transportation (PennDOT) is required to establish these targets each year. The 2026 targets found in Table 1 of the enclosure are consistent with the fatality and serious injury reduction goals of the Strategic Highway Safety Plan.

Metropolitan Planning Organization (MPOs) are required to establish targets within 180 days of PennDOT establishing its targets by agreeing to plan and program projects in support of the PennDOT targets, or by establishing their own quantifiable targets. On December 16, 2025, the NEPA MPO approved supporting Pennsylvania's Statewide Safety Performance Measure Targets.

The following shows the CY 2026 Statewide Targets established based on 2% reduction of five-

year average (2022-2026) and aggregated supporting regional NEPA MPO Targets:

Safety Performance Measure	Baseline (2020-2024)	Statewide Target (2022-2026)	NEPA MPO Target (2022-2026)
Number of fatalities	1174.8	1,140.4	61.6
Fatality Rate	1.216	1.176	1.516
Number of serious injuries	4,746.2	4,722.0	218.0
Serious Injury Rate	4.914	4.870	5.366
Number of non-motorized fatalities and serious injuries	864.6	944.0	20.7

*Future VMT estimated to hold level over next few years.

The NEPA MPO FFY 2027-2030 TIP includes road safety improvement projects that are intended to improve the performance of the roadway system relative to the five federal safety performance measures.

To ensure planned HSIP projects achieve a significant reduction of traffic fatalities and serious injuries on all public roads, the NEPA MPO worked with District 4-0 and District 5-0 to identify safety projects to include in the FFY 2027-2030 TIP. The districts identified the top crash locations in the NEPA MPO region and developed projects to improve safety on those roadways. In addition, systemic safety improvements such as high friction surface treatments, all weather pavement markings and cable median barriers have been programmed to deliver safety improvements quickly.

Based on this process, the following regional NEPA MPO projects were included in the FFY 2027-2030 TIP to help achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

Project	Improvement Focus
NEPA High Friction Surface- 2027	Apply a high friction surface treatment to various locations in Carbon, Monroe and Schuylkill counties
NEPA All Weather Pavement Markings- 2027	Installation of all weather pavement markings in various locations in Carbon, Monroe and Schuylkill counties
PA 33 Median Barrier SR 2002 to SR 2008	Installation of concrete median barrier on SR 33 from SR 2002 to SR 2008 in Monroe County
Sterling Road Safety Improvements Area 1	Corridor safety improvements on SR 196 from Pine Hill Road and Green Road Intersections in Monroe County
209 Mount Nebo to Holy Cross	Corridor safety improvements on US 209 from Mount Nebo to Holy Cross Road in

Project	Improvement Focus
	Monroe County
209 Holy Cross to Hollow Road	Corridor safety improvements including relocated intersection and possible turning lanes on US 209 from Holy Cross Road to Hollow Road in Monroe County
209 Middle Smithfield Elem. Dr to Portuguese Lane	Corridor safety improvements on SR 209 from Middle Smithfield Elementary to Portuguese Lane in Monroe County
SR 6 & 434 Intersection Improvement	Intersection Improvement at the intersection of State Route 6 and State Route 434 in Pike County

Bridge and Highway Performance Measures (PM-2)

Title 23 Part 490 of the Code of Federal Regulations (23 CFR 490) establishes measures to assess pavements on the National Highway System (NHS), bridges carrying the NHS, and pavements on the Interstate, which are collectively referred to as the PM-2 measures.

PM-2 Performance Measures include:

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

Information about the Statewide PM-2 Goals is included in **Appendix C**. On March 21, 2023, the NEPA MPO approved supporting Pennsylvania's Statewide Bridge and Highway Performance Measure Targets. On October 31, 2024, PennDOT submitted a Mid Performance Period Progress Report to FHWA. PennDOT did not change any of the state PM-2 measure targets, so no further action was needed by the NEPA MPO.

Preserving Pennsylvania's pavement and bridges is a critical part of the strategic investment strategy for Pennsylvania's transportation network at the State and Federal level. System preservation is another goal area of PA On Track's strategic framework. With limitations on available resources, the preservation of pavement and bridge assets using sound asset management practices is critical. Asset management is a key piece of FHWA's TPM program and is a vital force behind infrastructure performance. TPM is the approach to managing transportation system performance outcomes, while asset management is the application used to manage the condition of the infrastructure assets.

PennDOT's Transportation Asset Management Plan (TAMP), required by 23 U.S.C. 119 and 23 CFR 515.13(b)(2), formally defines its framework for asset management, which is a data-driven approach coupled with a risk-based methodology. It outlines the investment strategies for

infrastructure condition targets and documents asset management objectives for addressing risk, maintaining the system at the desired state of good repair, managing to Lowest Life Cycle Costs (LLCC), and achieving national and state transportation goals identified in 23 U.S.C. 150(b). The TAMP is developed by PennDOT Bureau of Maintenance and Operations (BOMO) Asset Management Division in consultation with PennDOT Executive leadership, Center for Program Development and Management (CPDM), Bureau of Planning and Research (BPR), PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), the MPOs/RPOs and FHWA/FTA.

The TAMP projects the levels of future investment necessary to meet the asset condition targets and contrasts them with expected funding levels. This helps PennDOT to make ongoing assessments and to reevaluate data associated with its investment decisions for this Program update as well as future updates. Analyses done during the development of the TAMP were utilized to establish the current Pavement and Bridge Condition Performance Measure (PM2) targets.

With each program update, PennDOT has made substantial advances in its asset management tools and practices. A risk-based, data-driven approach to project selection helps ensure that the right projects are prioritized, and the transportation system is managed optimally to the lowest practical life-cycle cost. PennDOT's Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) are the foundations for this asset management approach. Information from these systems informs the development of the TAMP.

As part of its asset management strategy, PennDOT strives to maintain as many highway and bridge assets as possible in a state of good repair. Within its asset management framework, it was necessary for PennDOT to transition away from a "worst-first" programming methodology to a true overall risk-based prioritization and selection of projects for its system assets based on LLCC. "Worst-first" prioritization focuses work on the poorest condition assets at the expense of rehabilitation and preventative maintenance on other assets in better condition. PennDOT's revised strategy reflects its asset management motto and guiding principle: "The right treatment at the right time." This is reflective of Federal TAMP requirements that are centered on investing limited funding resources in the right place at the right time to produce the most cost-effective life cycle performance for a given investment. This methodology will allow PennDOT to manage assets to both specific targets and to the lowest practical life-cycle cost and help it to make progress toward achieving its targets for asset condition and performance.

Based on this process, the following regional NEPA MPO projects were included in the 2027-2030 TIP to address bridge and pavement conditions on the NHS:

Roadway	Project Type	Project Name	Improvement Focus
Various	Line Item	NEPA Highway and Bridge Line Item	National Highway Performance Program based reserve line item
Various	Highway	TOC Operator NEPA	Funding for operator in Traffic Operations Center in District 5
SR 6	Bridge	SR 6 over Delaware River Phase II	Rehabilitation/replacement on SR 6 (Pennsylvania Avenue) over the

Roadway	Project Type	Project Name	Improvement Focus
			Delaware River
SR 6	Bridge	SR 6 over Wallenpaupack Creek and PP&L Flumes	Rehabilitation of 2 structures carrying SR 6 over Wallenpaupack Creek and PP&L Flume
SR 6	Bridge	SR 6 over Sawkill Creek	Replacement or rehabilitation of bridge carrying SR 6 over Sawkill Creek
SR 61	Highway	SR 61 Resurface Walmart Plaza to 1004 Intersection	Roadway restoration on State Route 61 from Walmart Plaza to 1004 (Mill Creek) Intersection
SR 61	Highway	61 St. Clair to Frackville Reconstruction	Reconstruction of PA 61 starting in St. Clair Borough and ending in Frackville Borough
SR 209/SR 33	Bridge	209 & 33 over Appenzell Creek	Replacement or rehabilitation of the bridge carrying US Route 209 and 33 North Bound over Appenzell Creek
SR 209	Highway	Jim Thorpe Wall Rehabilitation	Rehabilitation of a masonry retaining wall supporting US Route 209
SR 209	Highway	Hamilton West Resurface- Sciota	Resurfacing of Hamilton West (State Route 209) from east of Lesh Road to PA 33
SR 309	Bridge	SR 309 over Reading Blue Mountain and Northern Railroad	Replacement/rehabilitation of the bridge carrying SR 309 over Reading Blue Mountain and Northern Railroad
SR 309	Highway	309 Restoration- Ben Titus Road North	Resurfacing of PA 309 from Ben Titus Road to Lofty Hill in Rush Township
SR 309	Highway	309 Betterment Project 895 to 443	Resurfacing of PA 309 from SR 895 to SR 443 in Schuylkill County
SR 611/715	Highway	611/715 Improvements	Congestion reduction at Exit 298/299 off Interstate 81 to SR 611/715

System Performance and Congestion Mitigation and Air Quality Improvement Performance Measures (PM-3)

23 CFR 490.105 establishes measures to assess the performance of the NHS, freight movement on the Interstate, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. These measures are collectively referred to as the PM-3 measures.

PM-3 Performance Measures include:

1) Percent of Person-miles Traveled on the Interstate System that are Reliable
2) Percent of Person-miles Traveled on the Non-Interstate NHS that are Reliable
3) Interstate System Truck Travel Time Reliability Index
4) Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita
5) Percent Non-Single Occupant Vehicle (SOV) Travel
6) On-Road Mobile Source Emissions Reduction for CMAQ-funded Projects

Information about the Statewide PM-3 Goals is included in **Appendix C**. On March 21, 2023, the NEPA MPO approved supporting Pennsylvania's Statewide NHS performance, freight movement on the Interstate, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Performance Measure Targets. On October 31, 2024, PennDOT submitted a Mid Performance Period Progress Report to FHWA. PennDOT did not change any of the state PM-3 measure targets, so no further action was needed by the NEPA MPO. An assessment of the 2025 targets will be made for the Full Performance Period Report due for submission to FHWA by October 1, 2026.

The PM-3 Targets were established using historic trends for each measure in combination with regional mobility goals established in the statewide and regional LRTPs. At this time, limited historical information may hinder the assessment of trends for traffic congestion and reliability measures. The assessment of trends may also include the evaluation of data used within the Congestion Management Plan (CMP), Transportation Systems Management and Operations (TSMO), and CMAQ processes.

Historically, District 5-0's process involved the Traffic Unit generating a list of congested corridors from one of their databases, which are then ranked based upon the delay costs assigned to each corridor. District 5-0 staff and the MPO leadership would discuss the prioritization of the projects which were then presented to the MPO committees for approval and ultimate inclusion in the regional TIPs. The Delaware Ave Signal Improvements Project was let off the 2025 TIP and a limited amount of funding is carried on the 2027 TIP to complete the project.

As discussed above, potential CMAQ projects were discussed during the 2027 TIP development meeting with District 5. Following subsequent meetings with PennDOT, LANTA and Carbon County, two new projects utilizing CMAQ funds were added to the TIP- LANTA Flex Funds and SR 209 Intersection Congestion Improvements Project.

Project	Improvement Focus
CMAQ Line-Item Reserve	Reserve funds for Congestion Mitigation and Air Quality (CMAQ) eligible projects in Carbon County
TSMO Dynamic Messaging Signals	Replacement of antiquated dynamic messaging signs on I-81 in various locations in Schuylkill County
Delaware Ave Signal Improvements	Optimization/upgrades of traffic signals on

	SR 2002 in Palmerton, Carbon County
LANTA Flex Funds	CMAQ funds flexed to Carbon Transit (LANTA) to pilot expanded night and weekend fixed route transit service
SR 209 Intersection Congestion Improvements	Intersection improvements consisting of signal upgrades, improved signal timing, signal coordination, and the potential of addition of turn lanes at the intersections of SR 209 and SR 248, and Bridge Street and Canal Street in Weissport, and SR 209 and SR 443 and SR 209 and Bridge Street in Lehighton, Carbon County to address congestion.

Transit Performance Measures

In July 2016, FTA issued a final rule requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories based on size and mode:

Tier I

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

Tier II

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

The NEPA MPO region is served by three Tier II public transportation providers- Lehigh and Northampton Transportation Authority (LANTA) (servicing Carbon County), Monroe County Transportation Authority (MCTA) and Schuylkill Transit System (STS).

The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding (Tier II), and additionally allows other Tier II providers to join a group plan at their discretion. CCCT, MCTA and STS all elected to participate in the PennDOT Group Plan.

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

- Rolling Stock – Percentage past the Useful Life Benchmark (ULB) (age only)
- Equipment – Percentage of service vehicles past the ULB (age only)

- Facilities – Percentage of passenger/parking and admin/maintenance facilities that are below a 3 on the Transit Economic Recovery Model (TERM) Scale
- Infrastructure – Percentage with performance restrictions (fixed-guideway only)

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

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

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

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

2027-2030 Transportation Improvement Program Public Outreach

In April 2024, the NEPA MPO adopted an updated Public Participation Plan, Title VI Plan and Limited English Proficiency Plan. The NEPA MPO followed the procedures outlined in the updated plans for the public comment period for the 2027-2030 Transportation Improvement Program. The NEPA MPO held a 30-day public comment period on the draft TIP beginning on May 11, 2026 and ending on June 11, 2026. Notice of the Public Comment Period was placed in six newspapers within the region and was announced through various social media platforms and email newsletters.

The 2027 TIP Package was placed on the NEPA website. Copies of the TIP were available at 7 locations in the region. These locations are listed below.

Carbon Co. Office of Planning & Development, 44 Susquehanna Ave., Jim Thorpe, PA
Monroe County Planning Commission, 701 Main Street, Suite 405, Stroudsburg, PA
Monroe County Transportation Authority, 134 MCTA Drive, Swiftwater, PA
Pike County Community Planning Office, 506 Broad St., Milford, PA
Schuylkill County Planning Commission, 401 N. Second Street (Courthouse), Pottsville, PA
Schuylkill Transportation System, 1 Progress Circle, Pottsville, PA
NEPA Alliance, 1151 Oak St., Pittston, PA

A public hearing was held on May 19, 2026 at locations in each of the MPO counties:

Monroe County Planning Commission, 701 Main Street, Suite 405, Stroudsburg, PA
Lehighton Borough Building, 1 Constitution Ave., Lehighton, PA
Pike County Training Center, 135 Pike County Blvd, Lord's Valley, PA
Schuylkill Economic Development Corporation, Union Station, 1 Progress Circle, Pottsville, PA

The public hearing was also held virtually via Microsoft Teams.

A press release announcing the opening of the public comment period and virtual public meeting was shared with media outlets. Notification of the availability of the draft 2027-2030 TIP for review and public comment period was sent to the Native American Tribes and Nations that have or may have interest in our MPO region listed below.

Absentee Shawnee Tribe of Oklahoma
Delaware Nation, Oklahoma
Delaware Tribe of Indians
Eastern Shawnee Tribe of Oklahoma
Oneida Indian Nation
Oneida Nation
Onondaga Nation
Seneca-Cayuga Tribe of Oklahoma
Shawnee Tribe
Saint Regis Mohawk Tribe
Stockbridge-Munsee Community, Wisconsin

Tuscarora Nation

All outreach activities included instructions to the public of the opportunity and means to submit written or verbal comments. As part of these public notification efforts, information was also included concerning the June 16, 2026 joint business meeting of the NEPA MPO Technical Planning Committee and Policy Board, at which 2027-2030 TIP adoption actions are scheduled to be considered. Documentation of the public outreach activities for the 2027-2030 TIP can be found in **Appendix G**.

2027-2030 Bridge and Highway TIP Project Listing

FFY 2027 NEPA TIP

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Carbon			70239	Urban Line Item Reserve	C	HRST	CRP	1,202,000				1,202,000	CRP	1,262,000				1,262,000	CRP	1,262,000				1,262,000	CRP	1,262,000				1,262,000	
Carbon			75578	Safety Line Item Reserve	C	SAMI	HSIP	117,335				117,335	HSIP	110,000				110,000	HSIP	210,000				210,000	HSIP	410,000				410,000	
Carbon			82784	CMAQ Line Item Reserve	C	SAMI							CAQ	209,850				209,850							CAQ	396,380				396,380	
Carbon			80074	NEPA In-house Bridge Design Assistance	P	BRDG			185	50,000		50,000			185	50,000		50,000			185	50,000		50,000			185	50,000		50,000	
Carbon			102240	NEPA Hwy & Bridge Reserve	C	HRST	STP	115,385				115,385	STP	100,000				100,000	STP	202,279				202,279	STP	824,668				824,668	
Carbon			102240	NEPA Hwy & Bridge Reserve	C	HRST	NHPP	31,602	581	162,677		194,279	NHPP	17,539	581	374,398		391,937	NHPP	528,055	581	758,497		1,286,552	NHPP	272,550	581	359,132		631,682	
Carbon			102240	NEPA Hwy & Bridge Reserve	C	BRDG	BRIP	46,000				46,000	BRIP	15,355				15,355	BRIP	9,356				9,356	BRIP	2,043,000				2,043,000	
Carbon			102240	NEPA Hwy & Bridge Reserve	C	BRDG	BOF	39,674	185	362,362		402,036	BOF	28,378	185	271,110		299,488	BOF	4,274	185	398,553		402,827	BOF	136,735	185	1,810,372		1,947,107	
Carbon			102762	NEPA Traffic ReviewAssist	P	HRST			581	50,000		50,000			581	50,000		50,000			581	50,000		50,000			581	50,000		50,000	
Carbon			123371	LANTA Flex Funds	C	PT	CAQ	250,000				250,000																			
Carbon		CAF	97944	Construction Assistance	+C	HRST	STP	50,000				50,000	STP	50,000				50,000	STP	50,000				50,000	STP	50,000				50,000	
Carbon		CAS	97421	Construction Assistance	C	HRST			581	50,000		50,000			581	50,000		50,000			581	50,000		50,000			581	50,000		50,000	9/30/2021 E
Carbon		DCA	83087	Delivery_Consult Assist	P	HRST			581	1,500,000		1,500,000			581	1,500,000		1,500,000			581	1,500,000		1,500,000			581	1,500,000		1,500,000	
Carbon		EIR	97326	Environmental Impacts Resolution LI	P	HRST			581	125,000		125,000			581	127,295		127,295			581	130,000		130,000			581	140,000		140,000	
Carbon		TEM	89057	Transp Enhance/Alternative Project Mngmt	+P	IMOD	STP	50,000				50,000	STP	50,000				50,000	STP	50,000				50,000	STP	50,000				50,000	
Carbon	93		117253	NEPA Br Preserv. & Repair #10	P	BRDG									581	1,060,900		1,060,900													
Carbon	93		117253	NEPA Br Preserv. & Repair #10	C	BRDG																					581	1,000,000		1,000,000	4/1/2031 E
Carbon	209	10S	123632	SR 209 Intersection Congestion Improvements	P	SAMI	CAQ	276,850				276,850	CAQ	341,150				341,150													
Carbon	209	10S	123632	SR 209 Intersection Congestion Improvements	F	SAMI													CAQ	451,000				451,000	CAQ	95,350				95,350	
Carbon	209	10S	123632	SR 209 Intersection Congestion Improvements	U	SAMI																			CAQ	50,000				50,000	
Carbon	209	10S	123632	SR 209 Intersection Congestion Improvements	R	SAMI													CAQ	100,000				100,000	CAQ	9,270				9,270	
Carbon	209	RWR	109540	Jim Thorpe Wall Rehabilitation	C	HRST	STP	20,000				20,000																			2/27/2025 A
Carbon	209	RWR	109540	Jim Thorpe Wall Rehabilitation	C	HRST	NHPP	20,000	581	10,000		30,000																			2/27/2025 A
Carbon	248	PMW	96418	PA 248 PM Wall	P	HCON																					581	844,125		844,125	
Carbon	309	01M	96419	PA 309 Rehabilitation	P	HCON			581	51,500		51,500																			
Carbon	309	01M	96419	PA 309 Rehabilitation	C	HCON									581	530,450		530,450													4/1/2028 E
Carbon	902	BCB	120981	Box Culvert Bundle 2	P	BRDG															185	500,000		500,000			185	1,750,000		1,750,000	
Carbon	903	04B	109967	903 over Mud Run	+C	BRDG	SXF	500,000				500,000																			6/4/2026 E
Carbon	903	04B	109967	903 over Mud Run	+C	BRDG	STP	950,000	581	237,500		1,187,500	STP	1,444,880	581	361,220		1,806,100	STP	725,120	581	181,280		906,400							6/4/2026 E
Carbon	903	06M	96436	903 Resurf. Old Stage Rd. to Lake Harmony Rd.	P	HRST			581	200,000		200,000			581	330,450		330,450													
Carbon	903	06M	96436	903 Resurf. Old Stage Rd. to Lake Harmony Rd.	C	HRST															581	1,000,000		1,000,000			581	2,496,640		2,496,640	4/1/2029 E
Carbon	940	04P	96437	PA 940 Resurface	P	HRST			581	300,000		300,000			581	215,000		215,000													
Carbon	940	04P	96437	PA 940 Resurface	C	HRST															581	950,000		950,000			581	1,344,670		1,344,670	4/1/2029 E
Carbon	2002	03B	96416	Hunters Creek Bridge	U	BRDG	STP	51,500				51,500																			
Carbon	2002	03B	96416	Hunters Creek Bridge	C	BRDG	STP	400,000	581	100,000		500,000	STP	1,223,280	581	305,820		1,529,100													3/25/2027 E
Carbon	2002	04S	116965	Delaware Ave Signal Improvements	C	SAMI	CAQ	24,150				24,150																			8/13/2026 E
Carbon	2002	GTA	117255	NEPA In-house Geotech Assistance	P	HCON			581	50,000		50,000			581	50,000		50,000			581	50,000		50,000			581	50,000		50,000	
Carbon	3005	01B	11013	Country Club Road over Mahoning Creek	+C	BRDG	BOF	168,836				168,836																			9/25/2025 A
Carbon	3007	BRM	121654	NEPA BOF Preventative Maintenance	R	BRDG																			BOF	33,765				33,765	
Totals for: Carbon								**4,313,332**		**3,249,039**		**7,562,371**		**4,852,432**		**5,276,643**		**10,129,075**		**3,592,084**		**5,618,330**		**9,210,414**		**5,633,718**		**11,444,939**		**17,078,657**	**43,980,517**
Monroe	33	05S	110457	PA 33 Median Barrier SR 2002 to SR 2008	+C	HRST	sSTP	10,000,000				10,000,000	sSTP	3,200,000				3,200,000													9/17/2026 E
Monroe	191	05B	76370	PA 191 Brodhead Cr. Br.	+F	BRDG	BRIP	700,000	581	175,000		875,000																			
Monroe	191	05B	76370	PA 191 Brodhead Cr. Br.	U	BRDG							STP	159,135				159,135													
Monroe	191	05B	76370	PA 191 Brodhead Cr. Br.	+R	BRDG	BRIP	250,000	185	62,500		312,500																			
Monroe	191	05B	76370	PA 191 Brodhead Cr. Br.	+C	BRDG							BRIP	2,375,000				2,375,000	BRIP	1,232,060				1,232,060							12/13/2029 E
Monroe	191	BRM	109826	NEPA Bridge Preservation & Repair 7	C	BRDG			185	55,638		55,638																			8/22/2024 A
Monroe	191	PM8	89620	191 Mountain Run Creek Arch	R	BRDG			581	33,000		33,000																			
Monroe	196	01S	105966	Sterling Road Safety Improvements Area 1	C	SAMI	STP	1,000,000				1,000,000	STP	800,000				800,000													7/29/2027 E
Monroe	196	01S	105966	Sterling Road Safety Improvements Area 1	C	SAMI	HSIP	1,300,000				1,300,000	HSIP	250,000				250,000	STP	564,000				564,000							7/29/2027 E
Monroe	196	02S	116800	Sterling Rd Safety Improvements Area 2	P	SAMI																			STP	540,240	581	135,060		675,300	
Monroe	209	03S	95398	209 Holy Cross Road to Hollow Road	C	HCON	CRP	60,000				60,000																			8/27/2026 E

t Transportation Infrastructure Investment Fund e Economic Development f Flex fd Flexed s Spike + Indicates phase qualifies for TOLL funds * Includes Conversion Amount Obligations have occurred ^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let

FFY 2027 NEPA TIP

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Monroe	209	15M	95574	Hamilton West Resurface-Sciota	C	HCON	STP	10,000				10,000																			5/23/2024 A
Monroe	209	15M	95574	Hamilton West Resurface-Sciota	C	HCON	NHPP	20,000	581	7,500		27,500																			5/23/2024 A
Monroe	209	23S	113878	209 Mt Nebo to Holy Cross Road	+F	SAMI	HSIP	450,675				450,675																			
Monroe	209	23S	113878	209 Mt Nebo to Holy Cross Road	+U	SAMI	HSIP	100,000				100,000	HSIP	150,000				150,000													
Monroe	209	23S	113878	209 Mt Nebo to Holy Cross Road	+R	SAMI	HSIP	341,990				341,990																			
Monroe	209	23S	113878	209 Mt Nebo to Holy Cross Road	+C	SAMI							HSIP	2,000,000				2,000,000	HSIP	2,100,000				2,100,000	HSIP	2,100,000				2,100,000	8/10/2028 E
Monroe	209	24S	113879	209 Middle Smithfield Elem. Dr. to Portuguese Lane	+F	SAMI	sHSIP	650,000				650,000																			
Monroe	209	24S	113879	209 Middle Smithfield Elem. Dr. to Portuguese Lane	+U	SAMI													sHSIP	250,000				250,000							
Monroe	209	24S	113879	209 Middle Smithfield Elem. Dr. to Portuguese Lane	+R	SAMI							sHSIP	650,000				650,000	sHSIP	1,000,000				1,000,000							
Monroe	209	24S	113879	209 Middle Smithfield Elem. Dr. to Portuguese Lane	+C	SAMI													STP	737,584				737,584							4/1/2029 E
Monroe	209	24S	113879	209 Middle Smithfield Elem. Dr. to Portuguese Lane	+C	SAMI													sHSIP	2,360,041				2,360,041	STP	1,000,000				1,000,000	4/1/2029 E
Monroe	380	TOC	91624	TOC Operator - NEPA	+C	XRST	NHPP	50,000				50,000	NHPP	50,000				50,000	NHPP	50,000				50,000	NHPP	50,000				50,000	3/10/2011 A
Monroe	611	11M	74979	611 /715 Improvements	U	HRST	SXF	900,410			225,102.00	1,125,512																			
Monroe	611	11M	74979	611 /715 Improvements	C	IMAN	sNHPP	5,000,000				5,000,000	sNHPP	5,000,000				5,000,000													8/12/2027 E
Monroe	611	11M	74979	611 /715 Improvements	C	HRST	SXF	3,402,195			836,000.00	4,238,195																			8/12/2027 E
Monroe	611	12M	96481	PA 611 Corridor Improvements	P	HCON							STP	200,000	581	50,000		250,000	STP	1,073,080	581	268,270		1,341,350							
Monroe	611	12M	96481	PA 611 Corridor Improvements	F	HCON													STP	200,000	581	50,000		250,000	STP	1,000,000	581	250,000		1,250,000	
Monroe	611	12M	96481	PA 611 Corridor Improvements	U	HCON																			STP	90,040	581	22,510		112,550	
Monroe	611	12M	96481	PA 611 Corridor Improvements	R	HCON													STP	60,000	581	15,000		75,000	STP	60,000	581	15,000		75,000	
Monroe	715	01B	79163	SR 715 over Pocono Creek	C	BRDG			581	250,000		250,000																			8/22/2024 A
Monroe	715	03S	79473	SR 715/ 611 Intersection	C	HCON			581	3,109,000		3,109,000																			8/22/2024 A
Monroe	715	04B	96434	PA 715 Stone Arch Replace	+C	BRDG	STP	1,227,890				1,227,890																			10/22/2026 E
Monroe	1002	01B	79206	Cherry Lane Rd (SR 1002) over Brodhead Crk	P	BRDG							STP	636,540	581	159,135		795,675													
Monroe	1002	01B	79206	Cherry Lane Rd (SR 1002) over Brodhead Crk	F	BRDG													STP	568,204	581	142,051		710,255							
Monroe	1002	01B	79206	Cherry Lane Rd (SR 1002) over Brodhead Crk	U	BRDG																			STP	27,012	581	6,753		33,765	
Monroe	1002	01B	79206	Cherry Lane Rd (SR 1002) over Brodhead Crk	R	BRDG													STP	69,933	581	17,483		87,416							
Monroe	1002	01B	79206	Cherry Lane Rd (SR 1002) over Brodhead Crk	C	BRDG																			STP	1,000,000	185	250,000		1,250,000	4/1/2030 E
Monroe	1003	02B	79207	Hallet Road over Cranberry Run	+U	BRDG													BOF	65,562				65,562							
Monroe	1003	02B	79207	Hallet Road over Cranberry Run	+R	BRDG	BOF	30,000				30,000	BOF	23,045				23,045													
Monroe	1003	02B	79207	Hallet Road over Cranberry Run	+C	BRDG													BOF	800,000				800,000	BOF	4,504,500				4,504,500	12/7/2028 E
Monroe	1006	02B	79203	Red Rock Rd (SR 1006) over Paradise Ck	U	BRDG	BOF	7,000	581	1,750		8,750	BOF	7,837	581	1,959		9,796													
Monroe	1006	02B	79203	Red Rock Rd (SR 1006) over Paradise Ck	C	BRDG	BOF	936,410	581	234,103		1,170,513	BOF	1,700,390	581	425,098		2,125,488													10/7/2027 E
Monroe	2012	02B	85882	209 Business over Kettle Creek	C	BRDG	BRIP	160,000	185	40,000		200,000																			5/22/2025 A
Monroe	2012	BRM	113494	NEPA Br Preserv & Repair 8	R	BRDG			581	51,500		51,500																			
Monroe	2012	BRM	113494	NEPA Br Preserv & Repair 8	C	BRDG			581	2,000,000		2,000,000			581	2,521,420		2,521,420			581	1,555,580		1,555,580							10/22/2026 E
Monroe	2021	01B	121653	Gap View Drive (SR 2021) over Marshalls Creek	U	BRDG							BOF	20,000				20,000	BOF	43,654				43,654							
Monroe	2021	01B	121653	Gap View Drive (SR 2021) over Marshalls Creek	C	BRDG							STP	4,405				4,405													5/11/2028 E
Monroe	2021	01B	121653	Gap View Drive (SR 2021) over Marshalls Creek	C	BRDG							BOF	250,000				250,000	BOF	2,402,250				2,402,250							5/11/2028 E
Monroe	2036	01B	85808	Shiffer Rd (SR 2036) over PA 33	+C	BRDG							NHPP	3,250,000				3,250,000													2/25/2027 E
Monroe	2036	01B	85808	Shiffer Rd (SR 2036) over PA 33	+C	BRDG	BOF	2,400,000				2,400,000	BOF	751,450				751,450													2/25/2027 E
Monroe	3002	01B	94301	Upper Smith Gap Rd over Aquashicola Crk Br	U	BRDG									581	53,045		53,045													
Monroe	3002	01B	94301	Upper Smith Gap Rd over Aquashicola Crk Br	C	BRDG							BOF	500,000	581	125,000		625,000	BOF	324,000	581	81,000		405,000							6/8/2028 E
Monroe	3011	02B	121656	Sugar Hollow Road (SR 3011) over Sugar Hollow Ck	U	BRDG									581	53,045		53,045													
Monroe	3011	02B	121656	Sugar Hollow Road (SR 3011) over Sugar Hollow Ck	C	BRDG							BOF	450,000				450,000	BOF	1,035,260				1,035,260							7/13/2028 E
Monroe	3013	HFS	123368	NEPA High Friction Surface 2027	P	SAMI	sHSIP	77,000				77,000																			
Monroe	3013	HFS	123368	NEPA High Friction Surface 2027	C	SAMI	sHSIP	763,785				763,785																			4/1/2027 E
Monroe	3013	HFS	123368	NEPA High Friction Surface 2027	C	HCON	HSIP	200,000				200,000							HSIP	200,000				200,000							4/1/2027 E
Monroe	3018	02B	11756	Mutton Hollow Rd over Kettle Creek	U	BRDG			185	10,300		10,300																			
Monroe	3023	02B	93634	Kellersville Historic Structures (SR 3023)	U	BRDG	BRIP	103,000				103,000																			
Monroe	3023	02B	93634	Kellersville Historic Structures (SR 3023)	C	BRDG	BRIP	800,000	581	200,000		1,000,000	BRIP	848,000	581	212,000		1,060,000													11/9/2028 E

t Transportation Infrastructure Investment Fund e Economic Development f Flex fd Flexed s Spike + Indicates phase qualifies for TOLL funds * Includes Conversion Amount Obligations have occurred ^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Monroe	3026	02B	79190	Smith Hill Rd over Appenzell Ck	U	BRDG	BOF	13,505	581	3,376		16,881																		
Monroe	3026	02B	79190	Smith Hill Rd over Appenzell Ck	C	BRDG	BOF	200,000	581	50,000		250,000	BOF	706,400	581	176,600		883,000												4/8/2027 E
Monroe	7206	MBB	111812	Municipal Bridge Bundle	+P	BRDG	BRIP	200,000				200,000	BRIP	500,000				500,000												
Monroe	7206	MBB	111812	Municipal Bridge Bundle	+P	BRDG	BOF	350,000				350,000	BOF	237,500				237,500												
Monroe	7206	MBB	111812	Municipal Bridge Bundle	+F	BRDG							BRIP	800,000				800,000	BRIP	632,215				632,215						
Monroe	7206	MBB	111812	Municipal Bridge Bundle	+U	BRDG													BRIP	81,953				81,953						
Monroe	7206	MBB	111812	Municipal Bridge Bundle	+R	BRDG							BRIP	53,045				53,045												
Monroe	7206	MBB	111812	Municipal Bridge Bundle	+C	BRDG													BRIP	2,500,000				2,500,000	BRIP	2,500,000				4/1/2029 E
Monroe	7214	CRB	118296	Croasdale Road (T-420) over Cherry Creek	C	BRDG	FLAP	1,184,800			296,200.00	1,481,000																		2/25/2027 E
Totals for: Monroe								**32,888,660**		**6,283,667**	**1,357,302**	**40,529,629**		**25,572,747**		**3,777,302**		**29,350,049**		**18,349,796**		**2,129,384**		**29,689,594**		**12,871,792**		**679,323**		**13,551,115**	**103,909,973**
Pike			73295	NEPA 4-0 Highway Line Item	C	SAMI							HSIP	698,000				698,000	HSIP	698,000				698,000	HSIP	698,000				698,000	
Pike			73295	NEPA 4-0 Highway Line Item	C	HRST	STP	136,000				136,000																		
Pike			73295	NEPA 4-0 Highway Line Item	C	HRST	NHPP	17,000				17,000																		
Pike			73295	NEPA 4-0 Highway Line Item	C	HRST	HSIP	198,000	581	255,745		453,745	STP	52,000	581	1,000		53,000	STP	52,000	581	442,000		494,000	STP	52,000	581	152,250		204,250	
Pike			73295	NEPA 4-0 Highway Line Item	C	SAMI	CRP	236,000				236,000	CRP	236,000				236,000	CRP	236,000				236,000	CRP	236,000				236,000	
Pike			73295	NEPA 4-0 Highway Line Item	C	BRDG	BRIP	16,000				16,000	BRIP	16,000				16,000	BRIP	16,000				16,000							
Pike			73295	NEPA 4-0 Highway Line Item	C	BRDG	BOF	189,000	185	134,500		323,500	BOF	189,000	185	15,500		204,500	BOF	189,000	185	441,500		630,500	BRIP	16,000				16,000	
Pike	6	456	116692	SR 6 over Spring Brook	F	BRDG									581	68,500		68,500												
Pike	6	457	121500	SR 6 over Delaware River Phase II	C	BRDG							SXF	980,000	185	245,000		1,225,000												9/16/2027 E
Pike	6	472	68758	SR 6 over Wallenpaupack Creek and PPand L Flume	C	BRDG	SXF	2,000,000				2,000,000																		6/4/2026 E
Pike	6	472	68758	SR 6 over Wallenpaupack Creek and PPand L Flume	C	BRDG	STP	1,000,000				1,000,000	STP	1,081,000				1,081,000	STP	1,081,000				1,081,000	STP	620,000				620,000	6/4/2026 E
Pike	6	472	68758	SR 6 over Wallenpaupack Creek and PPand L Flume	C	BRDG	NHPP	1,000,000	581	500,000		1,500,000	NHPP	919,000	581	500,000		1,419,000	NHPP	919,000	581	500,000		1,419,000	NHPP	919,000	581	384,750		1,303,750	6/4/2026 E
Pike	6	474	68790	SR 6 over Sawkill Creek	C	BRDG																			STP	461,000				461,000	3/11/2027 E
Pike	6	474	68790	SR 6 over Sawkill Creek	C	BRDG	BRIP	750,000	185	187,500		937,500	BRIP	750,000	185	187,500		937,500	BRIP	750,000	185	187,500		937,500	BRIP	289,000	185	187,500		476,500	3/11/2027 E
Pike	6	SAF	121416	SR 6 & 434 Intersection Improvement	P	SAMI	HSIP	500,000				500,000																		
Pike	402	450	116693	SR 402 over Outlet to Porters Lake	P	BRDG									185	200,000		200,000												
Pike	402	450	116693	SR 402 over Outlet to Porters Lake	F	BRDG															581	300,000		300,000						
Pike	402	451	116694	SR 402 over Indian Cabin Run	P	BRDG																					581	450,000		450,000	
Pike	402	472	68837	SR 402 over Shohola Creek	P	BRDG															581	200,000		200,000						
Pike	434	473	68843	SR 434 over Branch Ballard Creek	+F	BRDG			185	345,000		345,000																		
Pike	447	D51	102029	SR 447 Slide	P	HRST			581	300,000		300,000																		
Pike	447	D51	102029	SR 447 Slide	F	HRST									581	300,000		300,000												
Pike	507	453	9422	SR 507 over Tributary to Lake Wallenpaupack 2	P	BRDG									581	350,000		350,000												
Pike	507	453	9422	SR 507 over Tributary to Lake Wallenpaupack 2	F	BRDG																					581	500,000		500,000	
Pike	1003	451	116695	SR 1003 over Taylortown Creek	P	BRDG			581	350,000		350,000																		
Pike	1003	451	116695	SR 1003 over Taylortown Creek	F	BRDG															581	300,000		300,000						
Pike	1006	D50	9411	SR 1006 over Shohola Creek	C	BRDG																			BRIP	461,000				461,000	4/27/2028 E
Pike	1006	D50	9411	SR 1006 over Shohola Creek	C	BRDG																			BOF	189,000	185	162,500		351,500	4/27/2028 E
Pike	1014	470	68869	SR 1014 over Westcolang Creek	C	BRDG	BOF	500,000	185	125,000		625,000	BOF	500,000	185	125,000		625,000	BOF	500,000	185	125,000		625,000	BOF	500,000	185	125,000		625,000	2/11/2027 E
Pike	2001	452	116734	SR 2001 over Hornbeck Creek	P	BRDG																					185	281,000		281,000	
Pike	2004	D50	85737	SR 2004 over Little Bushkill Creek	P	BRDG																					581	200,000		200,000	1/18/2024 A
Pike	3001	470	68878	SR 3001 over East Branch of Wallenpaupack Creek	P	BRDG									581	402,500		402,500												
Pike	3001	470	68878	SR 3001 over East Branch of Wallenpaupack Creek	F	BRDG																					581	300,000		300,000	
Pike	4003	450	9343	SR 4003 over Masthope Creek	F	BRDG			581	589,255		589,255																		
Pike	4004	450	9354	SR 4004 over Blooming Grove Creek	P	BRDG									581	350,000		350,000												
Pike	4004	450	9354	SR 4004 over Blooming Grove Creek	F	BRDG																					581	300,000		300,000	
Pike	4004	470	68893	SR 4004 over Outlet to Fairview Lake	P	BRDG															581	400,000		400,000						
Pike	7204	456	116060	Carlton Hill Road over Taylor Creek	+C	BRDG	sSTP	211,000	411	517,176		728,176																		6/10/2027 E
Pike	7210	457	116059	Shohola Falls Road over Balliard Creek	+C	BRDG	sSTP	728,000				728,000																		4/29/2027 E
Totals for: Pike								**7,481,000**		**3,304,176**		**10,785,176**		**5,421,000**		**2,745,000**		**8,166,000**		**4,441,000**		**2,896,000**		**37,026,594**		**4,441,000**		**3,043,000**		**7,484,000**	**33,772,176**
Schuylkill		OIP	116252	Orwigsburg Industrial Park Access Road	C	IMOD	APL	1,610,544				1,610,544																		1/28/2027 E

t Transportation Infrastructure Investment Fund e Economic Development f Flex fd Flexed s Spike + Indicates phase qualifies for TOLL funds * Includes Conversion Amount Obligations have occurred ^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Schuylkill	54	07B	117599	Centre St over trib Shenandoah Crk	F	BRDG	STP	309,000				309,000																		
Schuylkill	54	07B	117599	Centre St over trib Shenandoah Crk	U	BRDG			185	5,000		5,000			185	5,300		5,300												
Schuylkill	54	07B	117599	Centre St over trib Shenandoah Crk	R	BRDG			185	15,000		15,000			185	10,750		10,750												
Schuylkill	54	07B	117599	Centre St over trib Shenandoah Crk	C	BRDG							STP	100,000	581	25,000		125,000	STP	748,720	581	187,180		935,900						11/4/2027 E
Schuylkill	54	BRM	114329	NEPA Br Pres. & Repair #9	P	BRDG			185	10,300		10,300																		
Schuylkill	54	BRM	114329	NEPA Br Pres. & Repair #9	R	BRDG			185	30,000		30,000			185	31,800		31,800												
Schuylkill	54	BRM	114329	NEPA Br Pres. & Repair #9	C	BRDG									185	1,000,000		1,000,000			185	1,970,520		1,970,520						4/1/2029 E
Schuylkill	54	PM8	120809	Centre Street over Mahanoy Creek	R	BRDG			581	15,000		15,000																		
Schuylkill	61	14M	96470	St.Clair to Frackville Reconstruction	C	HCON	NHPP	4,606,225	581	200,000		4,806,225			581	226,270		226,270			581	2,443,335		2,443,335	STP	1,000,000	581	1,100,000		2,100,000	11/9/2023 A
Schuylkill	61	15M	96565	61 Resurf. Walmart Plaza to 1004	U	HRST													NHPP	8,742	581	2,185		10,927							
Schuylkill	61	15M	96565	61 Resurf. Walmart Plaza to 1004	R	HRST							NHPP	8,487	581	2,122		10,609													
Schuylkill	61	15M	96565	61 Resurf. Walmart Plaza to 1004	+C	HRST													STP	500,000				500,000	STP	500,000				500,000	4/1/2029 E
Schuylkill	61	15M	96565	61 Resurf. Walmart Plaza to 1004	+C	HRST													NHPP	1,000,000				1,000,000	NHPP	500,000				500,000	4/1/2029 E
Schuylkill	81	AWM	123372	All Weather Pavement Markings 2027	C	HCON	STP	200,000				200,000							STP	200,000				200,000							3/25/2027 E
Schuylkill	81	DMS	123617	TSMO Dynamic Messaging Signals	P	IRST	NHPP	45,132				45,132																			
Schuylkill	81	DMS	123617	TSMO Dynamic Messaging Signals	F	IRST	NHPP	25,646				25,646																			
Schuylkill	81	DMS	123617	TSMO Dynamic Messaging Signals	C	IRST	NHPP	507,395				507,395																			12/16/2027 E
Schuylkill	183	0XS	120802	SR 183/SR 901 Cressona Intersection	+S	HRST	STP	90,225				90,225																			
Schuylkill	183	0XS	120802	SR 183/SR 901 Cressona Intersection	P	HRST	NHPP	200,000				200,000	NHPP	315,000				315,000													
Schuylkill	183	0XS	120802	SR 183/SR 901 Cressona Intersection	F	HRST							NHPP	100,000				100,000	NHPP	100,000				100,000	NHPP	330,450				330,450	
Schuylkill	183	0XS	120802	SR 183/SR 901 Cressona Intersection	U	HRST																			STP	90,040	581	22,510		112,550	
Schuylkill	183	0XS	120802	SR 183/SR 901 Cressona Intersection	R	HRST							NHPP	100,000	581	25,000		125,000	NHPP	112,180	581	28,045		140,225							
Schuylkill	183	0XS	120802	SR 183/SR 901 Cressona Intersection	C	HRST																			STP	1,000,000				1,000,000	3/1/2030 E
Schuylkill	209	09B	92104	US 209 over Eagle Hill Run	U	BRDG			185	10,300		10,300																			
Schuylkill	209	11B	92053	SR 209 over Mine Hollow Run	U	BRDG			185	10,300		10,300																			
Schuylkill	209	BCB	116811	Box Culvert Bundle - Round 1	C	BRDG			185	2,900,000		2,900,000			185	2,150,000		2,150,000			185	924,000		924,000							3/25/2027 E
Schuylkill	209	BRM	120810	SR 209 over Railroad	R	BRDG			581	50,000		50,000																			
Schuylkill	209	PM8	12709	SR 209 over Panther Creek	R	BRDG			581	40,200		40,200																			
Schuylkill	309		96441	309 Betterment_895 to 443	U	HRST													NHPP	17,483	581	4,371		21,854							
Schuylkill	309		96441	309 Betterment_895 to 443	R	HRST							NHPP	16,974	581	4,244		21,218													
Schuylkill	309		96441	309 Betterment_895 to 443	C	HRST													NHPP	3,500,000				3,500,000	NHPP	4,500,000				4,500,000	4/1/2029 E
Schuylkill	309	06B	91674	SR 309 over RBMNRR	P	BRDG							NHPP	300,000	581	75,000		375,000	NHPP	336,540	581	84,135		420,675							
Schuylkill	309	07M	109993	309 Resurface-Ben Titus Road North	C	HRST	NHPP	750,000	581	187,500		937,500	NHPP	1,495,000	581	373,750		1,868,750													3/12/2026 A
Schuylkill	443	02B	109995	443 over Mill Creek	+C	BRDG	BRIP	234,000				234,000																			9/25/2025 A
Schuylkill	443	03B	85835	PA 443 over Swatara Creek	F	BRDG	BRIP	400,000	581	100,000		500,000	BRIP	259,200	581	64,800		324,000													
Schuylkill	443	03B	85835	PA 443 over Swatara Creek	U	BRDG													BRIP	87,416	581	21,854		109,270							
Schuylkill	443	03B	85835	PA 443 over Swatara Creek	R	BRDG	BRIP	50,000	581	12,500		62,500	BRIP	32,400	581	8,100		40,500													
Schuylkill	443	03B	85835	PA 443 over Swatara Creek	C	BRDG													STP	800,000				800,000	STP	30,000				30,000	4/12/2029 E
Schuylkill	443	03B	85835	PA 443 over Swatara Creek	C	BRDG													BRIP	400,000	581	300,000		700,000	BRIP	400,000	581	107,500		507,500	4/12/2029 E
Schuylkill	443	04B	117607	Suedberg Road over trib. to Swatara Creek	U	BRDG			185	10,300		10,300																			
Schuylkill	443	BOB	120984	Bridge Overlay Bundle 3	+C	BRDG	BRIP	2,000,000				2,000,000	BRIP	60,000				60,000													4/1/2027 E
Schuylkill	924	06B	85817	Main Blvd over Trib of Catawissa Crk (3)	U	BRDG	STP	5,000	185	1,250		6,250	STP	7,360	185	1,840		9,200													
Schuylkill	924	06B	85817	Main Blvd over Trib of Catawissa Crk (3)	+R	BRDG			185	25,750		25,750																			
Schuylkill	924	06B	85817	Main Blvd over Trib of Catawissa Crk (3)	C	BRDG	STP	2,000,000	185	500,000		2,500,000	STP	1,790,400	185	447,600		2,238,000													5/27/2027 E
Schuylkill	924	07B	85820	Main Blvd over Trib of Catawissa Crk - 2	U	BRDG			185	5,000		5,000			185	5,300		5,300													
Schuylkill	924	08B	85821	PA 924 over Trib to Catawissa Crk - 1	U	BRDG			185	5,000		5,000			185	5,300		5,300													
Schuylkill	1021	01B	85750	SR 1021 (Lincoln Drive) over RBM&N Railroad	+C	BRDG	BOF	10,000				10,000																			10/23/2025 A
Schuylkill	3002	01B	117330	Paradise Rd over Upper Little Swatara Crk	+F	BRDG	BOF	200,000				200,000																			

t Transportation Infrastructure Investment Fund e Economic Development f Flex fd Flexed s Spike + Indicates phase qualifies for TOLL funds * Includes Conversion Amount Obligations have occurred ^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let

FFY 2027 NEPA TIP

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Schuylkill	3002	01B	117330	Paradise Rd over Upper Little Swatara Crk	C	BRDG	STP	800,000				800,000																			4/8/2027 E
Schuylkill	3002	01B	117330	Paradise Rd over Upper Little Swatara Crk	C	BRDG	BOF	300,000	581	275,000		575,000	STP	136,000	581	34,000		170,000													4/8/2027 E
Schuylkill	4011	BPN	123526	NEPA BPN-4 Guide Rail Upgrades 2027/2028	C	HRST			581	50,000		50,000			581	50,000		50,000			581	50,000		50,000			581	50,000		50,000	4/1/2027 E
Schuylkill	4017	01B	85721	Honeymoon Trail Rd over Pine Creek	U	BRDG																					185	5,628		5,628	
Schuylkill	4017	01B	85721	Honeymoon Trail Rd over Pine Creek	R	BRDG															185	10,927		10,927							
Schuylkill	4031	01B	117478	Raven Run Road (SR 4031) over Shenandoah Creek	U	BRDG	BOF	19,575	581	4,894		24,469																			
Schuylkill	4031	01B	117478	Raven Run Road (SR 4031) over Shenandoah Creek	C	BRDG							STP	560,000	581	140,000		700,000	STP	713,080	581	178,270		891,350							10/21/2027 E
Schuylkill	4033	PM8	12720	Little Catawissa Bridge	R	BRDG			581	30,000		30,000																			
Schuylkill	4042	MAB	12611	Minersville Arch Bridge	P	BRDG			581	309,000		309,000																			
Schuylkill	4042	MAB	12611	Minersville Arch Bridge	F	BRDG									581	318,270		318,270													
Schuylkill	4042	MAB	12611	Minersville Arch Bridge	U	BRDG															581	5,464		5,464							
Schuylkill	4042	MAB	12611	Minersville Arch Bridge	R	BRDG									581	10,609		10,609													
Schuylkill	4042	MAB	12611	Minersville Arch Bridge	C	BRDG															581	950,000		950,000			581	2,328,100		2,328,100	
Totals for: Schuylkill								**14,362,742**		**4,802,294**		**19,165,036**		**5,280,821**		**5,015,055**		**10,295,876**		**8,524,161**		**7,160,286**		**52,711,041**		**8,350,490**		**3,613,738**		**11,964,228**	**57,109,587**
Overall Totals:								**59,045,734**		**17,639,176**	**1,357,302**	**78,042,212**		**41,127,000**		**16,814,000**		**57,941,000**		**34,907,041**		**17,804,000**		**52,711,041**		**31,297,000**		**18,781,000**		**50,078,000**	**238,772,253**

t Transportation Infrastructure Investment Fund e Economic Development f Flex fd Flexed s Spike + Indicates phase qualifies for TOLL funds * Includes Conversion Amount Obligations have occurred ^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let

2027-2038 Bridge and Highway TYP Project Listing

2027- 2038 Twelve Year Program

NEPA

Project Information								First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Carbon	5	0		70239	Urban Line Item Reserve	C	HRST	2035	CRP	4,988,000				4,988,000	CRP	5,048,000				5,048,000	CRP	5,049,000				5,049,000	15,085,000	
Carbon	5	0		75578	Safety Line Item Reserve	C	HCON	2035													HSIP	9,702,652				9,702,652	9,702,652	
Carbon	5	0		75578	Safety Line Item Reserve	C	SAMI	2034	HSIP	847,335				847,335	HSIP	10,040,000				10,040,000							10,887,335	
Carbon	5	0		80074	NEPA In-house Bridge Design Assistance	P	BRDG	2035			185	200,000		200,000			185	200,000		200,000			185	200,000		200,000	600,000	
Carbon	5	0		82784	CMAQ Line Item Reserve	C	SAMI	2035	CAQ	606,230				606,230	CAQ	551,000				551,000	CAQ	2,202,000				2,202,000	3,359,230	
Carbon	5	0		102240	NEPA Hwy & Bridge Reserve	C	HRST	2035	NHPP	849,746	581	1,654,704		2,504,450	STP	7,066,483	581	21,675,799		28,742,282	NHPP	20,600,520	581	34,837,286		55,437,806	86,684,538	
Carbon	5	0		102240	NEPA Hwy & Bridge Reserve	C	BRDG	2035	BOF	209,061				209,061	BOF	14,827,238				14,827,238	BOF	15,310,568				15,310,568	30,346,867	
Carbon	5	0		102240	NEPA Hwy & Bridge Reserve	C	HRST	2035	STP	1,242,332				1,242,332	NHPP	1,489,468				1,489,468	STP	10,579,624				10,579,624	13,311,424	
Carbon	5	0		102240	NEPA Hwy & Bridge Reserve	C	BRDG	2035	BRIP	2,113,711	185	2,842,397		4,956,108	BRIP	17,209,258	185	9,253,522		26,462,780	BRIP	19,773,000	185	7,175,592		26,948,592	58,367,480	
Carbon	5	0		102762	NEPA Traffic ReviewAssist	P	HRST	2035			581	200,000		200,000			581	200,000		200,000			581	200,000		200,000	600,000	
Carbon	5	0		123371	LANTA Flex Funds	C	PT	2027	CAQ	250,000				250,000													250,000	
Carbon	5	0	CAF	97944	Construction Assistance	+C	HRST	2035	STP	200,000				200,000	STP	200,000				200,000	STP	200,000				200,000	600,000	
Carbon	5	0	CAS	97421	Construction Assistance	C	HRST	2035			581	200,000		200,000			581	200,000		200,000			581	200,000		200,000	600,000	9/30/2021 E
Carbon	5	0	DCA	83087	Delivery_Consult Assist	P	HRST	2035			581	6,000,000		6,000,000			581	6,000,000		6,000,000			581	6,000,000		6,000,000	18,000,000	
Carbon	5	0	EIR	97326	Environmental Impacts Resolution LI	P	HRST	2035			581	522,295		522,295			581	600,000		600,000			581	680,000		680,000	1,802,295	
Carbon	5	0	TEM	89057	Transp Enhance/Alternative Project Mngmt	+P	IMOD	2035	STP	200,000				200,000	STP	200,000				200,000	STP	200,000				200,000	600,000	
Carbon	5	93	HDB	94235	Hudson Drive (SR 93) over Quakake Ck Br	P	BRDG	2031							STP	370,976	581	92,744		463,720							463,720	
Carbon	5	93	HDB	94235	Hudson Drive (SR 93) over Quakake Ck Br	F	BRDG	2032							STP	286,584	581	71,646		358,230							358,230	
Carbon	5	93	HDB	94235	Hudson Drive (SR 93) over Quakake Ck Br	U	BRDG	2033							STP	24,600	581	6,150		30,750							30,750	
Carbon	5	93	HDB	94235	Hudson Drive (SR 93) over Quakake Ck Br	R	BRDG	2032							STP	23,888	581	5,972		29,860							29,860	
Carbon	5	93	HDB	94235	Hudson Drive (SR 93) over Quakake Ck Br	+C	BRDG	2033							STP	1,844,850				1,844,850							1,844,850	4/1/2031 E
Carbon	5	93	0	117253	NEPA Br Preserv. & Repair #10	P	BRDG	2028			581	1,060,900		1,060,900													1,060,900	
Carbon	5	93	0	117253	NEPA Br Preserv. & Repair #10	C	BRDG	2032			581	1,000,000		1,000,000			581	4,627,500		4,627,500							5,627,500	4/1/2031 E
Carbon	5	209	RWR	109540	Jim Thorpe Wall Rehabilitation	C	HRST	2027	NHPP	20,000	581	10,000		30,000													30,000	2/27/2025 A
Carbon	5	209	RWR	109540	Jim Thorpe Wall Rehabilitation	C	HRST	2027	STP	20,000				20,000													20,000	2/27/2025 A
Carbon	5	209	10S	123632	SR 209 Intersection Congestion Improvements	P	SAMI	2028	CAQ	618,000				618,000													618,000	
Carbon	5	209	10S	123632	SR 209 Intersection Congestion Improvements	F	SAMI	2030	CAQ	546,350				546,350													546,350	
Carbon	5	209	10S	123632	SR 209 Intersection Congestion Improvements	U	SAMI	2031	CAQ	50,000				50,000	CAQ	6,275				6,275							56,275	
Carbon	5	209	10S	123632	SR 209 Intersection Congestion Improvements	R	SAMI	2030	CAQ	109,270				109,270													109,270	
Carbon	5	209	10S	123632	SR 209 Intersection Congestion Improvements	C	SAMI	2033							NHPP	1,251,525				1,251,525							1,251,525	
Carbon	5	209	10S	123632	SR 209 Intersection Congestion Improvements	C	SAMI	2033							CAQ	1,646,725				1,646,725							1,646,725	
Carbon	5	248	PMW	96418	PA 248 PM Wall	P	HCON	2030			581	844,125		844,125													844,125	
Carbon	5	248	PMW	96418	PA 248 PM Wall	F	HCON	2032									581	507,949		507,949							507,949	
Carbon	5	248	PMW	96418	PA 248 PM Wall	U	HCON	2033							NHPP	9,840	581	2,460		12,300							12,300	
Carbon	5	248	PMW	96418	PA 248 PM Wall	R	HCON	2032							NHPP	119,410	581	29,853		149,263							149,263	
Carbon	5	248	PMW	96418	PA 248 PM Wall	C	HCON	2034							NHPP	6,090,465	581	1,522,616		7,613,081							7,613,081	4/1/2030 E
Carbon	5	309	01M	96419	PA 309 Rehabilitation	P	HCON	2027			581	51,500		51,500													51,500	
Carbon	5	309	01M	96419	PA 309 Rehabilitation	C	HCON	2028			581	530,450		530,450													530,450	4/1/2028 E
Carbon	5	902	BCB	120981	Box Culvert Bundle 2	P	BRDG	2031			185	2,250,000		2,250,000			185	481,750		481,750							2,731,750	
Carbon	5	902	BCB	120981	Box Culvert Bundle 2	C	BRDG	2033									185	4,179,350		4,179,350							4,179,350	4/1/2032 E
Carbon	5	903	04B	109967	903 over Mud Run	+C	BRDG	2029	STP	3,120,000				3,120,000													3,120,000	6/4/2026 E
Carbon	5	903	04B	109967	903 over Mud Run	+C	BRDG	2029	SXF	500,000	581	780,000		1,280,000													1,280,000	6/4/2026 E
Carbon	5	903	06M	96436	903 Resurf. Old Stage Rd. to Lake Harmony Rd.	P	HRST	2028			581	530,450		530,450													530,450	
Carbon	5	903	06M	96436	903 Resurf. Old Stage Rd. to Lake Harmony Rd.	C	HRST	2030			581	3,496,640		3,496,640													3,496,640	4/1/2029 E
Carbon	5	940	04P	96437	PA 940 Resurface	P	HRST	2028			581	515,000		515,000													515,000	
Carbon	5	940	04P	96437	PA 940 Resurface	C	HRST	2030			581	2,294,670		2,294,670													2,294,670	4/1/2029 E
Carbon	5	2002	GTA	117255	NEPA In-house Geotech Assistance	P	HCON	2035			581	200,000		200,000			581	200,000		200,000			581	200,000		200,000	600,000	
Carbon	5	2002	03B	96416	Hunters Creek Bridge	U	BRDG	2027	STP	51,500				51,500													51,500	
Carbon	5	2002	03B	96416	Hunters Creek Bridge	C	BRDG	2028	STP	1,623,280	581	405,820		2,029,100													2,029,100	3/25/2027 E
Carbon	5	2002	04S	116965	Delaware Ave Signal Improvements	C	SAMI	2027	CAQ	24,150				24,150													24,150	8/13/2026 E
Carbon	5	3005	01B	11013	Country Club Road over Mahoning Creek	+C	BRDG	2027	BOF	168,836				168,836													168,836	9/25/2025 A
Carbon	5	3007	BRM	121654	NEPA BOF Preventative Maintenance	R	BRDG	2030	BOF	33,765				33,765													33,765	
Carbon	5	3007	BRM	121654	NEPA BOF Preventative Maintenance	C	BRDG	2031							BOF	2,898,250				2,898,250							2,898,250	4/1/2031 E
Totals for: Carbon										18,391,566		25,588,951		**43,980,517**		71,204,835		49,857,311		**121,062,146**		83,617,364		49,857,311		**133,474,675**	**298,152,905**	
Monroe	5	33	05S	110457	PA 33 Median Barrier SR 2002 to SR 2008	+C	HRST	2028	STP	13,200,000				13,200,000													13,200,000	9/17/2026 E
Monroe	5	191	BRM	109826	NEPA Bridge Preservation & Repair 7	C	BRDG	2027			185	55,638		55,638													55,638	8/22/2024 A
Monroe	5	191	PM8	89620	191 Mountain Run Creek Arch	R	BRDG	2027			581	33,000		33,000													33,000	
Monroe	5	191	05B	76370	PA 191 Brodhead Cr. Br.	+F	BRDG	2027	BRIP	700,000	581	175,000		875,000													875,000	

*** Includes Conversion Amount** **+ Indicates phase qualifies for TOLL funds** **^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let**

NEPA

Project Information								First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Monroe	5	191	05B	76370	PA 191 Brodhead Cr. Br.	U	BRDG	2028	STP	159,135				159,135													159,135	
Monroe	5	191	05B	76370	PA 191 Brodhead Cr. Br.	+R	BRDG	2027	BRIP	250,000	185	62,500		312,500													312,500	
Monroe	5	191	05B	76370	PA 191 Brodhead Cr. Br.	+C	BRDG	2029	BRIP	3,607,060				3,607,060													3,607,060	12/13/2029 E
Monroe	5	196	01S	105966	Sterling Road Safety Improvements Area 1	C	SAMI	2029	STP	2,364,000				2,364,000													2,364,000	7/29/2027 E
Monroe	5	196	01S	105966	Sterling Road Safety Improvements Area 1	C	SAMI	2029	HSIP	1,550,000				1,550,000													1,550,000	7/29/2027 E
Monroe	5	196	02S	116800	Sterling Rd Safety Improvements Area 2	P	SAMI	2030	STP	540,240	581	135,060		675,300													675,300	
Monroe	5	196	02S	116800	Sterling Rd Safety Improvements Area 2	F	SAMI	2032							STP	800,156	581	200,040		1,000,196							1,000,196	
Monroe	5	196	02S	116800	Sterling Rd Safety Improvements Area 2	U	SAMI	2033							STP	1,721,860	581	430,465		2,152,325							2,152,325	
Monroe	5	196	02S	116800	Sterling Rd Safety Improvements Area 2	R	SAMI	2031							STP	304,200	581	76,050		380,250							380,250	
Monroe	5	196	02S	116800	Sterling Rd Safety Improvements Area 2	C	SAMI	2034							STP	3,123,946	581	780,987		3,904,933							3,904,933	4/1/2031 E
Monroe	5	209	MCB	91914	SR 209 over Marshalls Creek	P	BRDG	2032							STP	429,879	581	107,470		537,349							537,349	
Monroe	5	209	MCB	91914	SR 209 over Marshalls Creek	F	BRDG	2031							STP	324,604	581	81,151		405,755							405,755	
Monroe	5	209	MCB	91914	SR 209 over Marshalls Creek	U	BRDG	2033							STP	24,598	581	6,150		30,748							30,748	
Monroe	5	209	MCB	91914	SR 209 over Marshalls Creek	R	BRDG	2031							STP	23,186	581	5,797		28,983							28,983	
Monroe	5	209	MCB	91914	SR 209 over Marshalls Creek	C	BRDG	2035							STP	1,250,000	581	312,500		1,562,500	STP	523,520	581	130,880		654,400	2,216,900	4/1/2031 E
Monroe	5	209	03S	95398	209 Holy Cross Road to Hollow Road	C	HCON	2027	CRP	60,000				60,000													60,000	8/27/2026 E
Monroe	5	209	15M	95574	Hamilton West Resurface-Sciota	C	HCON	2027	NHPP	20,000	581	7,500		27,500													27,500	5/23/2024 A
Monroe	5	209	15M	95574	Hamilton West Resurface-Sciota	C	HCON	2027	STP	10,000				10,000													10,000	5/23/2024 A
Monroe	5	209	23S	113878	209 Mt Nebo to Holy Cross Road	+F	SAMI	2027	HSIP	450,675				450,675													450,675	
Monroe	5	209	23S	113878	209 Mt Nebo to Holy Cross Road	+U	SAMI	2028	HSIP	250,000				250,000													250,000	
Monroe	5	209	23S	113878	209 Mt Nebo to Holy Cross Road	+R	SAMI	2027	HSIP	341,990				341,990													341,990	
Monroe	5	209	23S	113878	209 Mt Nebo to Holy Cross Road	+C	SAMI	2030	HSIP	6,200,000				6,200,000													6,200,000	8/10/2028 E
Monroe	5	209	24S	113879	209 Middle Smithfield Elem. Dr. to Portuguese Lane	+F	SAMI	2027	HSIP	650,000				650,000													650,000	
Monroe	5	209	24S	113879	209 Middle Smithfield Elem. Dr. to Portuguese Lane	+U	SAMI	2029	HSIP	250,000				250,000													250,000	
Monroe	5	209	24S	113879	209 Middle Smithfield Elem. Dr. to Portuguese Lane	+R	SAMI	2029	HSIP	1,650,000				1,650,000													1,650,000	
Monroe	5	209	24S	113879	209 Middle Smithfield Elem. Dr. to Portuguese Lane	+C	SAMI	2030	STP	1,737,584				1,737,584													1,737,584	4/1/2029 E
Monroe	5	209	24S	113879	209 Middle Smithfield Elem. Dr. to Portuguese Lane	+C	SAMI	2030	HSIP	2,360,041				2,360,041													2,360,041	4/1/2029 E
Monroe	5	380	TOC	91624	TOC Operator - NEPA	+C	XRST	2035	NHPP	200,000				200,000	NHPP	200,000				200,000	NHPP	200,000				200,000	600,000	3/10/2011 A
Monroe	5	611	BPR	120985	NEPA Bridge Preserv & Repair 11	P	BRDG	2035									185	750,000		750,000			185	516,800		516,800	1,266,800	
Monroe	5	611	BPR	120985	NEPA Bridge Preserv & Repair 11	C	BRDG	2035															185	6,524,000		6,524,000	6,524,000	4/1/2036 E
Monroe	5	611	SWR	114078	PA 611 Retaining Wall Repairs	F	HRST	2035													STP	215,031	581	53,758		268,789	268,789	
Monroe	5	611	SWR	114078	PA 611 Retaining Wall Repairs	U	HRST	2035													STP	52,192	581	13,048		65,240	65,240	
Monroe	5	611	SWR	114078	PA 611 Retaining Wall Repairs	R	HRST	2035													STP	104,384	581	26,096		130,480	130,480	
Monroe	5	611	SWR	114078	PA 611 Retaining Wall Repairs	C	HRST	2035													STP	5,219,200	581	1,304,800		6,524,000	6,524,000	4/1/2035 E
Monroe	5	611	11M	74979	611 /715 Improvements	U	HRST	2027	SXF	900,410			225,102	1,125,512													1,125,512	
Monroe	5	611	11M	74979	611 /715 Improvements	C	HRST	2027	SXF	3,402,195			836,000	4,238,195													4,238,195	8/12/2027 E
Monroe	5	611	11M	74979	611 /715 Improvements	C	IMAN	2028	NHPP	10,000,000				10,000,000													10,000,000	8/12/2027 E
Monroe	5	611	12M	96481	PA 611 Corridor Improvements	P	HCON	2029	STP	1,273,080	581	318,270		1,591,350													1,591,350	
Monroe	5	611	12M	96481	PA 611 Corridor Improvements	F	HCON	2031	STP	1,200,000	581	300,000		1,500,000	STP	111,240	581	27,810		139,050							1,639,050	
Monroe	5	611	12M	96481	PA 611 Corridor Improvements	U	HCON	2030	STP	90,040	581	22,510		112,550													112,550	
Monroe	5	611	12M	96481	PA 611 Corridor Improvements	R	HCON	2031	STP	120,000	581	30,000		150,000	STP	105,100	581	26,275		131,375							281,375	
Monroe	5	611	12M	96481	PA 611 Corridor Improvements	C	HCON	2035							STP	4,950,000	581	1,237,500		6,187,500	STP	8,961,600	581	2,240,400		11,202,000	17,389,500	4/1/2031 E
Monroe	5	611	14S	119707	SR 611 Rock-Slope Mitigation Phase 2	P	SAMI	2035													STP	268,789	581	67,197		335,986	335,986	
Monroe	5	611	14S	119707	SR 611 Rock-Slope Mitigation Phase 2	R	SAMI	2035													STP	114,060	581	28,515		142,575	142,575	
Monroe	5	611	14S	119707	SR 611 Rock-Slope Mitigation Phase 2	C	SAMI	2035													STP	2,609,600	581	652,400		3,262,000	3,262,000	
Monroe	5	715	01B	79163	SR 715 over Pocono Creek	C	BRDG	2027			581	250,000		250,000													250,000	8/22/2024 A
Monroe	5	715	03S	79473	SR 715/ 611 Intersection	C	HCON	2027			581	3,109,000		3,109,000													3,109,000	8/22/2024 A
Monroe	5	715	04B	96434	PA 715 Stone Arch Replace	+C	BRDG	2027	STP	1,227,890				1,227,890													1,227,890	10/22/2026 E
Monroe	5	1002	01B	79206	Cherry Lane Rd (SR 1002) over Brodhead Crk	P	BRDG	2028	STP	636,540	581	159,135		795,675													795,675	
Monroe	5	1002	01B	79206	Cherry Lane Rd (SR 1002) over Brodhead Crk	F	BRDG	2029	STP	568,204	581	142,051		710,255													710,255	
Monroe	5	1002	01B	79206	Cherry Lane Rd (SR 1002) over Brodhead Crk	U	BRDG	2030	STP	27,012	581	6,753		33,765													33,765	
Monroe	5	1002	01B	79206	Cherry Lane Rd (SR 1002) over Brodhead Crk	R	BRDG	2029	STP	69,933	581	17,483		87,416													87,416	
Monroe	5	1002	01B	79206	Cherry Lane Rd (SR 1002) over Brodhead Crk	C	BRDG	2032	STP	1,000,000	185	250,000		1,250,000	STP	1,251,000	185	312,750		1,563,750							2,813,750	4/1/2030 E
Monroe	5	1003	02B	79207	Hallet Road over Cranberry Run	+U	BRDG	2029	BOF	65,562				65,562													65,562	
Monroe	5	1003	02B	79207	Hallet Road over Cranberry Run	+R	BRDG	2028	BOF	53,045				53,045													53,045	
Monroe	5	1003	02B	79207	Hallet Road over Cranberry Run	+C	BRDG	2030	BOF	5,304,500				5,304,500													5,304,500	12/7/2028 E
Monroe	5	1006	02B	79203	Red Rock Rd (SR 1006) over Paradise Ck	U	BRDG	2028	BOF	14,837	581	3,709		18,546													18,546	
Monroe	5	1006	02B	79203	Red Rock Rd (SR 1006) over Paradise Ck	C	BRDG	2028	BOF	2,636,800	581	659,201		3,296,001													3,296,001	10/7/2027 E

NEPA

Project Information								First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Monroe	5	2012	BRM	113494	NEPA Br Preserv & Repair 8	R	BRDG	2027			581	51,500		51,500													51,500	
Monroe	5	2012	BRM	113494	NEPA Br Preserv & Repair 8	C	BRDG	2029			581	6,077,000		6,077,000													6,077,000	10/22/2026 E
Monroe	5	2012	02B	85882	209 Business over Kettle Creek	C	BRDG	2027	BRIP	160,000	185	40,000		200,000													200,000	5/22/2025 A
Monroe	5	2021	01B	121653	Gap View Drive (SR 2021) over Marshalls Creek	U	BRDG	2029	BOF	63,654				63,654													63,654	
Monroe	5	2021	01B	121653	Gap View Drive (SR 2021) over Marshalls Creek	C	BRDG	2029	STP	4,405				4,405													4,405	5/11/2028 E
Monroe	5	2021	01B	121653	Gap View Drive (SR 2021) over Marshalls Creek	C	BRDG	2029	BOF	2,652,250				2,652,250													2,652,250	5/11/2028 E
Monroe	5	2036	01B	85808	Shiffer Rd (SR 2036) over PA 33	+C	BRDG	2028	NHPP	3,250,000				3,250,000													3,250,000	2/25/2027 E
Monroe	5	2036	01B	85808	Shiffer Rd (SR 2036) over PA 33	+C	BRDG	2028	BOF	3,151,450				3,151,450													3,151,450	2/25/2027 E
Monroe	5	3002	01B	94301	Upper Smith Gap Rd over Aquashicola Crk Br	U	BRDG	2028			581	53,045		53,045													53,045	
Monroe	5	3002	01B	94301	Upper Smith Gap Rd over Aquashicola Crk Br	C	BRDG	2029	BOF	824,000	581	206,000		1,030,000													1,030,000	6/8/2028 E
Monroe	5	3011	02B	121656	Sugar Hollow Road (SR 3011) over Sugar Hollow Ck	U	BRDG	2028			581	53,045		53,045													53,045	
Monroe	5	3011	02B	121656	Sugar Hollow Road (SR 3011) over Sugar Hollow Ck	C	BRDG	2029	BOF	1,485,260				1,485,260													1,485,260	7/13/2028 E
Monroe	5	3013	HFS	123368	NEPA High Friction Surface 2027	P	SAMI	2027	HSIP	77,000				77,000													77,000	
Monroe	5	3013	HFS	123368	NEPA High Friction Surface 2027	C	SAMI	2027	HSIP	763,785				763,785													763,785	4/1/2027 E
Monroe	5	3013	HFS	123368	NEPA High Friction Surface 2027	C	HCON	2029	HSIP	400,000				400,000													400,000	4/1/2027 E
Monroe	5	3018	02B	11756	Mutton Hollow Rd over Kettle Creek	U	BRDG	2027			185	10,300		10,300													10,300	
Monroe	5	3023	02B	93634	Kellersville Historic Structures (SR 3023)	U	BRDG	2027	BRIP	103,000				103,000													103,000	
Monroe	5	3023	02B	93634	Kellersville Historic Structures (SR 3023)	C	BRDG	2028	BRIP	1,648,000	581	412,000		2,060,000													2,060,000	11/9/2028 E
Monroe	5	3026	02B	79190	Smith Hill Rd over Appenzell Ck	U	BRDG	2027	BOF	13,505	581	3,376		16,881													16,881	
Monroe	5	3026	02B	79190	Smith Hill Rd over Appenzell Ck	C	BRDG	2028	BOF	906,400	581	226,600		1,133,000													1,133,000	4/8/2027 E
Monroe	5	7206	MBB	111812	Municipal Bridge Bundle	+P	BRDG	2028	BRIP	700,000				700,000													700,000	
Monroe	5	7206	MBB	111812	Municipal Bridge Bundle	+P	BRDG	2028	BOF	587,500				587,500													587,500	
Monroe	5	7206	MBB	111812	Municipal Bridge Bundle	+F	BRDG	2029	BRIP	1,432,215				1,432,215													1,432,215	
Monroe	5	7206	MBB	111812	Municipal Bridge Bundle	+U	BRDG	2029	BRIP	81,953				81,953													81,953	
Monroe	5	7206	MBB	111812	Municipal Bridge Bundle	+R	BRDG	2028	BRIP	53,045				53,045													53,045	
Monroe	5	7206	MBB	111812	Municipal Bridge Bundle	+C	BRDG	2031	BRIP	5,000,000				5,000,000	BRIP	621,942				621,942							5,621,942	4/1/2029 E
Monroe	5	7214	CRB	118296	Croasdale Road (T-420) over Cherry Creek	C	BRDG	2027	FLAP	1,184,800			296,200	1,481,000													1,481,000	2/25/2027 E
Totals for: Monroe										89,682,995		12,869,676	1,357,302	**103,909,973**		15,241,711		4,354,945		**19,596,656**		18,268,376		4,354,945		**22,623,321**	**153,332,899**	
Pike	4	0		73295	NEPA 4-0 Highway Line Item	C	HRST	2035	STP	292,000				292,000	NHPP	238,000				238,000	STP	134,000				134,000	664,000	
Pike	4	0		73295	NEPA 4-0 Highway Line Item	C	SAMI	2035	HSIP	2,094,000				2,094,000	CRP	944,000				944,000	CRP	941,000				941,000	3,979,000	
Pike	4	0		73295	NEPA 4-0 Highway Line Item	C	BRDG	2035	BOF	567,000				567,000	BOF	128,000				128,000							695,000	
Pike	4	0		73295	NEPA 4-0 Highway Line Item	C	HRST	2035	NHPP	17,000				17,000													17,000	
Pike	4	0		73295	NEPA 4-0 Highway Line Item	C	SAMI	2035	CRP	944,000				944,000	HSIP	2,792,000				2,792,000	HSIP	131,348				131,348	3,867,348	
Pike	4	0		73295	NEPA 4-0 Highway Line Item	C	BRDG	2035	BRIP	64,000	185	591,500		655,500	BRIP	16,000	185	987,750		1,003,750	BRIP	62,000	185	620,000		682,000	2,341,250	
Pike	4	0		73295	NEPA 4-0 Highway Line Item	C	HRST	2035	HSIP	198,000	581	850,995		1,048,995	STP	532,000	581	1,214,500		1,746,500	NHPP	175,000	581	143,000		318,000	3,113,495	
Pike	4	6	SAF	121416	SR 6 & 434 Intersection Improvement	P	SAMI	2027	HSIP	500,000				500,000													500,000	
Pike	4	6	SAF	121416	SR 6 & 434 Intersection Improvement	C	SAMI	2035													HSIP	3,000,000				3,000,000	3,000,000	8/8/2028 E
Pike	4	6	455	116691	SR 6 over Decker Creek	P	BRDG	2033							NHPP	850,000				850,000							850,000	
Pike	4	6	455	116691	SR 6 over Decker Creek	F	BRDG	2034							NHPP	750,000				750,000							750,000	
Pike	4	6	455	116691	SR 6 over Decker Creek	C	BRDG	2035													NHPP	3,500,000	185	2,000,000		5,500,000	5,500,000	10/1/2033 E
Pike	4	6	456	116692	SR 6 over Spring Brook	F	BRDG	2028			581	68,500		68,500													68,500	
Pike	4	6	456	116692	SR 6 over Spring Brook	C	BRDG	2032							BRIP	1,532,000	185	191,500		1,723,500							1,723,500	10/7/2027 E
Pike	4	6	456	116692	SR 6 over Spring Brook	C	BRDG	2032									581	191,500		191,500							191,500	10/7/2027 E
Pike	4	6	457	121500	SR 6 over Delaware River Phase II	C	BRDG	2028	SXF	980,000	185	245,000		1,225,000													1,225,000	9/16/2027 E
Pike	4	6	472	68758	SR 6 over Wallenpaupack Creek and PPand L Flume	C	BRDG	2032	SXF	2,000,000				2,000,000													2,000,000	6/4/2026 E
Pike	4	6	472	68758	SR 6 over Wallenpaupack Creek and PPand L Flume	C	BRDG	2032	NHPP	3,757,000	581	1,884,750		5,641,750	NHPP	1,838,000				1,838,000							7,479,750	6/4/2026 E
Pike	4	6	472	68758	SR 6 over Wallenpaupack Creek and PPand L Flume	C	BRDG	2032	STP	3,782,000				3,782,000													3,782,000	6/4/2026 E
Pike	4	6	474	68790	SR 6 over Sawkill Creek	C	BRDG	2030	BRIP	2,539,000				2,539,000													2,539,000	3/11/2027 E
Pike	4	6	474	68790	SR 6 over Sawkill Creek	C	BRDG	2030	STP	461,000	185	750,000		1,211,000													1,211,000	3/11/2027 E
Pike	4	402	D50	67511	SR 402 over Inlet to Pecks Pond	P	BRDG	2033									185	300,000		300,000							300,000	
Pike	4	402	D50	67511	SR 402 over Inlet to Pecks Pond	C	BRDG	2034							BRIP	766,000	185	191,500		957,500							957,500	10/1/2032 E
Pike	4	402	450	116693	SR 402 over Outlet to Porters Lake	P	BRDG	2028			185	200,000		200,000													200,000	
Pike	4	402	450	116693	SR 402 over Outlet to Porters Lake	F	BRDG	2029			581	300,000		300,000													300,000	
Pike	4	402	450	116693	SR 402 over Outlet to Porters Lake	C	BRDG	2033							STP	2,100,000				2,100,000							2,100,000	10/1/2034 E
Pike	4	402	451	116694	SR 402 over Indian Cabin Run	P	BRDG	2030			581	450,000		450,000													450,000	
Pike	4	402	451	116694	SR 402 over Indian Cabin Run	F	BRDG	2031									185	300,000		300,000							300,000	
Pike	4	402	451	116694	SR 402 over Indian Cabin Run	C	BRDG	2034							STP	1,100,000	581	400,000		1,500,000							1,500,000	10/1/2034 E
Pike	4	402	472	68837	SR 402 over Shohola Creek	P	BRDG	2029			581	200,000		200,000													200,000	

*** Includes Conversion Amount**

+ Indicates phase qualifies for TOLL funds

^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let

NEPA

Project Information								First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Pike	4	402	472	68837	SR 402 over Shohola Creek	F	BRDG	2032									581	200,000		200,000							200,000	
Pike	4	402	472	68837	SR 402 over Shohola Creek	C	BRDG	2035													BRIP	3,000,000	581	1,000,000		4,000,000	4,000,000	10/1/2032 E
Pike	4	434	473	68843	SR 434 over Branch Ballard Creek	+F	BRDG	2027			185	345,000		345,000													345,000	
Pike	4	434	473	68843	SR 434 over Branch Ballard Creek	+C	BRDG	2031							STP	800,000	185	200,000		1,000,000							1,000,000	7/29/2027 E
Pike	4	447	D51	102029	SR 447 Slide	P	HRST	2027			581	300,000		300,000													300,000	
Pike	4	447	D51	102029	SR 447 Slide	F	HRST	2028			581	300,000		300,000													300,000	
Pike	4	447	D51	102029	SR 447 Slide	C	HRST	2034									581	1,831,000		1,831,000							1,831,000	10/1/2032 E
Pike	4	507	453	9422	SR 507 over Tributary to Lake Wallenpaupack 2	P	BRDG	2028			581	350,000		350,000													350,000	
Pike	4	507	453	9422	SR 507 over Tributary to Lake Wallenpaupack 2	F	BRDG	2030			581	500,000		500,000													500,000	
Pike	4	507	453	9422	SR 507 over Tributary to Lake Wallenpaupack 2	C	BRDG	2035													STP	2,800,000	581	1,000,000		3,800,000	3,800,000	10/1/2032 E
Pike	4	1003	451	116695	SR 1003 over Taylortown Creek	P	BRDG	2027			581	350,000		350,000													350,000	
Pike	4	1003	451	116695	SR 1003 over Taylortown Creek	F	BRDG	2029			581	300,000		300,000													300,000	
Pike	4	1003	451	116695	SR 1003 over Taylortown Creek	C	BRDG	2033							BRIP	750,000	581	611,000		1,361,000							1,361,000	10/1/2034 E
Pike	4	1003	451	116695	SR 1003 over Taylortown Creek	C	BRDG	2033							BOF	689,000				689,000							689,000	10/1/2034 E
Pike	4	1006	D50	9411	SR 1006 over Shohola Creek	C	BRDG	2032	BRIP	461,000	185	162,500		623,500	BOF	1,250,000	185	200,000		1,450,000							2,073,500	4/27/2028 E
Pike	4	1006	D50	9411	SR 1006 over Shohola Creek	C	BRDG	2032	BOF	189,000				189,000													189,000	4/27/2028 E
Pike	4	1014	470	68869	SR 1014 over Westcolang Creek	C	BRDG	2030	BOF	2,000,000	185	500,000		2,500,000													2,500,000	2/11/2027 E
Pike	4	1017	450	116701	SR 1017 over Trib to Delaware River	P	BRDG	2032									185	200,000		200,000							200,000	
Pike	4	1017	450	116701	SR 1017 over Trib to Delaware River	F	BRDG	2032									185	281,000		281,000							281,000	
Pike	4	1017	450	116701	SR 1017 over Trib to Delaware River	C	BRDG	2035													STP	800,000	185	200,000		1,000,000	1,000,000	10/1/2034 E
Pike	4	2001	405	114547	SR 2001 Section (405) Reconstruct	P	XRST	2035															581	4,500,000		4,500,000	4,500,000	
Pike	4	2001	452	116734	SR 2001 over Hornbeck Creek	P	BRDG	2030			185	281,000		281,000													281,000	
Pike	4	2001	452	116734	SR 2001 over Hornbeck Creek	F	BRDG	2031									581	300,000		300,000							300,000	
Pike	4	2001	452	116734	SR 2001 over Hornbeck Creek	C	BRDG	2035															581	1,000,000		1,000,000	1,000,000	10/1/2034 E
Pike	4	2001	452	116734	SR 2001 over Hornbeck Creek	C	BRDG	2035													STP	800,000	185	200,000		1,000,000	1,000,000	10/1/2034 E
Pike	4	2004	D50	85737	SR 2004 over Little Bushkill Creek	P	BRDG	2030			581	200,000		200,000													200,000	1/18/2024 A
Pike	4	2004	D50	85737	SR 2004 over Little Bushkill Creek	C	BRDG	2034									581	1,500,000		1,500,000							1,500,000	1/4/2029 E
Pike	4	3001	470	68878	SR 3001 over East Branch of Wallenpaupack Creek	P	BRDG	2028			581	402,500		402,500													402,500	
Pike	4	3001	470	68878	SR 3001 over East Branch of Wallenpaupack Creek	F	BRDG	2030			581	300,000		300,000													300,000	
Pike	4	3001	470	68878	SR 3001 over East Branch of Wallenpaupack Creek	C	BRDG	2034							BOF	344,500	185	86,125		430,625							430,625	10/10/2032 E
Pike	4	4003	450	9343	SR 4003 over Masthope Creek	F	BRDG	2027			581	589,255		589,255													589,255	
Pike	4	4003	450	9343	SR 4003 over Masthope Creek	C	BRDG	2032									581	2,800,000		2,800,000							2,800,000	8/26/2027 E
Pike	4	4004	450	9354	SR 4004 over Blooming Grove Creek	P	BRDG	2028			581	350,000		350,000													350,000	
Pike	4	4004	450	9354	SR 4004 over Blooming Grove Creek	F	BRDG	2030			581	300,000		300,000													300,000	
Pike	4	4004	450	9354	SR 4004 over Blooming Grove Creek	C	BRDG	2035													BOF	2,756,000	581	1,500,000		4,256,000	4,256,000	10/14/2027 E
Pike	4	4004	470	68893	SR 4004 over Outlet to Fairview Lake	P	BRDG	2029			581	400,000		400,000													400,000	
Pike	4	4004	470	68893	SR 4004 over Outlet to Fairview Lake	F	BRDG	2032									581	100,000		100,000							100,000	
Pike	4	4004	470	68893	SR 4004 over Outlet to Fairview Lake	C	BRDG	2034							BOF	344,500	185	86,125		430,625							430,625	10/1/2030 E
Pike	4	7204	456	116060	Carlton Hill Road over Taylor Creek	+C	BRDG	2027	STP	211,000	411	517,176		728,176													728,176	6/10/2027 E
Pike	4	7210	457	116059	Shohola Falls Road over Balliard Creek	+C	BRDG	2027	STP	728,000				728,000													728,000	4/29/2027 E
Totals for: Pike										21,784,000		11,988,176		**33,772,176**		17,764,000		12,172,000		**29,936,000**		18,099,348		12,172,000		**30,271,348**	**93,970,524**	
Schuylkill	5	0	OIP	116252	Orwigsburg Industrial Park Access Road	C	IMOD	2027	APL	1,610,544				1,610,544													1,610,544	1/28/2027 E
Schuylkill	5	54	BRM	114329	NEPA Br Pres. & Repair #9	P	BRDG	2027			185	10,300		10,300													10,300	
Schuylkill	5	54	BRM	114329	NEPA Br Pres. & Repair #9	R	BRDG	2028			185	61,800		61,800													61,800	
Schuylkill	5	54	BRM	114329	NEPA Br Pres. & Repair #9	C	BRDG	2029			185	2,970,520		2,970,520													2,970,520	4/1/2029 E
Schuylkill	5	54	PM8	120809	Centre Street over Mahanoy Creek	R	BRDG	2027			581	15,000		15,000													15,000	
Schuylkill	5	54	07B	117599	Centre St over trib Shenandoah Crk	F	BRDG	2027	STP	309,000				309,000													309,000	
Schuylkill	5	54	07B	117599	Centre St over trib Shenandoah Crk	U	BRDG	2028			185	10,300		10,300													10,300	
Schuylkill	5	54	07B	117599	Centre St over trib Shenandoah Crk	R	BRDG	2028			185	25,750		25,750													25,750	
Schuylkill	5	54	07B	117599	Centre St over trib Shenandoah Crk	C	BRDG	2029	STP	848,720	581	212,180		1,060,900													1,060,900	11/4/2027 E
Schuylkill	5	61	14M	96470	St.Clair to Frackville Reconstruction	C	HCON	2032	STP	1,000,000				1,000,000	STP	50,000				50,000							1,050,000	11/9/2023 A
Schuylkill	5	61	14M	96470	St.Clair to Frackville Reconstruction	C	HCON	2032	NHPP	4,606,225	581	3,969,605		8,575,830	NHPP	6,000,000	581	6,641,843		12,641,843							21,217,673	11/9/2023 A
Schuylkill	5	61	15M	96565	61 Resurf. Walmart Plaza to 1004	U	HRST	2029	NHPP	8,742	581	2,185		10,927													10,927	
Schuylkill	5	61	15M	96565	61 Resurf. Walmart Plaza to 1004	R	HRST	2028	NHPP	8,487	581	2,122		10,609													10,609	
Schuylkill	5	61	15M	96565	61 Resurf. Walmart Plaza to 1004	+C	HRST	2032	NHPP	1,500,000				1,500,000	NHPP	1,000,000				1,000,000							2,500,000	4/1/2029 E
Schuylkill	5	61	15M	96565	61 Resurf. Walmart Plaza to 1004	+C	HRST	2032	STP	1,000,000				1,000,000	STP	2,509,850				2,509,850							3,509,850	4/1/2029 E
Schuylkill	5	81	AWM	123372	All Weather Pavement Markings 2027	C	HCON	2029	STP	400,000				400,000													400,000	3/25/2027 E
Schuylkill	5	81	DMS	123617	TSMO Dynamic Messaging Signals	P	IRST	2027	NHPP	45,132				45,132													45,132	

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NEPA

Project Information								First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Schuylkill	5	81	DMS	123617	TSMO Dynamic Messaging Signals	F	IRST	2027	NHPP	25,646				25,646													25,646	
Schuylkill	5	81	DMS	123617	TSMO Dynamic Messaging Signals	C	IRST	2027	NHPP	507,395				507,395													507,395	12/16/2027 E
Schuylkill	5	183	0XS	120802	SR 183/SR 901 Cressona Intersection	+S	HRST	2027	STP	90,225				90,225													90,225	
Schuylkill	5	183	0XS	120802	SR 183/SR 901 Cressona Intersection	P	HRST	2028	NHPP	515,000				515,000													515,000	
Schuylkill	5	183	0XS	120802	SR 183/SR 901 Cressona Intersection	F	HRST	2030	NHPP	530,450				530,450													530,450	
Schuylkill	5	183	0XS	120802	SR 183/SR 901 Cressona Intersection	U	HRST	2030	STP	90,040	581	22,510		112,550													112,550	
Schuylkill	5	183	0XS	120802	SR 183/SR 901 Cressona Intersection	R	HRST	2029	NHPP	212,180	581	53,045		265,225													265,225	
Schuylkill	5	183	0XS	120802	SR 183/SR 901 Cressona Intersection	C	HRST	2031	STP	1,000,000				1,000,000	STP	1,251,000				1,251,000							2,251,000	3/1/2030 E
Schuylkill	5	209	BCB	116811	Box Culvert Bundle - Round 1	C	BRDG	2029			185	5,974,000		5,974,000													5,974,000	3/25/2027 E
Schuylkill	5	209	BRM	120810	SR 209 over Railroad	R	BRDG	2027			581	50,000		50,000													50,000	
Schuylkill	5	209	PM8	12709	SR 209 over Panther Creek	R	BRDG	2027			581	40,200		40,200													40,200	
Schuylkill	5	209	09B	92104	US 209 over Eagle Hill Run	U	BRDG	2027			185	10,300		10,300													10,300	
Schuylkill	5	209	11B	92053	SR 209 over Mine Hollow Run	U	BRDG	2027			185	10,300		10,300													10,300	
Schuylkill	5	309	0	96441	309 Betterment_895 to 443	U	HRST	2029	NHPP	17,483	581	4,371		21,854													21,854	
Schuylkill	5	309	0	96441	309 Betterment_895 to 443	R	HRST	2028	NHPP	16,974	581	4,244		21,218													21,218	
Schuylkill	5	309	0	96441	309 Betterment_895 to 443	C	HRST	2031	NHPP	8,000,000				8,000,000	NHPP	2,927,000				2,927,000							10,927,000	4/1/2029 E
Schuylkill	5	309	06B	91674	SR 309 over RBMNRR	P	BRDG	2029	NHPP	636,540	581	159,135		795,675													795,675	
Schuylkill	5	309	06B	91674	SR 309 over RBMNRR	F	BRDG	2034							NHPP	477,640	581	75,660		553,300							553,300	
Schuylkill	5	309	06B	91674	SR 309 over RBMNRR	F	XRST	2032									581	43,750		43,750							43,750	
Schuylkill	5	309	06B	91674	SR 309 over RBMNRR	U	BRDG	2034							NHPP	50,672	581	12,668		63,340							63,340	
Schuylkill	5	309	06B	91674	SR 309 over RBMNRR	R	BRDG	2033							NHPP	245,980	581	61,495		307,475							307,475	
Schuylkill	5	309	06B	91674	SR 309 over RBMNRR	C	BRDG	2035							NHPP	2,750,000	581	687,500		3,437,500	NHPP	1,810,480	581	452,620		2,263,100	5,700,600	4/1/2031 E
Schuylkill	5	309	07M	109993	309 Resurface-Ben Titus Road North	C	HRST	2028	NHPP	2,245,000	581	561,250		2,806,250													2,806,250	3/12/2026 A
Schuylkill	5	443	BOB	120984	Bridge Overlay Bundle 3	+C	BRDG	2028	BRIP	2,060,000				2,060,000													2,060,000	4/1/2027 E
Schuylkill	5	443	02B	109995	443 over Mill Creek	+C	BRDG	2027	BRIP	234,000				234,000													234,000	9/25/2025 A
Schuylkill	5	443	03B	85835	PA 443 over Swatara Creek	F	BRDG	2028	BRIP	659,200	581	164,800		824,000													824,000	
Schuylkill	5	443	03B	85835	PA 443 over Swatara Creek	U	BRDG	2029	BRIP	87,416	581	21,854		109,270													109,270	
Schuylkill	5	443	03B	85835	PA 443 over Swatara Creek	R	BRDG	2028	BRIP	82,400	581	20,600		103,000													103,000	
Schuylkill	5	443	03B	85835	PA 443 over Swatara Creek	C	BRDG	2032	STP	830,000	581	407,500		1,237,500	BRIP	1,940,800	581	685,200		2,626,000							3,863,500	4/12/2029 E
Schuylkill	5	443	03B	85835	PA 443 over Swatara Creek	C	BRDG	2032	BRIP	800,000				800,000	STP	800,000				800,000							1,600,000	4/12/2029 E
Schuylkill	5	443	04B	117607	Suedberg Road over trib. to Swatara Creek	U	BRDG	2027			185	10,300		10,300													10,300	
Schuylkill	5	924	06B	85817	Main Blvd over Trib of Catawissa Crk (3)	U	BRDG	2028	STP	12,360	185	3,090		15,450													15,450	
Schuylkill	5	924	06B	85817	Main Blvd over Trib of Catawissa Crk (3)	+R	BRDG	2027			185	25,750		25,750													25,750	
Schuylkill	5	924	06B	85817	Main Blvd over Trib of Catawissa Crk (3)	C	BRDG	2028	STP	3,790,400	185	947,600		4,738,000													4,738,000	5/27/2027 E
Schuylkill	5	924	07B	85820	Main Blvd over Trib of Catawissa Crk - 2	U	BRDG	2028			185	10,300		10,300													10,300	
Schuylkill	5	924	08B	85821	PA 924 over Trib to Catawissa Crk - 1	U	BRDG	2028			185	10,300		10,300													10,300	
Schuylkill	5	1021	01B	85750	SR 1021 (Lincoln Drive) over RBM&N Railroad	+C	BRDG	2027	BOF	10,000				10,000													10,000	10/23/2025 A
Schuylkill	5	3002	01B	117330	Paradise Rd over Upper Little Swatara Crk	+F	BRDG	2027	BOF	200,000				200,000													200,000	
Schuylkill	5	3002	01B	117330	Paradise Rd over Upper Little Swatara Crk	C	BRDG	2028	BOF	300,000				300,000													300,000	4/8/2027 E
Schuylkill	5	3002	01B	117330	Paradise Rd over Upper Little Swatara Crk	C	BRDG	2028	STP	936,000	581	309,000		1,245,000													1,245,000	4/8/2027 E
Schuylkill	5	4011	BPN	123526	NEPA BPN-4 Guide Rail Upgrades 2027/2028	C	HRST	2035			581	200,000		200,000			581	200,000		200,000			581	200,000		200,000	600,000	4/1/2027 E
Schuylkill	5	4017	01B	85721	Honeymoon Trail Rd over Pine Creek	U	BRDG	2030			185	5,628		5,628													5,628	
Schuylkill	5	4017	01B	85721	Honeymoon Trail Rd over Pine Creek	R	BRDG	2029			185	10,927		10,927													10,927	
Schuylkill	5	4026	0	85718	Dutchtown Rd (SR 4026) over Mahanoy Ck	P	BRDG	2033							BOF	573,168	185	143,292		716,460							716,460	
Schuylkill	5	4026	0	85718	Dutchtown Rd (SR 4026) over Mahanoy Ck	F	BRDG	2035							BOF	300,000	185	75,000		375,000	BOF	206,720	185	51,680		258,400	633,400	
Schuylkill	5	4026	0	85718	Dutchtown Rd (SR 4026) over Mahanoy Ck	U	BRDG	2035													BOF	52,192	185	13,048		65,240	65,240	
Schuylkill	5	4026	0	85718	Dutchtown Rd (SR 4026) over Mahanoy Ck	R	BRDG	2034							BOF	101,344	185	25,336		126,680							126,680	
Schuylkill	5	4026	0	85718	Dutchtown Rd (SR 4026) over Mahanoy Ck	C	BRDG	2035													BOF	3,131,520	185	782,880		3,914,400	3,914,400	
Schuylkill	5	4031	01B	117478	Raven Run Road (SR 4031) over Shenandoah Creek	U	BRDG	2027	BOF	19,575	581	4,894		24,469													24,469	
Schuylkill	5	4031	01B	117478	Raven Run Road (SR 4031) over Shenandoah Creek	C	BRDG	2029	STP	1,273,080	581	318,270		1,591,350													1,591,350	10/21/2027 E
Schuylkill	5	4033	PM8	12720	Little Catawissa Bridge	R	BRDG	2027			581	30,000		30,000													30,000	
Schuylkill	5	4042	MAB	12611	Minersville Arch Bridge	P	BRDG	2027			581	309,000		309,000													309,000	
Schuylkill	5	4042	MAB	12611	Minersville Arch Bridge	F	BRDG	2028			581	318,270		318,270													318,270	
Schuylkill	5	4042	MAB	12611	Minersville Arch Bridge	U	BRDG	2029			581	5,464		5,464													5,464	
Schuylkill	5	4042	MAB	12611	Minersville Arch Bridge	R	BRDG	2028			581	10,609		10,609													10,609	
Schuylkill	5	4042	MAB	12611	Minersville Arch Bridge	C	BRDG	2030			581	3,278,100		3,278,100													3,278,100	
Totals for: Schuylkill										36,518,214		20,591,373		**57,109,587**		20,977,454		8,651,744		**29,629,198**		5,200,912		8,651,744		**13,852,656**	**93,439,925**	
Overall Totals:										166,376,775		71,038,176		**237,414,951**		125,188,000		75,036,000		**200,224,000**		125,186,000		74,714,000		**199,900,000**	**638,896,253**	

*** Includes Conversion Amount**

+ Indicates phase qualifies for TOLL funds

^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let

2027-2038 Bridge and Highway TYP Project Narrative

Carbon

PennDOT Project Id: 11013

Project Administrator: PENNDOT

Improvement Type: Bridge Replacement

Municipality: Mahoning (TWP)

Actual Construction Bid Date: 9/25/2025

Title: Country Club Road over Mahoning Creek

State Route: 3005

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 9/25/2025

Location: SR 3005 (Country Club Road) over Mahoning Creek
Mahoning Township
Carbon County

Project Description: This project involves the replacement of the bridge carrying Country Club Road (State Route 3005) over Mahoning Creek in Mahoning Township, Carbon County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$169	$0	$0	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Period Totals:	$169	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	**$169**					

PennDOT Project Id: 70239

Project Administrator: PennDOT

Improvement Type: Restoration

Municipality:

Actual Construction Bid Date:

Title: Urban Line Item Reserve

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Location: Carbon, Monroe, Schuylkill Counties

Project Description: This National Highway Performance Program based reserve line item is to be utilized for cost overruns on approved highway and bridge projects from past and current Transportation Improvement Programs within Carbon, Monroe, and Schuylkill Counties.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$1202	$1262	$1262	$1262	$5048	$5049
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Period Totals:	$1,202	$1,262	$1,262	$1,262	$5,048	$5,049
Total FFY 2027-2038 Cost	**$15,085**					

PennDOT Project Id: 75578

Project Administrator: PennDOT

Improvement Type: Safety Improvement

Municipality:

Actual Construction Bid Date:

Title: Safety Line Item Reserve

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Location: Pike, Carbon, Monroe & Schuylkill Counties

Project Description: Safety reserve line item to be utilized for cost overruns on approved safety projects from past and current Transportation Improvement Programs within the NEPA MPO for projec
in Pike, Carbon, Monroe, and Schuylkill Counties.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$117	$110	$210	$410	$10040	$9703
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Period Totals:	$117	$110	$210	$410	$10,040	$9,703
Total FFY 2027-2038 Cost	**$20,590**					

PennDOT Project Id: 80074

Project Administrator: PennDOT
Title: NEPA In-house Bridge Design Assistance
Improvement Type: Miscellaneous
State Route: 0
Municipality:
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:

Location: Various locations in Carbon, Monroe, and Schuylkill Counties.

Project Description: Contract with consultant engineering firm to handle support services for in house bridge design of replacement and rehabilitation projects in Carbon, Monroe, and Schuylkill Counties.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$50	$50	$50	$50	$200	$200
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$50	$50	$50	$50	$200	$200
Total FFY 2027-2038 Cost	$600					

PennDOT Project Id: 82784

Project Administrator: PennDOT
Title: CMAQ Line Item Reserve
Improvement Type: Corridor Safety Improvement
State Route: 0
Municipality:
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:

Location: Carbon, Monroe and Schuylkill Counties

Project Description: Reserve funds for Congestion Mitigation and Air Quality (CMAQ) eligible projects in Carbon County. Please note that projects in Monroe and Schuylkill Counties aren't eligible unless those projects can demonstrate an air quality benefit in Carbon County.

Funds may be used for transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution.

Projects have not yet been identified.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$210	$0	$396	$551	$2202
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$210	$0	$396	$551	$2,202
Total FFY 2027-2038 Cost	$3,359					

PennDOT Project Id: 83087

Project Administrator: PennDOT
Title: Delivery_Consult Assist
Improvement Type: Miscellaneous
State Route: 0
Municipality:
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:

Location: Carbon, Monroe, and Schuylkill Counties

Project Description: Consultant assistance in project delivery and construction for Carbon, Monroe, and Schuylkill Counties.

Specific projects have not yet been identified.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$1500	$1500	$1500	$1500	$6000	$6000
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$1,500	$1,500	$1,500	$1,500	$6,000	$6,000
Total FFY 2027-2038 Cost	$18,000					

PennDOT Project Id: 89057

Project Administrator: PennDOT
Title: Transp Enhance/Alternative Project Mngmt
Improvement Type: Miscellaneous
State Route: 0
Municipality: Jim Thorpe (BORO)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: Carbon
Monroe
and Schuylkill Counties
Project Description: Consultant management contract to assist local sponsors in developing approved Transportation Alternative Projects in Carbon, Monroe and Schuylkill Counties.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$50	$50	$50	$50	$200	$200
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$50	$50	$50	$50	$200	$200
Total FFY 2027-2038 Cost	$600					

PennDOT Project Id: 94235

Project Administrator: PennDOT
Title: Hudson Drive (SR 93) over Quakake Ck Br
Improvement Type: Bridge Replacement
State Route: 93
Municipality: Packer (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2031
Location: Hudson Drive (SR93) over Quakake Ck Bridge
Packer Township
Carbon County
Project Description: This project involves the rehabilitation or replacement of the bridge carrying Hudson Drive (State Route 93) over the Quakake Creek Bridge in Packer Township, Carbon County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$2552	$0
State:	$0	$0	$0	$0	$177	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$0	$0	$2,729	$0
Total FFY 2027-2038 Cost	$2,729					

PennDOT Project Id: 96416

Project Administrator: PennDOT
Title: Hunters Creek Bridge
Improvement Type: Bridge Replacement
State Route: 2002
Municipality: Lower Towamensing (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 3/25/2027
Location: State Route 2002 over Hunters Creek
Project Description: This project involves the replacement of the bridge carrying Little Gap Road (State Route 2002) over Hunters Creek in Lower Towamensing Township, Carbon County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$452	$1223	$0	$0	$0	$0
State:	$100	$306	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$552	$1,529	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$2,081					

PennDOT Project Id: 96418

Project Administrator: PennDOT
Title: PA 248 PM Wall
Improvement Type: Concrete Rehabilitation
State Route: 248
Municipality: Lower Towamensing (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2030
Location: PA 248
Carbon County
Project Description: This project involves the repair of the retaining wall on PA 248 in Lower Towamensing Township, Carbon County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$6219	$0
State:	$0	$0	$0	$844	$2063	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$0	$844	$8,282	$0
Total FFY 2027-2038 Cost	$9,126					

PennDOT Project Id: 96419

Project Administrator: PennDOT
Title: PA 309 Rehabilitation
Improvement Type: Restoration
State Route: 309
Municipality: Banks (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2028
Location: PA 309 from the Schuylkill County Line to the Luzerne County Line in Banks Township
Project Description: Pavement Rehabilitation on PA 309 from the Schuylkill County Line to the Luzerne County Line in Banks Township, Carbon County

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$52	$530	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$52	$530	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$582					

PennDOT Project Id: 96436

Project Administrator: PennDOT
Title: 903 Resurf. Old Stage Rd. to Lake Harmony Rd.
Improvement Type: Resurface
State Route: 903
Municipality: Penn Forest (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2029
Location: PA 903 from Old Stage Rd. to Lake Harmony Rd.
Carbon County
Project Description: This project includes resurfacing of PA 903 from Old Stage Road to Lake Harmony Road in Kidder and Penn Forest Townships, Carbon County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$200	$330	$1000	$2497	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$200	$330	$1,000	$2,497	$0	$0
Total FFY 2027-2038 Cost	$4,027					

PennDOT Project Id: 96437

Project Administrator: PennDOT
Title: PA 940 Resurface
Improvement Type: Resurface
State Route: 940
Municipality: Kidder (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2029
Location: PA 940 from Eastside Borough to SR 8004
Carbon County
Project Description: Highway Resurface of PA 940 from Eastside Borough to SR 8004 in Kidder Township, Carbon County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$300	$215	$950	$1345	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$300	$215	$950	$1,345	$0	$0
Total FFY 2027-2038 Cost	$2,810					

PennDOT Project Id: 97326

Project Administrator: PennDOT
Title: Environmental Impacts Resolution LI
Improvement Type: Environmental Mitigation
State Route: 0
Municipality: Lower Towamensing (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: Various sites within Carbon, Monroe, and Schuylkill Counties
Project Description: Regional set-a-side for monitoring, maintenance and repairs of constructed wetlands and MS4 requirements of the EPA (Environmental Protection Agency) on approved highway and bridge projects from past and current Transportation Improvement Programs as well as identifying potential sites for environmental mitigation requirements in Carbon, Monroe and Schuylkill Counties within the Northeastern Pennsylvania Alliance.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$125	$127	$130	$140	$600	$680
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$125	$127	$130	$140	$600	$680
Total FFY 2027-2038 Cost	$1,802					

PennDOT Project Id: 97421

Project Administrator: PennDOT
Title: Construction Assistance
Improvement Type: Restoration
State Route: 0
Municipality: Lower Towamensing (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 9/30/2021
Location: Various locations in Carbon, Monroe & Schuylkill Counties
Project Description: Consultant assistance for inspection and/or oversight of approved Transportation Improvement Program construction projects eligible for state funding including highway, bridge and transportation alternative projects in Carbon, Monroe, and Schuylkill Counties.

Specific projects have not yet been identified.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$50	$50	$50	$50	$200	$200
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$50	$50	$50	$50	$200	$200
Total FFY 2027-2038 Cost	$600					

PennDOT Project Id: 97944

Project Administrator: PennDOT
Title: Construction Assistance
Improvement Type: Resurface
State Route: 0
Municipality: Towamensing (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: Various locations in Carbon, Monroe & Schuylkill Counties
Project Description: Consultant assistance for inspection and/or oversight of approved Transportation Improvement Program construction projects eligible for federal funding including highway, brid and transportation alternative projects in Carbon, Monroe, and Schuylkill Counties.

Specific projects have not yet been identified.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$50	$50	$50	$50	$200	$200
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$50	$50	$50	$50	$200	$200
Total FFY 2027-2038 Cost	$600					

PennDOT Project Id: 102240

Project Administrator: PennDOT
Title: NEPA Hwy & Bridge Reserve
Improvement Type: Restoration
State Route: 0
Municipality: Kidder (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: Pike, Carbon, Monroe, & Schuylkill Counties
Project Description: This National Highway Performance Program based reserve line item is to be utilized for cost overruns on approved highway and bridge projects from past and current Transportation Improvement Programs within Pike, Carbon, Monroe, and Schuylkill Counties.

Specific projects have not yet been identified.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$233	$161	$743	$3278	$40591	$66265
State:	$525	$645	$1157	$2169	$30930	$42013
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$758	$806	$1,900	$5,447	$71,521	$108,278
Total FFY 2027-2038 Cost	$188,710					

PennDOT Project Id: 102762

Project Administrator: PennDOT
Title: NEPA Traffic ReviewAssist
Improvement Type: Miscellaneous
State Route: 0
Municipality:
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: Carbon, Monroe, Schuylkill Counties
Project Description: The project provides consultant staffing review assistance in the PennDOT District 5-0 traffic unit for Carbon, Monroe and Schuylkill Counties. Reviews may involve but are not limited to the following submissions: guiderail plans, pavement marking plans, signing plans, traffic control plans, pedestrian studies, ITS plans, trail crossing submissions and an submissions subject to the state and federal criteria outlined in Pub 46, Publication 212, 213 and any traffic related publication. Work may also include engineering services typica of previous traffic open ends in the District for design of various small traffic engineering projects. General Survey, design for municipal traffic signals, preparation of traffic cont plans, general traffic engineering studies and analysis, transportation. systems management, meetings /coordination and ITS design.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$50	$50	$50	$50	$200	$200
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$50	$50	$50	$50	$200	$200
Total FFY 2027-2038 Cost	$600					

PennDOT Project Id: 109540

Project Administrator: PennDOT
Title: Jim Thorpe Wall Rehabilitation
Improvement Type: Drainage Improvement
State Route: 209
Municipality: Mahoning (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date: 2/27/2025
Estimated Construction Bid Date: 2/27/2025
Location: STATE ROUTE 0209, SECTION RWR, in CARBON COUNTY, MAHONING TOWNSHIP AND JIM THORPE BOROUGH from approximately segment 0220 offset 0856 to segment 0250 offset 1484.
Project Description: This is the rehabilitation of a masonry retaining wall supporting US Route 209 (Mauch Chunk Street) in Jim Thorpe Borough and Mahoning Township, Carbon County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$40	$0	$0	$0	$0	$0
State:	$10	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$50	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$50					

PennDOT Project Id: 109967

Project Administrator: PennDOT
Title: 903 over Mud Run
Improvement Type: Bridge Replacement
State Route: 903
Municipality: Penn Forest (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 6/4/2026
Location: SR 903 over Mud Run
Penn Forest Township
Carbon County
Project Description: This project involves the replacement of the bridge carrying State Route 903 over Mud Run in Penn Forest Township, Carbon County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$1450	$1445	$725	$0	$0	$0
State:	$238	$361	$181	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$1,688	$1,806	$906	$0	$0	$0
Total FFY 2027-2038 Cost	$4,400					

PennDOT Project Id: 116965

Project Administrator: PennDOT
Title: Delaware Ave Signal Improvements
Improvement Type: Existing Signal Improvement
State Route: 2002
Municipality: Palmerton (BORO)
Air Quality Status: Significant: Included in regional conformity analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 8/13/2026
Location: Delaware Avenue
Palmerton Borough
Project Description: Optimization of traffic signals, providing signal coordination, and upgrading signal equipment at three existing signalized intersections along Delaware Avenue (State Route 2002 at Mauch Chunk Road/State Road and the offset Third Street intersections in Palmerton, Carbon County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$24	$0	$0	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$24	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$24					

PennDOT Project Id: 117253

Project Administrator: PennDOT
Title: NEPA Br Preserv. & Repair #10
Improvement Type: Bridge Preservation Activities
State Route: 93
Municipality: Packer (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2031
Location: Various bridges
Carbon, Monroe, and Schuylkill Counties
Project Description: Consultant design and construction of bridge repairs and preservation of various bridges in Carbon, Monroe, and Schuylkill Counties to reduce outstanding priority bridge repair items.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$0	$1061	$0	$1000	$4628	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$1,061	$0	$1,000	$4,628	$0
Total FFY 2027-2038 Cost	$6,689					

PennDOT Project Id: 117255

Project Administrator: PennDOT
Title: NEPA In-house Geotech Assistance
Improvement Type: Miscellaneous
State Route: 2002
Municipality: East Penn (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: Various locations in Carbon, Monroe, and Schuylkill Counties.
Project Description: Contract with consultant engineering firm in-house geotechnical assistance for various locations in Carbon, Monroe, and Schuylkill Counties. In-house Geo Tech Assistance with retaining walls, noise wall, slopes, sink holes and geohazards, etc..

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$50	$50	$50	$50	$200	$200
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$50	$50	$50	$50	$200	$200
Total FFY 2027-2038 Cost	$600					

PennDOT Project Id: 120981

Project Administrator: PennDOT
Title: Box Culvert Bundle 2
Improvement Type: Bridge Replacement
State Route: 902
Municipality: Mahoning (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2032
Location: Various Locations
Carbon, Monroe, and Schuylkill Counties
Project Description: This project involves box culvert replacements in various locations in Carbon, Monroe, and Schuylkill Counties.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$0	$0	$500	$1750	$4661	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$500	$1,750	$4,661	$0
Total FFY 2027-2038 Cost	$6,911					

PennDOT Project Id: 121654

Project Administrator: PennDOT
Title: NEPA BOF Preventative Maintenance
Improvement Type: Bridge Preservation Activities
State Route: 3007
Municipality: Mahoning (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2031
Location: Various Municipalities
Carbon, Monroe, and Schuylkill counties
Project Description: This project involves the rehabilitation or replacement of multiple bridges in various Municipalities, in Carbon, Monroe and Schuylkill counties.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$34	$2898	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$0	$34	$2,898	$0
Total FFY 2027-2038 Cost	$2,932					

PennDOT Project Id: 123371

Project Administrator: PennDOT
Title: LANTA Flex Funds
Improvement Type: Transit System Improvement
State Route: 0
Municipality:
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: Carbon County
Project Description: This is for the LANTA upgrade and repairs.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$250	$0	$0	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$250	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$250					

PennDOT Project Id: 123632

Project Administrator: PennDOT
Title: SR 209 Intersection Congestion Improvements
Improvement Type: Add Turning Lane
State Route: 209
Municipality: Lehighton (BORO)
Air Quality Status: Significant: Included in regional conformity analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: Intersections of SR 209 and SR 248 and Bridge Street and Canal Street; SR 209 and SR 443 and SR 209 and Bridge Street
Boroughs of Weissport and Lehighton
Carbon County
Project Description: This project involves intersection improvements consisting of signal upgrades, improved signal timing, signal coordination, and the potential of addition of turn lanes at the intersections of SR 209 and SR 248, and Bridge Street and Canal Street in the Borough of Weissport, and SR 209 and SR 443 and SR 209 and Bridge Street in the Borough of Lehighton, Carbon County to address congestion.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$277	$341	$551	$154	$2905	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$277	$341	$551	$154	$2,905	$0
Total FFY 2027-2038 Cost	$4,228					

Monroe

PennDOT Project Id: 11756

Project Administrator: PENNDOT
Title: Mutton Hollow Rd over Kettle Creek
Improvement Type: Bridge Replacement
State Route: 3018
Municipality: Hamilton (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 3/25/2027
Location: Mutton Hollow Road (SR 3018) over Kettle Creek
Hamilton Township
Monroe County
Project Description: Bridge replacement or rehabilitation of the bridge that carries Mutton Hollow Road (State Route 3018) over Kettle Creek in Hamilton Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$10	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$10	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$10					

PennDOT Project Id: 74979

Project Administrator: PennDOT
Title: 611 /715 Improvements
Improvement Type: Safety Improvement
State Route: 611
Municipality: Pocono (TWP)
Air Quality Status: Significant: Included in regional conformity analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 8/12/2027
Location: I-80 Exit 298, SR 611, Scotrun and Exit 299, SR 715
Tannersville and Pocono Townships
Monroe County
Project Description: This project involves congestion reduction on Interstate 80 (I-80) at Exit 298 State Route (SR) 611 Scot Run and Exit 299 SR 715 Tannersville in Pocono Township, Monroe County. This includes widening of the entrance ramps to merge traffic and widening of exit ramps to add through and turning lanes. T-634 Hill Motor Lodge Road and SR 4004 Sullivan Road will be realigned to provide 4-legged intersections. Safety and traffic operational improvements will be through the addition of through and turn lanes and new traf signals along SR 715, SR 611 and SR 4004 Sullivan Road.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$9302	$5000	$0	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$1061	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$10,363	$5,000	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$15,363					

PennDOT Project Id: 76370

Project Administrator: PennDOT
Title: PA 191 Brodhead Cr. Br.
Improvement Type: Replace/Rehab
State Route: 191
Municipality: Stroud (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 12/13/2029
Location: PA 191
Bridge over Brodhead Creek
Monroe County
Stroud Township
Project Description: This project involves a replacement/rehabilitation of the bridge that carries North 5th Street (PA 191) over the Brodhead Creek in Stroud Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$950	$2534	$1232	$0	$0	$0
State:	$238	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$1,188	$2,534	$1,232	$0	$0	$0
Total FFY 2027-2038 Cost	$4,954					

PennDOT Project Id: 79163

Project Administrator: PennDOT
Title: SR 715 over Pocono Creek
Improvement Type: Bridge Replacement
State Route: 715
Municipality: Pocono (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date: 8/22/2024
Estimated Construction Bid Date: 8/22/2024
Location: Bridge carrying State Route 715 over Pocono Creek
Pocono Township
Monroe County
Project Description: This project involves the replacement of the bridge that carries State Route 715 over Pocono Creek in Pocono Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$250	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$250	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$250					

PennDOT Project Id: 79190

Project Administrator: PennDOT
Title: Smith Hill Rd over Appenzell Ck
Improvement Type: Bridge Replacement
State Route: 3026
Municipality: Jackson (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/8/2027
Location: SR 3026 over Appenzell Ck
Jackson Twp
Monroe County
Project Description: This project involves the replacement of the bridge carrying Smith Hill Road (State Route 3026) over the Appenzell Creek in Jackson Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$214	$706	$0	$0	$0	$0
State:	$53	$177	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$267	$883	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$1,150					

PennDOT Project Id: 79203

Project Administrator: PennDOT
Title: Red Rock Rd (SR 1006) over Paradise Ck
Improvement Type: Bridge Replacement
State Route: 1006
Municipality: Paradise (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 10/7/2027
Location: SR 1006 over Paradise Creek
Paradise Twp
Monroe County
Project Description: This project involves the replacement of the bridge carrying State Route 1006 over the Paradise Creek in Paradise Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$943	$1708	$0	$0	$0	$0
State:	$236	$427	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$1,179	$2,135	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$3,314					

PennDOT Project Id: 79206

Project Administrator: PennDOT
Title: Cherry Lane Rd (SR 1002) over Brodhead Crk
Improvement Type: Bridge Replacement
State Route: 1002
Municipality: Stroud (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2030
Location: SR 1002 over Brodhead Creek
Stroud Twp.
Project Description: This project involves the rehabilitation or replacement of the bridge carrying Cherry Lane Road (State Route 1002) over Brodhead Creek in Stroud Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$637	$638	$1027	$1251	$0
State:	$0	$159	$159	$257	$313	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$796	$797	$1,284	$1,564	$0
Total FFY 2027-2038 Cost	$4,441					

PennDOT Project Id: 79207

Project Administrator: PennDOT
Title: Hallet Road over Cranberry Run
Improvement Type: Bridge Replacement
State Route: 1003
Municipality: Stroud (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 12/7/2028
Location: Hallet Road over Brodhead Creek
Stroud Township
Monroe County
Project Description: This project involves the rehabilitation or replacement of Hallet Road over Cranberry Run in Stroud Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$30	$23	$866	$4505	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$30	$23	$866	$4,505	$0	$0
Total FFY 2027-2038 Cost	$5,424					

PennDOT Project Id: 79473

Project Administrator: PennDOT
Title: SR 715/ 611 Intersection
Improvement Type: Safety Improvement
State Route: 715
Municipality: Pocono (TWP)
Air Quality Status: Significant: Included in regional conformity analysis
Actual Construction Bid Date: 8/22/2024
Estimated Construction Bid Date: 8/22/2024
Location: State Route 715/ 611 Intersection
Pocono Township
Monroe County
Project Description: This project involves the reconstruction and widening of approximately 2150 feet of SR 611 at its intersection with SR 715 and the realignment of approximately 1250 feet of SR 715 to the east of SR 611 in Pocono Township, Monroe County. Reconfiguring the current two offsetting SR 715 approaches along SR 611 will create a 4-legged intersection. Thı and turn lanes on both SR 611 and SR 715 will be added along with a new traffic signal at the updated intersection to improve corridor safety and traffic operations.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$3109	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$3,109	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$3,109					

PennDOT Project Id: 85808

Project Administrator: PennDOT
Title: Shiffer Rd (SR 2036) over PA 33
Improvement Type: Bridge Replacement
State Route: 2036
Municipality: Hamilton (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 2/25/2027
Location: SR 2036, Shiffer Road over PA 33
Hamilton Township
Monroe County
Project Description: This project involves the replacement of bridge (State Route 2036) over PA 33 to improve underclearance in Hamilton Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$2400	$4001	$0	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$2,400	$4,001	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$6,401					

PennDOT Project Id: 85882

Project Administrator: PennDOT
Title: 209 Business over Kettle Creek
Improvement Type: Bridge Replacement
State Route: 2012
Municipality: Hamilton (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date: 5/22/2025
Estimated Construction Bid Date: 5/22/2025
Location: 209 Business Route (SR 2012) over Kettle Creek
Hamilton Township
Monroe County
Project Description: This project involves the replacement of the bridge that carries State Business Route 209 over Kettle Creek in Hamilton Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$160	$0	$0	$0	$0	$0
State:	$40	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$200	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$200					

PennDOT Project Id: 89620

Project Administrator: PennDOT
Title: 191 Mountain Run Creek Arch
Improvement Type: Bridge Preservation Activities
State Route: 191
Municipality: Stroud (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 10/22/2026
Location: SR 191 over Mountain Run Creek
Stroud Township
Monroe County
Project Description: This project involves preventative maintenance of SR 191 over Mountain Run Creek in Stroud Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$33	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$33	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$33					

PennDOT Project Id: 91624

Project Administrator: PennDOT
Title: TOC Operator - NEPA
Improvement Type: Traffic Control Center
State Route: 380
Municipality: Tobyhanna (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date: 3/10/2011
Estimated Construction Bid Date: 3/10/2011
Location: Monroe County - State Route 380 (mm2.5) and State Route 80 (mm 309.2), Carbon County - State Route 80 (mm 277), Schuylkill County - State Route 81 (mm 97 thru 169.8), Luzerne County - State Route 81 (mm 140.6)
Project Description: Funding for operator in Traffic Operations Center in District 5-0 for NEPA region for management coverage of CCTV cameras and DMS message boards installed in Monroe, Carbon and Schuylkill Counties.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$50	$50	$50	$50	$200	$200
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$50	$50	$50	$50	$200	$200
Total FFY 2027-2038 Cost	$600					

PennDOT Project Id: 91914

Project Administrator: PennDOT
Title: SR 209 over Marshalls Creek
Improvement Type: Bridge Rehabilitation
State Route: 209
Municipality: Smithfield (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2031
Location: SR 209 over Marshalls Creek
Smithfield Township
Monroe Couty
Project Description: This project involves the rehabilitation or replacement of the bridge carrying State Route 209 over the Marshalls Creek in Smithfield Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$2053	$524
State:	$0	$0	$0	$0	$513	$131
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$0	$0	$2,566	$655
Total FFY 2027-2038 Cost	$3,221					

PennDOT Project Id: 93634

Project Administrator: PennDOT
Title: Kellersville Historic Structures (SR 3023)
Improvement Type: Replace/Rehab
State Route: 3023
Municipality: Hamilton (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 11/9/2028
Location: SR 3023 (Middle Easton Belmont Pike) over McMichaels Creek
Hamilton Township, Monroe County
Project Description: This project involves the replacement or rehabilitation of a bridge that carries Middle Easton Belmont Pike (State Route 3023) over McMichaels Creek and a culvert over Mill Race in the Kellersville Historic District in Hamilton Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$903	$848	$0	$0	$0	$0
State:	$200	$212	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$1,103	$1,060	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$2,163					

PennDOT Project Id: 94301

Project Administrator: PennDOT
Title: Upper Smith Gap Rd over Aquashicola Crk Br
Improvement Type: Bridge Replacement
State Route: 3002
Municipality: Eldred (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 6/8/2028
Location: SR 3002 over Aquashicola Creek
Eldred Township
Monroe County
Project Description: This project involves the rehabilitation or replacement of the bridge carrying Upper Smith Gap Road (State Route 3002) over the Aquashicola Creek in Eldred Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$500	$324	$0	$0	$0
State:	$0	$178	$81	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$678	$405	$0	$0	$0
Total FFY 2027-2038 Cost	$1,083					

PennDOT Project Id: 95398

Project Administrator: PennDOT
Title: 209 Holy Cross Road to Hollow Road
Improvement Type: Safety Improvement
State Route: 209
Municipality: Middle Smithfield (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 8/27/2026
Location: State Route 209 from approximately 100 feet south of Holy Cross Road (T-542) to the intersection of Middle Smithfield Elementary School.
Middle Smithfield Township
Monroe County
Project Description: This project involves corridor safety improvements. US Route 209 / Holy Cross Road intersection to be closed. The US Route 209 / SR 2023 (Hollow Road) intersection will be relocated perpendicular to US Route 209. The intersection will be unsignalized. There will be no center turn lane in the corridor however a left turn lane will be added along US 209 at the Hollow Road Intersection. The project will extend to the Middle Smithfield Elementary school driveway but will not have any changes to that intersection. Project is located in Middle Smithfield Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$60	$0	$0	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$60	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$60					

PennDOT Project Id: 95574

Project Administrator: PennDOT
Title: Hamilton West Resurface-Sciota
Improvement Type: Resurface
State Route: 209
Municipality: Hamilton (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date: 5/23/2024
Estimated Construction Bid Date: 5/23/2024
Location: Hamilton West (State Route 209) from approximately 500 feet east of Lesh Road to PA 33
Hamilton Township
Monroe County
Project Description: This project involves highway resurfacing of Hamilton West (State Route 209) from approximately 500 feet east of Lesh Road to PA 33 including latex overlay on structure over S 2012 (US Business 209) and deck replacement of structure over Lake Creek in Hamilton Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$30	$0	$0	$0	$0	$0
State:	$8	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$38	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$38					

PennDOT Project Id: 96434

Project Administrator: PennDOT
Title: PA 715 Stone Arch Replace
Improvement Type: Bridge Replacement
State Route: 715
Municipality: Chestnuthill (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 10/22/2026
Location: PA 715 over McMichaels Creek
4.2 Miles North of Brodheadsville
Chestnuthill Township
Monroe County
Project Description: This project involves the replacement of the stone arch bridge carrying PA 715 over McMichaels Creek (approximately 700 feet south of Camp Akiba Road/State Route 3026) in Chestnuthill Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$1228	$0	$0	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$1,228	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$1,228					

PennDOT Project Id: 96481

Project Administrator: PennDOT
Title: PA 611 Corridor Improvements
Improvement Type: Reconstruct
State Route: 611
Municipality: Delaware Water Gap (BORO)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2031
Location: PA 611 retaining wall
PA 611 - Segment 10 to 60
along Delaware River
Delaware Water Gap
Monroe County
Project Description: This project involves the improvements along PA 611 from segments 10 to 60 along the Delaware River in Delaware Water Gap, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$200	$1333	$1150	$5166	$8962
State:	$0	$50	$333	$288	$1292	$2240
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$250	$1,666	$1,438	$6,458	$11,202
Total FFY 2027-2038 Cost	$21,014					

PennDOT Project Id: 105966

Project Administrator: PennDOT
Title: Sterling Road Safety Improvements Area 1
Improvement Type: Safety Improvement
State Route: 196
Municipality: Mount Pocono (BORO)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 7/29/2027
Location: SR 196 Segment 0010 through Segment 0060
Project Description: Corridor safety improvements including shoulder upgrades, minor geometry changes with left turn lanes at Pine Hill Road and Green Road intersections, clear zone improvement such as tree removal and utility pole relocations as well as drainage improvements in Mount Pocono Borough and Coolbaugh Townships, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$2300	$1050	$564	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$2,300	$1,050	$564	$0	$0	$0
Total FFY 2027-2038 Cost	$3,914					

PennDOT Project Id: 109826

Project Administrator: PennDOT
Title: NEPA Bridge Preservation & Repair 7
Improvement Type: Bridge Preservation Activities
State Route: 191
Municipality: Barrett (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date: 8/22/2024
Estimated Construction Bid Date: 8/22/2024
Location: Various bridges in Carbon, Monroe, and Schuylkill Counties
Project Description: Consultant design and construction of bridge repairs and preservation of various bridges in Carbon, Monroe, and Schuylkill Counties to reduce outstanding priority bridge repair items.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$56	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$56	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$56					

PennDOT Project Id: 110457

Project Administrator: PennDOT
Title: PA 33 Median Barrier SR 2002 to SR 2008
Improvement Type: Safety Improvement
State Route: 33
Municipality: Hamilton (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 9/17/2026
Location: PA 33 from SR 2002 to SR 2008
Hamilton Township
Monroe County
Project Description: This project involves the installation of a concrete median barrier along with milling, concrete patching, overlay of the travel lanes and shoulders, guide rail upgrades, drainage improvements, and pavement markings along PA 33 from SR 2002 (Lower Cherry Valley Road) to SR 2008 (Bossardsville Road) in Hamilton Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$10000	$3200	$0	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$10,000	$3,200	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$13,200					

PennDOT Project Id: 111812

Project Administrator: PennDOT
Title: Municipal Bridge Bundle
Improvement Type: Bridge Rehabilitation
State Route: 7206
Municipality: Jackson (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2029
Location: various local bridges in Schuylkill, Carbon, and Monroe County.
Project Description: Bridge rehabilitations to various local bridges in Schuylkill, Carbon, and Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$550	$1591	$3214	$2500	$622	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$550	$1,591	$3,214	$2,500	$622	$0
Total FFY 2027-2038 Cost	$8,477					

PennDOT Project Id: 113494

Project Administrator: PennDOT
Title: NEPA Br Preserv & Repair 8
Improvement Type: Bridge Preservation Activities
State Route: 2012
Municipality: Stroudsburg (BORO)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 10/22/2026
Location: Various bridges in Carbon, Monroe, & Schuylkill County
Project Description: Consultant design and construction of bridge repairs and preservation of various bridges in Carbon, Monroe, and Schuylkill Counties to reduce outstanding priority bridge repair items.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$2052	$2521	$1556	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$2,052	$2,521	$1,556	$0	$0	$0
Total FFY 2027-2038 Cost	$6,129					

PennDOT Project Id: 113878

Project Administrator: PennDOT
Title: 209 Mt Nebo to Holy Cross Road
Improvement Type: Safety Improvement
State Route: 209
Municipality: Middle Smithfield (TWP)
Air Quality Status: Significant: Included in regional conformity analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 8/10/2028
Location: State Route 209 from Mount Nebo to Holy Cross Road
Middle Smithfield Township
Monroe County
Project Description: Corridor improvement project involving widening of shoulders and potential center turn lane along Milford Road (State Route 209) from Mt. Nebo Road/Oak Grove Road to Hol Cross Drive in Middle Smithfield Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$893	$2150	$2100	$2100	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$893	$2,150	$2,100	$2,100	$0	$0
Total FFY 2027-2038 Cost	$7,243					

PennDOT Project Id: 113879

Project Administrator: PennDOT
Title: 209 Middle Smithfield Elem. Dr. to Portuguese Lane
Improvement Type: Safety Improvement
State Route: 209
Municipality: Middle Smithfield (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2029
Location: Monroe County
Project Description: This project involves a safety improvement to SR 209 on from Municipal to Portuguese Lane in Middle Smithfield Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$650	$650	$4348	$1000	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$650	$650	$4,348	$1,000	$0	$0
Total FFY 2027-2038 Cost	$6,648					

PennDOT Project Id: 114078

Project Administrator: PennDOT
Title: PA 611 Retaining Wall Repairs
Improvement Type: Miscellaneous
State Route: 611
Municipality: Delaware Water Gap (BORO)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2035
Location: Point of Gap Overlook to Resort Point Overlook
Delaware Water Gap, Monroe County
Project Description: Complete various repairs to deteriorating retaining wall along State Route 611 Northbound in Delaware Water Gap, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$5590
State:	$0	$0	$0	$0	$0	$1398
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$0	$0	$0	$6,988
Total FFY 2027-2038 Cost	$6,988					

PennDOT Project Id: 116800

Project Administrator: PennDOT
Title: Sterling Rd Safety Improvements Area 2
Improvement Type: Safety Improvement
State Route: 196
Municipality: Coolbaugh (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2031
Location: SR 196 Segment 0080 to Segment 0150
Project Description: Corridor safety improvements including shoulder widening and left turn lanes in Mount Pocono Borough and Coolbaugh Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$540	$5950	$0
State:	$0	$0	$0	$135	$1487	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$0	$675	$7,437	$0
Total FFY 2027-2038 Cost	$8,112					

PennDOT Project Id: 118296

Project Administrator: PennDOT
Title: Croasdale Road (T-420) over Cherry Creek
Improvement Type: Bridge Replacement
State Route: 7214
Municipality: Stroud (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 2/25/2027
Location: Croasdale Road (T-420) over Cherry Creek
Stroud Township
Monroe County
Project Description: This project involves the replacement of the bridge carrying Croasdale Road (T-420) over Cherry Creek in Stroud Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$1185	$0	$0	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$296	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$1,481	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$1,481					

PennDOT Project Id: 119707

Project Administrator: PennDOT
Title: SR 611 Rock-Slope Mitigation Phase 2
Improvement Type: Slides Correction
State Route: 611
Municipality: Delaware Water Gap (BORO)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: SR 611 Segment 0010/0500 to 0040/1100
Delaware Water Gap Borough
Project Description: Rockfall repairs along State Route 611 including rock buttressing, spot rock anchors and/or mesh in Delaware Water Gap Borough, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$2993
State:	$0	$0	$0	$0	$0	$748
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$0	$0	$0	$3,741
Total FFY 2027-2038 Cost	$3,741					

PennDOT Project Id: 120985

Project Administrator: PennDOT
Title: NEPA Bridge Preserv & Repair 11
Improvement Type: Bridge Preservation Activities
State Route: 611
Municipality: Pocono (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2036
Location: Various Locations
Carbon, Monroe, and Schuylkill Counties
Project Description: This project involves preventative maintenance of various structures in various locations in Carbon, Monroe, and Schuylkill Counties.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$0	$0	$0	$0	$750	$7041
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$0	$0	$750	$7,041
Total FFY 2027-2038 Cost	$7,791					

PennDOT Project Id: 121653

Project Administrator: PennDOT
Title: Gap View Drive (SR 2021) over Marshalls Creek
Improvement Type: Bridge Replacement
State Route: 2021
Municipality: Smithfield (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 5/11/2028
Location: Gap View Drive (SR 2021) over Marshalls Creek
Smithfield Township
Monroe County.
Project Description: This project involves the bridge replacement of Gap View Drive (SR 2021) over Marshalls Creek in Smithfield Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$274	$2446	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$274	$2,446	$0	$0	$0
Total FFY 2027-2038 Cost	$2,720					

PennDOT Project Id: 121656

Project Administrator: PennDOT
Title: Sugar Hollow Road (SR 3011) over Sugar Hollow Ck
Improvement Type: Bridge Rehabilitation
State Route: 3011
Municipality: Chestnuthill (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 7/13/2028
Location: Sugar Hollow Road (SR 3011) over Sugar Hollow Creek
Chestnuthill Township
Monroe County.
Project Description: This Project involves the bridge rehabilitation or replacement of Sugar Hollow Road (SR 3011) over Sugar Hollow Creek in Chestnuthill Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$450	$1035	$0	$0	$0
State:	$0	$53	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$503	$1,035	$0	$0	$0
Total FFY 2027-2038 Cost	$1,538					

PennDOT Project Id: 123368

Project Administrator: PennDOT
Title: NEPA High Friction Surface 2027
Improvement Type: Surface Treatment
State Route: 3013
Municipality: Ross (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2027
Location: Various locations in Schuylkill, Carbon, and Monroe Counties
Project Description: This project will involve the application of epoxy high friction surface treatment with bauxite aggregate to various locations in Carbon, Monroe and Schuylkill counties.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$1041	$0	$200	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$1,041	$0	$200	$0	$0	$0
Total FFY 2027-2038 Cost	$1,241					

Pike

PennDOT Project Id: 9343

Project Administrator: PENNDOT
Title: SR 4003 over Masthope Creek
Improvement Type: Replace/Rehab
State Route: 4003
Municipality: Lackawaxen (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 8/26/2027
Location: Pike County, Lackawaxen Township, State Route 4003 (Welcome Lake Road)
Project Description: Bridge replacement/rehabilitation on State Route 4003 (Welcome Lake Road) over Masthope Creek in Lackawaxen Township, Pike County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$589	$0	$0	$0	$2800	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$589	$0	$0	$0	$2,800	$0
Total FFY 2027-2038 Cost	$3,389					

PennDOT Project Id: 9354

Project Administrator: PENNDOT
Title: SR 4004 over Blooming Grove Creek
Improvement Type: Bridge Rehabilitation
State Route: 4004
Municipality: Blooming Grove (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 10/14/2027
Location: Pike County, Blooming Grove Township, State Route 4004 (Gumbletown Road)
Project Description: Bridge rehabilitation on State Route 4004 (Gumbletown Road) over Blooming Grove Creek in Blooming Grove Township, Pike County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$2756
State:	$0	$350	$0	$300	$0	$1500
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$350	$0	$300	$0	$4,256
Total FFY 2027-2038 Cost	$4,906					

PennDOT Project Id: 9411

Project Administrator: PENNDOT
Title: SR 1006 over Shohola Creek
Improvement Type: Replace/Rehab
State Route: 1006
Municipality: Shohola (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/27/2028
Location: Pike County, Shohola Township, State Route 1006 (Knealing Road)
Project Description: Bridge replacement on State Route 1006 (Knealing Road) over Shohola Creek in Shohola Township, Pike County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$650	$1250	$0
State:	$0	$0	$0	$163	$200	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$0	$813	$1,450	$0
Total FFY 2027-2038 Cost	$2,263					

PennDOT Project Id: 9422

Project Administrator: PENNDOT
Title: SR 507 over Tributary to Lake Wallenpaupack 2
Improvement Type: Replace/Rehab
State Route: 507
Municipality: Palmyra (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 10/1/2032
Location: Pike County, Palmyra Township, State Route 507 (Wallenpaupack Road)
Project Description: Bridge replacement/rehabilitation on State Route 507 (Wallenpaupack Road) over Tributary Lake Wallenpaupack in Palmyra Township, Pike County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$2800
State:	$0	$350	$0	$500	$0	$1000
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$350	$0	$500	$0	$3,800
Total FFY 2027-2038 Cost	$4,650					

PennDOT Project Id: 67511

Project Administrator: PennDOT
Title: SR 402 over Inlet to Pecks Pond
Improvement Type: Replace/Rehab
State Route: 402
Municipality: Porter (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 10/1/2032
Location: Pike County, Porter Township, State Route 402
Project Description: Bridge replacement on State Route 402 over the inlet to Pecks Pond in Porter Township, Pike County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$766	$0
State:	$0	$0	$0	$0	$492	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$0	$0	$1,258	$0
Total FFY 2027-2038 Cost	$1,258					

PennDOT Project Id: 68758

Project Administrator: PennDOT
Title: SR 6 over Wallenpaupack Creek and PPand L Flume
Improvement Type: Bridge Deck Rehabilitation
State Route: 6
Municipality: Palmyra (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 6/4/2026
Location: Pike County, Palmyra Township, State Route 6 (G.A.R. Highway)
Project Description: Bridge rehabilitation on (2) structures on State Route 6 (G.A.R. Highway) over Wallenpaupack Creek and PP and L Flume, in Palmyra Township, Pike County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$4000	$2000	$2000	$1539	$1838	$0
State:	$500	$500	$500	$385	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$4,500	$2,500	$2,500	$1,924	$1,838	$0
Total FFY 2027-2038 Cost	$13,262					

PennDOT Project Id: 68790

Project Administrator: PennDOT
Title: SR 6 over Sawkill Creek
Improvement Type: Bridge Replacement
State Route: 6
Municipality: Dingman (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 3/11/2027
Location: Pike County, Dingman and Milford Townships, State Route 6 (G.A.R Highway)
Project Description: Bridge replacement on State Route 6 (G.A.R Highway) over Sawkill Creek in Dingman and Milford Townships, Pike County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$750	$750	$750	$750	$0	$0
State:	$188	$188	$188	$188	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$938	$938	$938	$938	$0	$0
Total FFY 2027-2038 Cost	$3,752					

PennDOT Project Id: 68837

Project Administrator: PennDOT
Title: SR 402 over Shohola Creek
Improvement Type: Bridge Replacement
State Route: 402
Municipality: Blooming Grove (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 10/1/2032
Location: Pike County, Blooming Grove Township, State Route 402
Project Description: Bridge replacement/rehabilitation on State Route 402 over Shohola Creek, in Blooming Grove Township, Pike County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$3000
State:	$0	$0	$200	$0	$200	$1000
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$200	$0	$200	$4,000
Total FFY 2027-2038 Cost	$4,400					

PennDOT Project Id: 68843

Project Administrator: PennDOT
Title: SR 434 over Branch Ballard Creek
Improvement Type: Replace/Rehab
State Route: 434
Municipality: Shohola (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 7/29/2027
Location: Pike County, Shohola and Lackawaxen Townships, State Route 434 (Shohola Road)
Project Description: Bridge replacement/rehabilitation on State Route 434 (Shohola Road) over Branch Ballard Creek in Shohola and Lackawaxen Townships, Pike County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$800	$0
State:	$345	$0	$0	$0	$200	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$345	$0	$0	$0	$1,000	$0
Total FFY 2027-2038 Cost	$1,345					

PennDOT Project Id: 68869

Project Administrator: PennDOT
Title: SR 1014 over Westcolang Creek
Improvement Type: Replace/Rehab
State Route: 1014
Municipality: Lackawaxen (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 2/11/2027
Location: Pike County, Lackawaxen Township, State Route 1014 (Masthope Road)
Project Description: Bridge replacement/rehabilitation on State Route 1014 (Masthope Road) over Westcolang Creek in Lackawaxen Township, Pike County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$500	$500	$500	$500	$0	$0
State:	$125	$125	$125	$125	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$625	$625	$625	$625	$0	$0
Total FFY 2027-2038 Cost	$2,500					

PennDOT Project Id: 68878

Project Administrator: PennDOT
Improvement Type: Replace/Rehab
Municipality: Greene (TWP)
Actual Construction Bid Date:
Title: SR 3001 over East Branch of Wallenpaupack Creek
State Route: 3001
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date: 10/10/2032

Location: Pike County, Greene Township, State Route 3001 (Hemlock Grove Road)

Project Description: Bridge rehabilitation/replacement on State Route 3001 (Hemlock Grove Road) over East Branch of Wallenpaupack Creek in Greene Township, Pike County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$345	$0
State:	$0	$403	$0	$300	$86	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$403	$0	$300	$431	$0
Total FFY 2027-2038 Cost	$1,134					

PennDOT Project Id: 68893

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Blooming Grove (TWP)
Actual Construction Bid Date:
Title: SR 4004 over Outlet to Fairview Lake
State Route: 4004
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date: 10/1/2030

Location: Pike County, Blooming Grove Township, State Route 4004 (Gumbletown Road)

Project Description: Bridge replacement/rehabilitation on State Route 4004 (Gumbletown Road) over Outlet to Fairview Lake in Blooming Grove Township, Pike County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$345	$0
State:	$0	$0	$400	$0	$186	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$400	$0	$531	$0
Total FFY 2027-2038 Cost	$931					

PennDOT Project Id: 73295

Project Administrator: PennDOT
Improvement Type: Reconstruct
Municipality:
Actual Construction Bid Date:
Title: NEPA 4-0 Highway Line Item
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date:

Location: Pike County, Various Locations

Project Description: The reserve will be utilized for highway and bridge related projects in Pike County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$792	$1191	$1191	$1002	$4650	$1443
State:	$391	$17	$884	$152	$2203	$763
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$1,183	$1,208	$2,075	$1,154	$6,853	$2,206
Total FFY 2027-2038 Cost	$14,679					

PennDOT Project Id: 85737

Project Administrator: PennDOT
Title: SR 2004 over Little Bushkill Creek
Improvement Type: Bridge Rehabilitation
State Route: 2004
Municipality: Porter (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/4/2029
Location: Pike County, Porter Township, State Route 2004 (Silver Lake Road)
Project Description: Bridge rehabilitation of State Route 2004 (Silver Lake Road) over Little Bushkill Creek in Porter Township, Pike County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$0	$0	$0	$200	$1500	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$0	$200	$1,500	$0
Total FFY 2027-2038 Cost	$1,700					

PennDOT Project Id: 102029

Project Administrator: PennDOT
Title: SR 447 Slide
Improvement Type: Restoration
State Route: 447
Municipality: Greene (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 10/1/2032
Location: Pike County, Greene Township, State Route 447 (Panther Road)
Project Description: Slope repair on State Route 447 (Panther Road) between State Route 3012 (Pine Grove Road) and Township Road 388 (Stoney Lonesome Road) in Greene Township, Pike County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$300	$300	$0	$0	$1831	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$300	$300	$0	$0	$1,831	$0
Total FFY 2027-2038 Cost	$2,431					

PennDOT Project Id: 114547

Project Administrator: PennDOT
Title: SR 2001 Section (405) Reconstruct
Improvement Type: Restoration
State Route: 2001
Municipality: Delaware (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: SR 2001 from Twp Rd, Rockledge Rd to SR 739 and SR 739 from SR 2001 to TR 209 Delaware Township
Project Description: Highway Restoration on State Route 2001 from Rockledge Road to State Route 739 and on State Route 739 from State Route 2001 to Township Road 209 in Delaware Township. Pike County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$0	$0	$0	$0	$0	$4500
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$0	$0	$0	$4,500
Total FFY 2027-2038 Cost	$4,500					

PennDOT Project Id: 116059

Project Administrator: PennDOT
Title: Shohola Falls Road over Balliard Creek
Improvement Type: Bridge Replacement
State Route: 7210
Municipality: Shohola (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/29/2027
Location: Pike County, Shohola Township, Shohola Falls Road
Project Description: Bridge replacement on Shohola Falls Road over Balliard Creek in Shohola Township, Pike County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$728	$0	$0	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$728	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$728					

PennDOT Project Id: 116060

Project Administrator: PennDOT
Title: Carlton Hill Road over Taylor Creek
Improvement Type: Bridge Replacement
State Route: 7204
Municipality: Greene (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 6/10/2027
Location: Pike County, Greene Township, Carlton Hill Road
Project Description: Bridge replacement on Carlton Hill Road over Taylor Creek in Greene Township, Pike County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$211	$0	$0	$0	$0	$0
State:	$517	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$728	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$728					

PennDOT Project Id: 116691

Project Administrator: PennDOT
Title: SR 6 over Decker Creek
Improvement Type: Replace/Rehab
State Route: 6
Municipality: Palmyra (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 10/1/2033
Location: Pike County
Palmyra Township
State Route 6 (G.A.R Highway)
Project Description: Bridge rehabilitation/replacement on State Route 6 (G.A.R Highway) over Decker Creek in Palmyra Township, Pike County

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$1600	$3500
State:	$0	$0	$0	$0	$0	$2000
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$0	$0	$1,600	$5,500
Total FFY 2027-2038 Cost	$7,100					

PennDOT Project Id: 116692

Project Administrator: PennDOT
Title: SR 6 over Spring Brook
Improvement Type: Replace/Rehab
State Route: 6
Municipality: Blooming Grove (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 10/7/2027
Location: Pike County
Blooming Grove and Lackawaxen Townships
State Route 6 (G.A.R Highway)
Project Description: Bridge rehabilitation/replacement on State Route 6 (G.A.R Highway) over Spring Brook in Blooming Grove and Lackawaxen Townships, Pike County

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$1532	$0
State:	$0	$69	$0	$0	$384	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$69	$0	$0	$1,916	$0
Total FFY 2027-2038 Cost	$1,985					

PennDOT Project Id: 116693

Project Administrator: PennDOT
Title: SR 402 over Outlet to Porters Lake
Improvement Type: Replace/Rehab
State Route: 402
Municipality: Porter (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 10/1/2034
Location: Pike County
Porter Township
State Route 402
Project Description: Bridge rehabilitation/replacement on State Route 402 over Outlet to Porters Lake in Porter Township, Pike County

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$2100	$0
State:	$0	$200	$300	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$200	$300	$0	$2,100	$0
Total FFY 2027-2038 Cost	$2,600					

PennDOT Project Id: 116694

Project Administrator: PennDOT
Title: SR 402 over Indian Cabin Run
Improvement Type: Replace/Rehab
State Route: 402
Municipality: Porter (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 10/1/2034
Location: Pike County
Porter Township
State Route 402
Project Description: Bridge rehabilitation/replacement on State Route 402 over Indian Cabin Run in Porter Township, Pike County

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$1100	$0
State:	$0	$0	$0	$450	$700	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$0	$450	$1,800	$0
Total FFY 2027-2038 Cost	$2,250					

PennDOT Project Id: 116695

Project Administrator: PennDOT
Title: SR 1003 over Taylortown Creek
Improvement Type: Replace/Rehab
State Route: 1003
Municipality: Lackawaxen (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 10/1/2034
Location: Pike County
Lackawaxen Township
State Route 1003 (Rowland Road)
Project Description: Bridge rehabilitation/replacement on State Route 1003 (Rowland Road) over Taylortown Creek in Lackawaxen Township, Pike County

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$1439	$0
State:	$350	$0	$300	$0	$611	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$350	$0	$300	$0	$2,050	$0
Total FFY 2027-2038 Cost	$2,700					

PennDOT Project Id: 116701

Project Administrator: PennDOT
Title: SR 1017 over Trib to Delaware River
Improvement Type: Replace/Rehab
State Route: 1017
Municipality: Westfall (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 10/1/2034
Location: Pike County, Westfall Township, State Route 1017 (Delaware Drive)
Project Description: Bridge rehabilitation/replacement on State Route 1017 (Delaware Drive) over Tributary to Delaware River in Westfall Township, Pike County

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$800
State:	$0	$0	$0	$0	$481	$200
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$0	$0	$481	$1,000
Total FFY 2027-2038 Cost	$1,481					

PennDOT Project Id: 116734

Project Administrator: PennDOT
Title: SR 2001 over Hornbeck Creek
Improvement Type: Replace/Rehab
State Route: 2001
Municipality: Delaware (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 10/1/2034
Location: Pike County, Delaware Township, State Route 2001 (Milford Road)
Project Description: Bridge rehabilitation/replacement on State Route 2001 (Milford Road) over Hornbeck Creek in Delaware Township, Pike County

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$800
State:	$0	$0	$0	$281	$300	$1200
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$0	$281	$300	$2,000
Total FFY 2027-2038 Cost	$2,581					

PennDOT Project Id: 121416

Project Administrator: PennDOT
Title: SR 6 & 434 Intersection Improvement
Improvement Type: Intersection Improvement
State Route: 6
Municipality: Blooming Grove (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 8/8/2028
Location: Pike County
Blooming Grove Township
State Route 6 (GAR Highway)
State Route 434 (Shohola Road)
Project Description: Intersection Improvement at the intersection of State Route 6 (GAR Highway) and State Route 434 (Shohola Road) in Booming Grove Township, Pike County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$500	$0	$0	$0	$0	$3000
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$500	$0	$0	$0	$0	$3,000
Total FFY 2027-2038 Cost	$3,500					

PennDOT Project Id: 121500

Project Administrator: PennDOT
Title: SR 6 over Delaware River Phase II
Improvement Type: Bridge Rehabilitation
State Route: 6
Municipality: Matamoras (BORO)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 9/16/2027
Location: Pike County
Matamoras Borough
State Route 6 (Pennsylvania Avenue)
Project Description: Bridge Rehabilitation on State Route 6 (Pennsylvania Avenue) over the Delaware River in Matamoras Borough, Pike County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$980	$0	$0	$0	$0
State:	$0	$245	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$1,225	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$1,225					

Schuylkill

PennDOT Project Id: 12611

Project Administrator: PENNDOT
Title: Minersville Arch Bridge
Improvement Type: Replace/Rehab
State Route: 4042
Municipality: Minersville (BORO)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: SR 4042 over West Branch of the Schuylkill River
Minersville Borough
Schuylkill County
Project Description: This project involves the preservation of the bridge carrying Seltzer Road (State Route 4042) over West Branch of the Schuylkill River in Minersville Borough, Schuylkill County

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$309	$329	$955	$2328	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$309	$329	$955	$2,328	$0	$0
Total FFY 2027-2038 Cost	$3,921					

PennDOT Project Id: 12709

Project Administrator: PENNDOT
Improvement Type: Bridge Preservation Activities
Municipality: Tamaqua (BORO)
Actual Construction Bid Date:
Location: SR 209 over Panther Creek
Borough of Tamaqua
Schuylkill County
Project Description: Preventative Maintenance
SR 209 over Panther Creek
Borough of Tamaqua
Schuylkill County

Title: SR 209 over Panther Creek
State Route: 209
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date: 10/22/2026

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$40	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$40	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$40					

PennDOT Project Id: 12720

Project Administrator: PENNDOT
Improvement Type: Bridge Preservation Activities
Municipality: Union (TWP)
Actual Construction Bid Date:
Location: SR 4033 over Little Catawissa Creek
Union Township
Schuylkill County
Project Description: Preventative Maintenance
SR 4033 over Little Catawissa Creek
Union Township
Schuylkill County

Title: Little Catawissa Bridge
State Route: 4033
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date: 10/22/2026

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$30	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$30	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$30					

PennDOT Project Id: 85718

Project Administrator: PennDOT
Improvement Type: Replace/Rehab
Municipality: Butler (TWP)
Actual Construction Bid Date:
Location: Dutchtown Road (SR 4026) over Mahanoy Creek
Butler Township
Schuylkill County
Project Description: Bridge preservation of the bridge that carries Dutchtown Road (SR 4026) over Mahanoy Creek in Butler Township, Schuylkill County

Title: Dutchtown Rd (SR 4026) over Mahanoy Ck
State Route: 4026
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date:

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$974	$3391
State:	$0	$0	$0	$0	$243	$848
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$0	$0	$1,217	$4,239
Total FFY 2027-2038 Cost	$5,456					

PennDOT Project Id: 85721

Project Administrator: PennDOT
Title: Honeymoon Trail Rd over Pine Creek
Improvement Type: Bridge Rehabilitation
State Route: 4017
Municipality: Hubley (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: SR 4017 (Honeymoon Trail Road) over Pine Creek
Hubley Township
Schuylkill County
Project Description: Preservation of the bridge that carries Honeymoon Trail Road (SR 4017) over Pine Creek in Hubley Township, Schuylkill County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$0	$0	$11	$6	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$11	$6	$0	$0
Total FFY 2027-2038 Cost	$17					

PennDOT Project Id: 85750

Project Administrator: PennDOT
Title: SR 1021 (Lincoln Drive) over RBM&N Railroad
Improvement Type: Bridge Replacement
State Route: 1021
Municipality: Rush (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date: 10/23/2025
Estimated Construction Bid Date: 10/23/2025
Location: State Route 1021 over Reading Blue Mountain & Northern Railroad
Rush Township
Schuylkill County
Project Description: This project involves a replacement of the bridge carrying Lincoln Drive (State Route 1021) over Reading Blue Mountain and Northern Railroad in Rush Township, Schuylkill County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$10	$0	$0	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$10	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$10					

PennDOT Project Id: 85817

Project Administrator: PennDOT
Title: Main Blvd over Trib of Catawissa Crk (3)
Improvement Type: Bridge Replacement
State Route: 924
Municipality: East Union (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 5/27/2027
Location: Main Boulevard (PA 924) over Tributary of Catawissa Creek
East Union Township
Schuylkill County
Project Description: This project involves bridge replacements on Main Boulevard (PA 924) over tributary to Catawissa Creek in East Union Township, Schuylkill County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$2005	$1797	$0	$0	$0	$0
State:	$527	$450	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$2,532	$2,247	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$4,779					

PennDOT Project Id: 85820

Project Administrator: PennDOT
Title: Main Blvd over Trib of Catawissa Crk - 2
Improvement Type: Bridge Replacement
State Route: 924
Municipality: East Union (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 5/27/2027
Location: Main Boulevard (PA 924) over Tributary of Catawissa Creek
East Union Township
Schuylkill County
Project Description: This project involves the replacement of the bridge carrying Main Boulevard (PA 924) over the tributary to Catawissa Creek in East Union Township, Schuylkill County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$5	$5	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$5	$5	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$10					

PennDOT Project Id: 85821

Project Administrator: PennDOT
Title: PA 924 over Trib to Catawissa Crk - 1
Improvement Type: Bridge Replacement
State Route: 924
Municipality: East Union (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 5/27/2027
Location: Main Boulevard (PA 924) over Tributary of Catawissa Creek
East Union Township
Schuylkill County
Project Description: This project involves the replacement of the bridge carrying Main Boulevard (PA 924) over the tributary to Catawissa Creek in East Union Township, Schuylkill County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$5	$5	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$5	$5	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$10					

PennDOT Project Id: 85835

Project Administrator: PennDOT
Title: PA 443 over Swatara Creek
Improvement Type: Replace/Rehab
State Route: 443
Municipality: Pine Grove (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/12/2029
Location: PA 443 over South Branch of Swatara Creek
Pine Grove Township
Project Description: This project involves a replacement/rehabilitation of the bridge carrying Pleasant Valley Road (PA 443) over the south branch of the Swatara Creek in Pine Grove Township, Schuylkill County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$450	$291	$1287	$430	$2741	$0
State:	$113	$73	$322	$108	$685	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$563	$364	$1,609	$538	$3,426	$0
Total FFY 2027-2038 Cost	$6,500					

PennDOT Project Id: 91674

Project Administrator: PennDOT
Title: SR 309 over RBMNRR
Improvement Type: Bridge Rehabilitation
State Route: 309
Municipality: Rush (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2031
Location: SR 309 over Reading Blue Mountain and Northern Railroad
Rush Township
Schuylkill County
Project Description: This project involves the replacement/rehabilitation of the bridge carrying State Route 309 over Reading Blue Mountain and Northern Railroad in Rush Township, Schuylkill County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$300	$337	$0	$3525	$1810
State:	$0	$75	$84	$0	$881	$453
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$375	$421	$0	$4,406	$2,263
Total FFY 2027-2038 Cost	$7,465					

PennDOT Project Id: 92053

Project Administrator: PennDOT
Title: SR 209 over Mine Hollow Run
Improvement Type: Bridge Rehabilitation
State Route: 209
Municipality: New Philadelphia (BORO)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 3/25/2027
Location: 209 over Tucker Creek
New Philadelphia Borough
Schuylkill County
Project Description: Bridge replacement or rehabilitation of the bridge that carries US 209 over Tucker Creek in the Borough of New Philadelphia, Schuylkill County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$10	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$10	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$10					

PennDOT Project Id: 92104

Project Administrator: PennDOT
Title: US 209 over Eagle Hill Run
Improvement Type: Bridge Rehabilitation
State Route: 209
Municipality: Blythe (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 3/25/2027
Location: US 209 over Eagle Hill Run
Blythe Township
Schuylkill County
Project Description: Bridge replacement or rehabilitation of the bridge that carries US 209 over Eagle Hill Run in Blythe Township, Schuylkill County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$10	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$10	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$10					

PennDOT Project Id: 96441

Project Administrator: PennDOT
Title: 309 Betterment_895 to 443
Improvement Type: Resurface
State Route: 309
Municipality: West Penn (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2029
Location: SR 895 (Lizard Creek Road) to SR 443
in West Penn Township
Project Description: This project involves the highway restoration of PA 309 from State Route 895 (Lizard Creek Road) to State Route 443 in West Penn Township, Schuylkill County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$17	$3517	$4500	$2927	$0
State:	$0	$4	$4	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$21	$3,521	$4,500	$2,927	$0
Total FFY 2027-2038 Cost	$10,969					

PennDOT Project Id: 96470

Project Administrator: PennDOT
Title: St.Clair to Frackville Reconstruction
Improvement Type: Reconstruct
State Route: 61
Municipality: New Castle (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date: 11/9/2023
Estimated Construction Bid Date: 10/19/2023
Location: PA 61 from St. Clair Borough to Frackville Borough
Schuylkill County
Project Description: This project involves over 4 miles of highway total reconstruction of PA 61 starting in St. Clair Borough at the intersection of PA 61 and Terry Rich Boulevard and continuing through New Castle, Blythe, Ryan, and West Mahanoy Townships before ending at the intersection of PA 61 and East Spruce Street in Frackville Borough, Schuylkill County.

Safety improvements include realignment of several substandard curves, installation of a new traffic signal at Dark Water Road, wider shoulders and edge line rumble strips. The project also the rehabilitation/replacement of nine existing structures, installation of four new retaining walls, installation of two hybrid GRS (Geosynthetic Reinforced Soil) slope and construction of a new bridge.

The online 2019 Historic Vulnerability Locations and Risk Assessment tool designates this corridor as high-risk to flooding, making resilience improvements to this location eligi for PROTECT funds. The SR61-14M improvements that qualify for PROTECT funding include: reconstruction of failing slopes with engineered slopes; installing robust scour protection, underpinning structures; rehabilitating stone arch culverts to repair decades of accumulated storm damage to provide strengthened structures that can withstand the forces of large storms and can meet the life expectancy of the design. A number of the existing culverts will receive a complete relining of the interior of the culvert or a new structurally sound concrete floor. The new structures are designed to pass the 100-yr storm as well resist scour for large storms and the high velocities. The end result will be a corridor that is fortified to resist scour, undermining and overtopping for decades to come. These improvements will also significantly reduce the long-term maintenance responsibilities needed to keep this corridor in good working order.

This project also qualifies for INFRA funding. The INFRA improvements include removing substandard geometry, increasing safety and maintaining a vital and robust interstate connection for this NHS and Critical Rural Freight Corridor.

Additional project improvements are being funded with CRP funds. They include a traffic signal and dedicated turn lanes at the Darkwater Road intersection and improving the existing signalized Terry Rich Boulevard intersection. ITS improvements include the installation of a Closed-Circuit TV camera at the Darkwater Road intersection, installation o Weather Monitoring Station at the projects lower elevation area to complement existing weather stations along I-81 at higher elevations, installation of two digital messaging boar along the PA 61 approaches to I-81 and installation of one solar powered dynamic curve warning sign.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$4606	$0	$0	$1000	$6050	$0
State:	$200	$226	$2443	$1100	$6642	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$4,806	$226	$2,443	$2,100	$12,692	$0
Total FFY 2027-2038 Cost	$22,267					

PennDOT Project Id: 96565

Project Administrator: PennDOT
Title: 61 Resurf. Walmart Plaza to 1004
Improvement Type: Resurface
State Route: 61
Municipality: Norwegian (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2029
Location: PA 61 from the Walmart Plaza to SR 1004
East Norwegian, New Castle, North Manheim, and Norwegian Townships, the city of Pottsville, and Palo Alto and Saint Clair Boroughs
Project Description: This project involves the highway restoration of PA 61 from the Walmart Plaza through SR 1004 in East Norwegian, New Castle, North Manheim, and Norwegian Townships, the city of Pottsville, and Palo Alto and Saint Clair Boroughs in Schuylkill County.

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$0	$8	$1509	$1000	$3510	$0
State:	$0	$2	$2	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Period Totals:	$0	$10	$1,511	$1,000	$3,510	$0
Total FFY 2027-2038 Cost	**$6,031**					

PennDOT Project Id: 109993

Project Administrator: PennDOT
Improvement Type: Resurface
Municipality: Rush (TWP)
Actual Construction Bid Date: 3/12/2026
Location: 309 Resurface from Ben Titus Rd to Lofty Hill
Rush Township
Schuylkill County

Title: 309 Resurface-Ben Titus Road North
State Route: 309
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date: 3/12/2026

Project Description: This project involves the highway resurfacing of PA 309 from Ben Titus Road to Lofty Hill in Rush Township, Schuylkill County.

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$750	$1495	$0	$0	$0	$0
State:	$188	$374	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Period Totals:	$938	$1,869	$0	$0	$0	$0
Total FFY 2027-2038 Cost	**$2,807**					

PennDOT Project Id: 109995

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Pine Grove (TWP)
Actual Construction Bid Date: 9/25/2025
Location: SR443 over Mill Creek
Pine Grove Township
Schuylkill County

Title: 443 over Mill Creek
State Route: 443
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date: 9/25/2025

Project Description: This project involves the replacement of the bridge carrying Suedberg Road (PA 443) over Mill Creek in Pine Grove Township, Schuylkill County.

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$234	$0	$0	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Period Totals:	$234	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	**$234**					

PennDOT Project Id: 114329

Project Administrator: PennDOT
Title: NEPA Br Pres. & Repair #9
Improvement Type: Bridge Preservation Activities
State Route: 54
Municipality:
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2029
Location: Various bridges in Carbon, Monroe, and Schuylkill Counties
Project Description: Consultant design and construction of bridge repairs and preservation of various bridges in Carbon, Monroe, and Schuylkill Counties to reduce outstanding priority bridge repair items.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$40	$1032	$1971	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$40	$1,032	$1,971	$0	$0	$0
Total FFY 2027-2038 Cost	$3,043					

PennDOT Project Id: 116252

Project Administrator: PennDOT
Title: Orwigsburg Industrial Park Access Road
Improvement Type: Reconstruct
State Route: 0
Municipality: Orwigsburg (BORO)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/28/2027
Location: Borough of Orwigsburg
Schuylkill County
Project Description: The project involves reconstruction of and improvements to existing unpaved/partially-paved access roads located within the Orwigsburg Industrial Park, specifically Industrial Drive and Long Avenue in the Borough of Orwigsburg, Schuylkill County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$1611	$0	$0	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$1,611	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$1,611					

PennDOT Project Id: 116811

Project Administrator: PennDOT
Title: Box Culvert Bundle - Round 1
Improvement Type: Bridge Replacement
State Route: 209
Municipality: Blythe (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 3/25/2027
Location: Schuylkill and Monroe Counties
Project Description: This project involves box culvert replacements at various locations in Schuylkill and Monroe counties.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$2900	$2150	$924	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$2,900	$2,150	$924	$0	$0	$0
Total FFY 2027-2038 Cost	$5,974					

PennDOT Project Id: 117330

Project Administrator: PennDOT
Title: Paradise Rd over Upper Little Swatara Crk
Improvement Type: Bridge Replacement
State Route: 3002
Municipality: Washington (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/8/2027

Location: Paradise Rd over Upper Little Swatara Creek
Washington Twp
Schuylkill County

Project Description: This project involves the rehabilitation or replacement of the bridge carrying Paradise Road (SR 3002) over Upper Little Swatara Creek in Washington Township, Schuylkill County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$1300	$136	$0	$0	$0	$0
State:	$275	$34	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$1,575	$170	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$1,745					

PennDOT Project Id: 117478

Project Administrator: PennDOT
Title: Raven Run Road (SR 4031) over Shenandoah Creek
Improvement Type: Bridge Rehabilitation
State Route: 4031
Municipality: West Mahanoy (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 10/21/2027

Location: Raven Run Road (SR 4031) over Shenandoah Creek
West Mahanoy Township
Schuylkill County

Project Description: This project includes bridge rehabilitation or replacement carrying Raven Run Rd (SR 4031) over Shenandoah Creek in West Mahanoy Township, Schuylkill County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$20	$560	$713	$0	$0	$0
State:	$5	$140	$178	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$25	$700	$891	$0	$0	$0
Total FFY 2027-2038 Cost	$1,616					

PennDOT Project Id: 117599

Project Administrator: PennDOT
Title: Centre St over trib Shenandoah Crk
Improvement Type: Bridge Replacement
State Route: 54
Municipality: Shenandoah (BORO)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 11/4/2027

Location: Centre Street over trib. Shenandoah Creek
Shenandoah Borough
Schuylkill County

Project Description: Bridge rehabilitation or replacement of the bridge that carries Centre Street (State Route 54) over the tributary to Shenandoah Creek in Shenandoah Borough, Schuylkill County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$309	$100	$749	$0	$0	$0
State:	$20	$41	$187	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$329	$141	$936	$0	$0	$0
Total FFY 2027-2038 Cost	$1,406					

PennDOT Project Id: 117607

Project Administrator: PennDOT
Title: Suedberg Road over trib. to Swatara Creek
Improvement Type: Bridge Replacement
State Route: 443
Municipality: Pine Grove (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 3/25/2027
Location: Suedberg Rd over tributary to Fishing Creek
Pine Grove Township
Schuylkill County
Project Description: Bridge replacement or rehabilitation of the bridge that carries Suedberg Road (State Route 443) over tributary to Fishing Creek in Pine Grove Township, Schuylkill County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$10	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$10	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$10					

PennDOT Project Id: 120802

Project Administrator: PennDOT
Title: SR 183/SR 901 Cressona Intersection
Improvement Type: Transportation Study
State Route: 183
Municipality: Cressona (BORO)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 3/1/2030
Location: SR 183 (Pottsville Street) /SR 901 (N. Sillyman Street) Intersection
Cressona Borough
Schuylkill County
Project Description: This project involves the study to identify potential improvements to the SR 183 (Pottsville Street) and SR 901 (North Sillyman Street) intersection to address safety and congesti
in
Cressona Borough, Schuylkill County .

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$290	$515	$212	$1420	$1251	$0
State:	$0	$25	$28	$23	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$290	$540	$240	$1,443	$1,251	$0
Total FFY 2027-2038 Cost	$3,764					

PennDOT Project Id: 120809

Project Administrator: PennDOT
Title: Centre Street over Mahanoy Creek
Improvement Type: Bridge Preservation Activities
State Route: 54
Municipality: Ashland (BORO)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 10/22/2026
Location: Centre Street over Mahanoy Creek
Ashland Borough
Schuylkill County
Project Description: This project involves the preventative maintenance of Centre Street over Mahanoy Creek in Ashland Borough, Schuylkill County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$15	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$15	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$15					

PennDOT Project Id: 120810

Project Administrator: PennDOT
Improvement Type: Bridge Preservation Activities
Municipality: Port Carbon (BORO)
Actual Construction Bid Date:
Location: SR 209 over Railroad
Port Carbon Borough
Schuylkill County
Project Description: Preventative Maintenance
SR 209 over Railroad
Port Carbon Borough
Schuylkill County

Title: SR 209 over Railroad
State Route: 209
Air Quality Status: AQ Conformity Does Not Apply
Estimated Construction Bid Date: 10/22/2026

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$50	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$50	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$50					

PennDOT Project Id: 120984

Project Administrator: PennDOT
Improvement Type: Bridge Preservation Activities
Municipality:
Actual Construction Bid Date:
Location: Various Locations
Carbon, Monroe, and Schuylkill Counties
Project Description: This project involves bridge overlays at various locations in Carbon, Monroe, and Schuylkill Counties.

Title: Bridge Overlay Bundle 3
State Route: 443
Air Quality Status: Exempt from Regional Conformity Analysis
Estimated Construction Bid Date: 4/1/2027

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$2000	$60	$0	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$2,000	$60	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$2,060					

PennDOT Project Id: 123372

Project Administrator: PennDOT
Improvement Type: Resurface
Municipality: Frailey (TWP)
Actual Construction Bid Date:
Location: Various locations in Carbon, Monroe, and Schuylkill Counties.
Project Description: This project will be the installation of all weather markings in various locations in Carbon, Monroe, and Schuylkill Counties.

Title: All Weather Pavement Markings 2027
State Route: 81
Air Quality Status: Exempt from Regional Conformity Analysis
Estimated Construction Bid Date: 3/25/2027

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$200	$0	$200	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$200	$0	$200	$0	$0	$0
Total FFY 2027-2038 Cost	$400					

PennDOT Project Id: 123526

Project Administrator: PennDOT
Title: NEPA BPN-4 Guide Rail Upgrades 2027/2028
Improvement Type: Guiderail Improvement
State Route: 4011
Municipality: Porter (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/1/2027
Location: Carbon, Monroe and Schuylkill Counties.

Project Description: This project will be the upgrading of guiderails through Carbon, Monroe and Schuylkill Counties.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$50	$50	$50	$50	$200	$200
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$50	$50	$50	$50	$200	$200
Total FFY 2027-2038 Cost	$600					

PennDOT Project Id: 123617

Project Administrator: PennDOT
Title: TSMO Dynamic Messaging Signals
Improvement Type: Signing
State Route: 81
Municipality: Pine Grove (TWP)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date: 12/16/2027
Location: Interstate I-81 Various locations

Project Description: This project will be the replacement of antiquated permanent dynamic message signs on I-81 in various locations.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$578	$0	$0	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$578	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$578					

HBTYP

2027-2030 Interstate TIP Project Listing

FFY 2027 Interstate TIP

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Carbon	80	19B	72746	I-80 Bridge Improvements	+C	IMAN	NHPP	27,810,000				27,810,000																			1/25/2029 E
Totals for: Carbon								**27,810,000**				**27,810,000**																			**27,810,000**
Monroe	80	17M	76357	I-80 Reconstruction-Monroe	U	IMAN									581	5,304,500		5,304,500													
Monroe	80	17M	76357	I-80 Reconstruction-Monroe	R	IMAN			581	16,500,000		16,500,000			581	15,500,000		15,500,000													
Monroe	80	26M	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	F	IMAN			581	15,000,000		15,000,000																			
Monroe	80	26M	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	U	IMAN															581	8,851,089		8,851,089							
Monroe	80	26M	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	R	IMAN															581	5,245,090		5,245,090							
Monroe	80	26M	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	+C	IMAN																			NHPP	20,000,000				20,000,000	3/28/2030 E
Monroe	80	BO1	118999	I-80 Sec 17M Breakout #1 (Exit 303)	+C	IMAN	NHPP	40,000,000				40,000,000	NHPP	40,000,000				40,000,000	NHPP	69,457,600				69,457,600	NHPP	20,000,000				20,000,000	7/2/2026 E
Monroe	80	BO2	119000	Interstate 80 Sec 17M Breakout #2 (Exit 304/305)	+C	IMAN																			NHPP	20,000,000				20,000,000	11/8/2029 E
Monroe	380	07B	112355	I-380 Bridge Improvements	F	IMAN			185	590,499		590,499																			
Totals for: Monroe								**40,000,000**		**32,090,499**		**72,090,499**		**40,000,000**		**20,804,500**		**60,804,500**		**69,457,600**		**14,096,179**		**83,553,779**		**60,000,000**				**60,000,000**	**276,448,778**
Overall Totals:								**67,810,000**		**32,090,499**		**99,900,499**		**40,000,000**		**20,804,500**		**60,804,500**		**69,457,600**		**14,096,179**		**83,553,779**		**60,000,000**				**60,000,000**	**304,258,778**

t Transportation Infrastructure Investment Fund **e Economic Development** **f Flex** **fd Flexed** **s Spike** **+ Indicates phase qualifies for TOLL funds** *** Includes Conversion Amount** **Obligations have occurred** **^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let**

2027-2038 Interstate TYP Project Listing

Interstate

Project Information								First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Berks	5	176	09M	112354	Break and Seat SR 568 to SR 422 I/C	P	IMAN	2030			581	597,027		597,027													597,027	
Berks	5	176	09M	112354	Break and Seat SR 568 to SR 422 I/C	F	IMAN	2030			581	59,702		59,702													59,702	
Berks	5	176	09M	112354	Break and Seat SR 568 to SR 422 I/C	U	IMAN	2030			581	23,881		23,881													23,881	
Berks	5	176	09M	112354	Break and Seat SR 568 to SR 422 I/C	R	IMAN	2030			581	59,703		59,703													59,703	
Berks	5	176	09M	112354	Break and Seat SR 568 to SR 422 I/C	C	IMAN	2034									581	32,202,888		32,202,888							32,202,888	1/1/2031 E
Totals for: Berks												**740,313**		**740,313**				**32,202,888**		**32,202,888**				32,202,888		**32,943,201**	
Carbon	5	80	19B	72746	I-80 Bridge Improvements	+C	IMAN	2027	NHPP	27,810,000				27,810,000													27,810,000	1/25/2029 E
Totals for: Carbon										27,810,000				**27,810,000**													**27,810,000**	
Lackawanna	4	81	D46	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	F	IMAN	2028	NHPP	15,194,369	581	1,688,262		16,882,631													16,882,631	
Lackawanna	4	81	D46	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	+U	IMAN	2027	NHPP	112,551				112,551													112,551	
Lackawanna	4	81	D46	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	+R	IMAN	2027	NHPP	4,637,097				4,637,097													4,637,097	
Lackawanna	4	81	D46	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	+C	IMAN	2035							NHPP	120,000,000				120,000,000	NHPP	80,000,000				80,000,000	200,000,000	9/14/2028 E
Lackawanna	4	81	0	91548	I-81 Lacka CPR Dunmore	P	IMAN	2027			581	650,000		650,000													650,000	
Lackawanna	4	81	0	91548	I-81 Lacka CPR Dunmore	+C	IMAN	2030			581	37,808,354		37,808,354													37,808,354	10/18/2029 E
Lackawanna	4	81	230	92435	I-81 NB/SB Preservation Pavement Replacement Lacka	+C	IMAN	2029	NHPP	107,000,000				107,000,000													107,000,000	1/8/2026 A
Lackawanna	4	81	246	106682	Scranton Beltway/Turnpike	C	IMAN	2033	NHPP	10,000,000				10,000,000	NHPP	30,000,000				30,000,000							40,000,000	11/7/2031 E
Lackawanna	4	84	0	85791	I-84 EB/WB I-4R Lacka/Wayne	P	IMAN	2028	NHPP	8,000,000	581	2,000,000		10,000,000													10,000,000	
Lackawanna	4	84	0	85791	I-84 EB/WB I-4R Lacka/Wayne	F	IMAN	2030			581	9,004,070		9,004,070													9,004,070	
Lackawanna	4	84	0	85791	I-84 EB/WB I-4R Lacka/Wayne	+C	IMAN	2035													NHPP	80,000,000				80,000,000	80,000,000	10/1/2033 E
Lackawanna	4	84	0	94637	I-84 EB/WB I-4R Lacka	+P	IMAN	2028	NHPP	10,000,000				10,000,000													10,000,000	
Lackawanna	4	84	0	94637	I-84 EB/WB I-4R Lacka	+F	IMAN	2031							NHPP	9,552,419				9,552,419							9,552,419	
Totals for: Lackawanna										154,944,017		51,150,686		**206,094,703**		159,552,419				**159,552,419**		160,000,000			**160,000,000**	**525,647,122**	
Lehigh	5	78	0	110072	I-78 Adams Road Interchange	+F	IMAN	2029	NHPP	8,240,000				8,240,000													8,240,000	
Lehigh	5	78	0	110072	I-78 Adams Road Interchange	+U	IMAN	2030	NHPP	782,864				782,864													782,864	
Lehigh	5	78	0	110072	I-78 Adams Road Interchange	+C	IMAN	2035	NHPP	20,000,000				20,000,000	NHPP	88,941,786				88,941,786	NHPP	20,000,000				20,000,000	128,941,786	11/1/2029 E
Lehigh	5	78	19M	92780	I-78 Recon-Berks County Line to SR 100	F	IMAN	2029			581	18,000,000		18,000,000													18,000,000	
Lehigh	5	78	19M	92780	I-78 Recon-Berks County Line to SR 100	U	IMAN	2029			581	2,731,818		2,731,818													2,731,818	
Lehigh	5	78	19M	92780	I-78 Recon-Berks County Line to SR 100	R	IMAN	2030			581	25,132,721		25,132,721													25,132,721	
Lehigh	5	78	19M	92780	I-78 Recon-Berks County Line to SR 100	+C	IMAN	2035													NHPP	59,640,000				59,640,000	59,640,000	6/9/2033 E
Lehigh	5	78	19M	92780	I-78 Recon-Berks County Line to SR 100	+C	IMAN	2035													NFP	60,360,000				60,360,000	60,360,000	6/9/2033 E
Totals for: Lehigh										29,022,864		45,864,539		**74,887,403**		88,941,786				**88,941,786**		140,000,000			**140,000,000**	**303,829,189**	
Luzerne	4	80	311	107495	I-80 Eastbound Reconstruction	+C	IMAN	2030	NHPP	118,000,000				118,000,000													118,000,000	10/22/2026 E
Luzerne	4	80	353	111770	I-80 EB/WB over SR 93	+C	IMAN	2028	NHPP	17,400,000				17,400,000													17,400,000	9/17/2026 E
Luzerne	4	81	313	81910	I-81 Luzerne County I-80 to Dorrance I-4R	+F	IMAN	2028	NHPP	7,649,089				7,649,089													7,649,089	
Luzerne	4	81	313	81910	I-81 Luzerne County I-80 to Dorrance I-4R	+C	IMAN	2035							NHPP	120,000,000				120,000,000	NHPP	160,000,000				160,000,000	280,000,000	5/10/2029 E
Luzerne	4	81	316	115097	I-81 Luzerne County Ashley to Arena I4R	R	IMAN	2027	NHPP	9,007,988	185	1,016,000		10,023,988													10,023,988	
Luzerne	4	81	316	115097	I-81 Luzerne County Ashley to Arena I4R	+C	IMAN	2035							NHPP	120,000,000				120,000,000	NHPP	160,000,000				160,000,000	280,000,000	9/14/2028 E
Luzerne	4	81	317	117834	I-81 Luzerne County Hazleton to I-80 I-4R	+P	IMAN	2027	NHPP	3,600,000				3,600,000													3,600,000	
Luzerne	4	81	317	117834	I-81 Luzerne County Hazleton to I-80 I-4R	F	IMAN	2028			581	5,500,000		5,500,000													5,500,000	
Luzerne	4	81	317	117834	I-81 Luzerne County Hazleton to I-80 I-4R	+C	IMAN	2035													NHPP	140,268,996				140,268,996	140,268,996	3/15/2029 E
Luzerne	4	81	318	117835	I-81 Luzerne County Dorrance to Nuangola I-4R	P	IMAN	2027			581	3,400,000		3,400,000													3,400,000	
Luzerne	4	81	318	117835	I-81 Luzerne County Dorrance to Nuangola I-4R	+F	IMAN	2028	NHPP	5,500,000				5,500,000													5,500,000	
Luzerne	4	81	318	117835	I-81 Luzerne County Dorrance to Nuangola I-4R	+C	IMAN	2035													NHPP	120,000,000				120,000,000	120,000,000	3/15/2031 E
Luzerne	4	81	338	117838	I-81/ I-80 Concrete Pave Repairs Luzerne County	+C	IMAN	2028	NHPP	19,442,124				19,442,124													19,442,124	9/3/2026 E
Luzerne	4	81	361	106049	Interstate 81 over Railroad	+C	IMAN	2028	NHPP	36,645,510				36,645,510													36,645,510	1/14/2027 E
Luzerne	4	81	365	116496	I-81 Luzerne County Arena to Lacka Line I-4R	P	IMAN	2031									581	10,400,000		10,400,000							10,400,000	
Luzerne	4	81	365	116496	I-81 Luzerne County Arena to Lacka Line I-4R	F	IMAN	2032									581	9,838,991		9,838,991							9,838,991	
Luzerne	4	81	365	116496	I-81 Luzerne County Arena to Lacka Line I-4R	C	IMAN	2035															581	160,000,000		160,000,000	160,000,000	3/15/2032 E
Luzerne	4	424	353	116177	SR 424 at Interstate 81	C	IMAN	2028	BRIP	18,468,176				18,468,176													18,468,176	7/15/2027 E
Luzerne	4	424	353	116177	SR 424 at Interstate 81	C	IMAN	2028	NHPP	16,776,482				16,776,482													16,776,482	7/15/2027 E
Luzerne	4	424	353	116177	SR 424 at Interstate 81	C	IMAN	2028	NHPP	8,262,542	185	10,876,800		19,139,342													19,139,342	7/15/2027 E
Totals for: Luzerne										260,751,911		20,792,800		**281,544,711**		240,000,000		20,238,991		**260,238,991**		580,268,996		20,238,991	**600,507,987**	**1,282,052,698**	
Monroe	5	80	BO1	118999	I-80 Sec 17M Breakout #1 (Exit 303)	+C	IMAN	2030	NHPP	169,457,600				169,457,600													169,457,600	7/2/2026 E
Monroe	5	80	BO2	119000	Interstate 80 Sec 17M Breakout #2 (Exit 304/305)	+C	IMAN	2035	NHPP	20,000,000				20,000,000	NHPP	100,000,000				100,000,000	NHPP	79,640,000				79,640,000	199,640,000	11/8/2029 E
Monroe	5	80	BO2	119000	Interstate 80 Sec 17M Breakout #2 (Exit 304/305)	+C	IMAN	2035													NFP	60,360,000				60,360,000	60,360,000	11/8/2029 E
Monroe	5	80	17M	76357	I-80 Reconstruction-Monroe	U	IMAN	2028			581	5,304,500		5,304,500													5,304,500	
Monroe	5	80	17M	76357	I-80 Reconstruction-Monroe	R	IMAN	2028			581	32,000,000		32,000,000													32,000,000	
Monroe	5	80	17M	76357	I-80 Reconstruction-Monroe	+C	IMAN	2035							NHPP	40,000,000				40,000,000	NHPP	120,000,000				120,000,000	160,000,000	12/16/2032 E

*** Includes Conversion Amount**

+ Indicates phase qualifies for TOLL funds

^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let

Interstate

Project Information								First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Monroe	5	80	26M	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	F	IMAN	2027			581	15,000,000		15,000,000													15,000,000	
Monroe	5	80	26M	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	U	IMAN	2029			581	8,851,089		8,851,089													8,851,089	
Monroe	5	80	26M	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	R	IMAN	2029			581	5,245,090		5,245,090													5,245,090	
Monroe	5	80	26M	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	+C	IMAN	2035	NHPP	20,000,000				20,000,000	NHPP	110,000,000				110,000,000	NHPP	120,000,000				120,000,000	250,000,000	3/28/2030 E
Monroe	5	380	07B	112355	I-380 Bridge Improvements	F	IMAN	2027			185	590,499		590,499													590,499	
Totals for: Monroe										209,457,600		66,991,178		**276,448,778**		250,000,000				**250,000,000**		380,000,000				**380,000,000**	**906,448,778**	
Northampton	5	78	10M	109318	I-78 WB - Easton Rd to SR 33	+C	IMAN	2027	NHPP	16,809,474				16,809,474													16,809,474	8/27/2026 E
Northampton	5	78	12M	75835	I-78 - 33 Interchange to Morgan Hill	P	IMAN	2027			581	200,000		200,000													200,000	
Northampton	5	78	12M	75835	I-78 - 33 Interchange to Morgan Hill	F	IMAN	2028			581	300,000		300,000													300,000	
Northampton	5	78	12M	75835	I-78 - 33 Interchange to Morgan Hill	C	IMAN	2035															581	28,687,279		28,687,279	28,687,279	
Northampton	5	78	17B	116518	i-78 LVTS Bridge Breakout 2	P	IMAN	2027			581	900,000		900,000													900,000	
Northampton	5	78	17B	116518	i-78 LVTS Bridge Breakout 2	F	IMAN	2028			581	900,000		900,000													900,000	
Northampton	5	78	17B	116518	i-78 LVTS Bridge Breakout 2	C	IMAN	2030			185	14,282,141		14,282,141													14,282,141	6/1/2029 E
Totals for: Northampton										16,809,474		16,582,141		**33,391,615**													**62,078,894**	
Susquehanna	4	81	542	109306	I-81 Mill/Fill Lackawanna Line to New Milford	+C	IMAN	2027	NHPP	4,474,800	581	497,200		4,972,000													4,972,000	2/27/2025 A
Susquehanna	4	81	590	75976	I-81 Exit 219	+C	IMAN	2028	NHPP	25,311,340				25,311,340													25,311,340	7/30/2026 E
Totals for: Susquehanna										29,786,140		497,200		**30,283,340**													**30,283,340**	
Overall Totals:										728,582,006		202,618,857		**931,200,863**		738,494,205		52,441,879		**790,936,084**		1,260,268,996		188,687,279		**1,448,956,275**	**3,171,093,222**	

*** Includes Conversion Amount**

+ Indicates phase qualifies for TOLL funds

^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let

2027-2038 Interstate TYP Project Narrative

Carbon

PennDOT Project Id: 72746

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Kidder (TWP)

Actual Construction Bid Date:

Title: I-80 Bridge Improvements

State Route: 80

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/25/2029

Location: I-80
4 bridges and 2 culverts
Carbon County

Project Description: This project involves the rehabilitation or replacement of (4) bridges and (2) culverts along I-80 in Carbon County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$27810	$0	$0	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$27,810	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$27,810					

Monroe

PennDOT Project Id: 76357

Project Administrator: PennDOT

Improvement Type: Reconstruct

Municipality: Stroud (TWP)

Actual Construction Bid Date:

Title: I-80 Reconstruction-Monroe

State Route: 80

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 12/16/2032

Location: I-80 west of Exit 303 (Ninth Street) in Stroud Township through Stroudsburg Borough to east of Exit 307 (Park Avenue / Broad Street in East Stroudsburg Borough Monroe County.

Project Description: The I-80 Reconstruction Project includes 3.5 miles of full roadway reconstruction, widening, and interchange reconfiguration from just west of the 303 interchange to east of exit 307 and the Brodhead Creek bridge in Stroud Township, Stroudsburg Borough and East Stroudsburg Borough, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$40000	$120000
State:	$16500	$20805	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$16,500	$20,805	$0	$0	$40,000	$120,000
Total FFY 2027-2038 Cost	$197,305					

PennDOT Project Id: 112351

Project Administrator: PennDOT

Improvement Type: Reconstruct

Municipality: Hamilton (TWP)

Actual Construction Bid Date:

Title: I 80 Phase 2 - Reconstruction (Bartonsville)

State Route: 80

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 3/28/2030

Location: I-80 mainline from west of SR 4012 (Warner Rd Bridge) to east of the SR 33 interchange
Pocono, Hamilton, and Stroud Townships
Monroe County

Project Description: The project involves the reconstruction of Interstate 80 from the State Route 4012 (Warner Street) Bridge over Interstate 80, milepost 299.00 to 303.50 beyond the State Route 33 Interchange in Pocono, Hamilton, and Stroud Townships in Monroe County. All Bridges on and over Interstate 80 will be rehabilitated or reconstructed to accommodate Interstate 80 widening. Interstate 80 will be widened to match the improvements planned in Stroudsburg and East Stroudsburg for a total project length of 11.41 miles. This project will receive MASH guiderail replacement, glare screen barrier, and ITS updates along the corridor.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$20000	$110000	$120000
State:	$15000	$0	$14096	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$15,000	$0	$14,096	$20,000	$110,000	$120,000
Total FFY 2027-2038 Cost	$279,096					

PennDOT Project Id: 112355

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Tunkhannock (TWP)

Actual Construction Bid Date:

Title: I-380 Bridge Improvements

State Route: 380

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 11/9/2028

Location: I-380
Monroe County
Seg 0002 Offset 0000 to Seg 0130 Offset 1375
Seg 0003 Offset 0000 to Seg 0131 Offset 1454
SR 8004 from Seg 0010 Offset 0000 to Seg 0010 Offset 3090

Project Description: This project involves replacement of the I-380 Northbound and Southbound bridges over SR 4004 (Sullivan Trail) in Tobyhanna Township, Monroe County and the rehabilitation the I-380 Northbound and Southbound culverts conveying Dry Sawmill Run in Tunkannock Township, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$590	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$590	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost	$590					

PennDOT Project Id: 118999

Project Administrator: PennDOT

Improvement Type: Reconstruct

Municipality: Stroud (TWP)

Actual Construction Bid Date:

Title: I-80 Sec 17M Breakout #1 (Exit 303)

State Route: 80

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 7/2/2026

Location: Interstate 80 and PA 611
Stroud Township
Monroe County

Project Description: The I-80 Reconstruction Project includes roadway reconstruction, widening, and 303 interchange reconfiguration in Stroud Township, Stroudsburg Borough, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$40000	$40000	$69458	$20000	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$40,000	$40,000	$69,458	$20,000	$0	$0
Total FFY 2027-2038 Cost	$169,458					

PennDOT Project Id: 119000

Project Administrator: PennDOT

Improvement Type: Reconstruct

Municipality: Stroud (TWP)

Actual Construction Bid Date:

Title: Interstate 80 Sec 17M Breakout #2 (Exit 304/305)

State Route: 80

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 11/8/2029

Location: Interstate 80, SR 209 and SR 2012
Strouds Twp and Stroudsburg Borough
Monroe County

Project Description: The I-80 Reconstruction Project includes roadway reconstruction, widening, and 304 and 305 interchange reconfiguration in Stroud Township, Stroudsburg Borough, Monroe County.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$20000	$100000	$140000
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	$0	$0	$0	$20,000	$100,000	$140,000
Total FFY 2027-2038 Cost	$260,000					

2027-2030 Transit TIP Project Listing

FFY 2027 NEPA TIP

Project Information			FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 Costs						
Project	Project Title	Sponsor	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals
118202	Van/Minibus Purchase	LCC							OTH-F	200,000	OTH-S	688,388	161,612	1,050,000													1,050,000
118203	Computer System Update	LCC					30,000	30,000																	30,000	30,000	60,000
123791	CCCT Service Expansion	LCC	CAQ	250,000				250,000																			250,000
	Totals for: LANTA - Carbon County			**250,000**			**30,000**	**280,000**		**200,000**		**688,388**	**161,612**	**1,050,000**											**30,000**	**30,000**	**1,360,000**
106943	CNG Bus Replacement	MCTA	5311	1,120,000	338	280,000		1,400,000																			1,400,000
114347	Small Transit Veh & Comm	MCTA			OTH-S	745,125	4,875	750,000																			750,000
116466	SR Bus Replacements	MCTA													OTH-F	384,000	OTH-S	92,880	3,120	480,000							480,000
118470	SR Small Vehicle Rpl	MCTA							OTH-F	1,024,000	OTH-S	247,680	8,320	1,280,000													1,280,000
118471	Fare Collection Systems	MCTA									OTH-S	280,167	1,833	282,000													282,000
118546	Wash Bay Refurbishment	MCTA															OTH-S	99,350	650	100,000							100,000
121516	Bus Covered Parking Bldg	MCTA	5307	5,000,000	338	14,793,031	492,975	20,286,006																			20,286,006
121516	Bus Covered Parking Bldg	MCTA	5311	12,713,994				12,713,994																			12,713,994
121517	Operating Assistance	MCTA	5307	682,089	338	682,089		1,364,178																			1,364,178
123843	Replace MCTA Pickup Truck	MCTA			OTH-S	54,643	357	55,000																			55,000
123844	AED Heart Start Defibrill	MCTA									OTH-S	39,740	260	40,000													40,000
123845	Replace One Minivan	MCTA			OTH-S	54,643	357	55,000																			55,000
123846	Purchase 3 Cutaways	MCTA	OTH-F	432,000	OTH-S	104,490	3,510	540,000																			540,000
123847	Bus Stop Signs	MCTA									OTH-S	59,610	390	60,000													60,000
123848	Replace Four Cutaways	MCTA																			OTH-F	528,000	OTH-S	127,710	4,290	660,000	660,000
	Totals for: Monroe County Transportation Authority			**19,948,083**		**16,714,021**	**502,074**	**37,164,178**		**1,024,000**		**627,197**	**10,803**	**1,662,000**		**384,000**		**192,230**	**3,770**	**580,000**		**528,000**		**127,710**	**4,290**	**660,000**	**40,066,178**
107147	Shared Ride Vehicles (8)	STS							OTH-F	944,000	OTH-S	228,389	7,611	1,180,000													1,180,000
110817	(3) CNG Bus Purchase	STS													OTH-F	2,512,000	OTH-S	607,747	20,253	3,140,000							3,140,000
113925	Replace Support Vehicles	STS							OTH-F	95,200	OTH-S	23,032	768	119,000													119,000
116643	Hardware Asset	STS													OTH-F	5,600	OTH-S	1,355	45	7,000							7,000
116645	3 Transit Vans	STS							OTH-F	294,400	OTH-S	71,226	2,374	368,000													368,000
116646	Support Vehicles	STS	OTH-F	140,000	OTH-S	33,871	1,129	175,000																			175,000
116647	Support Vehicle (Truck)	STS							OTH-F	102,400	OTH-S	24,774	826	128,000													128,000
117974	Replace Office Equipment	STS	OTH-F	48,000	OTH-S	11,613	387	60,000																			60,000
123841	Replace Freightliner	STS													OTH-F	888,800	OTH-S	215,034	7,166	1,111,000							1,111,000
123842	Office Equipment	STS																			OTH-F	8,640	OTH-S	2,090	70	10,800	10,800
123849	Ten Shared Ride Vehicles	STS													OTH-F	1,428,000	OTH-S	345,487	11,513	1,785,000							1,785,000
123850	Four CNG Buses	STS																			OTH-F	3,840,000	OTH-S	929,040	30,960	4,800,000	4,800,000
	Totals for: Schuylkill Transportation System			**188,000**		**45,484**	**1,516**	**235,000**		**1,436,000**		**347,421**	**11,579**	**1,795,000**		**4,834,400**		**1,169,623**	**38,977**	**6,043,000**		**3,848,640**		**931,130**	**31,030**	**4,810,800**	**12,883,800**
	Overall Totals:			**20,386,083**		**16,759,505**	**533,590**	**37,679,178**		**2,660,000**		**1,663,006**	**183,994**	**4,507,000**		**5,218,400**		**1,361,853**	**42,747**	**6,623,000**		**4,376,640**		**1,058,840**	**65,320**	**5,500,800**	**54,309,978**

A project on the Transit TIP is for planning purposes only and is not a commitment of federal and/or state funds until a contract has been executed with the appropriate agencies.

2027-2030 Transit TIP Project Narrative

LANTA - Carbon County

PennDOT Project Id: 118202

Title: Van/Minibus Purchase

Air Quality Status: Exempt from Regional Conformity Analysis

County: Carbon

Narrative: Funding in the FFY2027-2030 TIP will fund the purchase of four (4) gasoline Paratransit vehicles with on-board security camera systems, on-board radios, back-end radio system and other related equipment. Funding will also support the purchase of one (1) expansion gasoline vehicle for the Carbon Transit Fixed Route system. Vehicles will b funded at the following levels:
* FFY2028 - Four (4) Accessible Paratransit Vehicles
* FFY2028 - One (1) Fixed Route Vehicle

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$200	$0	$0	$0	$0
State:	$0	$688	$0	$0	$0	$0
Local/Other:	$0	$162	$0	$0	$0	$0
Period Totals	$0	$1,050	$0	$0	$0	$0
Total FY 2027-2038 Cost	$1,050					

PennDOT Project Id: 118203

Title: Computer System Update

Air Quality Status: Exempt from Regional Conformity Analysis

County: Carbon

Narrative: LANTA-Carbon Transit follows a regular schedule of replacing office and computer equipment on a five to six-year cycle.

In the FFY2027-2030 years, funds will be programmed for the following:
* FFY2027 - Replacement of thirty (30) tablets, cases and mounting hardware for use of the Ecolane system.
* FFY2030 - Replacement of thirty (30) tablets, cases and mounting hardware for use of the Ecolane system.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$30	$0	$0	$30	$0	$0
Period Totals	$30	$0	$0	$30	$0	$0
Total FY 2027-2038 Cost	$60					

PennDOT Project Id: 123791

Title: CCCT Service Expansion

Air Quality Status: Exempt from Regional Conformity Analysis

County: Carbon

Narrative: CMAQ Flex Funding for expansion of LANTA-Carbon County service.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$250	$0	$0	$0	$0	$0
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
Period Totals	$250	$0	$0	$0	$0	$0
Total FY 2027-2038 Cost	$250					

Monroe County Transportation Authority

PennDOT Project Id: 106943

Title: CNG Bus Replacement

Air Quality Status: Exempt from Regional Conformity Analysis

County: Monroe

Narrative: This project involves the purchase of two (2) 35-foot Compressed Natural Gas (CNG) buses that come equipped with communication equipment that are replacing four (2) 35-foot fixed route buses that have met or exceeded their expected useful life (EUL) in years and/or miles.

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$1120	$0	$0	$0	$0	$0
State:	$280	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
Period Totals	$1,400	$0	$0	$0	$0	$0
Total FY 2027-2038 Cost	**$1,400**					

PennDOT Project Id: 114347

Title: Small Transit Veh & Comm

Air Quality Status: Exempt from Regional Conformity Analysis

County: Monroe

Narrative: This project involves the replacement Five (5) Ford Transit Vans for Microtransit Program. Need more info.

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$0	$0	$0	$0	$0	$0
State:	$745	$0	$0	$0	$0	$0
Local/Other:	$5	$0	$0	$0	$0	$0
Period Totals	$750	$0	$0	$0	$0	$0
Total FY 2027-2038 Cost	**$750**					

PennDOT Project Id: 116466

Title: SR Bus Replacements

Air Quality Status: Exempt from Regional Conformity Analysis

County: Monroe

Narrative: This project will replace 3 Shared Ride transit vans with cutaway vehicles.

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$0	$0	$384	$0	$0	$0
State:	$0	$0	$93	$0	$0	$0
Local/Other:	$0	$0	$3	$0	$0	$0
Period Totals	$0	$0	$480	$0	$0	$0
Total FY 2027-2038 Cost	**$480**					

PennDOT Project Id: 118470

Title: SR Small Vehicle Rpl

Air Quality Status: Exempt from Regional Conformity Analysis

County: Monroe

Narrative: Replace eight transit vans with cutaway vehicles for shared ride services.

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$0	$1024	$0	$0	$0	$0
State:	$0	$248	$0	$0	$0	$0
Local/Other:	$0	$8	$0	$0	$0	$0
Period Totals	$0	$1,280	$0	$0	$0	$0
Total FY 2027-2038 Cost	**$1,280**					

PennDOT Project Id: 118471

Title: Fare Collection Systems

Air Quality Status: Exempt from Regional Conformity Analysis

County: Monroe

Narrative: This project will refurbish the existing fare collection system for fixed route services (need more info).

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$0	$0	$0	$0	$0	$0
State:	$0	$280	$0	$0	$0	$0
Local/Other:	$0	$2	$0	$0	$0	$0
Period Totals	$0	$282	$0	$0	$0	$0
Total FY 2027-2038 Cost	**$282**					

PennDOT Project Id: 118546

Title: Wash Bay Refurbishment

Air Quality Status: Exempt from Regional Conformity Analysis

County: Monroe

Narrative: Refurbishment of transit vehicle facility bus wash bay.

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$0	$0	$0	$0	$0	$0
State:	$0	$0	$99	$0	$0	$0
Local/Other:	$0	$0	$1	$0	$0	$0
Period Totals	$0	$0	$100	$0	$0	$0
Total FY 2027-2038 Cost	**$100**					

PennDOT Project Id: 121516

Title: Bus Covered Parking Bldg

Air Quality Status: Exempt from Regional Conformity Analysis

County: Monroe

Narrative: MCTA will be adding a bus covered parking and storage building to the existing infrastructure. This project will be about 46,000 sq ft. $5,500,000 will be 5307 funding, $12,713,994 will be Appalachian 5311 funding. State and local funding will bue used as match.

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$17714	$0	$0	$0	$0	$0
State:	$14793	$0	$0	$0	$0	$0
Local/Other:	$493	$0	$0	$0	$0	$0
Period Totals	$33,000	$0	$0	$0	$0	$0
Total FY 2027-2038 Cost	**$33,000**					

PennDOT Project Id: 121517

Title: Operating Assistance

Air Quality Status: Exempt from Regional Conformity Analysis

County: Monroe

Narrative: This project will be to operate or fixed route system. We are showing how the 5307 Operating Assistance will be matched with State 1513 Operating Assistance.

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$682	$0	$0	$0	$0	$0
State:	$682	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
Period Totals	$1,364	$0	$0	$0	$0	$0
Total FY 2027-2038 Cost	**$1,364**					

PennDOT Project Id: 123843

Title: Replace MCTA Pickup Truck

Air Quality Status: Exempt from Regional Conformity Analysis

County: Monroe

Narrative: Replace MCTA Pickup Truck

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$0	$0	$0	$0	$0	$0
State:	$55	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
Period Totals	$55	$0	$0	$0	$0	$0
Total FY 2027-2038 Cost	**$55**					

PennDOT Project Id: 123844

Title: AED Heart Start Defibrill

Air Quality Status: Exempt from Regional Conformity Analysis

County: Monroe

Narrative: Purchase AED Heart Start Defibrillators for (need more info).

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$0	$0	$0	$0	$0	$0
State:	$0	$40	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
Period Totals	$0	$40	$0	$0	$0	$0
Total FY 2027-2038 Cost	**$40**					

PennDOT Project Id: 123845

Title: Replace One Minivan

Air Quality Status: Exempt from Regional Conformity Analysis

County: Monroe

Narrative: Replace One (1) Minivan (need more info).

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$0	$0	$0	$0	$0	$0
State:	$55	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
Period Totals	$55	$0	$0	$0	$0	$0
Total FY 2027-2038 Cost	**$55**					

PennDOT Project Id: 123846

Title: Purchase 3 Cutaways

Air Quality Status: Exempt from Regional Conformity Analysis

County: Monroe

Narrative: Replace one (1) Fixed Route 35 foot bus with three (3) 20 passenger cutaway buses.

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$432	$0	$0	$0	$0	$0
State:	$104	$0	$0	$0	$0	$0
Local/Other:	$4	$0	$0	$0	$0	$0
Period Totals	$540	$0	$0	$0	$0	$0
Total FY 2027-2038 Cost	**$540**					

PennDOT Project Id: 123847

Title: Bus Stop Signs

Air Quality Status: Exempt from Regional Conformity Analysis

County: Monroe

Narrative: Refurbish/replace fixed route bus stop signs.

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

PennDOT Project Id: 123848

Title: Replace Four Cutaways

Air Quality Status: Exempt from Regional Conformity Analysis

County: Monroe

Narrative: This project involves the replacement of four (4) shared ride cutaway vehicles that have reached the end of their useful lives (need more info).

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$0	$0	$0	$528	$0	$0
State:	$0	$0	$0	$128	$0	$0
Local/Other:	$0	$0	$0	$4	$0	$0
Period Totals	$0	$0	$0	$660	$0	$0
Total FY 2027-2038 Cost	**$660**					

Schuylkill Transportation System

PennDOT Project Id: 107147

Title: Shared Ride Vehicles (8)

Air Quality Status: Exempt from Regional Conformity Analysis

County: Schuylkill

Narrative: Purchase 8 shared ride vehicles to replace vehicles at the end of their useful life.

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$0	$944	$0	$0	$0	$0
State:	$0	$228	$0	$0	$0	$0
Local/Other:	$0	$8	$0	$0	$0	$0
Period Totals	$0	$1,180	$0	$0	$0	$0
Total FY 2027-2038 Cost	**$1,180**					

PennDOT Project Id: 110817

Title: (3) CNG Bus Purchase

Air Quality Status: Exempt from Regional Conformity Analysis

County: Schuylkill

Narrative: Replacement of 3 CNG buses for Fixed Route use.

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$0	$0	$2512	$0	$0	$0
State:	$0	$0	$608	$0	$0	$0
Local/Other:	$0	$0	$20	$0	$0	$0
Period Totals	$0	$0	$3,140	$0	$0	$0
Total FY 2027-2038 Cost	**$3,140**					

PennDOT Project Id: 113925

Title: Replace Support Vehicles

Air Quality Status: Exempt from Regional Conformity Analysis

County: Schuylkill

Narrative: Replacement of 1 Supervisor Vehicle and 1 Pickup for Maintenance Director.

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$0	$95	$0	$0	$0	$0
State:	$0	$23	$0	$0	$0	$0
Local/Other:	$0	$1	$0	$0	$0	$0
Period Totals	$0	$119	$0	$0	$0	$0
Total FY 2027-2038 Cost	**$119**					

PennDOT Project Id: 116643

Title: Hardware Asset

Air Quality Status: Exempt from Regional Conformity Analysis

County: Schuylkill

Narrative: Replacement of Ecolane Mobile Data Tablets (MDTs).

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$0	$0	$6	$0	$0	$0
State:	$0	$0	$1	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
Period Totals	$0	$0	$7	$0	$0	$0
Total FY 2027-2038 Cost	**$7**					

PennDOT Project Id: 116645

Title: 3 Transit Vans

Air Quality Status: Exempt from Regional Conformity Analysis

County: Schuylkill

Narrative: Replacement of 3 transit vans for Demand Response service

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$0	$294	$0	$0	$0	$0
State:	$0	$71	$0	$0	$0	$0
Local/Other:	$0	$2	$0	$0	$0	$0
Period Totals	$0	$367	$0	$0	$0	$0
Total FY 2027-2038 Cost	**$367**					

PennDOT Project Id: 116646

Title: Support Vehicles

Air Quality Status: Exempt from Regional Conformity Analysis

County: Schuylkill

Narrative: To replace two outdated supervisor vehicles that has the end of their useful lives.

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$140	$0	$0	$0	$0	$0
State:	$34	$0	$0	$0	$0	$0
Local/Other:	$1	$0	$0	$0	$0	$0
Period Totals	$175	$0	$0	$0	$0	$0
Total FY 2027-2038 Cost	**$175**					

PennDOT Project Id: 116647

Title: Support Vehicle (Truck)

Air Quality Status: Exempt from Regional Conformity Analysis

County: Schuylkill

Narrative: Replacement of Dump Truck for Maintenance use in snow removal.

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$0	$102	$0	$0	$0	$0
State:	$0	$25	$0	$0	$0	$0
Local/Other:	$0	$1	$0	$0	$0	$0
Period Totals	$0	$128	$0	$0	$0	$0
Total FY 2027-2038 Cost	**$128**					

PennDOT Project Id: 117974

Title: Replace Office Equipment

Air Quality Status: Exempt from Regional Conformity Analysis

County: Schuylkill

Narrative: Replacement of computers and printers in administrative offices.

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$48	$0	$0	$0	$0	$0
State:	$12	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
Period Totals	$60	$0	$0	$0	$0	$0
Total FY 2027-2038 Cost	**$60**					

PennDOT Project Id: 123841

Title: Replace Freightliner

Air Quality Status: Exempt from Regional Conformity Analysis

County: Schuylkill

Narrative: Replacement of Freightliner (need more info).

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$0	$0	$889	$0	$0	$0
State:	$0	$0	$215	$0	$0	$0
Local/Other:	$0	$0	$7	$0	$0	$0
Period Totals	$0	$0	$1,111	$0	$0	$0
Total FY 2027-2038 Cost	**$1,111**					

PennDOT Project Id: 123842

Title: Office Equipment

Air Quality Status: Exempt from Regional Conformity Analysis

County: Schuylkill

Narrative: Replacement of copier in administration office.

Project Costs(In Thousands)						
Fund	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Federal:	$0	$0	$0	$9	$0	$0
State:	$0	$0	$0	$2	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
Period Totals	$0	$0	$0	$11	$0	$0
Total FY 2027-2038 Cost	**$11**					

PennDOT Project Id: 123849

Title: Ten Shared Ride Vehicles

Air Quality Status: Exempt from Regional Conformity Analysis

County: Schuylkill

Narrative: Replacement of ten (10) shared ride vehicles (need more info).

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$1428	$0	$0	$0
State:	$0	$0	$345	$0	$0	$0
Local/Other:	$0	$0	$12	$0	$0	$0
Period Totals	$0	$0	$1,785	$0	$0	$0
Total FY 2027-2038 Cost	**$1,785**					

PennDOT Project Id: 123850

Title: Four CNG Buses

Air Quality Status: Exempt from Regional Conformity Analysis

County: Schuylkill

Narrative: This project involves the replacement of four (4) CNG fixed route buses that will have reached the end of their useful lives.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$3840	$0	$0
State:	$0	$0	$0	$929	$0	$0
Local/Other:	$0	$0	$0	$31	$0	$0
Period Totals	$0	$0	$0	$4,800	$0	$0
Total FY 2027-2038 Cost	**$4,800**					

Appendix A:
TIP Development Meeting Summaries

Northeastern Pennsylvania
Metropolitan Planning Organization

Transportation Programming for the Counties of: Carbon ✧ Monroe ✧ Pike ✧ Schuylkill

District 5-0 TIP Development Meeting Summary
October 23, 2025
10:00 a.m.

Meeting Location:
PennDOT District 5-0
and Microsoft Teams

Attendees:	**Organization**
Rocky Ahner	Carbon Co.
Anna Shigo	Carbon Co.
Kerry Cox	PennDOT District 5-0
Scott Cressman	PennDOT District 5-0
Chris Kufro	PennDOT District 5-0
Kate McMahon	NEPA Alliance
Christine Meinhart-Fritz	Monroe Co. Planning
Laura Montgomery	PennDOT District 5-0 (McCormick Taylor)
Larry Peterson	PennDOT District 5-0
Gene Porochniak	FHWA
Jennifer Ruth	PennDOT District 5-0
Jonathan Shaw	NEPA Alliance
Susan Smith	Schuylkill Co. Planning
Andrzej Trela	PennDOT District 5-0
Scott Vottero	PennDOT District 5-0

District 5-0 shared a spreadsheet that listed the projects under consideration for the 2027-2030 Transportation Improvement Program. The spreadsheet showed line items and projects in Carbon, Monroe and Schuylkill counties, including projects that will carry over from the 2025 TIP.

Mr. Peterson and Ms. Ruth provided information on each project listed on the spreadsheet indicating the current priority for each project for inclusion on the 2027 TIP. Bridge projects were identified by the bridge unit, and the BAMS outputs were considered. Many projects are being carried over from the 2025 TIP. Some projects are currently under construction, and a small amount of funding will be carried over in case of unexpected costs. Ms. Ruth indicated that the projects have been balanced for fiscal constraint and there is limited funding available in certain funding pots that could be used for adding new projects on the TIP.

Ms. McMahon asked if any projects had been identified for Congestion Mitigation and Air Quality Improvement (CMAQ) Funds. Ms. Ruth said that there were currently no identified projects for CMAQ funding since it can only be used in Carbon County. Ms. McMahon said that the Lehigh and Northampton Transportation Authority (LANTA) would be eligible to receive the funding and could use it to expand routes. Ms. Meinhart-Fritz mentioned Monroe County Transportation Authority's (MCTA) new microtransit program and asked if CMAQ funding could be used for a pilot microtransit project in Palmerton and Lehighton. Ms. Ruth indicated that CMAQ funding can be used for expanding transit routes/options. Ms. Smith asked if CMAQ funding could be used for trail

projects in Carbon County. Ms. Ruth said that trail projects are difficult to fund through CMAQ because they need to prove that the project would reduce congestion or improve air quality. Commissioner Ahner mentioned that congestion is a major problem in Jim Thorpe and asked if the funding could be used to improve pedestrian signaling or traffic signal timing. Ms. McMahon indicated that developing a new project like that would take time but could use future years of CMAQ funding when it is ready. Ms. McMahon said that she would reach out to LANTA to set up a meeting to determine if they could use CMAQ funds to expand transit service in Carbon County.

Ms. McMahon asked about Carbon Reduction Program (CRP) Funds. Ms. Ruth said that CRP funds will be kept in the line item until the next transportation reauthorization bill, when they will know if the program will continue. Funding can be supplemented with Surface Transportation Program (STP) and Highway Safety Improvement Program (HSIP) funding.

Ms. Meinhart-Fritz asked about the AMTRAK Passenger Rail Service line item on the draft TIP. Ms. McMahon said that the MPO has requested a small line item of funding in case funding would flow through the TIP, but since the rail line improvements are now being funded through the Federal Rail Authority (FRA) outside of the TIP process, the item can be removed from the TIP.

Ms. McMahon asked about the PA 33 – SR 2002 project (MPMS 110457) which is showing significant Spike funding. Ms. Ruth said that funding for the project was coming through Central Office and would be an upcoming statewide administrative action. The let date is estimated to be in September 2026 with construction beginning in 2027.

Ms. Meinhart-Fritz asked about PA 611 implementation funding for when the study has concluded. Ms. Ruth said that segments and project phasing have been listed on the draft TIP in anticipated order but that they can be adjusted after the study wraps up. Ms. Meinhart-Fritz mentioned that the 9/11 trail will run through the PA 611 corridor.

Commissioner Ahner asked if Carbon County can swap higher priority bridges into the municipal bridge bundle line item. He mentioned the Quakake Bridge, Lehighton Bridge, and Water Truck Bridge. Ms. McMahon said she would send the Bridge Key numbers to Mr. Peterson. Mr. Trela mentioned that the funding in the bridge bundle would not be enough to fund full bridge replacements and would only cover rehabilitation.

Ms. Smith asked when the project on SR 309 would be let. Ms. Ruth said that the project would most likely be let in January. Ms. Smith asked how long the PA 61 project was programmed on the TIP for. Mr. Trela said that the 61 project was programmed until 2031, and that any cost increases on the project could impact other projects. Ms. Smith mentioned two bridges that are a high priority in Schuylkill County, Fearnot Road (BRKEY 30826), and the Hancock St bridge in St. Clair. Mr. Trela said that the bridge in St. Claire is one of his top priorities, since trucks regularly use the roadway there. Ms. McMahon mentioned that the 9/11 Trail would like to use the Collen St Truss bridge to connect the trail from Pottsville to Palo Alto, and would include a recommendation in their study that the bridge be rehabilitated for pedestrian and bicycle use. Ms. Smith asked if that was a historic bridge. Mr. Tela confirmed that it was.

Ms. Smith asked about the status of the PA 309/PA 895 intersection. Ms. Ruth said that the district applied for HSIP funding, and that a consultant has been selected for the study and they are in the process of drafting an agreement.

Mr. Ahner mentioned a potential problem in Jim Thrope. The county is looking to remove parking and convert the space into a seating and picnic area. Trucks take wide turns at the nearby intersection, creating a safety issue. Mr. Ahner asked if PennDOT could look at the project through it's Highway Occupancy Permit (HOP) Process. Mr. Trela said that he would bring it up to the HOP coordinator.

The meeting concluded at approximately 12:30 p.m.

Northeastern Pennsylvania
Metropolitan Planning Organization

Transportation Programming for the Counties of: Carbon ✧ Monroe ✧ Pike ✧ Schuylkill

District 4-0 TIP Development Meeting Summary
November 12, 2025
10:00 a.m.

Meeting Location:
PennDOT District 4 Dunmore

Attendees:	**Organization:**
Marie Bishop	PennDOT District 4
Steve Fisher	PennDOT District 4
Kate McMahon	NEPA Alliance
Mike Mrozinski	Pike Co. Planning
Emma Pugh	PennDOT District 4
Jonathan Shaw	NEPA Alliance
Brian Snyder	Pike Co. Planning

District 4 provided an overview of the 2027 TIP development schedule and 2027 Financial Guidance for the NEPA MPO region. A discussion of the projects that will carryover from the 2025 TIP to the 2027 TIP and the funding for the line items and reserves occurred. There are several asset management line items on the TIP and TYP to address ongoing asset management needs. Many of the projects in Pike County are bridge projects. SR 6 over the Delaware Phase II, SR 739 Shoulder Widening, and 2001 over Hornbeck Creek will be carried over to the 2027 TIP. The draft of the 2027 Interstate TIP is forthcoming, likely in the new year. A discussion of new candidate projects occurred. NEPA staff and Pike County advocated for a signing project/advance warning project on SR 2001 as recommended by the SR 2001 Alternatives Analysis.

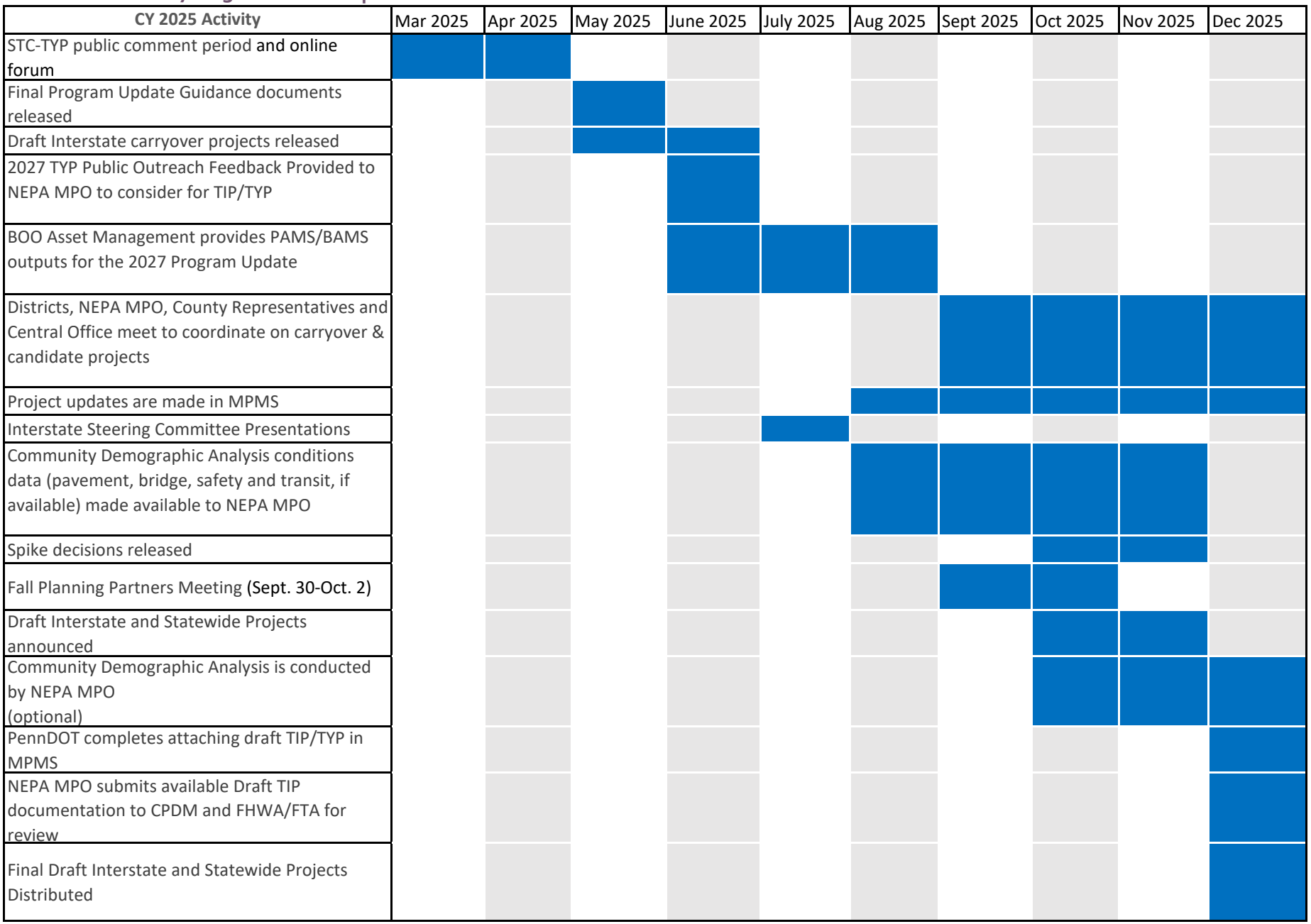
Mr. Mrozinski asked if the district has any plans to bundle bridge projects. Mr. Fisher stated that the district coordinates the dates that bridges go out for bid but cannot generally bundle full replacements. Ms. McMahon mentioned that Rep. Bresnahan's office was unable to include earmarks for SR 6 over Delaware and SR 6 over Wallenpaupack in the latest funding bill but indicated that the earmarks may be included in future funding bills. Mr. Mrozinski mentioned that there are three county bridges in Pike County that are currently a priority. Mr. Fisher asked if NEPA or the County could send him the bridge keys. Mr. Mrozinski asked about the SR 6/434 Intersection Project. Mr. Fisher stated that the project is entering the PE phase, and that Central Office would be assisting the district with the project.

The next steps will be to review the draft 2025 TIP.

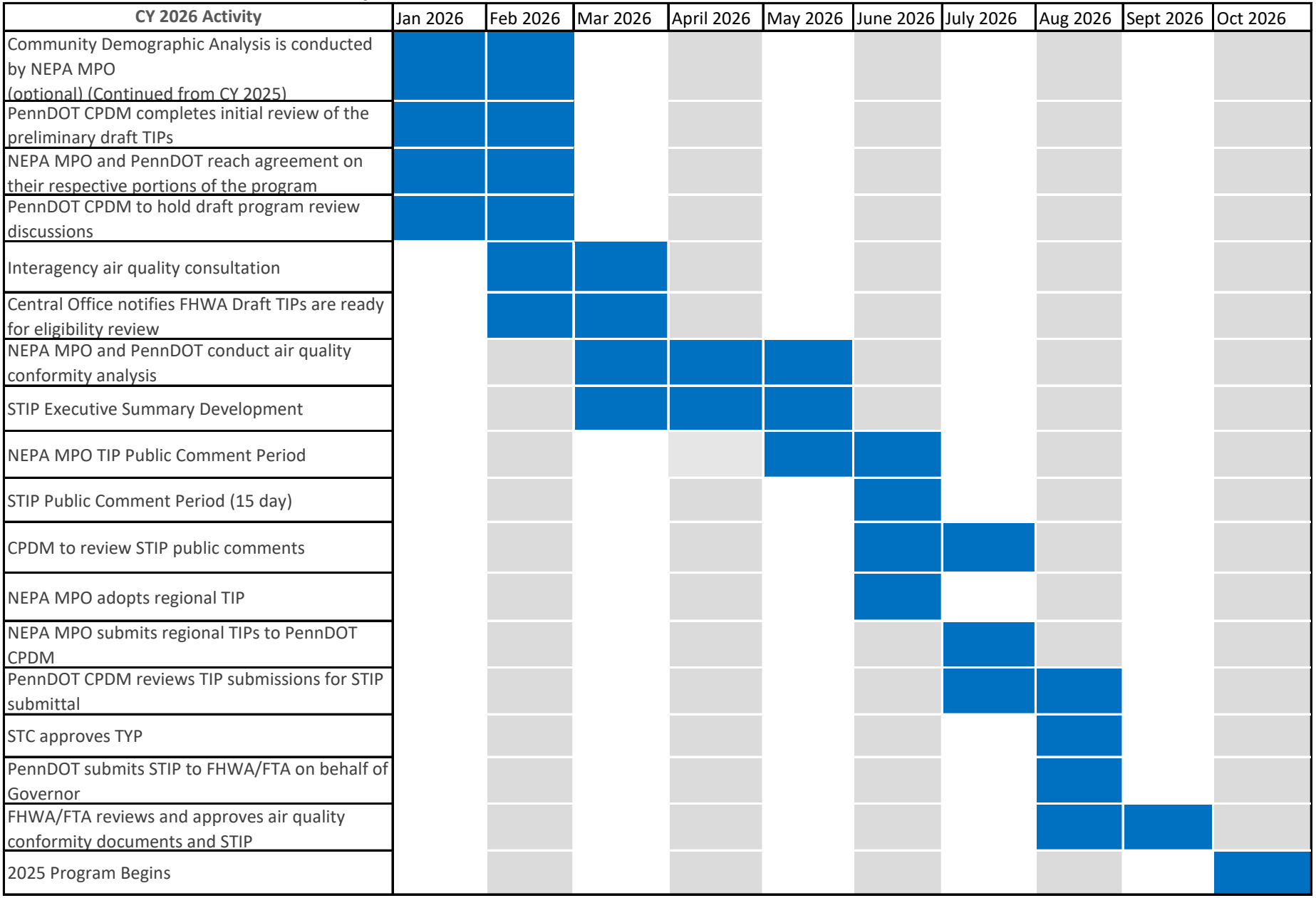
The meeting concluded at approximately 11:00 a.m.

Appendix B:
TIP Development Timeline

NEPA MPO 2027-2030 TIP Development Schedule



NEPA MPO 2027-2030 TIP Development Schedule (Cont.)



Appendix C:
NEPA MPO PM-2 and PM-3 Targets for 2022-2025

Attachment 2A: PM-2 and PM-3 Baseline and Target Values for 2022-2025 Performance Period

Measure Category	Performance Measure	Urbanized Area*	2021 Baseline	2023 2-Year Target	2025 4-Year Target
PM-2	Percentage of Pavements of the Interstate System in Good Condition	Statewide	68.8%	69.0%	65.0%
	Percentage of Pavements of the Interstate System in Poor Condition	Statewide	0.4%	2.0%	2.0%
	Percentage of Pavements of the Non- Interstate NHS in Good Condition	Statewide	37.2%	31.0%	29.0%
	Percentage of Pavements of the Non- Interstate NHS in Poor Condition	Statewide	1.5%	6.0%	6.5%
	Percentage of NHS Bridges Classified as in Good Condition	Statewide	27.5%	28.0%	28.0%
	Percentage of NHS Bridges Classified as in Poor Condition	Statewide	4.4%	7.5%	7.5%
PM-3	Percent of the Person-Miles Traveled on the Interstate That Are Reliable	Statewide	92.8%	89.5%	89.5%
	Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	Statewide	92.6%	88.0%	88.0%
	Truck Travel Time Reliability (TTTR) Index	Statewide	1.30	1.40	1.40
	Annual Hours of Peak Hour Excessive Delay Per Capita:	Allentown--	7.1%	8.4%	8.4%
		Harrisburg	7.2%	9.1%	9.1%
		Lancaster,	3.3%	3.7%	3.7%
		Philadelphia	13.1%	15.2%	15.1%
		Pittsburgh, PA	9.3%	10.5%	10.5%
		Reading, PA	6.3%	6.5%	6.5%
		York, PA	5.0%	6.4%	6.4%

Measure Category	Performance Measure	Urbanized Area*	2021 Baseline	2023 2-Year Target	2025 4-Year Target
	Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel:	Allentown	20.4%	18.6%	18.6%
		Harrisburg	21.3%	20.2%	20.2%
		Lancaster	20.5%	21.9%	21.9%
		Philadelphia	30.6%	30.0%	30.0%
		Pittsburgh	27.6%	27.0%	27.0%
		Reading	22.8%	20.2%	20.2%
		York	18.4%	15.8%	15.8%
PM-3	Total Emission Reductions (kg/day): PM2.5	Statewide	269.080	18.000	36.000
	Total Emission Reductions (kg/day): NOx	Statewide	1644.620	392.000	785.000
	Total Emission Reductions (kg/day): VOC	Statewide	360.220	46.000	93.000
	Total Emission Reductions (kg/day): PM10	Statewide	0.000	0.000	0.000
	Total Emission Reductions (kg/day): CO	Statewide	3791.360	0.000	0.000

** Urbanized areas are based on 2010 CENSUS urbanized area boundaries (2010 Census Urban Area Reference Maps)*

Attachment 2B: PM-2 and PM-3 Target Setting Notes

Measure Category	Performance Measure	Target Setting Notes
PM-2	Percentage of Pavements of the Interstate System in Good Condition	Planned and programmed projects were considered while establishing targets. Expected improvement from these projects is projected, as is anticipated deterioration on "untouched" pavements. Adequate funding is available and appropriate projects are programmed in the short term in order to result in investment that maintains a state of good repair.
	Percentage of Pavements of the Interstate System in Poor Condition	Planned and programmed projects were considered while establishing targets. Expected improvement from these projects is projected, as is anticipated deterioration on "untouched" pavements. Adequate funding is available and appropriate projects are programmed in the short term in order to result in investment that maintains a state of good repair.
	Percentage of Pavements of the Non- Interstate NHS in Good Condition	Planned and programmed projects were considered while establishing targets. Expected improvement from these projects is projected, as is anticipated deterioration on "untouched" pavements. Adequate funding is available and appropriate projects are programmed in the short term in order to result in investment that maintains a state of good repair. However, we forecast a decrease in the percentage in good condition which will continue in the future if our funding levels remain constant.
	Percentage of Pavements of the Non- Interstate NHS in Poor Condition	Planned and programmed projects were considered while establishing targets. Expected improvement from these projects is projected, as is anticipated deterioration on "untouched" pavements. Adequate funding is not available to result in investment that maintains what we previously defined as a state of good repair, which is no more than 5% in poor condition. This increase in the percentage in poor condition will continue in the future if our funding levels remain constant.
	Percentage of NHS Bridges Classified as in Good Condition	Planned and programmed projects were considered while establishing these targets. Expected improvement from these projects is projected, as well as anticipated deterioration. Short term flat forecasts are largely the resultant of the BIL/IIJA funding.
	Percentage of NHS Bridges Classified as in Poor Condition	Our internal data notes an actual of 4.5 vs the 4.4 value shown. Projected poor targets are based off of IIJA/BIL investment dollars applied to LLCC based investment decisions that

Measure Category	Performance Measure	Target Setting Notes
		are forecasted to largely be spent on preservation and not on reduction of poor deck area, as was previously custom. Forecasts show a higher, flat target due to a combination of factors, including IIJA/BIL money, adoption of LLCC investment logic and software model maturity level.
PM-3	Percent of the Person-Miles Traveled on the Interstate That Are Reliable	The target as adjusted during the 2020 mid-period report is maintained for this performance period. With no major changes to PennDOT's project selection and implementation strategy in the near-term, it is anticipated that the measure will remain relatively consistent from year-to-year. The target was set using the trends from 2017 to 2021, with a cushion to accommodate yearly fluctuations. The target also considers increased freight and more road construction impacting performance. PennDOT anticipates performance will move closer to the levels seen prior to the COVID-19 pandemic.
	Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	With no major changes to PennDOT's project selection and implementation strategy in the near-term, it is anticipated that the measure will remain relatively consistent from year-to-year. The target was set using the trends from 2017 to 2021, with a cushion to accommodate yearly fluctuations. The target also considers increased freight and more road construction impacting performance. PennDOT anticipates performance will move closer to the levels seen prior to the COVID-19 pandemic.
	Truck Travel Time Reliability (TTTR) Index	The target as adjusted during the 2020 mid-period report is maintained for this performance period. With no major changes to PennDOT's project selection and implementation strategy in the near-term, it is anticipated that the measure will remain relatively consistent from year-to-year. The target was set using the trends from 2017 to 2021, with a cushion to accommodate yearly fluctuations. The target also considers increased freight and more road construction impacting performance. PennDOT anticipates performance will move closer to the levels seen prior to the COVID-19 pandemic.
	Annual Hours of Peak Hour Excessive Delay Per Capita:	The approach for developing targets for the CMAQ PHED measures included the following •Develop conservative targets reflecting that recent trends may not be representative of future conditions. •Uncertainties with COVID-19, inflation, long-term trends for working at home and energy and supply chain disruptions.

Measure Category	Performance Measure	Target Setting Notes
		•Future funding (e.g. IIJA) may initiate more project construction activities impacting congestion. •Generalized approach for target determination Average 2018 and 2019 PHED values. •Assume same values for 2-year and 4-year targets. 4-year targets can be updated at the midterm report
	Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel:	The approach for developing targets for the CMAQ Non-SOV measure included the following • Develop conservative targets reflecting that recent trends may not be representative of future conditions. • Uncertainties with COVID-19, inflation, long-term trends for working at home and energy and supply chain disruptions. Expectations of future higher work-at-home percentages than pre-pandemic conditions. •Note that COVID impacts on work-at-home and transit commuting in 2020-2021 will be included in future ACS 5-year estimates throughout performance period. •Generalized approach for target determination Average non-SOV 5-year ACS values for end year periods 2016-2020. •Assume same values for 2-year and 4-year targets. 4-year targets can be updated at the midterm report
	Total Emission Reductions (kg/day)	Targets were developed by evaluating historic emission benefits accrued during the 2018-2021 performance period and evaluating CMAQ project emission benefits currently programmed in the FY2023 TIP for "new" CMAQ funded projects. The emission estimates for these two approaches were compared and assessed. The lower of these two values was considering as the more conservative estimate and used for the 4-year target value. The 2-year target was established as 1/2 of the 4-year target.

Appendix D:
Community Demographic Benefits and Burdens Analysis

Northeastern Pennsylvania Metropolitan Planning Organization (MPO) Community Demographic Assessment for 2027-2030 TIP

COMMUNITY DEMOGRAPHIC ASSESSMENT

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin. It states that no person can be excluded from participation in, denied benefits of, or discriminated against under programs and activities receiving federal financial assistance. In development of the 2027-2030 Transportation Improvement Program, the NEPA MPO conducted a Community Demographic Assessment. A distributive geographic analysis was conducted to identify the locations and concentrations of minority, white (non-Hispanic/Latino), below poverty, and above poverty populations.

The identification of these populations is essential to establishing effective strategies for engaging them in the transportation planning process. The NEPA MPO supports and encourages active public participation throughout the transportation planning process. The NEPA MPO updated and adopted its Public Participation Plan in 2024 to ensure that specific opportunities exist for the public to offer input and provide feedback as active participants in the decision-making process.

When meaningful opportunities for interaction are established, the transportation planning process can effectively draw upon the perspectives of communities to identify existing transportation needs, localized deficiencies, and the demand for transportation services. Mapping of these populations provides a baseline for assessing impacts of the transportation investment program and allows the NEPA MPO to show how the number and types of projects and the total project investment are distributed throughout the NEPA MPO region. All mapping included in this analysis has also been developed through ArcGIS. To view the maps included in this report, visit https://arcg.is/0Pv88K.

IDENTIFYING MINORITY, WHITE (NON-HISPANIC/LATINO), ABOVE POVERTY, AND BELOW POVERTY POPULATIONS

The community demographic assessment process begins with developing an understanding of the geographic concentrations of minority, white (non-Hispanic/Latino), below poverty, and above poverty populations. The NEPA MPO utilizes a methodology that was developed by the Williamsport MPO, in consultation with PennDOT Central Office during previous TIP updates. This methodology was continued during the development of the 2027-2030 TIP and was updated by Navarro & Wright Consulting Engineers, Inc. Census block groups were classified into intervals based on the *ratio* of census block group minority, white (non-Hispanic/Latino), below poverty, and above poverty percentage to county or region overall minority, white (non-Hispanic/Latino), below poverty and above poverty percentage rather than the actual percentages, resulting in a uniform scale usable across all counties or regions in the state. The below table identifies the intervals of minority populations.

Minority Intervals	Ratio of Minority Population Percentage in Census Block Group to NEPA MPO Minority Population Percentage
1	Census Block Minority Population Percentage / NEPA MPO Minority Population Percentage <= 0.5 (Census block group minority population percentage less than or equal to half of NEPA MPO minority population percentage)
2	Census Block Minority Population Percentage / NEPA MPO Minority Population Percentage > 0.5 and <= 1 (Census block group minority population percentage greater than half and less than or equal to NEPA MPO minority population percentage)
3	Census Block Minority Population Percentage / NEPA MPO Minority Population Percentage > 1 and <= 2 (Census block group minority population percentage greater than NEPA MPO Minority Population Percentage and less than or equal to twice the NEPA MPO minority population percentage)
4	Census Block Minority Population Percentage / NEPA MPO Minority Population Percentage > 2 and <= 4 (Census block group minority population percentage greater than twice and less than or equal to four times the NEPA MPO minority population percentage)
5	Census Block Minority Population Percentage / NEPA MPO Minority Population Percentage > 4 (Census block group minority population percentage greater than four times the NEPA MPO minority population percentage)

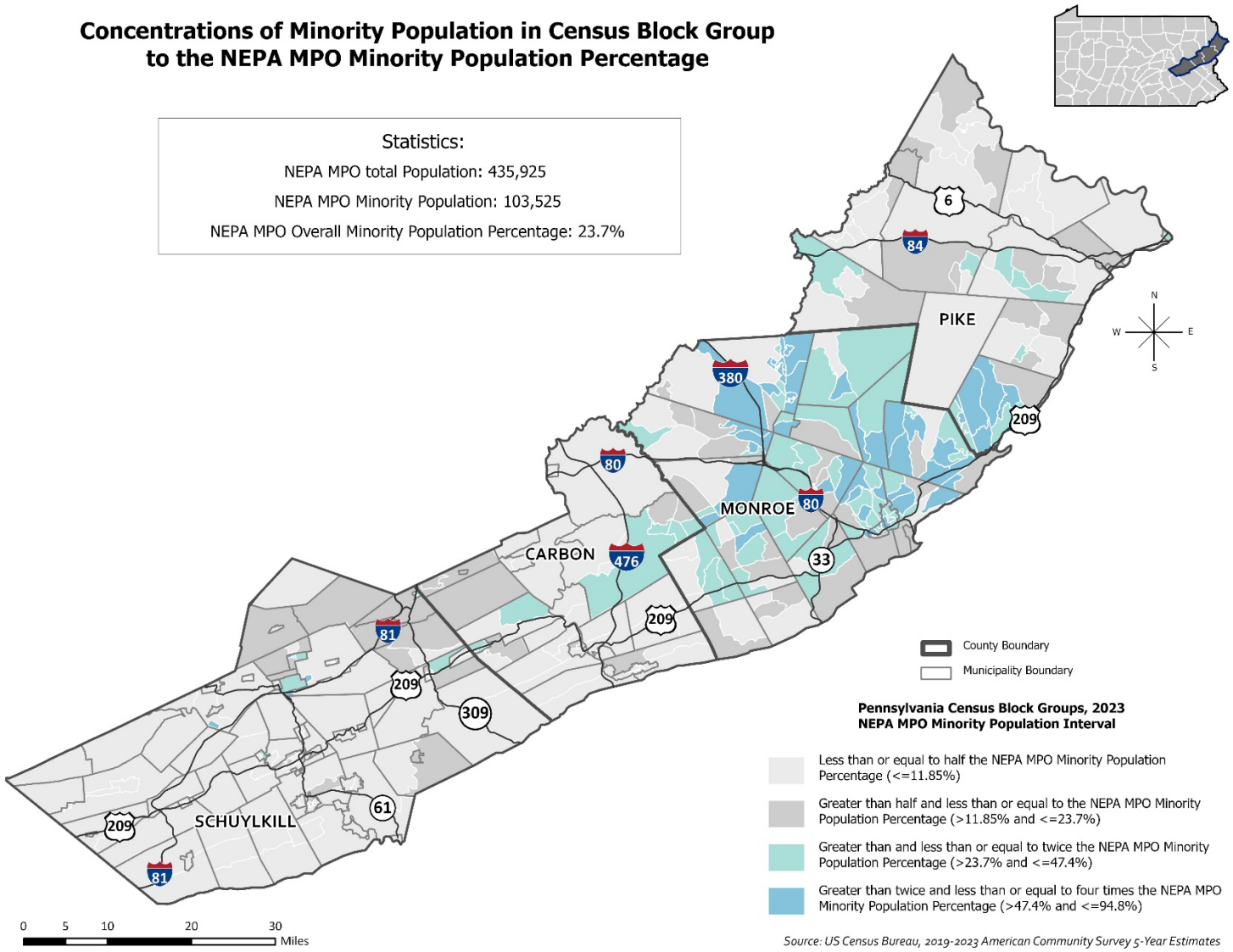
In the NEPA MPO region, the percentage of minority population is 23.7. Table 1 and Figure 1 show the concentrations of minority populations by census block groups based on 2019-2023 American Community Survey (ACS) data.

Table 1: Minority Population Intervals

Population	Percent Minority Population Intervals				Total
	Interval 1	Interval 2	Interval 3	Interval 4	
Total Population	178,392	92,582	88,750	76,201	435,925
Total Population (in %)	40.92%	21.24%	20.36%	17.48%	100%
Minority Population	9,251	16,515	29,934	47,825	103,525
Minority Population (in %)	5.19%	17.84%	33.73%	62.76%	23.75%

Source: 2023 ACS 5-year estimates

Figure 1: Concentrations of Minority Populations by Census Block Groups



The below table identifies the intervals of white (non-Hispanic/Latino) populations.

White (Non-Hispanic/Latino) Intervals	Ratio of White (Non-Hispanic/Latino) Population Percentage in Census Block Group to NEPA MPO White (Non-Hispanic/Latino) Population Percentage
1	Census Block White (Non-Hispanic/Latino) Population Percentage / NEPA MPO White (Non-Hispanic/Latino) Population Percentage <= 0.5 (Census block group white (non-Hispanic/Latino) minority population percentage less than or equal to half of NEPA MPO white (Non-Hispanic/Latino) population percentage)
2	Census Block White (Non-Hispanic/Latino) Population Percentage / NEPA MPO White (Non-Hispanic/Latino) Population Percentage > 0.5 and <= 1 (Census block group minority population percentage greater than half and less than or equal to NEPA MPO white (non-Hispanic/Latino) population percentage)
3	Census Block White (Non-Hispanic/Latino) Population Percentage / NEPA MPO White (Non-Hispanic/Latino) Population Percentage > 1 and <= 2 (Census block group white (Non-Hispanic/Latino) population percentage greater than NEPA MPO white (Non-Hispanic/Latino) Population Percentage and less than or equal to twice the NEPA MPO white (Non-Hispanic/Latino) population percentage)
4	Census Block White (Non-Hispanic/Latino) Population Percentage / NEPA MPO White (Non-Hispanic/Latino) Population Percentage > 2 and <= 4 (Census block group white (Non-Hispanic/Latino) population percentage greater than twice and less than or equal to four times the NEPA MPO white (Non-Hispanic/Latino) population percentage)
5	Census Block White (Non-Hispanic/Latino) Population Percentage / NEPA MPO Minority Population Percentage > 4 (Census block group white (Non-Hispanic/Latino) population percentage greater than four times the NEPA MPO white (Non-Hispanic/Latino) population percentage)

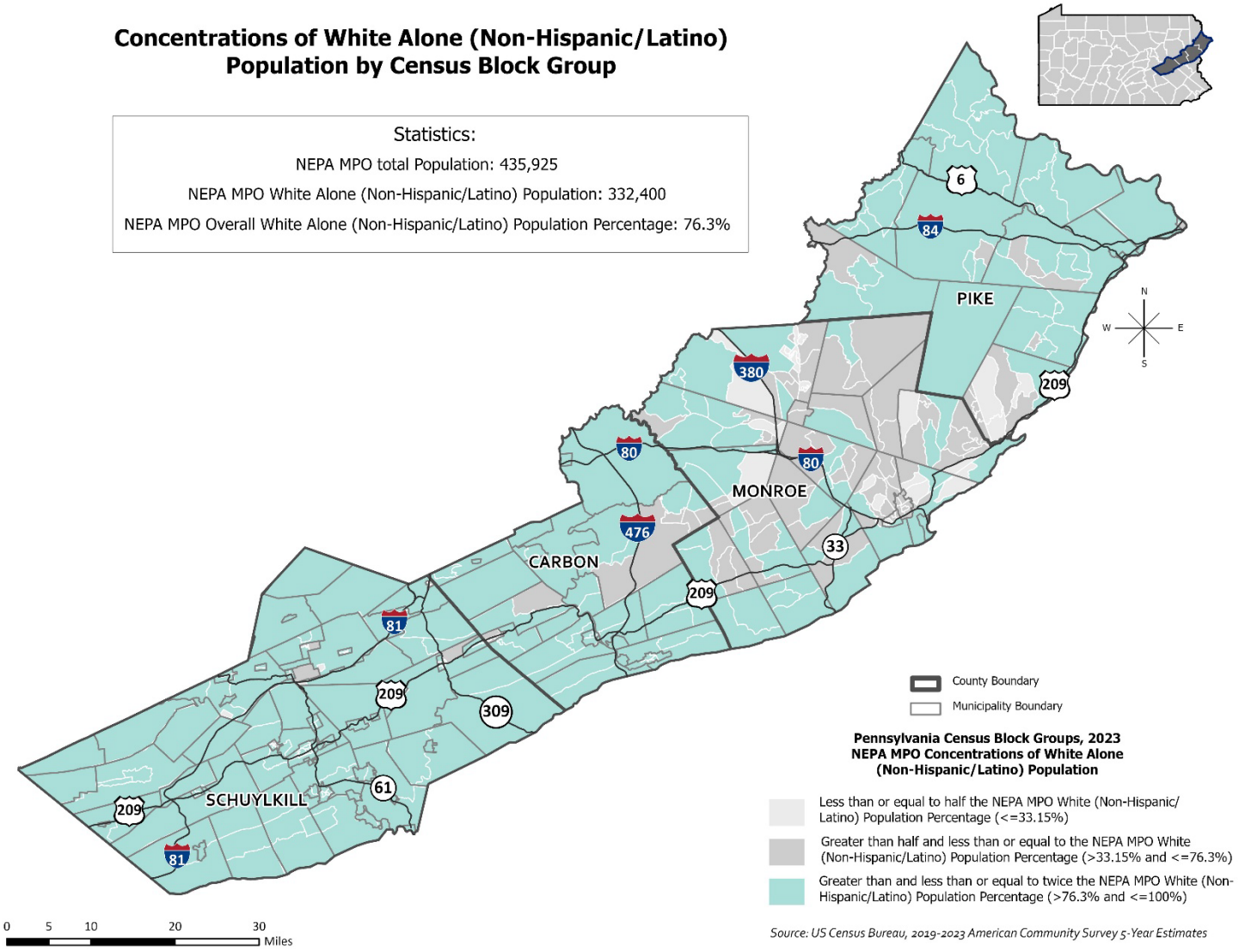
In the NEPA MPO region, the percentage of white (non-Hispanic/Latino) population is 76.3. Table 2 and Figure 2 show the concentrations of white (non-Hispanic/Latino) populations by census block groups based on 2019-2023 American Community Survey (ACS) data.

Table 2: White (Non-Hispanic/Latino) Population Intervals

Population	Percent White (Non-Hispanic/Latino Population Intervals			Total
	Interval 1	Interval 2	Interval 3	
Total Population	35,288	129,663	270,974	435,925
Total Population (in %)	8.09%	29.74%	62.16%	100%
White (Non-Hispanic/Latino) Population	9,973	77,219	245,208	332,400
White (Non-Hispanic/Latino) Population (in %)	28.26%	59.55%	90.49%	76.25%

Source: 2023 ACS 5-year estimates

Figure 2: Concentrations of White (Non-Hispanic/Latino) Populations by Census Block Groups



The below table identifies the intervals of below poverty level populations.

Below Poverty Level Intervals	Ratio of Below Poverty Level Population Percentage in Census Block Group to NEPA MPO Below Poverty Level Population Percentage
1	Census Block Below Poverty Level Population Percentage / NEPA MPO Below Poverty Level Population Percentage <= 0.5 (Census block group Below Poverty Level population percentage less than or equal to half of NEPA MPO Below Poverty Level population percentage)
2	Census Block Below Poverty Level Population Percentage / NEPA MPO Below Poverty Level Population Percentage > 0.5 and <= 1 (Census block group Below Poverty Level population percentage greater than half and less than or equal to NEPA MPO Below Poverty Level population percentage)
3	Census Block Below Poverty Level Population Percentage / NEPA MPO Below Poverty Level Population Percentage > 1 and <= 2 (Census block group Below Poverty Level population percentage greater than NEPA MPO Below Poverty Level Population Percentage and less than or equal to twice the NEPA MPO Below Poverty Level population percentage)
4	Census Block Below Poverty Level Population Percentage / NEPA MPO Below Poverty Level Population Percentage > 2 and <= 4 (Census block group Below Poverty Level population percentage greater than twice and less than or equal to four times the NEPA MPO Below Poverty Level population percentage)
5	Census Block Below Poverty Level Population Percentage / NEPA MPO Below Poverty Level Population Percentage > 4 (Census block group Below Poverty Level population percentage greater than four times the NEPA MPO Below Poverty Level population percentage)

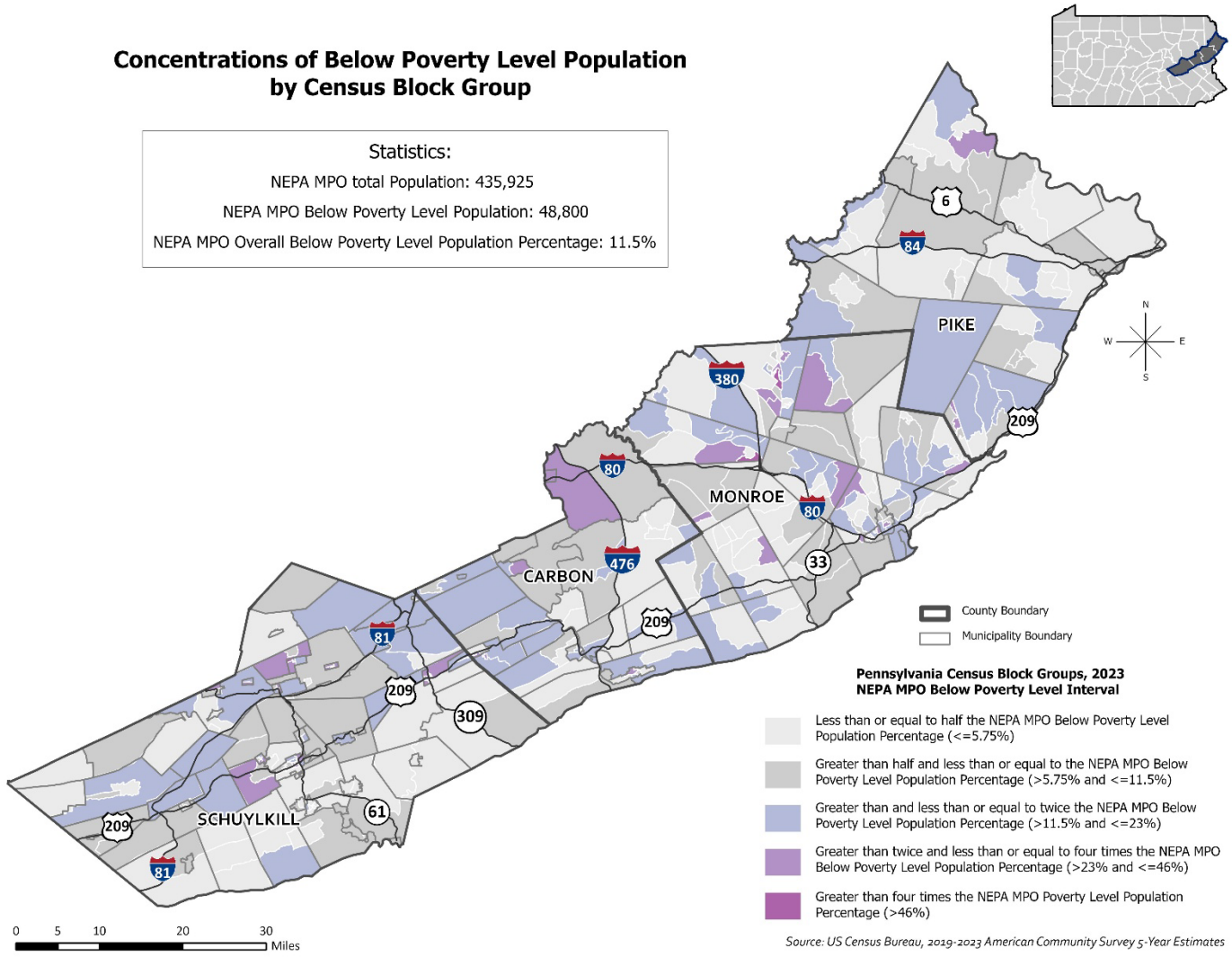
In the NEPA MPO region, the percentage of below poverty level population is 11.2%. Table 3 and Figure 3 show the concentrations of households below the below poverty level threshold by Census block groups, also based on 2019-2023 American Community Survey (ACS) data.

Table 3: Below Poverty Level Population Intervals

Population	Percent Below Poverty Population Intervals					Total
	Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	
Total Population	150,344	125,339	111,178	44,259	4,805	435,925
Total Population (in %)	34.49%	28.75%	25.50%	10.15%	1.10%	100%
Below Poverty Population	3,589	10,850	18,161	13,794	2,406	48,800
Below Poverty Population (in %)	2.53%	8.49%	16.12%	29.08%	48.88%	11.19%

Source: 2023 ACS 5-year estimates

Figure 3: Concentrations of by Below Poverty Level Population by Census Block Group



The below table identifies the intervals of above poverty level populations.

Above Poverty Level Intervals	Ratio of Above Poverty Level Population Percentage in Census Block Group to NEPA MPO Above Poverty Level Population Percentage
1	Census Block Above Poverty Level Population Percentage / NEPA MPO Above Poverty Level Population Percentage <= 0.5 (Census block group Above Poverty Level population percentage less than or equal to half of NEPA MPO Above Poverty Level population percentage)
2	Census Block Above Poverty Level Population Percentage / NEPA MPO Above Poverty Level Population Percentage > 0.5 and <= 1 (Census block group Above Poverty Level population percentage greater than half and less than or equal to NEPA MPO Above Poverty Level population percentage)
3	Census Block Above Poverty Level Population Percentage / NEPA MPO Above Poverty Level Population Percentage > 1 and <= 2 (Census block group Above Poverty Level population percentage greater than NEPA MPO Above Poverty Level Population Percentage and less than or equal to twice the NEPA MPO Above Poverty Level population percentage)
4	Census Block Above Poverty Level Population Percentage / NEPA MPO Above Poverty Level Population Percentage > 2 and <= 4 (Census block group Above Poverty Level population percentage greater than twice and less than or equal to four times the NEPA MPO Above Poverty Level population percentage)
5	Census Block Above Poverty Level Population Percentage / NEPA MPO Above Poverty Level Population Percentage > 4 (Census block group Above Poverty Level population percentage greater than four times the NEPA MPO Above Poverty Level population percentage)

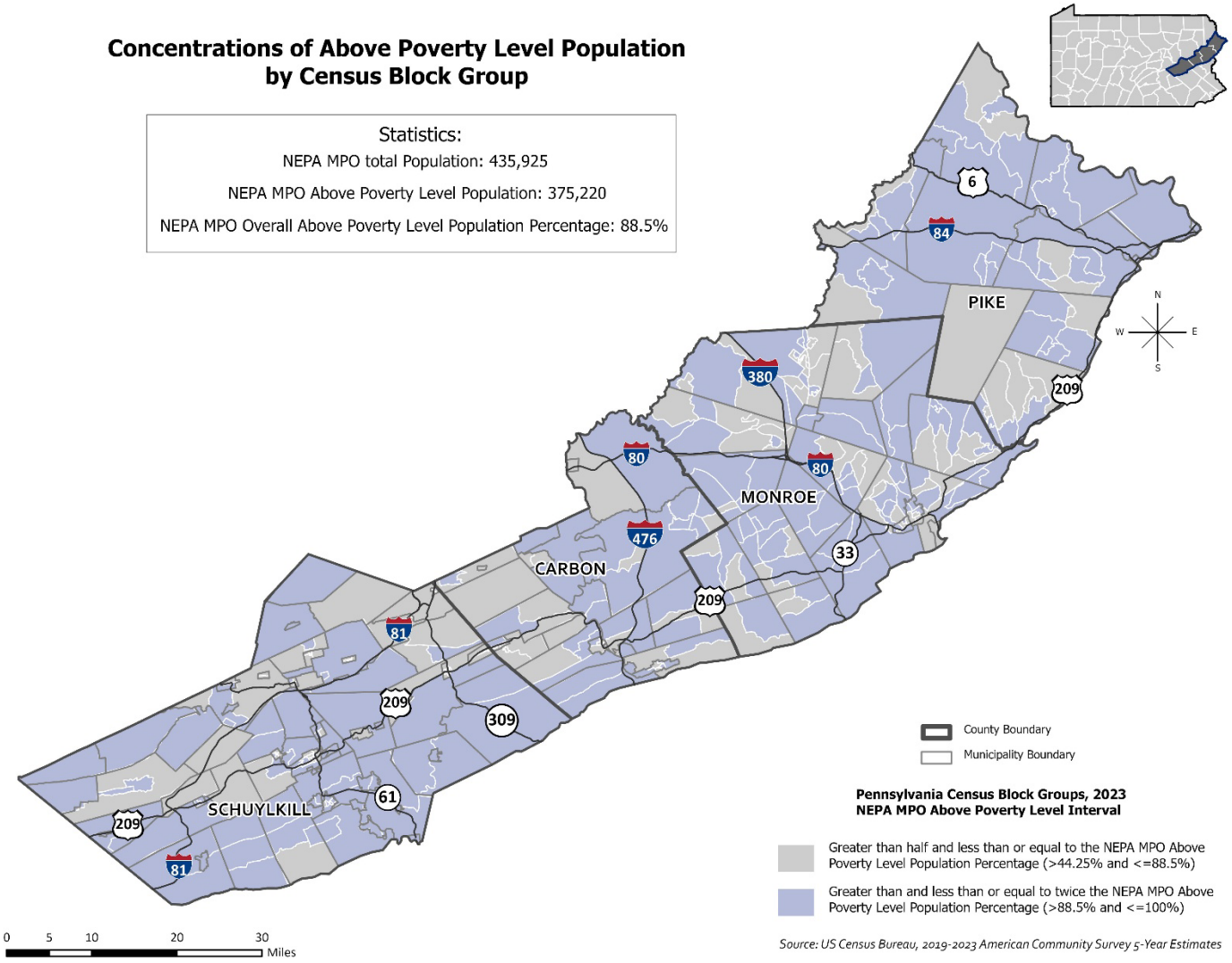
In the NEPA MPO region, the percentage of above poverty level population is 88.5%. Table 4 and Figure 4 show the concentrations of households above the poverty level threshold by Census block groups, also based on 2019-2023 American Community Survey (ACS) data.

Table 4: Above Poverty Level Population Intervals

Population	Interval 2	Interval 3	Total
Total Population	160,242	275,863	436,105
Total Population (in %)	36.74%	63.26%	100%
Above Poverty Population	121,169	254,051	375,220
Above Poverty Population (in %)	75.62%	92.09%	86.04%

Source: 2023 ACS 5-year estimates

Figure 4: Concentrations of by Below Poverty Level Population by Census Block Group



CONDITION ASSESSMENT

An assessment of conditions analysis was conducted for components of the transportation system for which statewide datasets are available (namely pavement conditions of the Federal Aid System, bridges, and reportable crashes). All of these data are available from the PennDOT Open Data Portal (https://data-pennshare.opendata.arcgis.com/). To perform the assessment of conditions analysis, two important steps were conducted:

1. A map layer was created from dissolving together block groups of the same interval classification within each county and region for minority, white (non Hispanic/Latino), below poverty and above poverty concentration. These "interval areas" describe the contiguous areas within a county that fall within the same classification.

2. Transportation assets and crash locations were considered in the analysis of an interval area if located within 50 meters of the boundary of the dissolved interval area. In other words, the dissolved interval areas were buffered 50 meters for the analysis. This would allow the capture of features on the border of block groups or providing access to them.

The following aspects of the transportation system were summarized by minority, white (non Hispanic/Latino), below poverty and above poverty concentration interval:

- Federal aid segment miles with "Excellent," "Good," "Fair," "Poor," or "Other" pavement condition
- Number and bridge deck area of Poor/not Poor (Fair or Good) bridges
- Reportable crashes occurring 2019-2023. The 5-year totals are provided in the data extract and can be divided by 5 to get the average annual amounts. Crashes of the following types were analyzed:
    - Total Crashes
    - Total Persons Involved in Crashes
    - All Bicycle Crashes
    - Bicycle Crash Fatalities
    - Bicycle Crash Suspected Serious Injuries
    - All Pedestrian Crashes
    - Pedestrian Crash Fatalities
    - Pedestrian Crash Suspected Serious Injuries
    - All Nonmotorized Crashes
    - Nonmotorized Fatalities
    - Nonmotorized Suspected Serious Injuries
    - Total Crash Fatalities
    - Total Crash Suspected Serious Injuries

There may be a slight disparity in the total number of assets and crashes due to their location on the border of Census block groups. In order to analyze benefits and adverse effects, the NEPA MPO examined the existing conditions of transportation assets throughout the region, as well as determining their locations in reference to the minority, white (non Hispanic/Latino), below poverty and above poverty populations. The use of these maps and tables going forward will allow the NEPA MPO to track number of crashes, poor condition bridges, and poor pavement

mileage in the region and identify safety gaps and distribution disparities between minority, white (non Hispanic/Latino), below poverty, and above poverty populations.

For the purposes of evaluating the distribution of negative asset condition and crashes among minority, high minority areas will include intervals 3 and 4 because the minority population is greater than the regional average. Similarly, for the purposes of evaluating the distribution of negative asset condition and crashes among high white (non-Hispanic/Latino) populations, high white (non-Hispanic/Latino) areas will include interval 3 because the white (non-Hispanic/Latino) population is greater than the regional average. For the purposes of evaluating the distribution of negative asset condition and crashes among below poverty level populations, high below poverty level areas will include intervals 3, 4 and 5 because the below poverty level population is greater than the regional average. For the purposes of evaluating the distribution of negative asset condition and crashes among above poverty level populations, high above poverty level areas will include interval 3 because the above poverty level population is greater than the regional average.

Bridge Conditions

Overall, there is not a disparity between the condition of bridges and the concentration of minority populations. The percentage of bridges in poor condition located in areas with a concentration of minority population (intervals 3 and 4) is similar to the regional average of 21.46%. When considering bridge deck area, the percentage of bridge deck area in poor condition in interval 3 is slightly above the regional average, however, the percentage of bridge deck area in poor condition in interval 4 is significantly below the regional average. Similarly, the percentage of bridges in poor condition and bridge deck area in poor condition located in areas with a concentration of white (non-Hispanic/Latino) population (interval 3) is similar to the regional average.

The same is true for areas with a concentration of below poverty population. There is not a significant disparity in the percentage of bridges or bridge deck area in poor condition located in areas with a concentration of low-income population. The percentage of poor condition bridges in intervals 3 and 4 similar to the regional average of 20.93%. The percentage of poor condition bridges in interval 5 is higher than the regional average, however, there are only a total of 5 bridges located in interval 5 and 2 of them are in poor condition. The percentage of poor condition bridge deck area in intervals 4 and 5 is slightly above the regional average, however, the percentage in interval 3 is below the regional average. Similarly, the percentage of bridges in poor condition and bridge deck area in poor condition located in areas with a concentration of above poverty population (interval 3) is similar to the regional average.

Table 5: Distribution of Bridge Conditions by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals				Total
	Interval 1	Interval 2	Interval 3	Interval 4	
Bridges in Poor Condition	201	99	60	34	394
Percent Bridges in Poor Condition	21.38%	21.52%	20.27%	24.29%	21.46%
Bridges in Fair Condition	520	250	156	76	1002
Percent Bridges in Fair Condition	55.32%	54.35%	52.70%	54.29%	54.58%
Bridges in Good Condition	219	111	80	30	440
Percent Bridges in Good Condition	23.30%	47.61%	27.03%	21.43%	23.97%
Bridge Deck Area in Poor Condition (Sq. Feet)	304,271	162,772	178,259	61,418	706,720
Percent Bridge Deck in Poor Condition	10.37%	10.86%	18.73%	6.72%	15.37%
Bridge Deck Area in Fair Condition (Sq. Feet)	1,751,415	946,820	517,447	335,022	3,550,704
Percent Bridge Deck in Fair Condition	59.70%	63.16%	54.37%	36.66%	77.24%
Bridge Deck in Good Condition (Sq. Feet)	877,780	389,487	256,032	517,447	2,040,746
Percent Bridge Deck in Good Condition	29.92%	25.98%	26.90%	56.62%	44.39%

Source: 2023 ACS 5 year estimates, PennDOT

Figure 5: Bridge Conditions and Concentrations of Minority Population Percentages

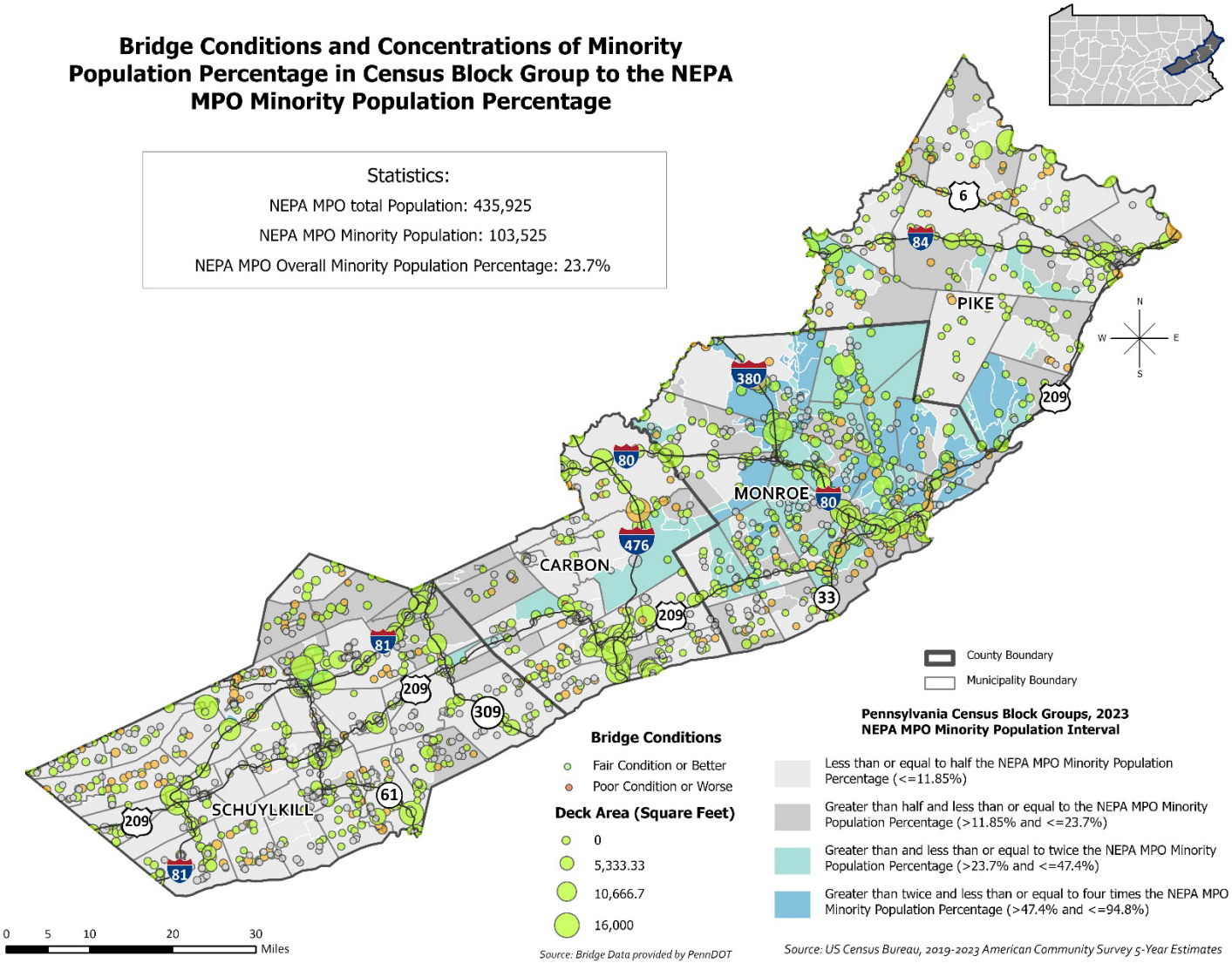


Table 6: Distribution of Bridge Conditions by White (Non-Hispanic/Latino) Population Intervals

Population/Asset	Percent White (Non-Hispanic/Latino) Population Intervals			Total
	Interval 1	Interval 2	Interval 3	
Bridges in Poor Condition	17	70	279	366
Percent Bridges in Poor Condition	26.15%	19.77%	21.87%	21.59%
Bridges in Fair Condition	39	192	700	931
Percent Bridges in Fair Condition	60.00%	54.24%	54.86%	54.93%
Bridges in Good Condition	9	92	297	398
Percent Bridges in Good Condition	13.85%	25.99%	23.28%	23.48%
Bridge Deck Area in Poor Condition (Sq. Feet)	17,654	204,462	426,781	648,897
Percent Bridge Deck in Poor Condition	7.87%	17.69%	13.23%	14.12%
Bridge Deck Area in Fair Condition (Sq. Feet)	193,650	666,232	2,356,987	3,216,869
Percent Bridge Deck in Fair Condition	86.27%	57.63%	54.51%	69.97%
Bridge Deck in Good Condition (Sq. Feet)	13,157	285,288	1,165,824	1,464,269
Percent Bridge Deck in Good Condition	5.86%	24.68%	31.92%	31.85%

Source: 2023 ACS 5-year estimates, PennDOT

Figure 6: Bridge Conditions and Concentrations of White (Non-Hispanic/Latino) Population Percentages

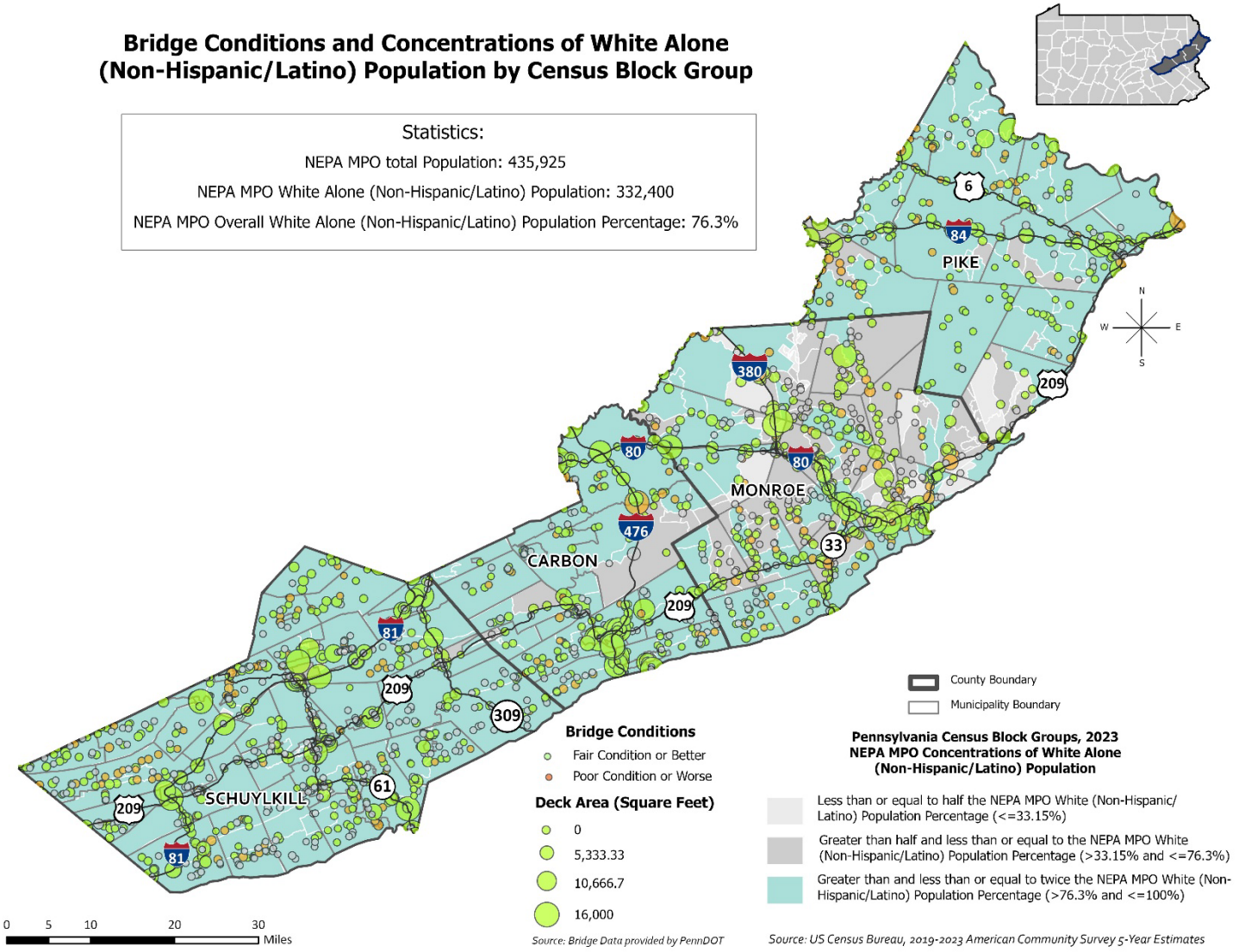


Table 7: Distribution of Bridge Conditions by Below Poverty Population Intervals

Population/Asset	Percent Below Poverty Population Intervals					Total
	Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	
Bridges in Poor Condition	118	149	106	27	2	402
Percent Bridges in Poor Condition	18.27%	22.89%	20.62%	25.96%	33.33%	20.93%
Bridges in Fair Condition	357	341	289	60	3	1,050
Percent Bridges in Fair Condition	55.26%	52.38%	56.23%	57.69%	50.00%	54.66%
Bridges in Good Condition	171	161	119	17	1	469
Percent Bridges in Good Condition	26.47%	24.73%	23.15%	16.35%	16.67%	24.41%
Bridge Deck Area in Poor Condition (Sq. Feet)	234,500	286,458	159,646	91,519	1,215	773,338
Percent Bridge Deck in Poor Condition	11.25%	15.32%	7.80%	17.30%	16.02%	11.83%
Bridge Deck Area in Fair Condition (Sq. Feet)	1,066,404	1,111,054	1,198,397	355,421	4,047	3,735,323
Percent Bridges in Fair Condition	51.17%	59.42%	58.54%	67.20%	53.36%	57.14%
Bridge Deck Area in Good Condition (Sq. Feet)	783,106	472,403	689,232	81,971	2,323	2,029,035
Percent Bridge Deck in Good Condition (Sq. Feet)	37.58%	25.03%	33.67%	15.50%	30.63%	31.04%

Source: 2023 ACS 5-year estimates, PennDOT

Figure 7: Bridge Conditions by Below Poverty Population Intervals

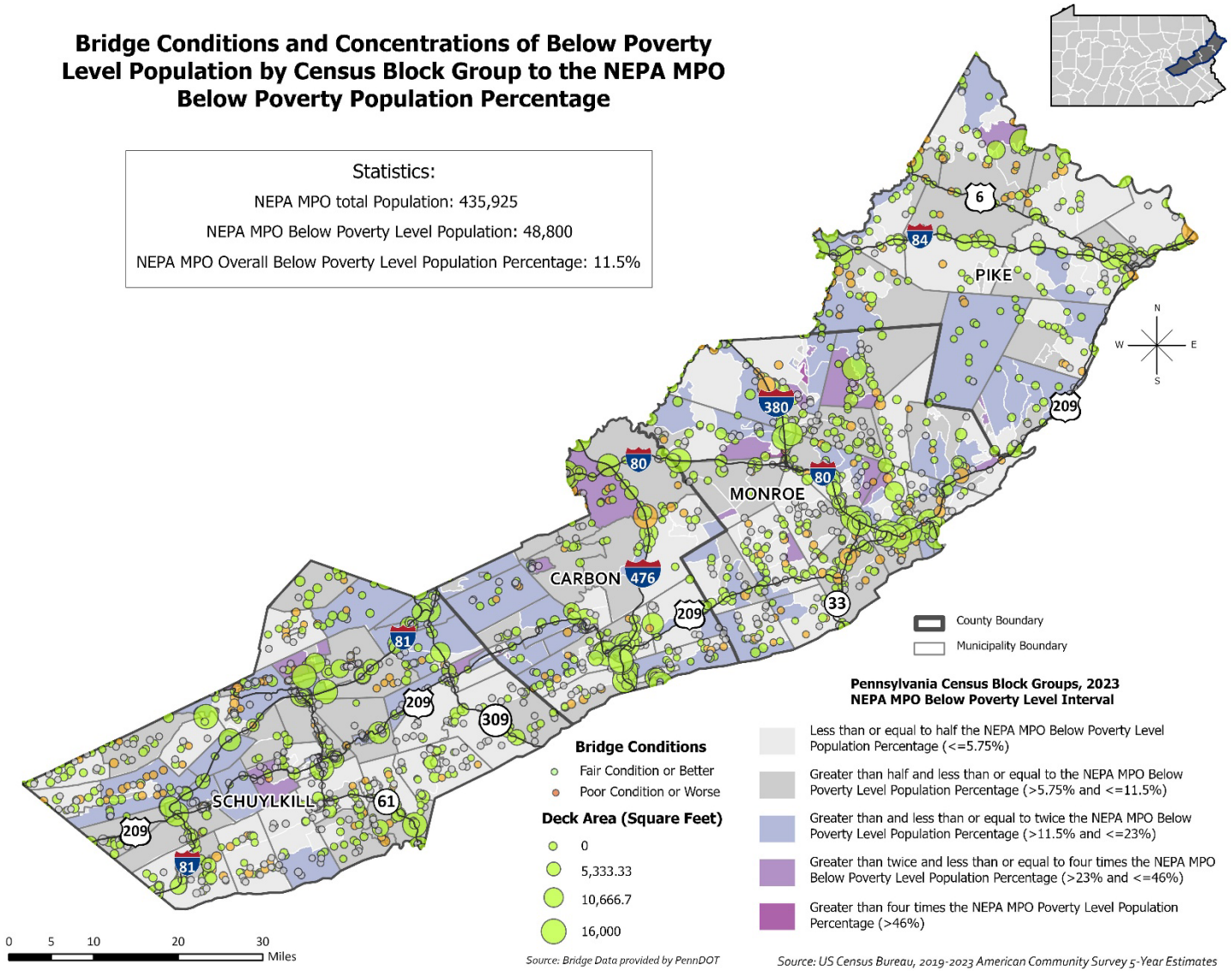
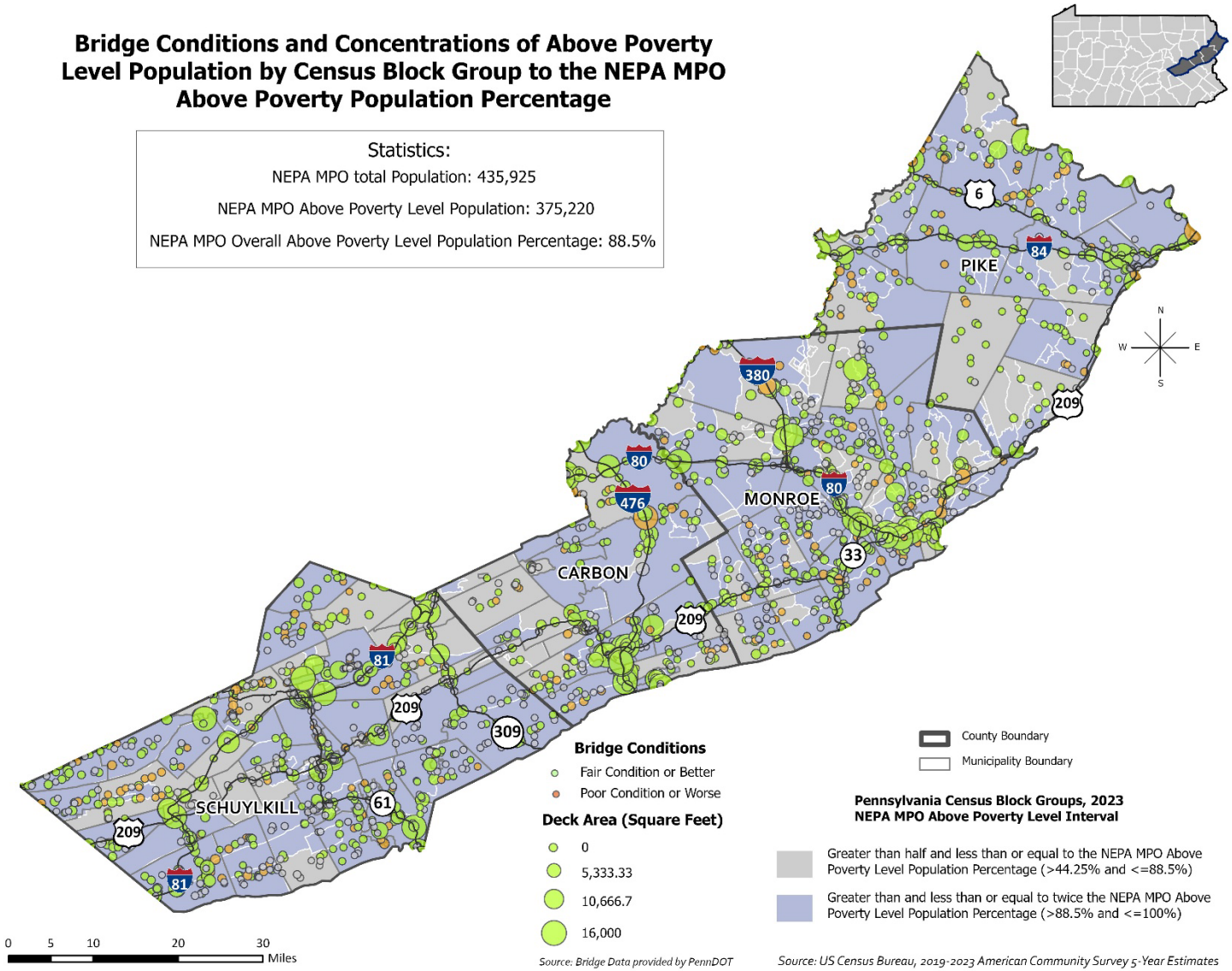


Table 8: Distribution of Bridge Conditions by Above Poverty Population Intervals

Population/Asset	Percent Low Income Population Intervals		Total
	Interval 2	Interval 3	
Bridges in Poor Condition	128	249	377
Percent Bridges in Poor Condition	21.30%	21.60%	21.49%
Bridges in Fair Condition	343	609	952
Percent Bridges in Fair Condition	57.07%	52.82%	54.28%
Bridges in Good Condition	130	295	425
Percent Bridges in Good Condition	21.63%	25.59%	24.23%
Bridge Deck Area in Poor Condition (Sq. Feet)	237,861	416,992	654,853
Percent Bridge Deck in Poor Condition	9.67%	12.48%	11.29%
Bridge Deck Area in Fair Condition (Sq. Feet)	1,499,782	1,830,452	3,330,234
Percent Bridges in Fair Condition	60.99%	54.80%	57.43%
Bridge Deck Area in Good Condition (Sq. Feet)	721,495	1,092,618	1,814,113
Percent Bridge Deck in Good Condition (Sq. Feet)	29.34%	32.71%	31.28%

Source: 2023 ACS 5-year estimates, PennDOT

Figure 8: Bridge Conditions by Above Poverty Population Intervals



Pavement Conditions

Overall, there is not a significant disparity in the pavement condition of federal aid segment miles in areas with a concentration of minority population. In considering federal aid segment miles in poor condition, interval 4 has the highest percentage of miles with poor IRI at 20.16%, which is higher than the regional average of 11.98%. In addition, the percentage of federal aid segment miles with excellent IRI in intervals 3 and 4 is slightly lower than the regional average of 27.69%. With regards to pavement condition of federal aid segment miles in areas with a concentration of white (non-Hispanic/Latino) population, the percentage of federal aid segment miles with poor IRI is similar to the regional average of $11.15%. This is also true for the percentage of federal aid segment miles in excellent condition.

For areas with a high concentration of below poverty population, the percentage of federal aid segment miles with poor IRI is similar than the regional average of 11.66%. In interval 5, the percentage of segment miles with poor IRI is less than the regional average at 4.17%. In addition, the average percentage of federal aid segment miles with excellent IRI in high below poverty population areas is similar to the regional average of 17.81%. For areas of high above poverty population concentrations, both the percentage of segment miles in poor condition and excellent condition are similar to the regional averages.

Table 9: Distribution of Pavement Condition by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals				Total
	Interval 1	Interval 2	Interval 3	Interval 4	
Federal Aid Segment Miles with Poor IRI	61.9	33.7	21.6	18.1	135.3
Percent Federal Aid Segment Miles with Poor IRI	11.13%	11.32%	11.63%	20.16%	11.98%
Federal Aid Segment Miles with Fair IRI	101.4	64	35.1	28	228.5
Percent Federal Aid Segment Miles with Fair IRI	18.24%	21.50%	18.90%	31.18%	20.24%
Federal Aid Segment Miles with Good IRI	172.2	106.2	74.9	24.1	377.4
Percent Federal Aid Segment Miles with Good IRI	30.97%	35.67%	40.33%	26.84%	33.42%
Federal Aid Segment Miles with Excellent IRI	185.4	73.3	37	17	312.7
Percent Federal Aid Segment Miles with Excellent IRI	33.35%	24.62%	19.92%	18.93%	27.69%
Federal Aid Segment Miles with Other IRI	35.1	20.5	17.1	2.6	75.3

Percent Federal Aid Segment Miles with Other IRI	6.31%	6.89%	9.21%	2.90%	6.67%

Source: 2023 ACS 5-year estimates, PennDOT

Figure 9: Distribution of Pavement Condition by Minority Population Intervals

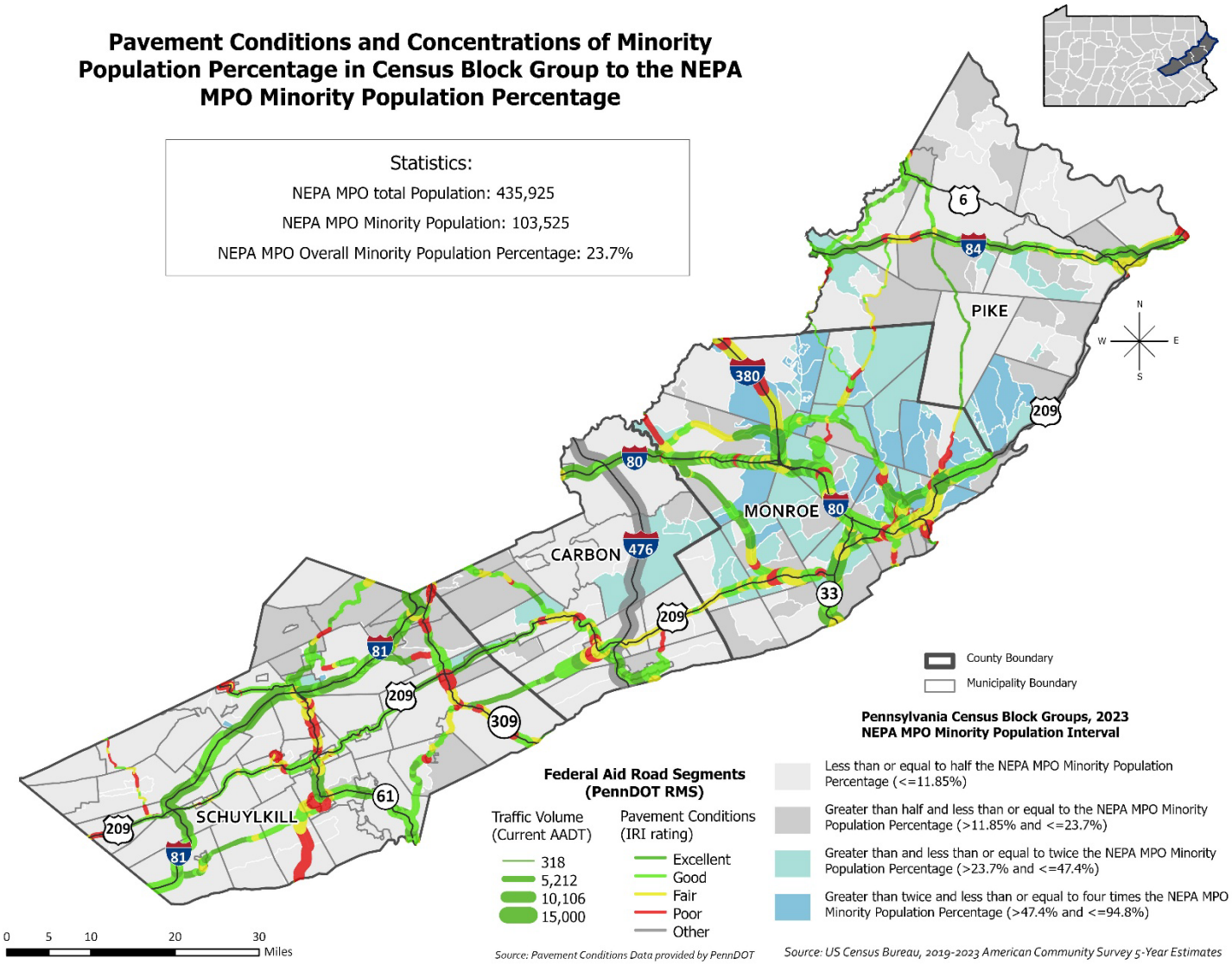


Table 10: Distribution of Pavement Condition by White (Non-Hispanic/Latino) Population Intervals

Population/Asset	Percent Minority Population Intervals			Total
	Interval 1	Interval 2	Interval 3	
Federal Aid Segment Miles with Poor IRI	8.6	30.2	80.8	119.6
Percent Federal Aid Segment Miles with Poor IRI	15.14%	13.65%	10.95%	11.15%
Federal Aid Segment Miles with Fair IRI	19.3	46.4	134.5	219.5
Percent Federal Aid Segment Miles with Fair IRI	33.98%	20.97%	18.23%	20.47%
Federal Aid Segment Miles with Good IRI	13.5	84.6	243.1	341.9
Percent Federal Aid Segment Miles with Good IRI	23.77%	38.23%	32.95%	31.88%
Federal Aid Segment Miles with Excellent IRI	12.8	43	229	304.4
Percent Federal Aid Segment Miles with Excellent IRI	22.54%	19.43%	31.04%	28.38%
Federal Aid Segment Miles with Other IRI	2.6	17.1	50.4	87
Percent Federal Aid Segment Miles with Other IRI	4.58%	7.73%	6.83%	8.11%

Source: 2023 ACS 5-year estimates, PennDOT

Figure 10: Distribution of Pavement Condition by White (Non-Hispanic/Latino) Population Intervals

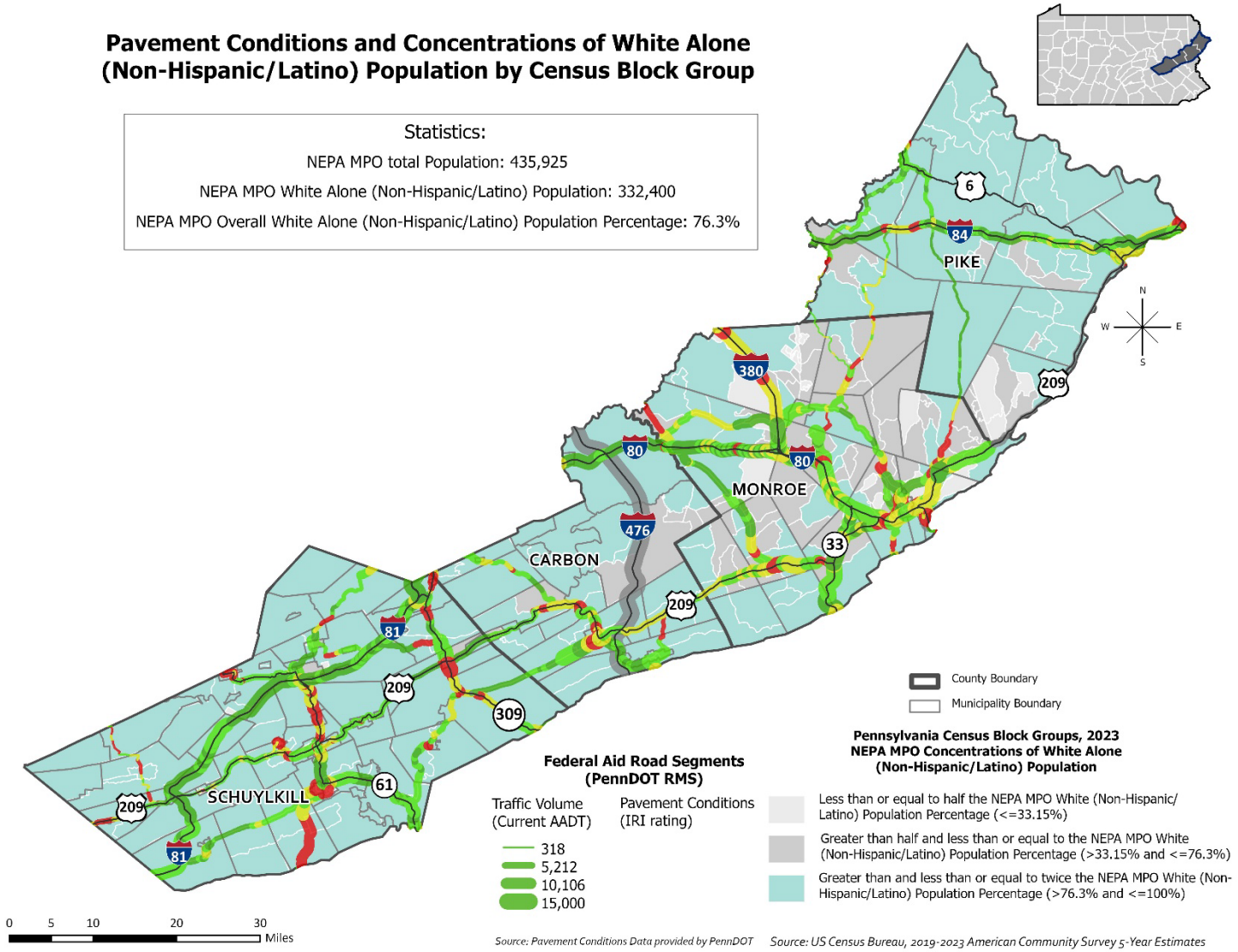


Table 11: Distribution of Pavement Condition by Below Poverty Population Intervals

Population/Asset	Percent Low Income Population Intervals					Total
	Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	
Federal Aid Segment Miles with Poor IRI	45.5	45.6	43.7	8.9	0.1	143.8
Percent Federal Aid Segment Miles with Poor IRI	11.73%	10.98%	12.49%	11.45%	4.17%	11.66%
Federal Aid Segment Miles with Fair IRI	87.4	70.6	64.9	14.2	0.5	237.6
Percent Federal Aid Segment Miles with Fair IRI	22.53%	17.00%	18.54%	18.28%	20.83%	19.27%
Federal Aid Segment Miles with Good IRI	122.3	142.0	120.5	26.3	1.3	412.4
Percent Federal Aid Segment Miles with Good IRI	31.53%	34.20%	34.43%	33.85%	54.17%	33.44%
Federal Aid Segment Miles with Excellent IRI	103.1	127.9	94.2	17.3	0.5	343.0
Percent Federal Aid Segment Miles with Excellent IRI	26.58%	31.67%	26.91%	22.27%	20.83%	27.81%
Federal Aid Segment Miles with Other IRI	29.7	29	26.7	11	0	96.4
Percent Federal Aid Segment Miles with Other IRI	7.66%	2.00%	7.63%	14.16%	0.00%	7.82%

Source: 2023 ACS 5-year estimates, PennDOT

Figure 11: Distribution of Pavement Condition by Below Poverty Population Intervals

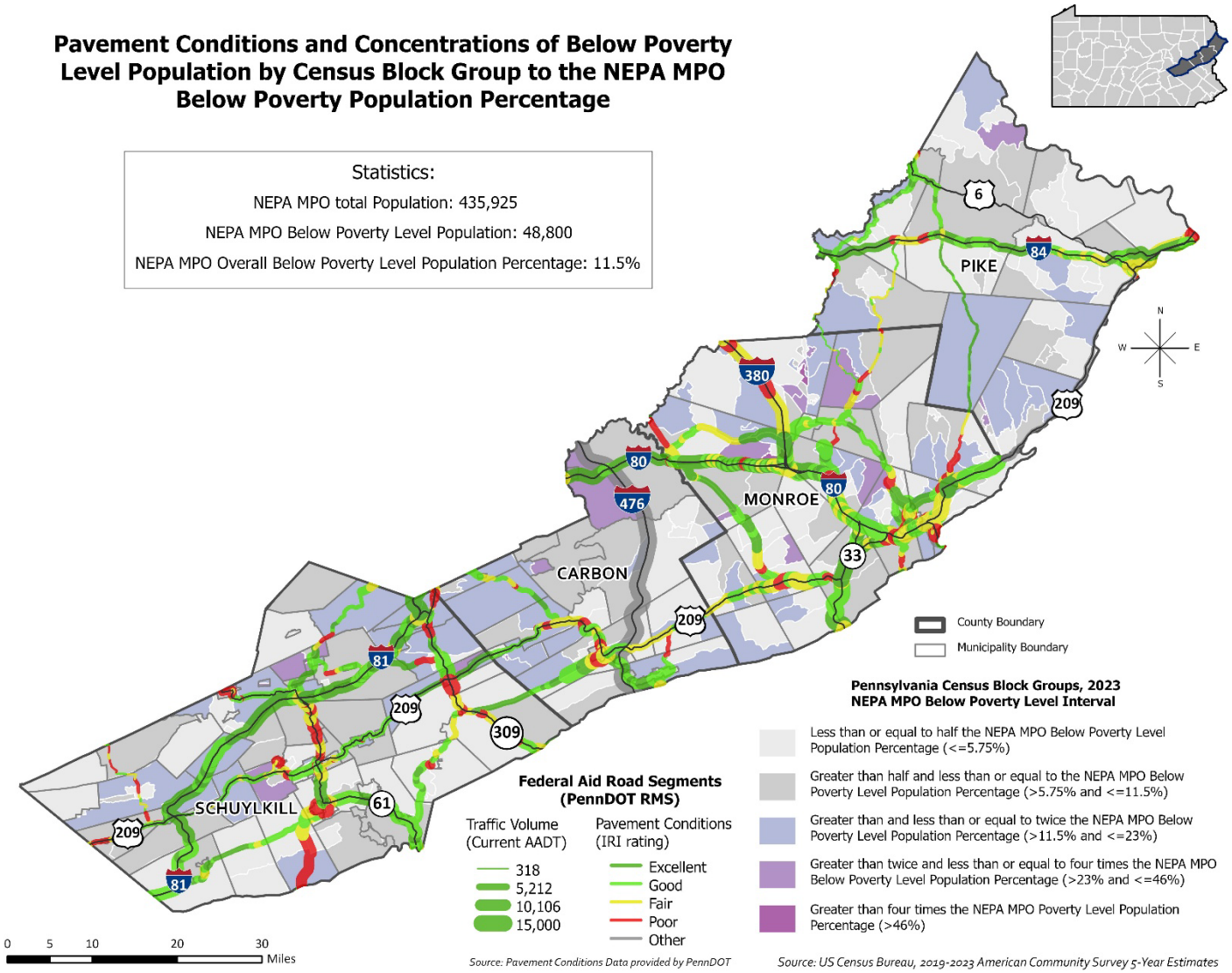
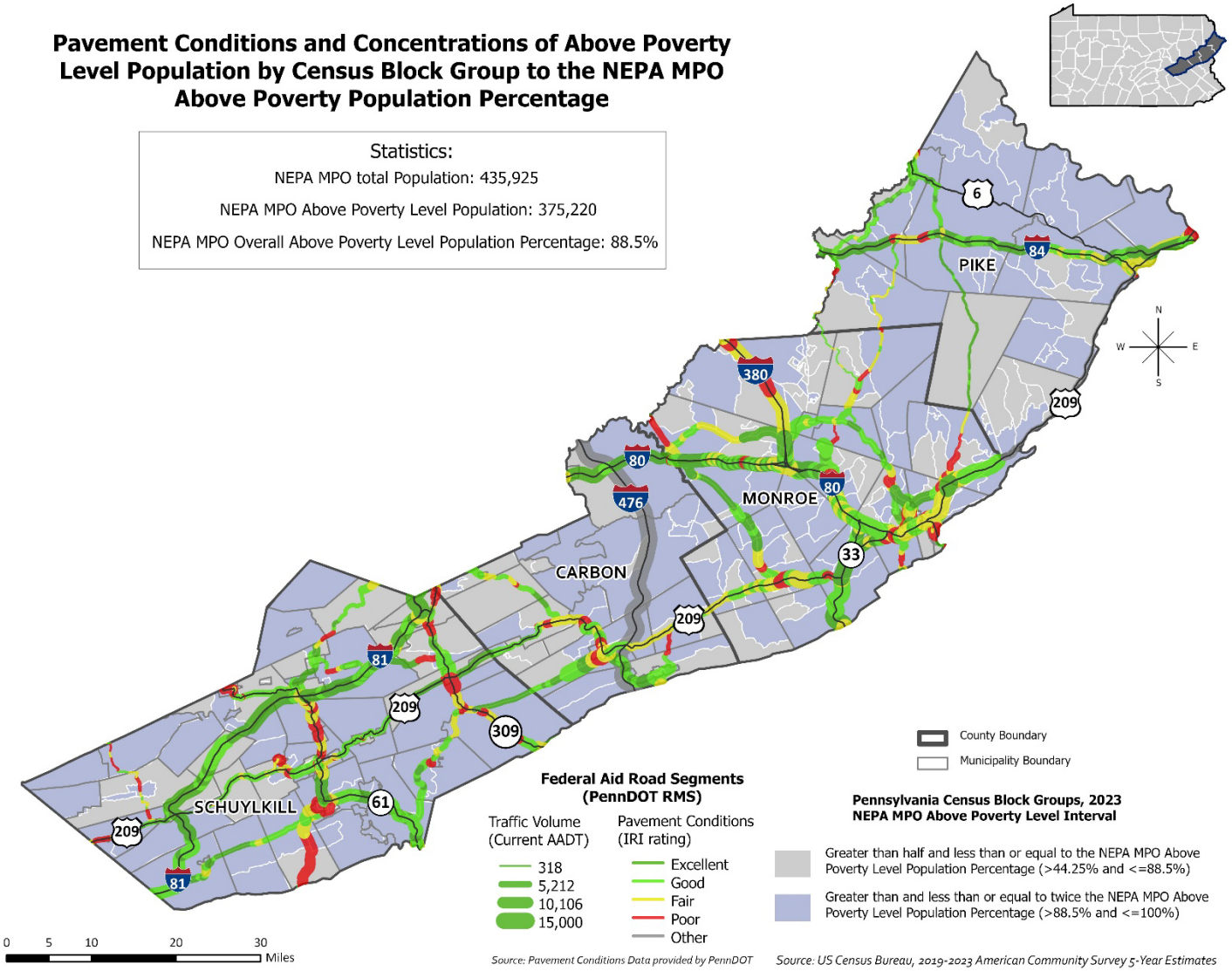


Table 12: Distribution of Pavement Condition by Above Poverty Population Intervals

Population/Asset	Percent Low Income Population Intervals		Total
	Interval 2	Interval 3	
Federal Aid Segment Miles with Poor IRI	48	74.7	122.7
Percent Federal Aid Segment Miles with Poor IRI	11.82%	11.69%	11.74%
Federal Aid Segment Miles with Fair IRI	73.6	128.5	202.1
Percent Federal Aid Segment Miles with Fair IRI	18.13%	20.12%	19.34%
Federal Aid Segment Miles with Good IRI	139.7	204.6	344.3
Percent Federal Aid Segment Miles with Good IRI	34.41%	32.03%	32.95%
Federal Aid Segment Miles with Excellent IRI	107	186	293
Percent Federal Aid Segment Miles with Excellent IRI	26.43%	29.05%	28.03%
Federal Aid Segment Miles with Other IRI	37.7	45	82.7
Percent Federal Aid Segment Miles with Other IRI	9.29%	7.04%	7.92%

Source: 2023 ACS 5-year estimates, PennDOT

Figure 12: Distribution of Pavement Condition by Above Poverty Population Intervals



Crash Data

Overall, there is not a higher incidence of reportable crashes and fatalities in high minority and low-income areas. There are fewer reportable crashes in areas with a higher concentration of minority population, with 6,354 out of 19,033 reportable crashes in intervals 3 and 4. In addition, there are fewer fatalities in these areas, with 58 fatalities, out of 227 across the region. For high concentrations of white (non-Hispanic/Latino) population, there were 11,510 out of 17,818 total reportable crashes in interval 3, with 152 out of 206 crash fatalities.

With regards to areas with a concentration of below poverty population, there were out of 7,055 reportable crashes out of 20,124 total reportable crashes. In addition, below poverty intervals 3, 4 and 5 had 88 out of 251 fatalities across the region. Similar trends were seen with crashes involving pedestrians, bicycles and nonmotorized modes.

Table 13: Distribution of Crashes by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals				Total
	Interval 1	Interval 2	Interval 3	Interval 4	
Total Reportable Crashes	8,213	4,466	4,061	2,293	19,033
Persons Involved in Crashes	16,524	9,222	8,235	4,844	38,825
Crash Fatalities	118	51	42	16	227
Crash Suspected Serious Injuries	391	196	157	85	829
People on Bicycles Involved in Crashes	21	12	4	5	42
People on Bicycles Involved in Crashes, Fatalities	0	0	0	0	6
People on Bicycles Involved in Crashes, Suspected Serious Injuries	7	2	0	2	20
Pedestrians Involved in Crashes	101	61	42	34	238
Pedestrians Involved in Crashes, Fatalities	8	2	3	0	13
Pedestrians Involved in Crashes, Suspected Serious Injuries	21	12	8	10	51
Total Persons Using Nonmotorized Modes Involved in Crashes	124	73	46	39	282
Total Persons Using Nonmotorized Modes Involved in Crashes, Fatalities	8	2	3	0	13
Total Persons Using Nonmotorized Modes Involved in Crashes, Suspected Serious Injuries	28	14	8	12	62

Source: 2023 ACS 5-year estimates, PennDOT

Figure 13: Distribution of Crashes by Minority Population Intervals

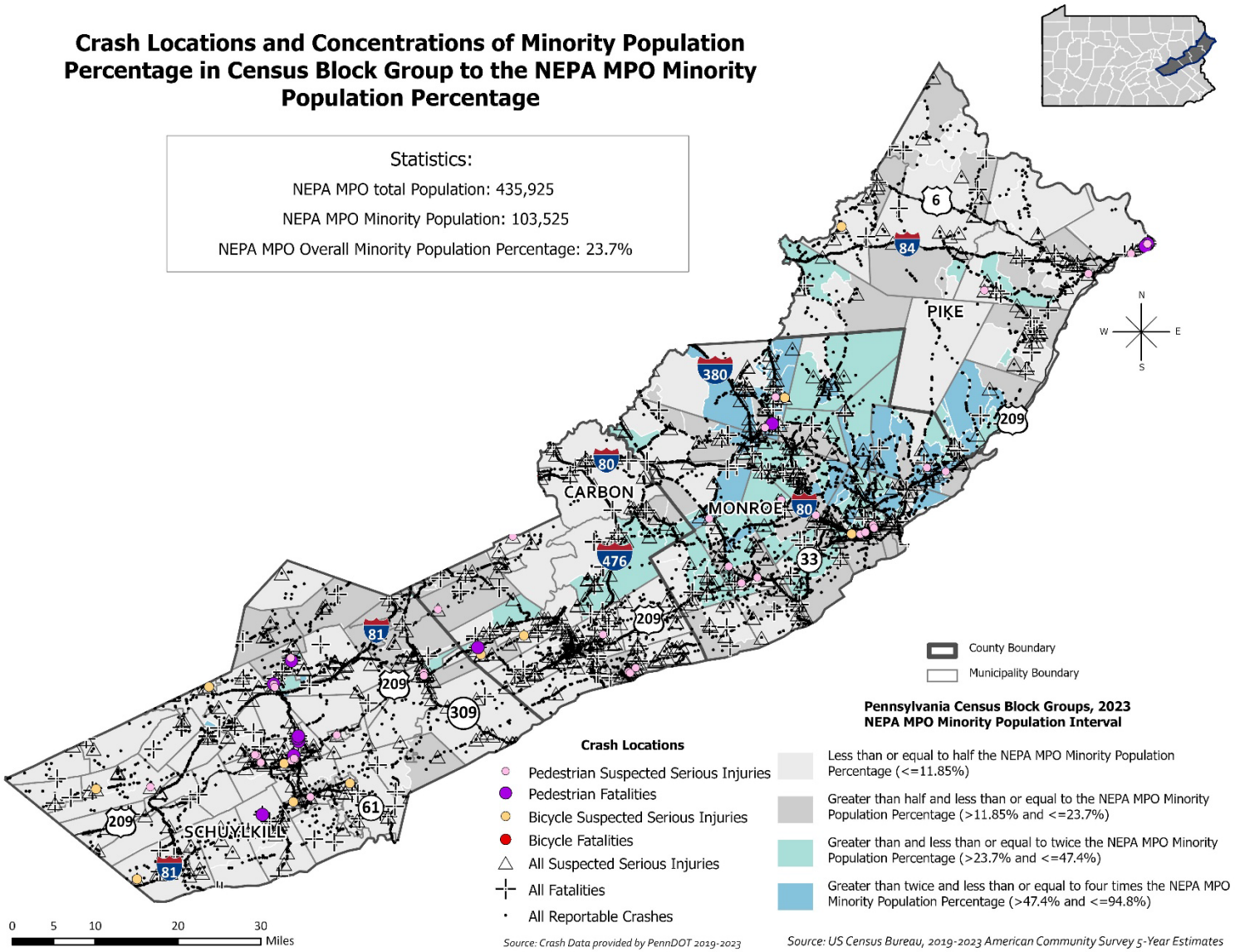


Table 14: Distribution of Crashes by White (Non-Hispanic/Latino) Population Intervals

Population/Asset	Percent White (Non-Hispanic/Latino) Population Intervals			Total
	Interval 1	Interval 2	Interval 3	
Total Reportable Crashes	1,101	5,207	11,510	17,818
Persons Involved in Crashes	2,388	10,653	23,119	36,160
Crash Fatalities	4	50	152	206
Crash Suspected Serious Injuries	36	217	523	776
People on Bicycles Involved in Crashes	21	12	4	37
People on Bicycles Involved in Crashes, Fatalities	3	7	28	6
People on Bicycles Involved in Crashes, Suspected Serious Injuries	1	2	9	20
Pedestrians Involved in Crashes	13	61	144	218
Pedestrians Involved in Crashes, Fatalities	0	3	10	13
Pedestrians Involved in Crashes, Suspected Serious Injuries	6	15	30	51
Total Persons Using Nonmotorized Modes Involved in Crashes	16	68	174	258
Total Persons Using Nonmotorized Modes Involved in Crashes, Fatalities	0	3	10	13
Total Persons Using Nonmotorized Modes Involved in Crashes, Suspected Serious Injuries	7	17	39	63

Source: 2023 ACS 5-year estimates, PennDOT

Figure 14: Distribution of Crashes by White (Non-Hispanic/Latino) Population Intervals

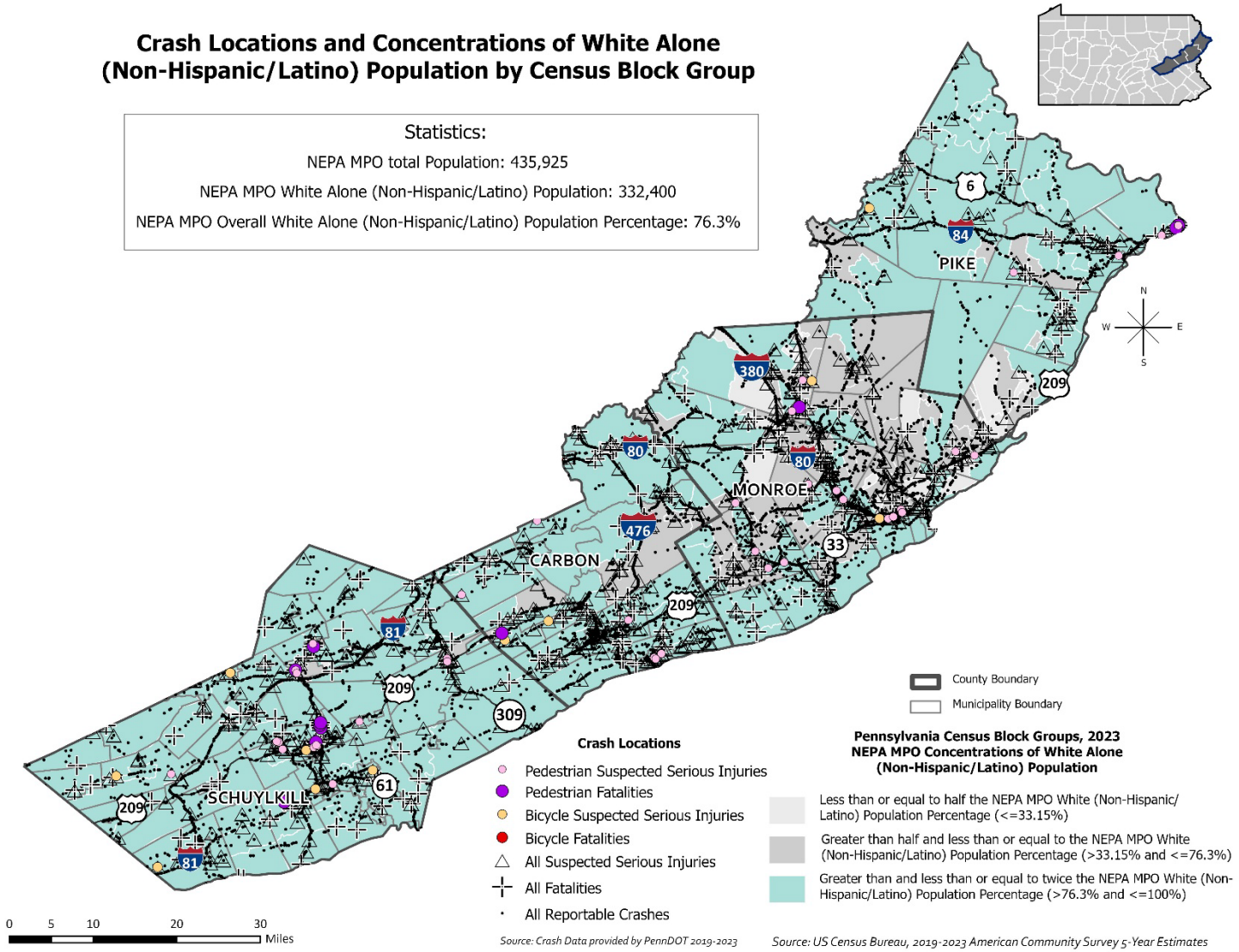


Table 15: Distribution of Crashes by Below Poverty Population Intervals

Population/Asset	Percent Below Poverty Population Intervals					Total
	Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	
Total Reportable Crashes	6,807	6,262	5,441	1,496	118	20,124
Persons Involved in Crashes	13,848	12,409	11,474	3,169	266	41,166
Crash Fatalities	78	85	75	11	2	251
Crash Suspected Serious Injuries	311	255	260	68	4	898
People on Bicycles Involved in Crashes	21	16	29	15	10	91
People on Bicycles Involved in Crashes, Fatalities	9	8	13	11	1	42
People on Bicycles Involved in Crashes, Suspected Serious Injuries	4	2	4	3	0	13
Pedestrians Involved in Crashes	65	77	84	31	1	258
Pedestrians Involved in Crashes, Fatalities	5	5	2	3	0	15
Pedestrians Involved in Crashes, Suspected Serious Injuries	16	14	17	6	0	53
Total Persons Using Nonmotorized Modes Involved in Crashes	76	85	97	42	2	302
Total Persons Using Nonmotorized Modes Involved in Crashes, Fatalities	5	5	2	3	-	15
Total Persons Using Nonmotorized Modes Involved in Crashes, Suspected Serious Injuries	20	16	21	9	-	66

Source: 2023 ACS 5-year estimates, PennDOT

Figure 15: Distribution of Crashes by Below Poverty Population Intervals

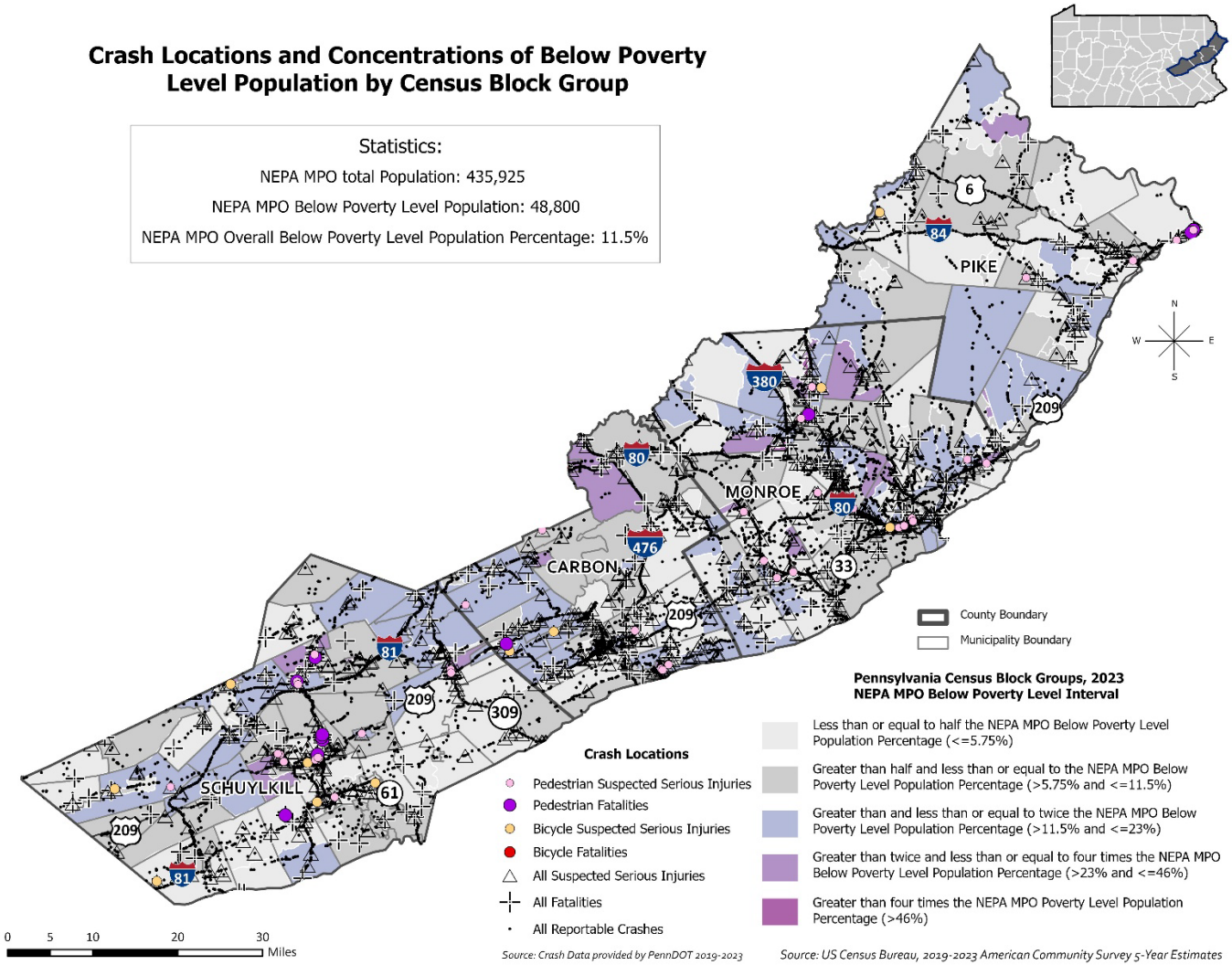
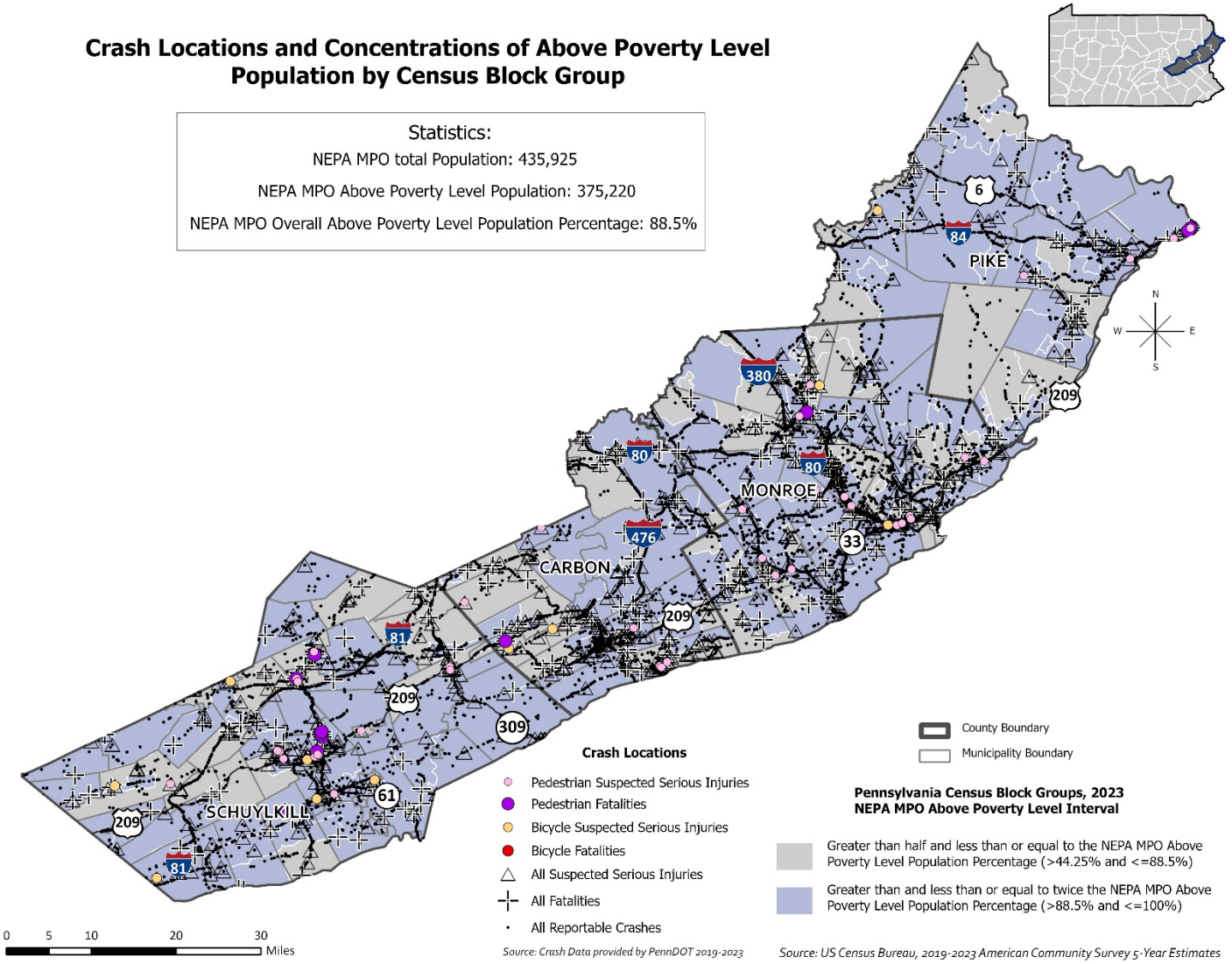


Table 16: Distribution of Crashes by Above Poverty Population Intervals

Population/Asset	Percent Above Poverty Population Intervals		Total
	Interval 2	Interval 3	
Total Reportable Crashes	6,659	11,338	17,997
Persons Involved in Crashes	13,995	22,693	36,688
Crash Fatalities	85	142	227
Crash Suspected Serious Injuries	314	502	816
People on Bicycles Involved in Crashes	24	17	41
People on Bicycles Involved in Crashes, Fatalities	0	-	-
People on Bicycles Involved in Crashes, Suspected Serious Injuries	7	6	13
Pedestrians Involved in Crashes	102	128	230
Pedestrians Involved in Crashes, Fatalities	4	8	12
Pedestrians Involved in Crashes, Suspected Serious Injuries	22	27	49
Total Persons Using Nonmotorized Modes Involved in Crashes	126	147	273
Total Persons Using Nonmotorized Modes Involved in Crashes, Fatalities	4	8	12
Total Persons Using Nonmotorized Modes Involved in Crashes, Suspected Serious Injuries	29	33	62

Source: 2023 ACS 5-year estimates, PennDOT

Figure 16: Distribution of Crashes by Above Poverty Population Intervals



2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

As part of the development of the 2027-2030 Transportation Improvement Program, the NEPA MPO reviewed transportation projects to determine their locations in high minority and low-income Census block groups. For the purposes of evaluating the distribution of TIP projects among minority, high minority areas will include intervals 3 and 4 because the minority population is greater than the regional average. Similarly, for the purposes of evaluating the distribution of TIP projects among high white (non-Hispanic/Latino), high white (non-Hispanic/Latino) area will include interval 3 because the white (non-Hispanic/Latino) population is greater than the regional average. For the purposes of evaluating the distribution of TIP projects among below poverty level populations, high below poverty level areas will include intervals 3, 4 and 5 because the below poverty level population is greater than the regional average. For the purposes of evaluating the distribution of TIP projects among above poverty level populations, high above poverty level areas will include interval 3 because the above poverty level population is greater than the regional average.

Patterns of transportation investment spending in the 2027-2030 TIP were analyzed to consider the distribution of TIP projects in minority, white (non-Hispanic/Latino), below poverty, and above poverty populations. The ***locatable*** projects from the 2027-2030 TIP for the NEPA MPO Region have a total value of **$176,742,178.**

Table 17 summarizes the dollar value of the locatable projects according to the project type and the geographic proximity to minority, white (non-Hispanic/Latino), below poverty, and above poverty populations. There was a total investment of approximately $76 million (43.04% percent of the TIP) in high minority areas and $100.6 million (56.96% percent of the TIP) in high white (non-Hispanic/Latino) areas. There was a total investment of $72.5 million (41.06% of the TIP) in below poverty areas and $104.1 million (58.94% of the TIP) in above poverty areas. All of safety funding is directed to areas with both a higher concentration of minority population and a higher concentration of below poverty population. In addition, 100% of the congestion funding is directed to below poverty areas.

Figure 17 shows the location of TIP projects and concentrations of minority population intervals. Figure 18 shows the location of TIP projects and concentrations of white (non-Hispanic/Latino) population intervals. Figure 19 shows the location of TIP projects and concentrations of below poverty population intervals. Figure 20 shows the location of TIP projects and concentrations of above poverty population intervals.

Table 17: Dollar Value of the Locatable 2027-2030 TIP Projects by Project Type in High Minority Areas (Intervals 3 and 4), High White (Non-Hispanic/Latino) Areas (Interval 3), Below Poverty Areas (Intervals 3,4 & 5) and Above Poverty Areas (Interval 3)

Project Category	Minority Intervals	White (non-Hispanic/Latino Intervals	Below Poverty Intervals	Above Poverty Intervals	NEPA MPO Regional Total
Bridge	$25,573,182	$60,234,012	$21,601,769	$64,205,425	$85,807,194
	29.80%	70.20%	25.17%	74.83%	
Highway/General	$32,015,107	$39,092,517	$31,146,013	$39,961,611	$71,107,624
	45.02%	54.98%	43.80%	56.20%	
Safety	$18,479,590	$0	$18,479,590	$0	$18,479,590
	100.00%	0.00%	100.00%	0.00%	
Congestion	$0	$1,347,770	$1,347,770	$0	$1,347,770
	0.00%	100.00%	100.00%	0.00%	
Total Projects with Locatable Information	$76,067,879	$100,674,299	$72,575,142	$104,167,036	$176,742,178
	43.04%	56.96%	41.06%	58.94%	

Source: NEPA MPO 2027-2030 Transportation Improvement Program- Bridge and Highway Public Narrative

Figure 17: 2027-2030 TIP Projects and Concentrations of Minority Population Intervals

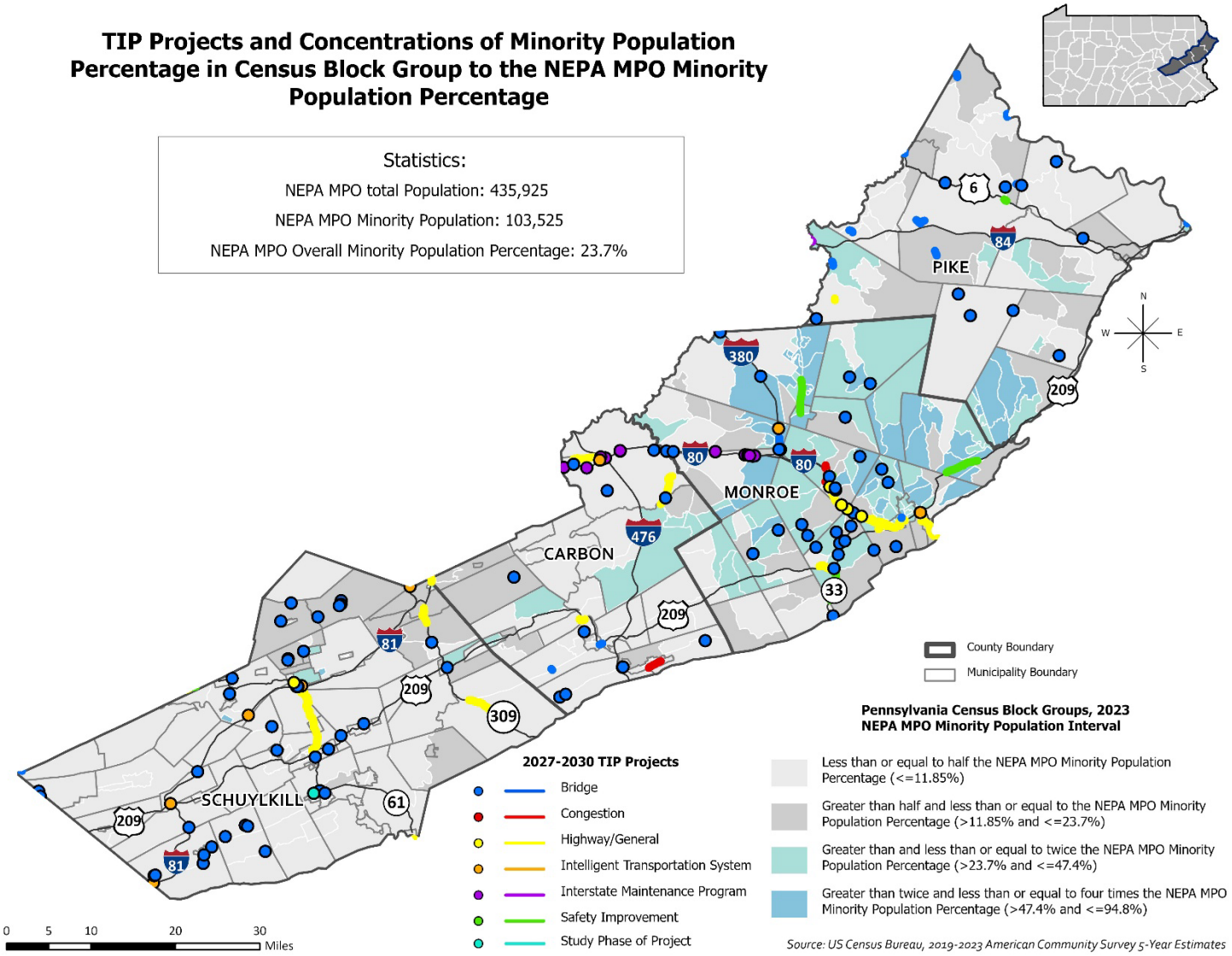


Figure 18: 2027-2030 TIP Projects and Concentrations of White (Non-Hispanic/Latino) Population Intervals

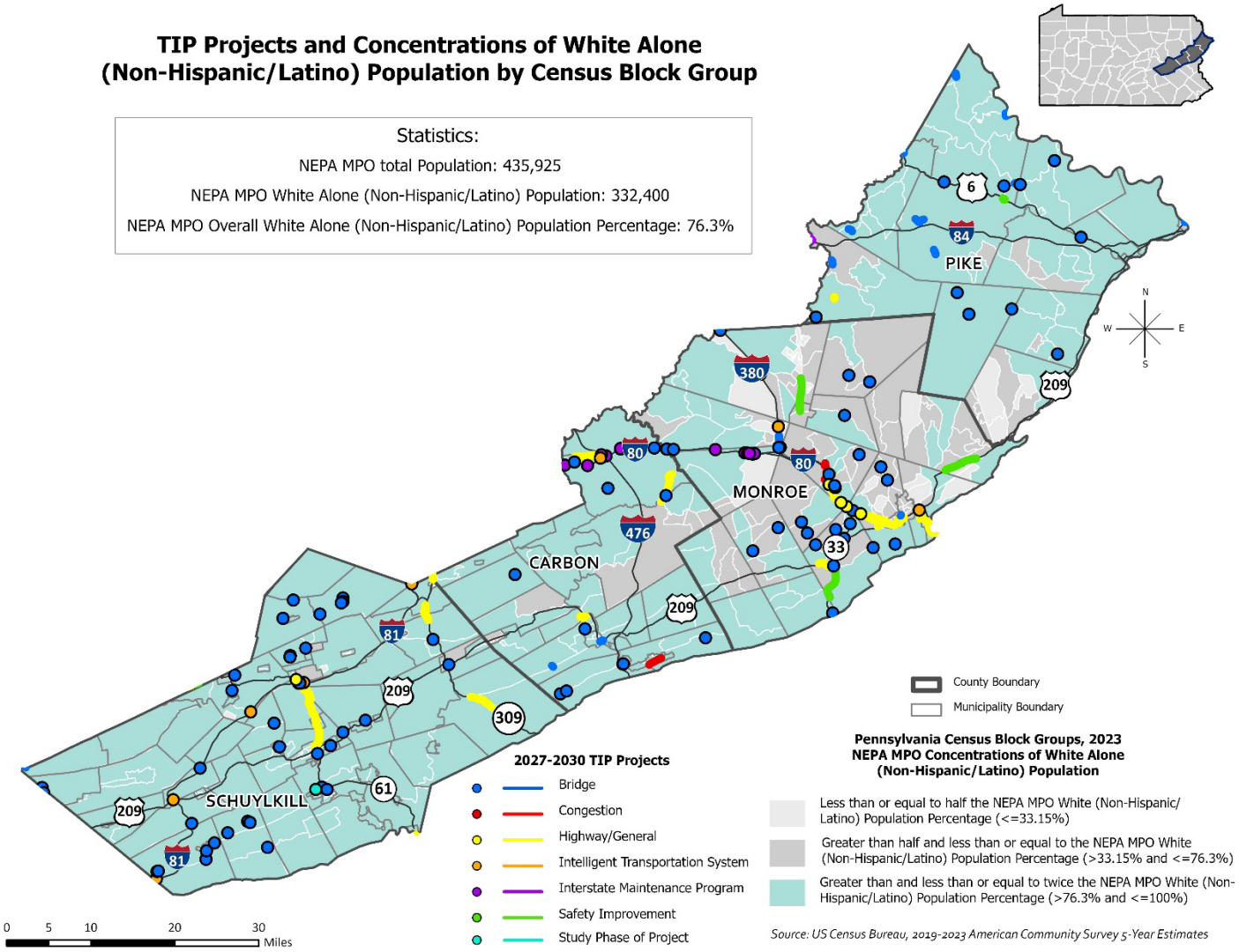

TIP Projects and Concentrations of White Alone (Non-Hispanic/Latino) Population by Census Block Group
Statistics:
NEPA MPO total Population: 435,925
NEPA MPO White Alone (Non-Hispanic/Latino) Population: 332,400
NEPA MPO Overall White Alone (Non-Hispanic/Latino) Population Percentage: 76.3%
PIKE
MONROE
CARBON
SCHUYLKILL
6
84
380
80
476
33
209
309
61
81
N
W
E
S
0 5 10 20 30
Miles
2027-2030 TIP Projects
Bridge
Congestion
Highway/General
Intelligent Transportation System
Interstate Maintenance Program
Safety Improvement
Study Phase of Project
County Boundary
Municipality Boundary
Pennsylvania Census Block Groups, 2023
NEPA MPO Concentrations of White Alone (Non-Hispanic/Latino) Population
Less than or equal to half the NEPA MPO White (Non-Hispanic/Latino) Population Percentage (<=33.15%)
Greater than half and less than or equal to the NEPA MPO White (Non-Hispanic/Latino) Population Percentage (>33.15% and <=76.3%)
Greater than and less than or equal to twice the NEPA MPO White (Non-Hispanic/Latino) Population Percentage (>76.3% and <=100%)
Source: US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

Figure 19: 2027-2030 TIP Projects and Concentrations of Below Poverty Population Intervals

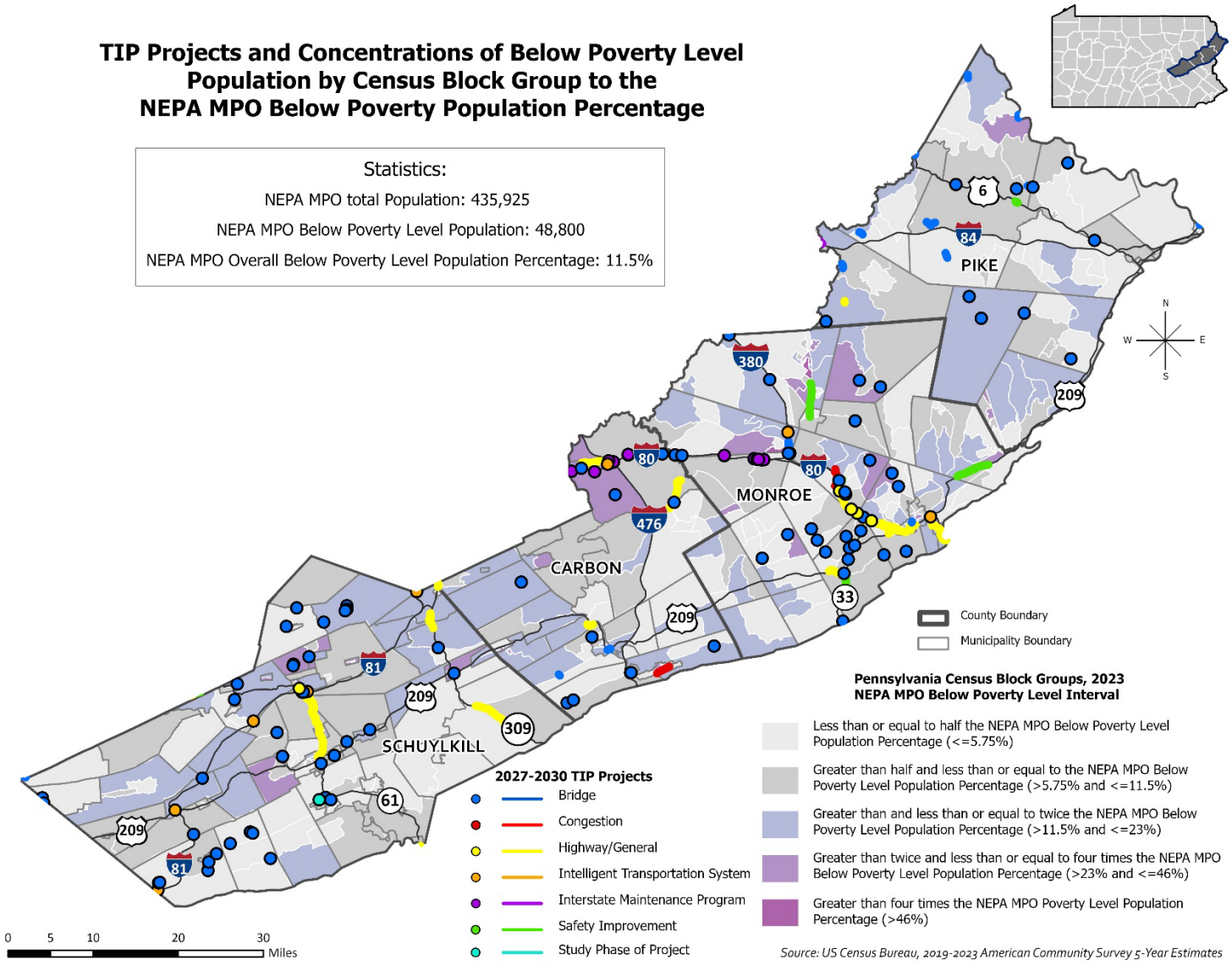
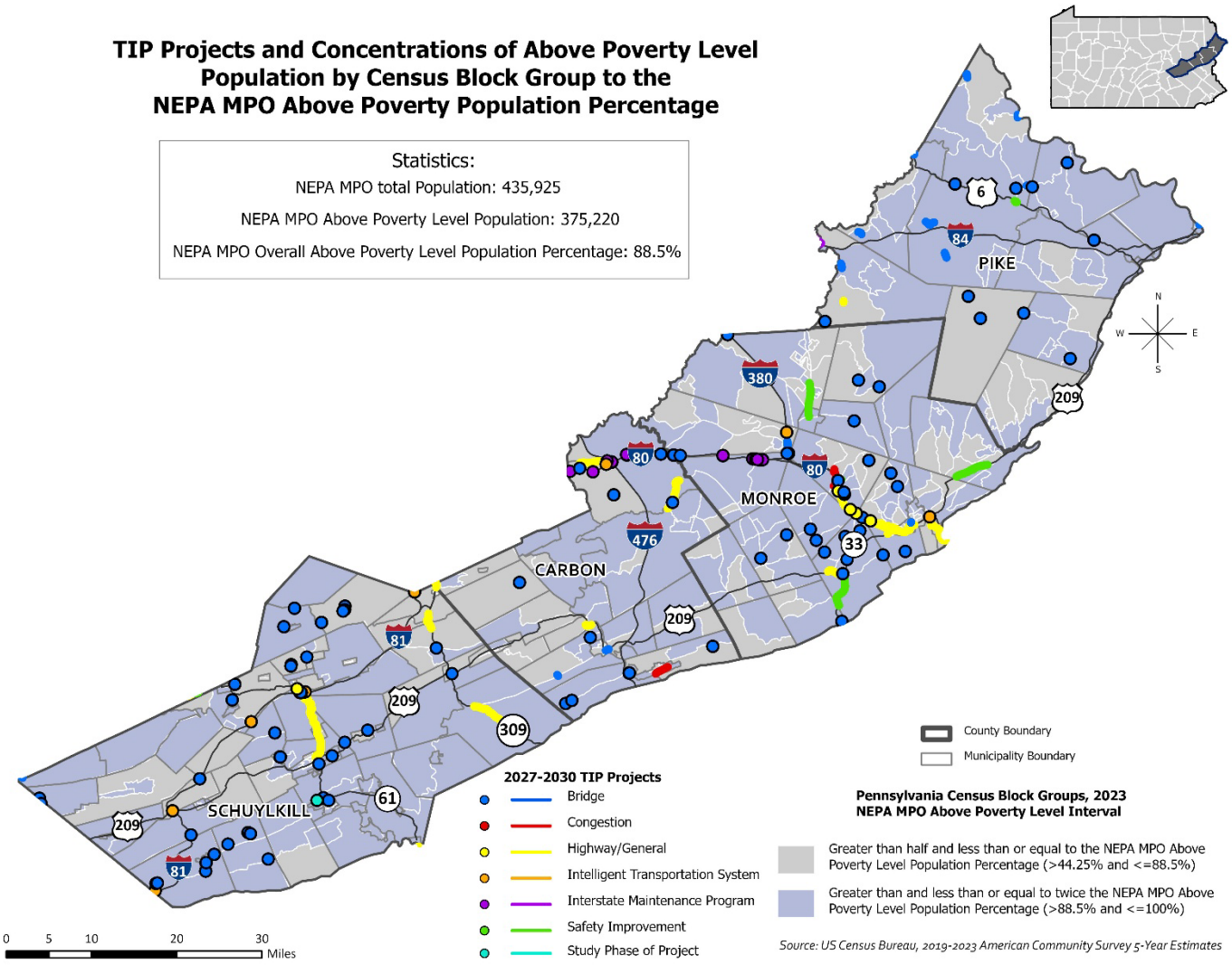


Figure 20: 2027-2030 TIP Projects and Concentrations of Above Poverty Population Intervals



Appendix E:
2027-2030 TIP and LRTP Air Quality Conformity Reports and Resolution

Air Quality Conformity Analysis Report

NEPA MPO (Carbon County) 2027-2030 Transportation Improvement Program (TIP) and 2050 Long Range Transportation Plan (LRTP)

National Ambient Air Quality Standards (NAAQS) Addressed:

- 2008 8-Hour Ozone (Nonattainment)

Prepared By:

NEPA MPO
and
Pennsylvania Department of Transportation

April 2026

Table of Contents

Table of Exhibits

Summary of Attachments

Attachment A: Project List
Attachment B: Detailed Emission Results
Attachment C: Sample MOVES Input Files

Overview

This report provides an analysis of the air quality implications of the Carbon County portion of the Northeastern Pennsylvania Alliance (NEPA) Metropolitan Planning Organization 2027-2030 Transportation Improvement Program (TIP) and 2050 Long Range Transportation Plan (LRTP). The analysis demonstrates transportation conformity under the 2008 8-hour ozone National Ambient Air Quality Standard (NAAQS). The air quality conformity analysis reflects an assessment of the regionally significant, non-exempt transportation projects included in the TIP and LRTP. Note that conformity for the LRTP is being reaffirmed as there are no changes to the LRTP from the previous conformity determination. This document replaces the previously approved conformity demonstration and ensures that the findings meet all current criteria established by the U.S. Environmental Protection Agency (EPA) for the applicable NAAQS.

Background on Transportation Conformity

Transportation conformity is a way to ensure that federal funding and approval are awarded to transportation activities that are consistent with air quality goals. Under the Clean Air Act (CAA), transportation and air quality modeling procedures must be coordinated to ensure that the TIP and the LRTP are consistent with the area's applicable State Implementation Plan (SIP). The SIP is a federally approved and enforceable plan by which each area identifies how it will attain and/or maintain the health-related primary and welfare-related secondary NAAQS.

In order to receive transportation funding and approvals from the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), state and local transportation agencies must demonstrate that the plans, programs, or projects meet the transportation conformity requirements of the CAA as set forth in the transportation conformity rule. Under the transportation conformity rule, transportation plans are expected to conform to the applicable SIP in nonattainment or maintenance areas. The integration of transportation and air quality planning is intended to ensure that transportation plans, programs, and projects will not:

- Cause or contribute to any new violation of any applicable NAAQS.
- Increase the frequency or severity of any existing violation of any applicable NAAQS.
- Delay timely attainment of any applicable NAAQS, any required interim emissions reductions, or other NAAQS milestones.

The transportation conformity determination includes an assessment of future highway emissions for defined analysis years. Emissions are estimated using the latest available planning assumptions and available analytical tools, including EPA's latest approved on-highway mobile sources emissions model, the Motor Vehicle Emission Simulator (MOVES). The conformity determination provides a tabulation of the analysis results for applicable precursor pollutants, showing that the required conformity test was met for each analysis year.

Report Contents

This document includes a summary of the methodology and data assumptions used for the conformity analysis. As shown in **Exhibit 1**, attachments containing additional detail have been provided with the document. In addition, modeling input and output files have been reviewed by the Environmental Protection Agency (EPA) Region III and the Pennsylvania Department of Environmental Protection (DEP).

EXHIBIT 1: SUMMARY OF ATTACHMENTS

Attachment	Title	Description
A	Project List	Provides a list of regionally significant highway projects.
B	Detailed Emission Results	Provides a detailed summary of emissions by roadway type.
C	MOVES Sample Run Specification	Provides example MOVES5 data importer (XML) and run specification (MRS) files.

National Ambient Air Quality Standard Designations

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.

Carbon County is currently designated as part of the Allentown-Bethlehem-Easton, PA nonattainment area under the 2008 8-hour ozone 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.

Ozone

Ozone is formed by chemical reactions occurring under specific atmospheric conditions. Precursor pollutants that contribute to the formation of ozone include volatile organic compounds (VOC) and oxides of nitrogen (NO_X), both of which are components of vehicle exhaust. VOCs may also be produced through the evaporation of vehicle fuel, as well as by displacement of vapors in the gas tank during refueling. By controlling VOC and NO_X emissions, ozone formation can be mitigated. Both precursor pollutants are analyzed in the transportation conformity process.

1997 and 2008 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). As of July 20, 2013, Carbon County no longer needs to demonstrate conformity to the 1997 8-hour ozone NAAQS. However, future SIP revisions must address EPA's anti-backsliding requirements.

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. Carbon County was designated as part of a nonattainment area under the 2008 8-hour ozone NAAQS, effective July 20, 2012 (77 FR 30088).

2015 8-hour Ozone NAAQS

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). Carbon County is in attainment of the 2015 8-hour ozone NAAQS per EPA's final designations as finalized on June 4, 2018 (83 FR 25776).

Interagency 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 meetings of the Pennsylvania Transportation and Air Quality Work Group that includes the Pennsylvania Department of Transportation (PennDOT), DEP, EPA, FHWA, FTA and representatives from larger MPOs within the state. Meetings are conducted quarterly and include the review of all input planning assumptions, methodologies and analysis years. The latest planning assumptions used for this conformity determination were coordinated at the January 29, 2026 workgroup meeting.

Analysis Methodology and Data

This transportation conformity analysis was conducted using EPA's MOVES model, which is the official model for estimating emissions from highway vehicles for SIP emission inventories and transportation conformity. MOVES5 has been used for this conformity determination and is (in addition to MOVES4)

currently considered one of the latest approved model versions for SIP and transportation conformity purposes (89 FR 99862). After December 11, 2026, MOVES5 must be used for conformity determinations.

Planning assumptions are updated following EPA and FHWA joint guidance (EPA420-B-08-901) that clarifies the implementation of the latest planning assumption requirements in 40 CFR 93.110. This analysis utilizes the best available latest traffic, vehicle fleet and environmental data to estimate regional highway emissions.

PennDOT updates many of the key planning assumptions on a triennial basis to support EPA's National Emissions Inventory (NEI) and FHWA's latest planning assumption requirements for transportation conformity. For this conformity analysis, the data draws from the latest MPO regional travel demand model and PennDOT's latest 2023 triennial data update. The PennDOT triennial data update also is used to inform the planning assumptions for the future analysis years used for transportation conformity.

The analysis methodology and data inputs for this analysis were developed through interagency consultation and used available EPA guidance documents that included:

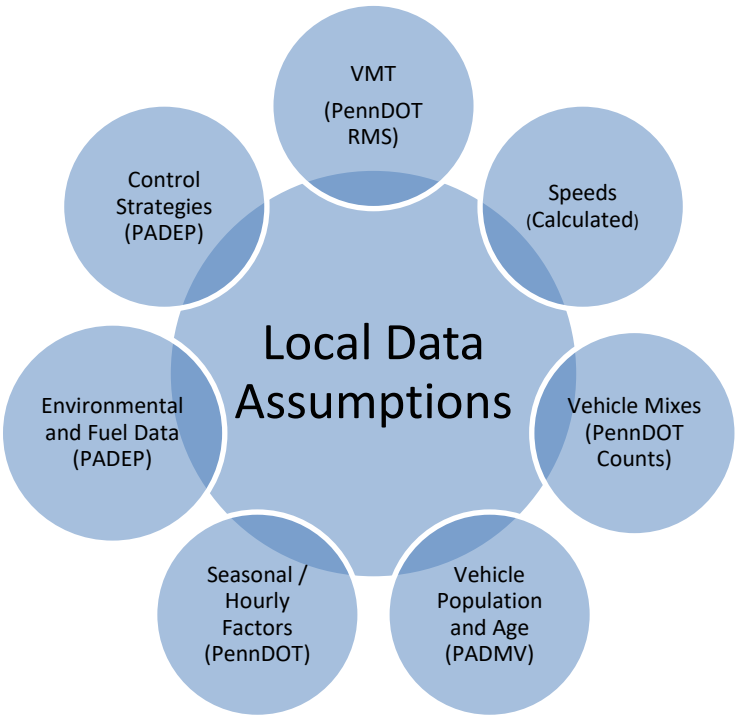
- *MOVES5 Policy Guidance: Use of MOVES for State Implementation Plan Development, Transportation Conformity, General Conformity, and Other Purposes,* US EPA Office of Transportation and Air Quality, EPA-420-B-24-038, November 2024.
- *MOVES5 Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity,* US EPA Office of Transportation and Air Quality, EPA-420-B-24-043, November 2024. U.S.

A mix of local and national default (internal to MOVES) data are used in the analysis. As illustrated in **Exhibit 2**, local data has been used for data items that have a significant impact on emissions, including: vehicle miles of travel (VMT), vehicle population, congested speeds, and vehicle type mix, as well as environmental and fuel assumptions. Local data inputs to the analysis process reflect the latest available planning assumptions using information obtained from PennDOT, DEP and other local/national sources.

The methodology used for this analysis is consistent with the methodology used to develop SIP inventories. This includes the use of custom post-processing software (PPSUITE) to calculate hourly speeds and prepare key traffic input files to the MOVES emission model. PPSUITE consists of a set of programs that perform the following functions:

- Analyzes highway operating conditions.
- Calculates highway speeds.
- Compiles VMT and vehicle type mix data.
- Prepares MOVES runs and processes MOVES outputs.

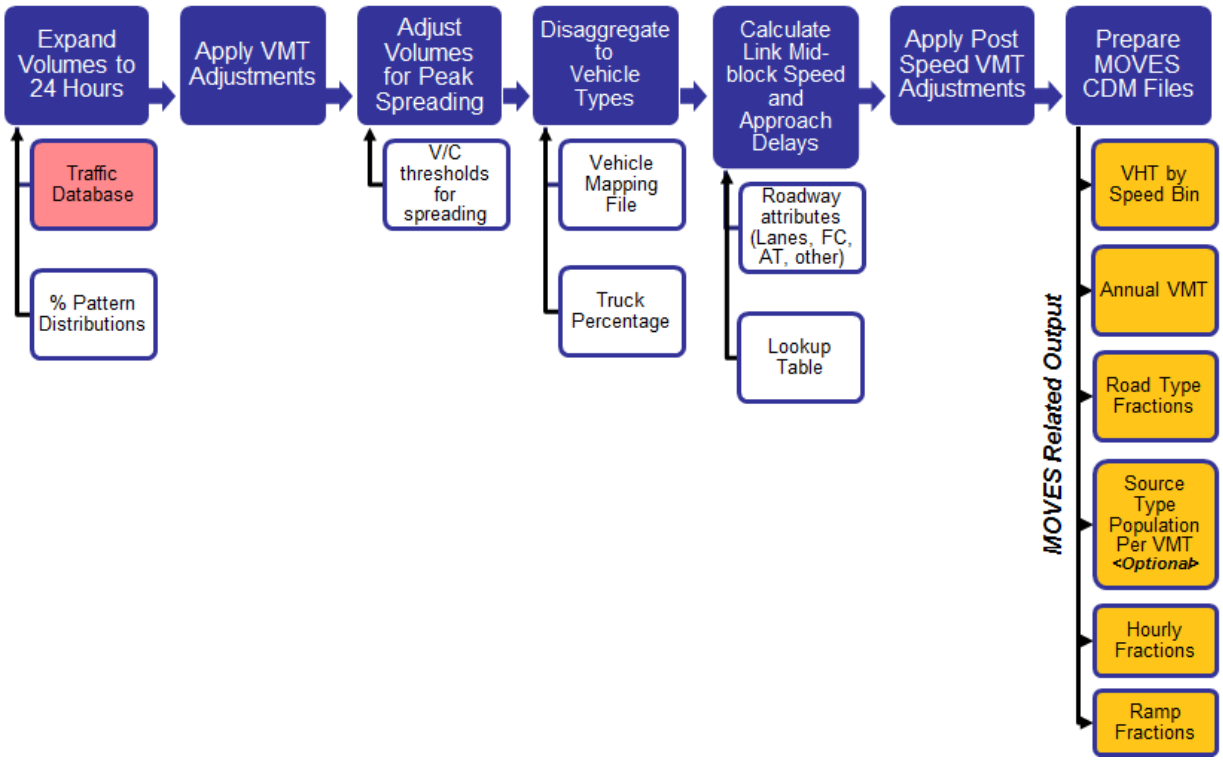
EXHIBIT 2: LOCAL DATA INPUTS USED FOR CONFORMITY RUNS



PPSUITE is a widely used and accepted tool for estimating speeds and processing emissions rates. The PPSUITE tool has been used for developing on-highway mobile source inventories in SIP revisions, control strategy analyses, and conformity analyses in other states. The software was developed to utilize accepted transportation engineering methodologies. The PPSUITE process is integral to producing traffic-related input files to the MOVES emission model. **Exhibit 3** summarizes the key functions of PPSUITE within the emission calculation process. Other MOVES input files are prepared externally to the PPSUITE software, including vehicle population, vehicle age, environmental and fuel input files.

The CENTRAL software is also used in this analysis. CENTRAL is a menu-driven software platform that executes the PPSUITE and MOVES processes in batch mode. The CENTRAL software allows users to execute runs for a variety of input options and integrates custom SQL steps into the process. CENTRAL provides important quality control and assurance steps, including file naming and storage automation.

EXHIBIT 3: EMISSION CALCULATION PROCESS



Key MOVES Input Data

A large number of inputs to MOVES are needed to fully account for the numerous vehicle and environmental parameters that affect emissions. These inputs include traffic flow characteristics, vehicle descriptions, fuel parameters, I/M program parameters and environmental variables. MOVES includes a default national database of meteorology, vehicle fleet, vehicle activity, fuel and emission control program data for every county; EPA, however, cannot certify that the default data is the most current or best available information for any specific area. As a result, local data, where available, is recommended for use when conducting a regional conformity analysis. A mix of local and default data is used for this analysis. These data items are discussed in the following sections.

Roadway Data

The roadway data inputs to emissions calculations for this conformity analysis are based on information from the RMS database maintained by PennDOT's Bureau of Planning and Research (BPR). PennDOT obtains this information from periodic visual and electronic traffic counts. RMS data is dynamic, since it is continually reviewed and updated from new traffic counts and field visits conducted by PennDOT. Information on roadways included in the USDOT National Highway System is reviewed, at minimum, on an annual basis, while information on other roadways is reviewed at least biennially. On a triennial basis, a current "snapshot" of the RMS database is taken and downloaded to provide an updated record of the

Commonwealth's highway system for estimating emissions. The RMS database contains all state highways, including the Pennsylvania Turnpike, divided into segments approximately 0.5 miles in length. These segments are usually divided at important intersections or locations where there is a change in the physical characteristics of the roadway (e.g. the number of lanes changes). There are approximately 82,000 state highway segments across all 67 Pennsylvania counties. The following information is extracted from RMS for emission calculations:

- Lanes.
- Distances.
- Volumes representing Average Annual Daily Traffic (AADT).
- Truck percentages.
- PennDOT urban/rural classifications.
- PennDOT functional class codes.
- Number of signals (based on linkage to PennDOT's Geographic Information System (GIS) signal location data).

RMS volumes and distances are used in calculating highway VMT totals for each county. As discussed in the next section, adjustments are needed to convert the volumes to an average summer weekday, winter weekday, and monthly day (including weekends and weekdays), as applicable to the pollutant/precursor being analyzed. In addition, the traffic volumes must be forecast to support future years. Lane values and traffic signals are important inputs for determining the congestion and speeds for individual highway segments. Truck percentages are used in the speed determination process in order to split volumes to individual vehicle types used by MOVES software. Road segments are classified not only by function, but also by whether it is located in an urban, small urban or rural area. The PennDOT urban/rural (UR) and functional classes (FC) designations are important indicators of the type and function of each roadway segment. These variables provide valuable insights into other characteristics not contained in the RMS data, which are used for speed and emission calculations.

Although the transit system is not directly included in the PennDOT RMS, the RMS traffic volumes reflect the impact of transit and other non-highway travel modes.

VMT forecast growth rates are based on PennDOT's VMT forecasting system, as documented in the report "*Statistical Evaluation of Projected Traffic Growth, Traffic Growth Forecasting System: Final Report, March 14, 2005*". The PennDOT forecasting system includes the development of VMT forecasts and growth rates for four functional classifications in each Pennsylvania county: urban interstate, urban non-interstate, rural interstate, and rural non-interstate. The forecasts use statistical relationships based on historic Highway Performance Monitoring System (HPMS) VMT trends and future county socioeconomic projections based on the Woods and Poole Economics, Inc. State Profile (http://www.woodsandpoole.com/). The statistical models incorporate historical VMT trends, socioeconomic data (households, mean household income), and a relative measure of transportation capacity (lane miles per capita). PennDOT's BPR maintains and updates these growth rates on a periodic basis based on new demographic projections and updated information on HPMS VMT. The results of the updated VMT forecasts have been shared with the participants in the Pennsylvania Transportation-Air Quality Working Group.

Other Supporting Traffic Data

Other traffic data is used to adjust and disaggregate traffic volumes. Key sources used in these processes include the following:

- *Highway Performance Monitoring System (HPMS VMT)*: According to EPA guidance, baseline inventory VMT computed from the RMS highway segment volumes must be adjusted to be consistent with HPMS VMT totals. The VMT contained in the HPMS reports are considered to represent average annual daily traffic (AADT), an average of all days in the year, including weekends and holidays. Adjustment factors are used to adjust roadway data VMT to be consistent with the reported HPMS totals and are applied to all county and facility group combinations within the region. These adjustments are important to account for local roadway VMT not represented within the RMS.
- *Seasonal Factors*: The traffic volumes estimated from the regional travel demand model are adjusted to summer or average monthly conditions (as needed for annual processing), using seasonal adjustment factors prepared by PennDOT's BPR in their annual traffic data report published on the BPR website. The seasonal factors are also used to develop MOVES daily and monthly VMT fraction files, allowing MOVES to determine the portion of annual VMT that occurs in each month of the year.
- *Hourly Patterns*: Speeds and emissions vary considerably depending on the time of day. In order to produce accurate emission estimates, it is important to estimate the pattern by which roadway volume varies by breaking the data down into hourly increments. Pattern data is in the form of a percentage of the daily volumes for each hour. Distributions are provided for all the counties within the region and by each facility type grouping. The hourly pattern data has been developed from 24-hour vehicle count data compiled by PennDOT's BPR, using the process identified in PennDOT's annual traffic data report. The same factors are also used to develop the MOVES hourly fraction file.

Vehicle Class

Emission rates within MOVES also vary significantly by vehicle type. MOVES produces emission rates for thirteen MOVES vehicle source input types. VMT, however, is input to MOVES by five HPMS vehicle groups (note that passenger cars and light trucks are grouped for input to MOVES). **Exhibit 4** summarizes the distinction between each classification scheme.

EXHIBIT 4: MOVES SOURCE TYPES AND HPMS VEHICLE GROUPS

SOURCE TYPES		HPMS Class Groups	
11	Motorcycle	10	Motorcycle
21	Passenger Car	25	Passenger Car
31	Passenger Truck	25	Passenger/Light Truck
32	Light Commercial Truck	40	Buses
41	Other Buses	50	Single Unit Trucks
42	Transit Bus	60	Combination Trucks
43	School bus		
51	Refuse Truck		
52	Single Unit Short-haul Truck		
53	Single Unit Long-haul Truck		
54	Motor Home		
61	Combination Short-haul Truck		
62	Combination Long-haul Truck		

The emissions estimation process includes a method to disaggregate the traffic volumes to the thirteen source types and then to recombine the estimates to the five HPMS vehicle classes. Vehicle type pattern data is used by PPSUITE to distribute the hourly roadway segment volumes among the thirteen MOVES source types. Similar to the 24-hour pattern data, this data contains percentage splits to each source type for every hour of the day. The vehicle type pattern data is developed from several sources of information:

- PennDOT truck percentages from the RMS database.
- Hourly distributions for trucks and total traffic compiled by PennDOT's BPR.
- School bus registration data from PennDOT's Bureau of Motor Vehicles Registration Database.

Vehicle type percentages are also input into the capacity analysis section of PPSUITE to adjust the speeds in response to truck volume. Larger trucks take up more roadway space compared to an equal number of cars and light trucks, which is accounted for in the speed estimation process by adjusting capacity using information from the Transportation Research Board's fifth edition of the *Highway Capacity Manual*. (http://hcm.trb.org/).

Vehicle Ages

Vehicle age distributions are input to MOVES for each of the thirteen source types. These distributions reflect the percentage of the vehicle fleet falling under each vehicle model year (MY) up to 40 years old (for MOVES5 modeling). The vehicle age distributions were prepared from the most recently available 2023 registration download from PennDOT's Bureau of Motor Vehicles Registration Database. Due to data limitations, information for light duty vehicles and motorhome (including source types 11, 21, 31, 32 and 54) was used as local data for MOVES inputs, while heavy-duty vehicles (including source types 41, 42, 43, 51, 52, 53, 61, and 62) used the MOVES5 national default age distribution data.

Vehicle Population

The vehicle population information, including the number and age of vehicles, impacts forecasted start and evaporative emissions within MOVES. In addition to vehicle age distribution, MOVES requires total vehicle populations for each of the thirteen source type categories. 2023 county vehicle registration data was used to estimate vehicle population for light-duty vehicles, transit buses, and school buses. Other heavy-duty vehicle population values were based on VMT for each source type using the vehicle mix and pattern data discussed previously. PPSUITE automatically applies MOVES default ratios of VMT and source type population (e.g., the number of miles per vehicle by source type) to the local VMT estimates to produce vehicle population.

For the preparation of source type population for other required conformity analysis years, base values were adjusted using forecast population and household data for the area. Growth rates were limited so as to not exceed the Carbon County VMT growth assumptions.

Meteorology Data

Average monthly minimum temperatures, maximum temperatures, and humidity values are consistent with the regional State Implementation Plan (SIP) modeling conducted by DEP. The data was obtained from AccuWeather, Inc. (www.accuweather.com). The 10-year (2010-2020) average minimum and maximum monthly temperature and relative humidity values were obtained for each of the 10 airport locations in Pennsylvania.

Fuel Parameters

The MOVES5 default data assumptions have been reviewed and determined adequate to be used as inputs to the MOVES emissions modeling. Key assumptions include:

- 9.617 RVP used for summer months (based on MOVES5 defaults).
- 100% market share of 10% ethanol throughout the year for analysis years 2030, 2040 and 2050 (based on MOVES5 defaults).

AVFT Input

The AVFT (Alternate Vehicle Fuel and Technologies) input table is used to specify the fraction of fuel types capable of being used by model year and source type. Pennsylvania 2023 vehicle registration data was used to develop the AVFT input for light duty vehicles (source types 21, 31 and 32), school bus, transit bus and motor homes. Forecasts for electric vehicles (EV) were based on PennDOT's EV Roadmap for light duty vehicles (source types 21, 31 and 32). For all other source types and heavy-duty vehicles, EV assumptions from MOVES5 default AVFT inputs and forecasts were utilized.

I/M Program Parameters

The inspection maintenance (I/M) program inputs to the MOVES model are based on current programs within each county (all PA I/M programs are based on county boundaries). All analysis years include Pennsylvania's statewide I/M program. The default I/M program parameters included in MOVES were examined for each county and necessary changes were made to the default parameters to match the 2021 I/M program performance.

In order to assure that emission controls are working properly, vehicle inspection and maintenance (I/M) programs have been adopted in some nonattainment areas. These programs have the added benefit of improving the fuel efficiency of vehicles. The Pennsylvania inspection and maintenance (I/M) program was upgraded and expanded throughout the state with a phase-in period starting in September 2003 and fully implemented by June 2004.

The I/M program requirements vary by region (five regions) and include on-board diagnostics (OBD) technology that uses the vehicle's computer for model years 1996 and newer to identify potential engine and exhaust system problems that could affect emissions. The program, named PAOBDII, is implemented by region as follows:

- *Philadelphia Region* - Bucks, Chester, Delaware, Montgomery and Philadelphia Counties
  [Includes tailpipe exhaust testing using ASM2015 or equipment for pre-1996 vehicles up to 25 years old]
- *Pittsburgh Region* - Allegheny, Beaver, Washington and Westmoreland Counties.
  [Includes tailpipe exhaust testing using PA 97 equipment for pre-1996 vehicles up to 25 years old]
- *South Central and Lehigh Valley Region* - Berks, Cumberland, Dauphin, Lancaster, Lebanon, Lehigh, Northampton and York Counties.
  [Includes gas cap and visual inspection only for 1975 through 1995 model years]
- *North Region* - Blair, Cambria, Centre, Erie, Lackawanna, Luzerne, Lycoming, and Mercer Counties.
  [Gas cap and visual inspection only – No OBD]
- *Other 42 Counties* – Includes the remaining 42 counties not included above.
  [Visual inspection only – No OBD]

Vehicle Technology Programs

Federal Programs

Current federal vehicle emissions control and fuel programs are incorporated into the MOVES5 software. The MOVES5 model includes the following new federal emission standard rules that were not in previous versions of MOVES:

- Multi-Pollutant Rule for Model Year 2027 and Later Light-Duty and Medium-Duty Vehicles (LMDV), March 2024 (Model Years 2027-2032): This rule incorporates higher projected electric vehicle (EV) fractions and more stringent standards for CO_2, particulate matter (PM), non-methane organic gases (NMOG), and NOx.

- Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles – Phase 3 (HDP3), March 2024 (Model Years 2027-2032): This rule includes higher projected EV fractions and updated energy consumption for heavy-duty EVs.

MOVES5 also includes the following recent on-road control programs that were already incorporated in MOVES4 or earlier versions:

- *Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards, January 2023 (Model Year 2027 and later).*
- *Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards*, December 2021 (Model Years 2023-2026).
- *Safer Affordable Fuel Efficient (SAFE) Vehicles Rule*, March 2020 (Model Years 2021-2026).
- *Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium-and Heavy-Duty Engines and Vehicles—Phase 2*, October 2016 (Model Years 2019-2027).
- *Tier-3 Vehicle Emissions and Fuel Standards Program*, March 2014 (Model Years 2017-2025).
- *2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards*, October 2012 (Model Years 2017-2025).
- *Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium-and Heavy-Duty Engines and Vehicles*, September 2011 (Model Years 2014-2018).
- *Regulation of Fuels and Fuel Additives: Modifications to Renewable Fuel Standard Program (RFS2)*, December 2010.

Earlier foundational federal programs such as the Tier 2 Vehicle Emissions Standards and the 2007 Heavy-Duty Engine Rule are also inherently reflected in MOVES5 default emission rates. Modifications of default emission rates are required to reflect the early implementation of the National Low Emission Vehicle (NLEV) program in Pennsylvania. To reflect these impacts, EPA has released instructions and input files that can be used to model these impacts. The NLEV input database was created for Pennsylvania per EPA's instructions and was used for this inventory.

State Programs

The Pennsylvania Clean Vehicles (PCV) Program, adopted in 1998, incorporated the California Low Emission Vehicle Regulations (CA LEV) by reference. The PCV Program allowed automakers to comply with the NLEV program as an alternative to this Pennsylvania program until MY2006. Beginning with MY2008, all "new" passenger cars and light-duty trucks with a gross vehicle weight rating (GVWR) of 8,500 pounds or less sold/leased and titled in Pennsylvania must be certified by the California Air Resources Board (CARB) or be certified for sale in all 50 states. For this program, a "new" vehicle is a qualified vehicle with an odometer reading less than 7,500 miles. DEP and PennDOT both work with the public, including manufacturers, vehicle dealers and consumers, to ensure that vehicles sold and purchased in Pennsylvania or vehicles purchased from other states by Pennsylvania residents comply with the requirements of the PCV Program, in order to be titled in Pennsylvania. Additionally, PennDOT ensures that paperwork for

title and registration includes proof of CARB- or 50-state emission certification or that the vehicle owner qualifies for an exemption to the requirements, as listed on PennDOT's MV-9 form and in the PCV Program regulation. When necessary, information from PennDOT's title and registration process may be used to audit vehicle title transactions to determine program compliance.

The impacts of this program are modeled for all analysis years beyond 2008 using the same instructions and tools downloaded for the early NLEV analysis. EPA provided input files to reflect state programs similar to the CAL LEV program. Modifications to those files were made to reflect a 2008 program start date for Pennsylvania.

Analysis Process Details

The previous sections have summarized the input data used for computing speeds and emission rates for this conformity analysis. This section explains how PPSUITE and MOVES use that input data to produce emission estimates. **Exhibit 5** provides a more detailed overview of the PPSUITE analysis procedure using the available traffic data information described in the previous sections.

VMT Preparation

Producing an emissions inventory with PPSUITE requires a process of disaggregation and aggregation. Data is available and used on a very detailed scale – individual roadway segments for each of the 24 hours of the day. This data needs to be processed individually to determine the distribution of vehicle hours of travel (VHT) by speed and then aggregated by vehicle class to determine the input VMT to the MOVES emission model. Key steps in the preparation of VMT include:

- *Assemble VMT* - The RMS database contains the roadway segments, distances and travel volumes needed to estimate VMT. PPSUITE processes each segment by simply multiplying the assigned travel volume by the distance to obtain VMT.
- *Apply Seasonal Adjustments* – PPSUITE adjusts the traffic volumes to the appropriate analysis season. These traffic volumes are assembled by PPSUITE and extrapolated over the course of a year to produce the annual VMT file input to MOVES.
- *Disaggregate to Hours* - After seasonal adjustments are applied, the traffic volumes are distributed to each hour of the day. This allows for more accurate speed calculations (effects of congested hours) and allows PPSUITE to prepare the hourly VMT and speeds for input to MOVES.
- *Peak Spreading* - After distributing the daily volumes to each hour of the day, PPSUITE identifies hours that are unreasonably congested. For those hours, PPSUITE then spreads a portion of the volume to other hours within the same peak period, thereby approximating the "peak spreading" that normally occurs in such over-capacity conditions. This process also helps prevent hours with unreasonably congested speeds from disproportionately impacting emission calculations.
- *Disaggregation to Vehicle Types* - EPA requires VMT estimates to be prepared by the five HPMS vehicle groups, reflecting specific local characteristics. As described in the previous section, the hourly volumes are disaggregated into thirteen MOVES source types based on data from PennDOT, in

combination with MOVES defaults. The thirteen MOVES source types are then recombined into five HPMS vehicle classes.

- *Apply HPMS VMT Adjustments* - Volumes must also be adjusted to account for differences with the HPMS VMT totals, as described in previous sections. VMT adjustment factors are provided as inputs to PPSUITE and are applied to each of the roadway segment volumes. VMT adjustment factors are also applied to runs for future years.
- *Apply VMT Growth Adjustments* - Volumes must also be adjusted to estimate future year VMT. VMT growth factors are provided as inputs to PPSUITE and are applied to each of the roadway segment volumes. The VMT growth factors were developed from the PennDOT BPR Growth Rate forecasting system.

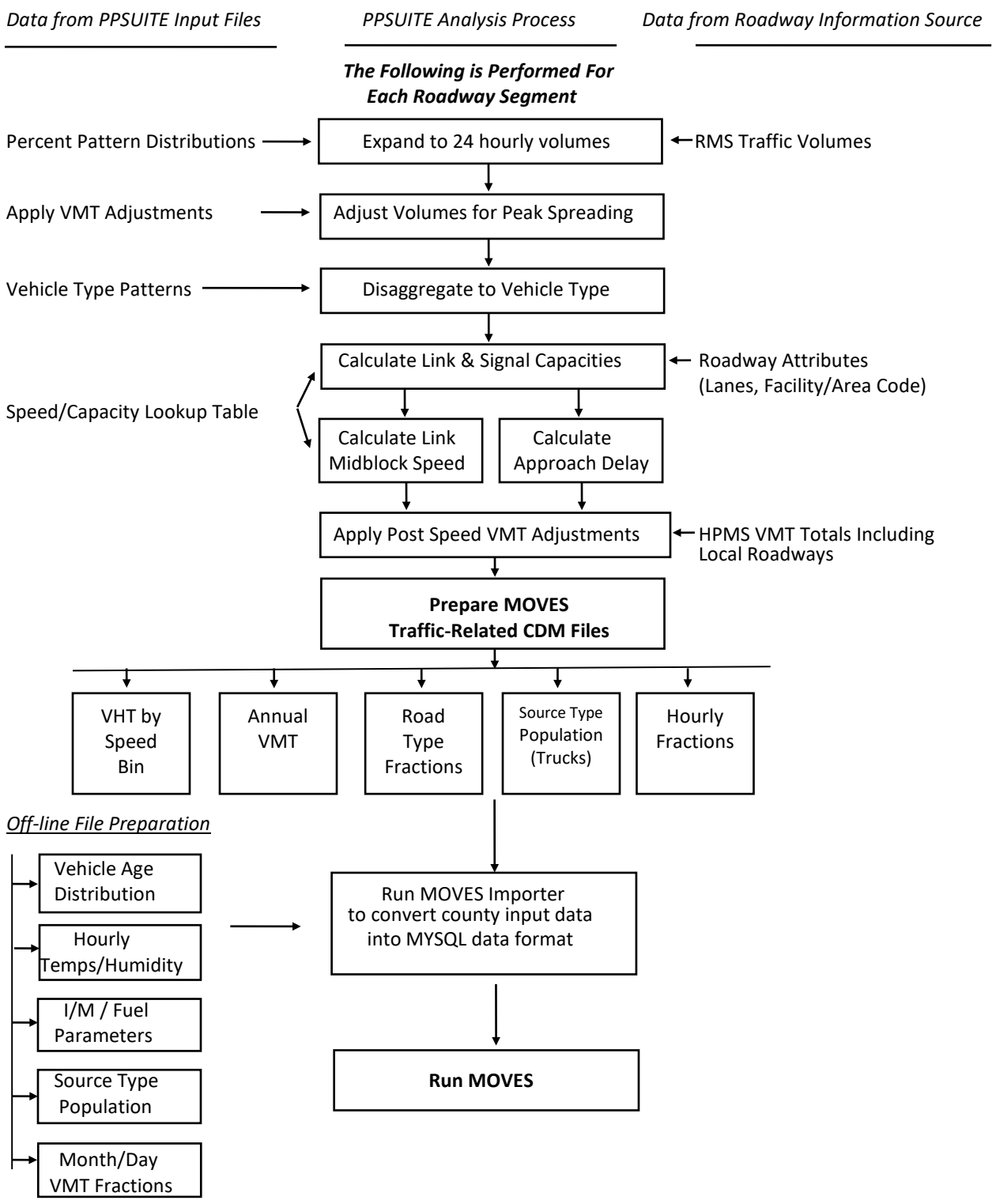
Speed Estimation

Emissions for many pollutants (including VOC and NO_X) vary significantly with travel speed. VOC emissions generally decrease as speed increases, while NO_X emissions decrease at low speeds and increases at higher speeds. Because emissions are so sensitive to speed changes, EPA recommends special attention be given to developing reasonable and consistent speed estimates. EPA also recommends that VMT be disaggregated into subsets that have roughly equal speeds, with separate emission factors for each subset. At a minimum, speeds should be estimated separately by road type.

The computational framework used for this analysis meets and exceeds the recommendation above relating to speed estimates. Speeds are individually calculated for each roadway segment and hour. Rather than accumulating the roadway segments into a particular road type and calculating an average speed, each individual link hourly speed is represented in the MOVES vehicle hours of travel (VHT) by a speed bin file. This MOVES input file allows the specification of a distribution of hourly speeds. For example, if 5% of a county's arterial VHT operates at 5 mph during the AM peak hour and the remaining 95% operates at 65 mph, this can be represented in the MOVES speed input file. For the roadway vehicle emissions calculations, speed distributions are input to MOVES by road type and source type for each hour of the day.

To calculate speeds, PPSUITE first obtains initial capacities (i.e., how much volume the roadway can serve before heavy congestion) and free-flow speeds (speeds assuming no congestion) from a speed/capacity lookup table. As described previously, this data contains default roadway information indexed by the area and facility type codes. For areas with known characteristics, values can be directly coded to the database and the speed/capacity default values can be overridden. For most areas where known information is unavailable, the speed/capacity lookup tables provide valuable default information regarding speeds, capacities, signal characteristics, and other capacity adjustment information used for calculating congested delays and speeds. The result of this process is an estimated average travel time for each hour of the day for each highway segment. The average travel time multiplied by traffic volume produces vehicle hours of travel (VHT).

EXHIBIT 5: PPSUITE SPEED/EMISSION ESTIMATION PROCEDURE



Developing the MOVES Traffic Input Files

The PPSUITE software is responsible for producing the following MOVES input files during any analysis run:

- VMT by HPMS vehicle class.
- VHT by speed bin.
- Road type distributions.
- Hourly VMT fractions.

These files are text formatted files with a *.csv extension. The files are provided as inputs within the MOVES County Data Manager (CDM) and are described below:

- *VMT Input File*: VMT is the primary traffic input affecting emission results. The roadway segment distances and traffic volumes are used to prepare estimates of VMT. PPSUITE performs these calculations and outputs the MOVES annual VMT input file to the County Data Manager (CDM). The annual VMT is computed by multiplying the RMS adjusted VMT by 365 days (366 days in a leap year).
- *VHT by Speed Bin File*: As described in the previous section, the PPSUITE software prepares the MOVES VHT by speed bin file, which summarizes the distribution of speeds across all links into each of the 16 MOVES speed bins for each hour of the day by road type. This robust process is consistent with the methods and recommendations provided in EPA's technical guidance for the MOVES model (http://www.epa.gov/otaq/models/moves/) and ensures that MOVES emission rates are used to the fullest extent.
- *Road Type Distributions*: Within MOVES, typical drive cycles and associated operating conditions vary by roadway type. MOVES defines five different roadway types as follows:

  1 Off-Network.
  2 Rural Restricted Access.
  3 Rural Unrestricted Access.
  4 Urban Restricted Access.
  5 Urban Unrestricted Access.

  For this analysis, the MOVES road type distribution file is automatically generated by PPSUITE using defined equivalencies. The off-network road type includes emissions from vehicle starts, extended idling, and evaporative emissions. Off-network activity in MOVES is primarily determined by the Source Type Population input.

MOVES Runs

After computing speeds and aggregating VMT and VHT, PPSUITE prepares traffic-related inputs needed to run EPA's MOVES software. Additional required MOVES inputs are prepared externally from the processing software and include temperatures, I/M program parameters, fuel characteristics, vehicle fleet

age distributions, and source type population. The MOVES county importer is run in batch mode. This program converts all data files into the SQL format used by the MOVES model. At that point, a MOVES run specification file (*.mrs) is created which specifies options and key data locations for the run. The MOVES run is then executed in batch mode. A summary of key MOVES run specification settings is shown in **Exhibit 6**. MOVES can be executed using either an inventory or rate-based approach. For this analysis, MOVES is applied using the *inventory-based* approach. Using this approach, actual VMT and population are provided as inputs to the model; MOVES is responsible for producing the total emissions for the region.

EXHIBIT 6: MOVES RUN SPECIFICATION FILE PARAMETER SETTINGS

Parameter	Setting
MOVES Version	MOVES5.0
MOVES Default Database Version	*movesdb20241112*
Scale	COUNTY
Analysis Mode	Inventory
Time Span	**July Weekday Runs:** July month, Weekday, 24 hours
Time Aggregation	Hour
Geographic Selection	County [FIPS]
Vehicle Selection	All source types Gasoline, Diesel, CNG, E85, Electricity
Road Type	All road types including off-network
Pollutants and Processes	NO_X, and VOC
Database selection	Early NLEV database PA-Specific CA LEV program database
General Output	Units: Emission = grams; Distance = miles; Time = hours; Energy = Million BTU
Output Emissions	Time = Hour, Emissions by Process ID, Source Type and Road Type

Conformity Analysis Results

Transportation conformity analyses of the TIP and LRTP have been completed for Carbon County. The analyses were performed according to the requirements of the Federal transportation conformity rule at 40 CFR Part 93, Subpart A. The analyses utilized the methodologies, assumptions and data as presented in previous sections. Interagency consultation has been used to determine applicable emission models, analysis years and emission tests.

Emission Tests

There are currently no approved SIP MVEBs for Carbon County under 2008 8-hour ozone NAAQS. However, an approved SIP revision has established MVEBs under the 1997 8-hour ozone NAAQS using MOVES. On May 16, 2014, EPA issued a direct final action to update the 1997 8-hour ozone MVEBs for the Allentown-Bethlehem-Easton maintenance area (79 FR 28435). Separate emission budgets were established for Carbon County. The ozone conformity analysis has been conducted to evaluate emissions in comparison to the applicable ozone MVEBs summarized in **Exhibit 7**.

EXHIBIT 7: 8-HOUR OZONE MOTOR VEHICLE EMISSION BUDGETS

Pollutant	2009 Budget (tons/day)	2018 Budget (tons/day)
VOC	3.44	2.26
NOx	6.90	3.54

Analysis Years

Section 93.119(g) of the Federal Transportation Conformity Regulations requires that emissions analyses be conducted for specific analysis years as follows:

- A near-term year, one to five years in the future.
- The last year of the LRTP's forecast period, horizon year 2050.
- All established MVEB years.
- Attainment year of the standard if within timeframe of TIP and LRTP.
- An intermediate year or years such that if there are two years in which analysis is performed, the two analysis years are no more than ten years apart.

All analysis years were determined through the interagency consultation process. **Exhibit 8** provides the analysis years used for this conformity analysis.

EXHIBIT 8: TRANSPORTATION CONFORMITY ANALYSIS YEARS

Analysis Year	Description
2030	Near Term Year – Last Year of TIP
2040	Interim Year
2050	LRTP Horizon Year

Regionally Significant Highway Projects

For the purposes of conformity analysis, highway networks are created for each analysis year. For the horizon years, regionally significant projects from the LRTP were coded onto the networks. Detailed assessments were only performed for those new projects which may have a significant effect on emissions in accordance with 40 CFR Parts 51 and 93. Only those projects which would increase capacity or significantly impact vehicular speeds were considered. Projects such as bridge replacements and roadway restoration projects, which constitute the majority of the TIP and LRTP list, have been excluded from consideration since they are considered exempt under 40 CFR 93.126-127. A list of highway projects is shown in **Attachment A**.

Analysis Results

An emissions analysis has been completed for the 2008 8-hour ozone NAAQS. **Exhibit 9** summarizes the Carbon County ozone emission results for a summer weekday in each analysis year. All years are lower than the applicable conformity budgets established in the regional maintenance plan for the 1997 ozone NAAQS. A detailed emission summary is also provided in **Attachment B**. Example MOVES importer (XML) and run specification (MRS) files are provided in **Attachment C**.

EXHIBIT 9: OZONE EMISSION ANALYSIS RESULTS AND CONFORMITY TEST
(Summer Weekday)

Pollutant	*2018 BUDGET (tons/day)*	*2030 (tons/day)*	*2040 (tons/day)*	*2050 (tons/day)*
VOC	***2.26***	*0.41*	*0.31*	*0.30*
NO_X	***3.54***	*0.78*	*0.45*	*0.45*
Conformity Result		**Pass**	**Pass**	**Pass**

Conformity Determination

Financial 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 NEPA MPO, 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 Carbon County and have compared the cost with the estimated revenues and maintenance needs of the new roads over the same period. The TIP and LRTP have been determined to be financially constrained.

Public Participation

The TIP and LRTP have 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, NEPA'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 May 11, 2026, which included a public meeting.

Conformity Statement

The conformity rule requires that the TIP and LRTP conform to the applicable SIP(s) and be adopted by the MPO/RPO before any federal agency may approve, accept, or fund projects. Conformity is determined by applying criteria outlined in the transportation conformity regulations to the analysis.

The TIP and LRTP for the NEPA MPO area are found to conform to the applicable air quality SIP(s) or EPA conformity requirements. This finding of conformity positively reflects on the efforts of the NEPA MPO and its partners in meeting the regional air quality goals, while maintaining and building an effective transportation system.

Resources

MOVES Model

Modeling Page within EPA's Office of Mobile Sources Website contains a downloadable model, MOVES users guide and other information. See (http://www.epa.gov/omswww/models.htm)

MOVES5 Policy Guidance: Use of MOVES for State Implementation Plan Development, Transportation Conformity, General Conformity, and Other Purposes, US EPA Office of Transportation and Air Quality, EPA-420-B-24-038, November 2024.

MOVES5 Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity, US EPA Office of Transportation and Air Quality, EPA-420-B-24-043, November 2024.

Traffic Engineering

Highway Capacity Manual, fifth edition (HCM2010), Transportation Research Board, presents current knowledge and techniques for analyzing the transportation system.

Traffic Data Collection and Factor Development Report, 2023 Data, Pennsylvania Department of Transportation, Bureau of Planning and Research.

Highway Vehicle Emissions Analysis Glossary

AADT: Average Annual Daily Traffic, average of ALL days.

CAA: Clean Air Act as amended.

CARB: California Air Resources Board.

CFR: Code of Federal Regulations.

County Data Manager (CDM): User interface developed to simplify importing specific local data for a single county or a user-defined custom domain without requiring direct interaction with the underlying MySQL/MariaDB database in the MOVES emission model.

DEP: Department of Environmental Protection.

Emission rate or factor: Expresses the amount of pollution emitted per unit of activity. For highway vehicles, this is usually expressed in grams of pollutant emitted per mile driven.

EPA: Environmental Protection Agency.

FC: Functional code. Applied to road segments to identify their type (freeway, local, etc.).

FHWA: Federal Highway Administration.

FR: Federal Register.

FTA: Federal Transit Administration.

Growth factor: Factor used to convert volumes to future years.

HPMS: Highway Performance Monitoring System.

I/M: Vehicle emissions inspection/maintenance programs are required in certain areas of the country. The programs ensure that vehicle emission controls are in good working order throughout the life of the vehicle. The programs require vehicles to be tested for emissions. Most vehicles that do not pass must be repaired.

LRTP: Long Range Transportation Plan

MOVES: Motor Vehicle Emission Simulator. The latest model EPA has developed to estimate emissions from highway vehicles.

MVEB: motor vehicle emissions budget.

NAAQS: National Ambient Air Quality Standard.

Pattern data: Extrapolations of traffic patterns (such as how traffic volume on road segment types varies by time of day, or what kinds of vehicles tend to use a road segment type) from segments with observed data to similar segments.

PPSUITE: Post-Processor for Air Quality. A set of programs that estimate speeds and prepares MOVES inputs and processes MOVES outputs.

Road Type: Functional code, applied in data management to road segments to identify their type (rural/urban highways, rural/urban arterials, etc.).

RMS: Roadway Management System.

SIP: State Implementation Plan.

Source Type: One of thirteen vehicle types used in MOVES modeling.

VHT: Vehicle hours traveled.

VMT: Vehicle miles traveled. In modeling terms, it is the simulated traffic volumes multiplied by link length.

VOC: volatile organic compound emissions.

ATTACHMENT A

Project List

Regionally Significant Projects on PennDOT's 2027-2038 12-Year Program (TYP) and 2050 LRTP (Note the PennDOT TYP includes the TIP)

MPMS #	Project Name	Description
116965	Delaware Ave Signal Improvements	This project includes optimization of traffic signals, providing signal coordination, and upgrading signal equipment at three existing signalized intersections along Delaware Avenue (SR 2002) at State Road and the offset Third Street intersections in Palmerton, Carbon County.
123632	SR 209 Intersection Congestion Improvements	This project involves intersection improvements consisting of signal upgrades, improved signal timing, signal coordination, and the potential of addition of turn lanes at the intersections of SR 209 and SR 248, and Bridge Street and Canal Street in the Borough of Weissport, and SR 209 and SR 443 and SR 209 and Bridge Street in the Borough of Lehighton, Carbon County to address congestion.

ATTACHMENT B

Detailed Emission Results

Detailed Emission Results for Ozone Analysis

Carbon County Ozone Daily Emission Summary

2030 FFY27 TIP Conformity and 2050 LRTP (By Road Type)

County	Road Type	Summer Daily VMT	Speed (mph)	Emissions (Tons/Day)	
				VOC	NOx
Carbon	Off-Network	N/A	N/A	0.3	0.17
	Rural Restricted	1,359,398	64.6	0.0	0.43
	Rural UnRestricted	734,526	40.6	0.0	0.11
	Urban Restricted	35,499	60.0	0.0	0.00
	Urban UnRestricted	498,721	35.1	0.0	0.07
	Subtotal	*2,628,143*		*0.41*	*0.78*
Off-Model Project Emission Benefits				0.00	0.00
Region Total		**2,628,143**	**(Kg/Day)**	**0.41** **373**	**0.78** **704**

Carbon County Ozone Daily Emission Summary

2030 FFY27 TIP Conformity and 2050 LRTP (By Source Type)

County	Source Type	Summer Daily VMT	Emissions (Tons/Day)	
			VOC	NOx
Carbon	Motorcycle	15,521	0.0	0.01
	Passenger Car	1,779,532	0.2	0.07
	Passenger Truck	371,289	0.1	0.06
	Light Commercial Truck	35,152	0.0	0.01
	Intercity Bus	8,039	0.0	0.02
	Transit Bus	4,309	0.0	0.01
	School Bus	1,223	0.0	0.00
	Refuse Truck	1,510	0.0	0.00
	Single Unit Short-haul Truck	144,224	0.0	0.09
	Single Unit Long-haul Truck	9,641	0.0	0.00
	Motor Home	7,747	0.0	0.01
	Combination Short-haul Truck	93,444	0.0	0.16
	Combination Long-haul Truck	156,513	0.0	0.33
	Subtotal	*2,628,143*	*0.41*	*0.78*
Off-Model Project Emission Benefits			0.00	0.00
Region Total		**2,628,143 (Kg/Day)**	**0.41** **373**	**0.78** **704**

Carbon County Ozone Daily Emission Summary

2030 FFY27 TIP Conformity and 2050 LRTP (By Emission Process)

County	Emission Process	Emissions (Tons/Day)	
		VOC	NOx
Carbon	Running Exhaust	0.06	0.67
	Start Exhaust	0.05	0.08
	Brakewear	0.00	0.00
	Tirewear	0.00	0.00
	Evap Permeation	0.04	0.00
	Evap Fuel Vapor Venting	0.12	0.00
	Evap Fuel Leaks	0.13	0.00
	Crankcase Running Exhaust	0.00	0.01
	Crankcase Start Exhaust	0.00	0.00
	Crankcase Extended Idle Exhaust	0.00	0.00
	Extended Idle Exhaust	0.00	0.02
	Auxiliary Power Exhaust	0.00	0.00
	Subtotal	*0.41*	*0.78*
Off-Model Project Emission Benefits		0.00	0.00
Region Total		**0.41**	**0.78**
	(Kg/Day)	**373**	**704**

Carbon County Ozone Daily Emission Summary

2040 FFY27 TIP Conformity and 2050 LRTP (By Road Type)

County	Road Type	Summer Daily VMT	Speed (mph)	Emissions (Tons/Day)	
				VOC	NOx
Carbon	Off-Network	N/A	N/A	0.2	0.14
	Rural Restricted	1,668,588	64.5	0.0	0.24
	Rural UnRestricted	771,287	40.6	0.0	0.05
	Urban Restricted	39,914	59.9	0.0	0.00
	Urban UnRestricted	517,050	35.5	0.0	0.03
	Subtotal	*2,996,839*		*0.31*	*0.45*
Off-Model Project Emission Benefits				0.00	0.00
Region Total		**2,996,839**		**0.31**	**0.45**
			(Kg/Day)	**282**	**411**

Carbon County Ozone Daily Emission Summary

2040 FFY27 TIP Conformity and 2050 LRTP (By Source Type)

County	Source Type	Summer Daily VMT	Emissions (Tons/Day)	
			VOC	NOx
Carbon	Motorcycle	17,529	0.0	0.01
	Passenger Car	2,009,781	0.2	0.03
	Passenger Truck	419,359	0.1	0.02
	Light Commercial Truck	39,681	0.0	0.00
	Intercity Bus	10,542	0.0	0.01
	Transit Bus	4,408	0.0	0.00
	School Bus	1,280	0.0	0.00
	Refuse Truck	1,789	0.0	0.00
	Single Unit Short-haul Truck	172,735	0.0	0.07
	Single Unit Long-haul Truck	11,552	0.0	0.00
	Motor Home	9,103	0.0	0.00
	Combination Short-haul Truck	111,866	0.0	0.10
	Combination Long-haul Truck	187,213	0.0	0.19
	Subtotal	*2,996,839*	*0.31*	*0.45*
Off-Model Project Emission Benefits			0.00	0.00
Region Total		**2,996,839 (Kg/Day)**	**0.31 282**	**0.45 411**

Carbon County Ozone Daily Emission Summary

2040 FFY27 TIP Conformity and 2050 LRTP (By Emission Process)

County	Emission Process	Emissions (Tons/Day)	
		VOC	NOx
Carbon	Running Exhaust	0.04	0.37
	Start Exhaust	0.03	0.06
	Brakewear	0.00	0.00
	Tirewear	0.00	0.00
	Evap Permeation	0.02	0.00
	Evap Fuel Vapor Venting	0.09	0.00
	Evap Fuel Leaks	0.13	0.00
	Crankcase Running Exhaust	0.00	0.00
	Crankcase Start Exhaust	0.00	0.00
	Crankcase Extended Idle Exhaust	0.00	0.00
	Extended Idle Exhaust	0.00	0.01
	Auxiliary Power Exhaust	0.00	0.01
	Subtotal	*0.31*	*0.45*
Off-Model Project Emission Benefits		0.00	0.00
Region Total	**(Kg/Day)**	**0.31 282**	**0.45 411**

Carbon County Ozone Daily Emission Summary

2050 FFY27 TIP Conformity and 2050 LRTP (By Road Type)

County	Road Type	Summer Daily VMT	Speed (mph)	Emissions (Tons/Day)	
				VOC	NOx
Carbon	Off-Network	N/A	N/A	0.2	0.15
	Rural Restricted	2,047,883	63.9	0.0	0.24
	Rural UnRestricted	810,025	40.5	0.0	0.04
	Urban Restricted	44,881	59.8	0.0	0.00
	Urban UnRestricted	535,741	35.3	0.0	0.03
	Subtotal	*3,438,530*		*0.30*	*0.45*
Off-Model Project Emission Benefits				0.00	0.00
Region Total		**3,438,530**		**0.30**	**0.45**
			(Kg/Day)	**268**	**409**

Carbon County Ozone Daily Emission Summary

2050 FFY27 TIP Conformity and 2050 LRTP (By Source Type)

County	Source Type	Summer Daily VMT	Emissions (Tons/Day)	
			VOC	NOx
Carbon	Motorcycle	19,925	0.0	0.01
	Passenger Car	2,284,517	0.2	0.02
	Passenger Truck	476,678	0.0	0.01
	Light Commercial Truck	45,105	0.0	0.00
	Intercity Bus	13,470	0.0	0.01
	Transit Bus	4,626	0.0	0.00
	School Bus	1,367	0.0	0.00
	Refuse Truck	2,120	0.0	0.00
	Single Unit Short-haul Truck	207,141	0.0	0.07
	Single Unit Long-haul Truck	13,897	0.0	0.00
	Motor Home	10,951	0.0	0.00
	Combination Short-haul Truck	134,161	0.0	0.11
	Combination Long-haul Truck	224,571	0.0	0.19
	Subtotal	*3,438,530*	*0.30*	*0.45*
Off-Model Project Emission Benefits			0.00	0.00
Region Total		**3,438,530**	**0.30**	**0.45**
		(Kg/Day)	**268**	**409**

Carbon County Ozone Daily Emission Summary

2050 FFY27 TIP Conformity and 2050 LRTP (By Emission Process)

County	Emission Process	Emissions (Tons/Day)	
		VOC	NOx
Carbon	Running Exhaust	0.04	0.37
	Start Exhaust	0.03	0.07
	Brakewear	0.00	0.00
	Tirewear	0.00	0.00
	Evap Permeation	0.01	0.00
	Evap Fuel Vapor Venting	0.09	0.00
	Evap Fuel Leaks	0.12	0.00
	Crankcase Running Exhaust	0.00	0.00
	Crankcase Start Exhaust	0.00	0.00
	Crankcase Extended Idle Exhaust	0.00	0.00
	Extended Idle Exhaust	0.00	0.01
	Auxiliary Power Exhaust	0.00	0.01
	Subtotal	*0.30*	*0.45*
Off-Model Project Emission Benefits		0.00	0.00
Region Total	**(Kg/Day)**	**0.30** **268**	**0.45** **409**

ATTACHMENT C

Sample MOVES Data Importer (XML) Input File
and
Run Specification (MRS) Input File

(Sample for 2030 July Weekday)

MOVES County Data Manager Importer File – 2030 July Weekday Run (MOVESIMPORTER.XML)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Transportation Conformity Determination Report

1997 Ozone NAAQS

Transportation Conformity Determination
Monroe County Portion of the NEPA MPO

2027-2030 Transportation Improvement Program (TIP) and 2050 Long Range Transportation Plan (LRTP)

May 2026

Table of Contents

Executive Summary

As part of its transportation planning process, the Northeastern Pennsylvania Alliance (NEPA) Metropolitan Planning Organization (MPO) completed the transportation conformity process for the Monroe County portion of the 2027-2030 Transportation Improvement Program (TIP) and the 2050 Long Range Transportation Plan (LRTP). This report documents that the current TIP and LRTP meet the federal transportation conformity requirements in 40 CFR Part 93. Note that conformity for the LRTP is being reaffirmed, and there are no changes to the LRTP.

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 Monroe County portion of the NEPA MPO 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 Monroe County portion of the NEPA MPO region is currently designated as part of the Scranton-Wilkes-Barre, PA maintenance area under the 1997 8-hour ozone NAAQS. The region is 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. By court decision, the Scranton-Wilkes-Barre, PA area was designated as an "orphan" maintenance area since the area was maintenance for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and was designated attainment for the 2008 NAAQS in EPA'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. Monroe County was designated as an attainment area 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. Monroe County is in attainment of the 2015 8-hour ozone NAAQS.

2.0 NEPA TIP and LRTP

MPOs and Rural Planning Organizations (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 24 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 NEPA 2050 regional 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.

Appendix A provides a listing of the regional significant projects that are funded in the TIP and LRTP within Monroe County. 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 Monroe County portion of the NEPA 2027-2030 TIP and 2050 LRTP.

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

[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 .

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

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 Scranton-Wilkes-Barre, PA (includes Monroe County) SIP maintenance plan does not include any TCMs.

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).

A meeting was conducted on January 29, 2026, to review all planning assumptions and to discuss the template and content for transportation conformity analyses in 1997 ozone orphan areas.

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, NEPA MPO'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 May 11th, 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 NEPA MPO, 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 NEPA MPO TIP and LRTP have been determined to be financially constrained.

5.0 Conclusion

The conformity determination process completed for the Monroe County portion of the NEPA MPO 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

Monroe County

Regionally Significant Projects on PennDOT's 2027-2038 12-Year Program (TYP) and 2050 LRTP (Note the PennDOT TYP includes the TIP)

Project Name	Description
I-80 Reconstruction-Monroe (MPMS 76357)	The I-80 Reconstruction Project includes 3.5 miles of full roadway reconstruction, widening, and interchange reconfiguration from just west of the 303 interchange to east of exit 307 and the Brodhead Creek bridge. The project is located in Stroud Township, Stroudsburg Borough and East Stroudsburg Borough.
I-80 Section 17M Breakout #1 (Exit 303) (MPMS 118999)	
I-80 Section 17M Breakout #2 (Exit 304/305) (MPMS 119000)	
I-80 Phase 2 – Reconstruction (Bartonsville) (MPMS 112351)	The project involves the reconstruction of Interstate 80 from the State Route 4012 (Warner Street) Bridge over Interstate 80, milepost 299.00 to 303.50 beyond the State Route 33 Interchange. All Bridges on and over Interstate 80 will be rehabilitated or reconstructed to accommodate Interstate 80 widening. Interstate 80 will be widened to match the improvements planned in Stroudsburg and East Stroudsburg for a total project length of 11.41 miles. This project will receive MASH guiderail replacement, glare screen barrier, and ITS updates along the corridor. The project is located in Pocono, Hamilton, and Stroud Townships.
PA 611/715 Improvements (MPMS 74979)	This project involves congestion reduction on Interstate 80 (I-80) at Exit 298 State Route (SR) 611 Scot Run and Exit 299 SR 715 Tannersville. This includes widening of the entrance ramps to merge traffic and widening of exit ramps to add through and turning lanes. T-634 Hill Motor Lodge Road and SR 4004 Sullivan Road will be realigned to provide 4-legged intersections. Safety and traffic operational improvements will be through the addition of through and turn lanes and new traffic signals along SR 715, SR 611 and SR 4004 Sullivan Road. The project is located in Tannersville and Pocono Township.
SR 715/611 Intersection (MPMS 79473)	This project involves the reconstruction and widening of approximately 2150 feet of SR 611 at its intersection with SR 715 and the realignment of approximately 1250 feet of SR 715 to the east of SR 611. Reconfiguring the current two offsetting SR 715 approaches along SR 611 will create a 4-legged intersection. Thru and turn lanes on both SR 611 and SR 715 will be added along with a new traffic signal at the updated intersection to improve corridor safety and traffic operations. The project is located in Pocono Township.
209 Mt. Nebo to Holy Cross Road (MPMS 113878)	Corridor improvement project involving widening of shoulders and potential center turn lane along Milford Road (State Route 209) from Mt. Nebo Road/Oak Grove Road to Holy Cross Drive. The project is located in Middle Smithfield Township.

Appendix F:
2027-2030 TIP Administrative Actions Guidelines MOU

NORTHEASTERN PENNSYLVANIA METROPOLITAN PLANNING ORGANIZATION (NEPA MPO) 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS AND ADMINISTRATIVE ACTIONS GUIDELINES AND PROCEDURES MEMORANDUM OF UNDERSTANDING JUNE 16, 2026

Introduction

The Transportation Improvement Program (TIP) Amendments and Administrative Actions Guidelines and Procedures Memorandum of Understanding (MOU) was adopted by the NEPA MPO Technical Committee and the NEPA MPO Policy Board on June 16, 2026, as a component of the 2027-2030 TIP Update. This MOU becomes effective on October 1, 2026, and will remain in effect until September 30, 2028, unless amended by further action of the NEPA MPO Technical Planning Committee. Furthermore, it is agreed that this document will be reaffirmed every two years in coordination with the TIP Update Process.

This document is consistent with the Commonwealth of Pennsylvania's Memorandum of Understanding entitled Pennsylvania Department of Transportation's Statewide Procedures for 2027-2030 STIP and TIP Modifications.

This Memorandum of Understanding establishes a set of procedures to be used in the Commonwealth of Pennsylvania for processing modifications to the 2027-2030 Statewide Transportation Improvement Program (STIP) and MPO/RPO TIPs. The STIP is the aggregation of the Metropolitan Planning Organization (MPO) and Rural Planning Organization (RPO) Transportation Improvement Programs (TIPs), including the Interstate Management (IM) Program and other statewide managed programs (Statewide Programs).

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

The STIP is the official transportation improvement program document mandated by federal statute 23 CFR 450.218 and recognized by FHWA and FTA. The STIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation required by federal statute. The STIP includes regional TIPs developed by the MPOs and RPOs, the PennDOT developed Interstate Management (IM) Program, the Eastern Federal Lands Highway Division Annual and Mid-Year TIPs, and other Statewide Programs (PennDOT works with Wayne County to develop the Wayne County Independent TIP). Statewide Programs are coordinated initiatives, projects or funds that are managed by PennDOT's Central Office on a statewide basis. Examples of Statewide Programs include, but are not limited to, the Secretary of Transportation's Discretionary (Spike), the Major Bridge Public Private Partnership (MBP3) Program, the Rapid Bridge Replacement (RBR) Project developed via a Public Private Partnership (P3), Highway Safety Improvement Program (HSIP) set-a- side, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-a-side (TAP) funds, Green- Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-Modal (MTF), Recreational (Rec) Trails, Transportation Infrastructure Investment Fund (TIIF), Statewide Transit and Keystone Corridor projects. The Interstate Management Program will remain its own individual program and includes prioritized statewide Interstate projects. The Commonwealth's 12-Year Program (TYP), required by state law (Act

120 of 1970), includes the STIP/TIPs in the first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/TIP.

How and When is the STIP/TIP Developed?

PennDOT's General and Procedural Guidance document provides the foundation for STIP/TIP development. The guidance document is developed by the General and Procedural Guidance Work Group which is comprised of MPOs/RPOs, PennDOT Districts, PennDOT Central Office, Federal Highway Administration and Federal Transit Administration. The General and Procedural Guidance document for the 2027-2030 Transportation Improvement Program was provided to MPOs and RROs in May 2025.

STIP/TIP Administration

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

The federal statewide and metropolitan planning regulations contained in 23 CFR 450 govern the provisions for revisions of the STIP and individual MPO TIPs. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming amendments and administrative modifications. If necessary, 23 CFR 450.328 permits the use of alternative procedures by the cooperating parties to effectively manage amendments and/or administrative modifications encountered during a given TIP cycle. Cooperating parties include PennDOT, MPOs, RPOs, FHWA, FTA, and transit agencies. Any alternative procedures must be agreed upon and documented in the TIP.

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

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

All projects within a non-attainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with the NEPA MPO to screen Statewide Program projects for Air Quality significance. If a revision adds a project, deletes a project, or impacts the schedule or scope of work

of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an **amendment** to the STIP and the region's TIP shall also be developed and approved by the NEPA MPO. The modified conformity determination would then be based on the amended TIP conformity analysis and public involvement procedures consistent with the NEPA MPO's PPP. Upon adoption of the revised conformity determination, air quality resolution and amended TIP, the NEPA MPO will then provide a formal request to PennDOT to submit the determination to FHWA/FTA for their review and approval. FHWA and FTA will coordinate with EPA to achieve concurrence and then subsequently issue a joint approval on the air quality conformity determination.

The federal planning regulations, 23 CFR 450.324(a)&(c) and 23 CFR 450.330(c), define update cycles for NEPA MPO's LRTPs. If the NEPA MPO's LRTP expires because the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for the NEPA MPO. During an LRTP expiration, all STIP/TIP revisions that involve projects with federal funds within the NEPA MPO, where the LRTP expiration occurred, will be treated as an amendment, and require federal approval. There will be no administrative modifications to projects with any federal funds until the NEPA MPO's LRTP is once again in compliance with the federal planning regulations.

NEPA MPO TIP Modification Procedures

In accordance with the federal transportation planning regulations 23 CFR 450 revisions to the STIP/TIP will be handled as an ***Amendment*** or an ***Administrative Modification*** based on agreed upon procedures detailed below.

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

- **Affects air quality conformity regardless of the cost of the project or the funding source**;
- Adds a new federally funded project or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current STIP/TIP and does not have previous Federal obligations.
- Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous STIP/TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.
- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds where the total revision of federal funds exceeds the following thresholds within the four years of the TIP:
    - $10 million for the Interstate Management (IM) Program;
    - $2 million for the NEPA MPO;
    - $1 million for other federally funded Statewide Programs.
- Involves a change in the scope of work to a project(s) that would:
    - Result in an air quality conformity reevaluation;
    - Result in a revised total project programmed amount that exceeds the thresholds established between PennDOT and the NEPA MPO;
    - Results in a change in the scope of work on any federally funded project that is significant enough to essentially constitute a new project.

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

All revisions associated with an amendment, including any supporting administrative modifications, should be shown on the same FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire action) will require review and/or approval by the cooperating parties. In the case that a project phase is pushed out of the TIP period, the NEPA MPO and PennDOT will demonstrate, through a FCC, fiscal balance of the subject project phase in the second or third four years of the TYP and/or the NEPA MPO LRTP.

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

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

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above;
- Involves a cashflow action that does not change the project's overall total cost in excess of the thresholds described above. This includes movement of funding between the TIP and TYP years if a project is already partially funded on the TIP. Projects moving into/out of the TIP from/to the TYP in their entirety will be considered an Amendment.;
- Adds a project back on to the TIP only for the following purposes:
    - Advance Construct conversion.
    - To Process a Right of Way or damage claim.
    - To capture project close-out costs.
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding;
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes;
- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged

infrastructure;

- Draws down or returns funding from an existing STIP/TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and the NEPA MPO. A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project;
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item and does not exceed the above thresholds;
- Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;
- Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution based on documented August Redistribution Strategic Approach.

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

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

Transit – Funds Related to Prior Year Unobligated Funds

This section relates to Federal Transit funds which have been programmed for obligation in a Federal Fiscal Year (FFY), but which have not been obligated in an FTA grant in the current FFY. FTA requires all funds to be shown in the year of obligation in compliance with 23 CFR 450.326(g). Federal Transit funding – including Section 5307 and Section 5337 funds – which are apportioned and programmed but not obligated in the year of programming may be shifted to the next FFY and considered eligible as an Administrative Modification unless the project is undergoing significant changes as well.

Fiscal Constraint

Demonstration that STIP/TIP fiscal constraint is maintained takes place through an FCC. Real time versions of the STIP/TIP are available to FHWA and FTA through PennDOT's Multimodal Project Management System (MPMS). All revisions must maintain year-to-year fiscal constraint, per 23 CFR 450.218(l)&(m) and 23 CFR 450.326(g)(j)&(k), for each of the four years of the STIP/TIP. All revisions shall account for year of expenditure (YOE) and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the STIP/TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

STIP/TIP Financial Reporting

PennDOT will provide reports to the NEPA MPO and FHWA no later than 30 days after the end of each quarter and each Federal Fiscal Year (FFY). At a minimum, this report will include the actual federal obligations and state encumbrances for highway/bridge projects by MPO/RPO and Statewide. In addition, PennDOT will provide the Transit Federal Capital Projects report at the end of each FFY to all the parties listed above and FTA. The reports can be used by the NEPA MPO as the basis for compiling information to meet the federal annual listing of obligated projects requirement 23 CFR 450.334. Additional content and any proposed changes to the report will be agreed upon by PennDOT, FHWA and FTA.

STIP/TIP Transportation Performance Management

In accordance with 23 CFR 450.326(c), PennDOT and the NEPA MPO will ensure that STIP/TIP revisions promote progress toward achievement of performance targets.

Statewide or Multi- UZA Transit Projects

Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the TIP of the urbanized area where the project is located.

The Keystone Corridor (Pennsylvania portion) is the in-State and commuter rail service funded by PennDOT and FTA on the Amtrak rail line that runs between Philadelphia and Harrisburg. Keystone Corridor projects are funded within the three-contiguous large, urbanized areas (UZA) – Harrisburg, Lancaster, and Philadelphia. The entire amount of federal funds applied to Keystone Corridor Projects shall be programmed on the TIP of the UZA from which the funds originate. If the Project is located within a UZA that is not the UZA from which the funds originate, then the Project shall be listed in the TIP (of the UZA where the Project is located) as a "Keystone Corridor Project", the use of the funding and amount shall be noted in the project description, and the funding amount shall be entered as $0. The funds should only be noted for information and air quality conformity determination purposes, but not programmed, in the TIP where the Project is to avoid the double counting of programmed funds within the two TIPs. For instance, if federal funding from the Lancaster UZA is applied to the restoration of a Keystone Corridor station located in the Philadelphia UZA, then the full amount of the federal funding for the Project shall be programmed on the Lancaster TIP, and for information and air quality conformity purposes, the Project shall also be listed on the Delaware Valley Regional Planning Commission (DVRPC) TIP as "Keystone Corridor Station Restoration" along with notations per-above and the federal funding amount will be listed as $0.

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

We, the undersigned, hereby agree to the above procedures and principles:

_____ Date: _____

Mike Mrozinski, Chairperson
NEPA MPO Technical Planning Committee

_____ Date: _____
Micah Gursky, Chairperson
NEPA MPO Policy Board

_____ Date: _____
Jeffrey K. Box, President & CEO
Northeastern Pennsylvania Alliance

_____ Date: _____
Gary Martinaitis, Executive Director
Schuylkill Transportation System

_____ Date: _____
Richard Schlameuss, CEO
Monroe County Transportation Authority

_____ Date: _____
Brendan Cotter, Sr. Director of Capital Asset Management
Lehigh and Northampton Transportation Authority

_____ Date: _____
Kristin Mulkerin, Deputy Secretary for Planning
Pennsylvania Department of Transportation

Appendix G:
TIP Public Comment Period Documentation

Appendix H:
2027-2030 TIP Self Certification Resolution and Documentation

Appendix I:
Transit Fiscal Capacity Reports