

Pennsylvania's 2013 Transportation Program

This website provides an overview of the Commonwealth's 2013 Transportation Program. Please access the links below to find information related to federal and state requirements, program goals, funding levels, and our planning partners.

[Planning Partners
\(MPOs and RPOs\)](#)

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To be considered for adoption by the State Transportation Commission on August 9, 2012

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New and Ongoing Initiatives

Modernization

Evaluating what we do and how we do it, and improving technologies and processes where change makes sense, is essential to the long term financial viability of transportation. It is also fundamental to customer service and maximizing the value of our current investment. In many cases PennDOT's methods or technologies were implemented decades ago, under a different set of circumstances. Through rigorous evaluation, a number of modernization opportunities internal to PennDOT were identified, from business processes to managements systems that will support future project decision making. As a result of strategic modernization, we can better meet customer needs and save money in the process for us and our customers.

Most modernization options involve some element of technology combined with improved processes. Investing in the right technology while also updating how that technology is implemented, managed, and maintained can yield broad benefits that ultimately far outweigh the initial cost of modernization. Far reaching benefits include a better performing transportation system, important steps toward a long term sustainable energy policy and cost savings at all levels.

Cohesive and cost effective modernization depends upon strong leadership by PennDOT as the overseer of Pennsylvania's transportation system, and close working relationships with all transportation partners and the private sector.

A few of the modernization options PennDOT has focused their efforts on include:

New Highway Occupancy Permit Process

Converting the Highway Occupancy Permit (HOP) process from paper to a web-based system has cut the processing and review time from an average of 60 days, to only 9 days since the system was activated in October of 2011. HOP's are issued for driveways, local roads and for utility construction activities. The new online system also allows applicants to easily check the progress of their permit application. Other Pennsylvania state agencies and even some other state governments are considering adopting a similar system because of PennDOT's success in developing the new HOP

process.

IdeaLink

IdeaLink, an online suggestion box, was a modernization item developed to make it easier for employees to submit their ideas directly to the Secretary of Transportation. The Secretary and his staff evaluate every submission to determine what positive changes can be implemented. Of about 650 ideas submitted since August of last year, approximately 140 have been implemented with others still under review.

The ideas have been wide ranging and innovative. For instance, an employee submitted an idea to consolidate four Driver License forms, into one form. A team (including the employee) was formed to review the four licensing forms. Following the review process, the team created one form that combines the features of all four, with the new form being approved by upper management. It's estimated that the Bureau of Driver Licensing will see a cost savings of about \$14,000 per year, plus there's the environmental benefit of using less paper as well.

A suggestion by an employee has also resulted in a time-saving change at the PennDOT Driver License Centers. The employee recommended the creation of one computer location that covers all forms and transactions performed at the Driver License Centers. Consequently, a new icon was created on computer desktops at the centers that enable employees to more quickly access documents and help customers save time in completing their business.

Another employee suggested adding installation dates on all the overhead, green highway guide signs. Having the installation date readily available will make it easier to measure the life of highway signs and will assist in knowing when it's time to replace it because an older sign can have reduced visibility to motorists at night. Because of the employee suggestion, publications that list all overhead guide sign requirements now include that the date of fabrication must be on the face of the sign.

Expansion of Inter-Agency Cooperation

PennDOT has expanded agility agreements and other measures

with various agencies to save money and time. The agency's relationship with the [Pennsylvania Turnpike Commission](#) is becoming more diversified with information sharing in areas ranging from dump truck maintenance to facilities design and construction. PennDOT is working with the turnpike in helping to design its Somerset maintenance building based upon earlier PennDOT designs. The project involves a maintenance garage and administrative office, truck and equipment shelter, salt storage facility, a state police area, fencing, and lighting and paving. By using the PennDOT provided facility design the turnpike could save about \$12 million dollars.

For details on the above items and to check on the status of all modernization ideas, go to www.state.pa.us and click on Modern PennDOT.

Mobility Plan

PennDOT is leading the effort to update to the **statewide long range transportation plan** which will include a **comprehensive freight movement plan** for Pennsylvania. The expected outcome to the plan is a stronger linkage between the statewide and regional long range transportation plans; the elevation of freight movement as a transportation planning consideration; illustration of linkages of freight activity to community considerations such as employment, safety, and air quality and the connection of land use patterns and decisions to freight demand; quantified needs across modes; identification, prioritization, and recommendation of projects; identification of benefits of investments supported by data and scenario analysis; evaluation and implementation of an ongoing freight data collection program; identification of performance measures; and a communication and implementation plan.

The plan update will begin in September of 2012 and is expected to be completed during the summer of 2014. The current statewide long range plan, Pennsylvania Mobility Plan, is available online at www.pamobilityplan.com.

The following link contains more information about PennDOT's ongoing modernization efforts, titled "[PennDOT: Next Generation.](#)"

Federal Reauthorization PennDOT Next Generation

MAP-21, the federal transportation reauthorization bill, was signed into law on July 6, 2012 after several years of SAFETEA-LU continuing resolutions. The bill is a two-year \$105 billion surface transportation reauthorization. PennDOT had been operating under continuing resolutions, along with the rest of the nation's DOTs, since September 30, 2009, when [SAFETEA-LU](#) expired.

MAP-21 is an acronym that stands for **Moving Ahead for Progress in the 21st Century**. The text of the MAP-21 legislation, along with summaries of the bill, are available at the Federal Highway Administration and Congressional links located below.

MAP-21 includes many of the recommendations that have been offered over the years. It consolidates and streamlines highway and transit programs. This includes expanding the National Highway System (NHS) to incorporate principal arterial roads not included and preserves the National Highway Performance Program.

A performance-based program is also created, as a means to provide a more efficient investment of Federal transportation funds and also to increase the accountability and transparency of Federal highway programs. In addition, performance-based planning and programming is a feature. The bill builds on and refines many highway, transit, bike, and pedestrian programs and policies.

\$82 billion of the \$105 billion bill is authorized for FY2013 and FY2014 for road, bridge, bicycling, and walking improvements. In addition, private sector investment is encouraged as a way to innovate financing. These will fuel both job growth and economic growth.

Finally, the bill extends the Highway Trust Fund through federal fiscal year 2016, which is two years beyond MAP-21's reauthorization mandate. The Highway Trust Fund will face a deficit beginning in 2015, however. MAP-21 will cover that deficit via transfers of \$19 billion from general funds with offsets to cover the transfer of those funds.

[MAP-21 LEGISLATION](#)

[MAP-21 U.S. DOT SUMMARY](#)

It is the mission of the **PennDOT NextGeneration** initiative to engage PennDOT's management and rank-and-file forces to undertake a proactive approach for refreshing and advancing the standard business practices and the technology that is place at PennDOT.

PennDOT's current organizational structure was established in the late 1970's. At that time highway operations were changed from a centralized decision-making structure to a decentralized structure with design, construction, and maintenance managed in the district and county offices. The Central Office functions evolved to primarily statewide policy development and assistance to the districts with project planning and delivery.

PennDOT leaders have an interest and duty in keeping current with technology and engaging a proactive approach for advancing its business practices. The focus of the PennDOT NextGeneration is two-fold: process/technical and regionalization. The intent of the process/technical element is to create new efficiencies through the assessment and revision of current policies, procedures and processes. PennDOT policies and procedures are, in general, necessary to comply with state and federal regulations and to establish methodologies for conducting operations. However, in some cases current policies and procedures are outdated, unnecessarily exceed regulatory requirements, or have outcomes and implications that would suggest a change in regulation ought to be considered. Additionally, operational processes often become more efficient through advancement in technology, and this effort will explore process improvement opportunities that have either been undisclosed or on-hold. While assessment of every PennDOT policy, procedure, and process is beyond the scope of this effort, all appropriate opportunities for creating efficiencies should be considered.

The intent of the regionalization element is to implement statewide a mode of resource sharing amongst district and central offices. Maximizing the use of resource sharing will enhance efforts to fully utilize internal staff before engaging assistance from external business partners while also serving to

level off the localized peaks and valleys of workload demand. Additionally, the transfer of expertise from talented PennDOT staff regionally and statewide via resource sharing will serve to expand PennDOT's ability to perform business operations at the highest quality and least cost.

Although the initial function PennDOT NextGeneration is to explore internal PennDOT opportunities for creating efficiencies, there will be an opportunity to work jointly with other state agencies. There are services that overlap with other state agencies. For example, both PennDOT and the state Department of Conservation and Natural Resources maintain roads, inspect bridges, and provide licenses for all types of vehicles. PennDOT Next Generation staff will explore at how these two agencies can use technology and resources to be more efficient while providing even better customer service.

Funding Levels

Development of the [2013 Twelve Year Program](#) placed emphasis on openness and partnerships. All parties involved in the development of the 2013 Program were made aware of the amount of federal, state, and local funds the Commonwealth expected to receive for transportation improvement purposes, and our partners were key players involved in structuring the process under which the Twelve Year Program was developed.

The Department and its partners reached consensus on general, procedural and financial guidance for program development.

Partner agencies ([MPOs, and RPOs](#)), with input from PennDOT and the State Transportation Commission, produced draft Transportation Improvement Programs (TIPs) for their areas and submitted them to the Department for review and response. From this point, issues were identified, differences were resolved and consensus was achieved.

The 2013 Twelve Year Program is a financially responsible/fiscally constrained program centered on the Department's "maintenance-first" philosophy. The 2013-2024 TYP contains over \$40 billion dollars worth of projects involving all modes of transportation and intermodal connections. Of this total, \$15 billion is associated with the first four-year period of the 2013 Program.

2015TWELVE YEAR TRANSPORTATION PROGRAM

Funding Level Summary

(\$ Millions)

Rev. 8/1/12

Program	1st Four Years	2nd Four Years	3rd Four Years	Total
Aviation	370	370	370	1,110
Rail Freight	228	229	229	686
Public Transit	7,786	8,162	8,289	24,237
Highway/Bridge	10,284	10,884	10,884	32,052
Multimodal	284	304	304	892
Total	18,952	19,949	20,076	58,977

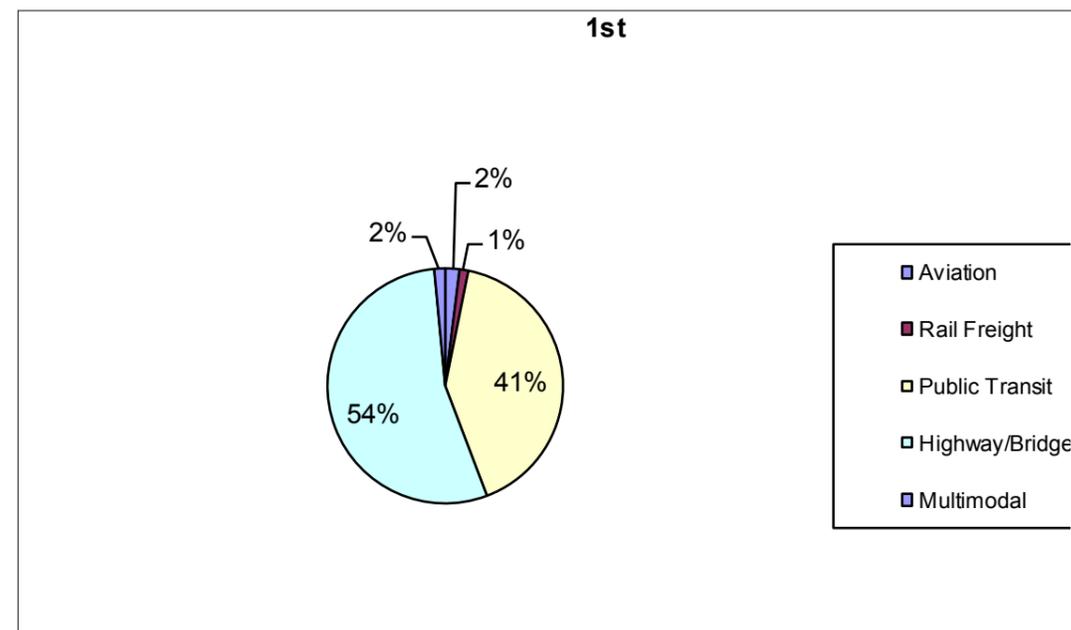
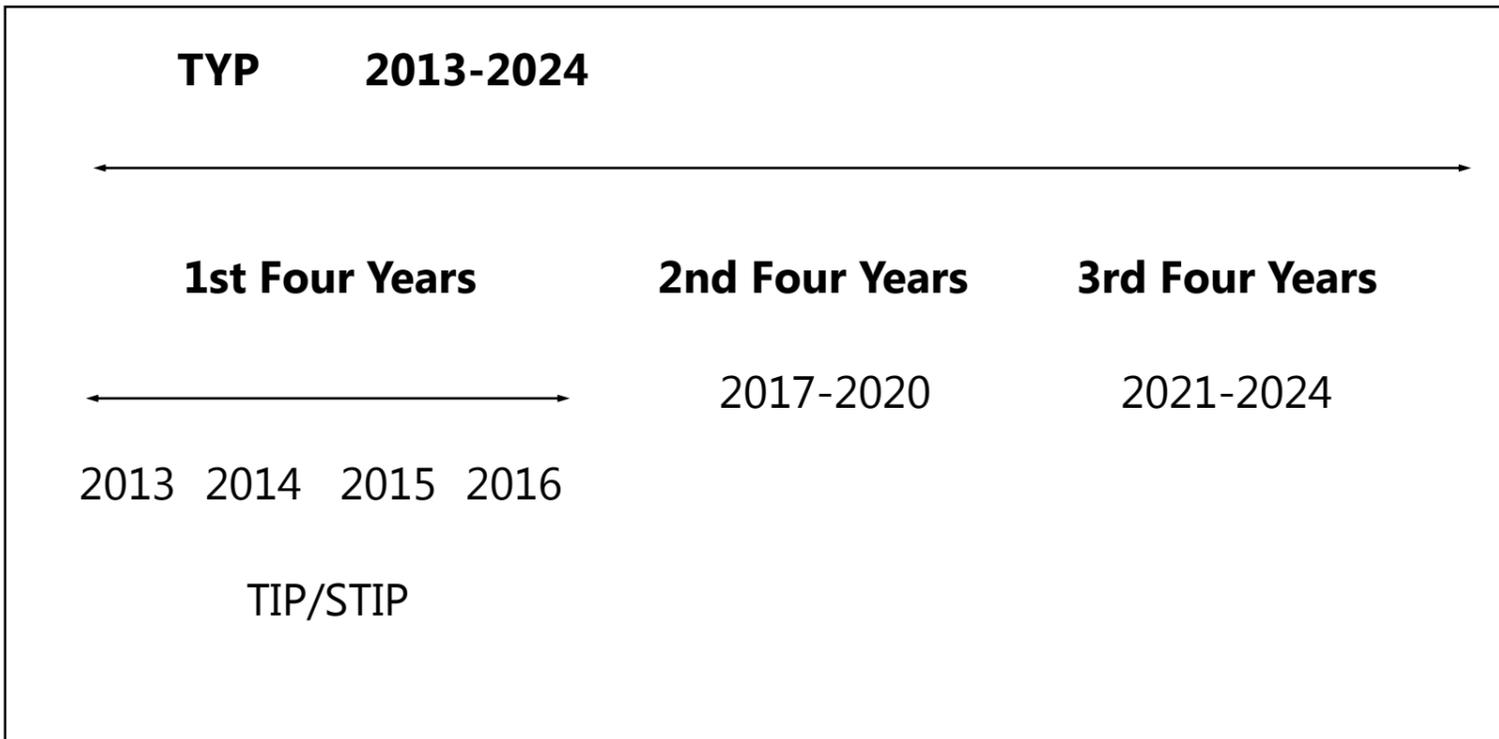


Figure: Funding Level Summary

Program Development Process



The first four years of the Program is referenced as the [Transportation Improvement Program \(TIP\)](#), which coincides with the federally required Statewide Transportation Improvement Program (STIP). The TIP lists highway, bridge, transit, rail freight, and aviation projects that intend to use federal and/or state matching funds excluding specified maintenance funds. Each MPO and RPO is responsible for developing a TIP.

Public involvement is required when developing a TIP and public involvement activities are specified in each [MPO/RPO's](#) adopted Public Participation Plan (PPP).

This plan provides the public with an active role in the development of transportation plans, programs, and projects beginning in the early stages of plan development and continuing throughout the planning process. As needs and priorities change, the TIP may be modified or amended. The [State Transportation Commission \(STC\)](#) reviews and approves the Twelve Year Program every two years and when finalized, the STC adopts the program. It is then forwarded to the Governor, the [Federal Highway Administration \(FHWA\)](#), the [Federal Transit Administration \(FTA\)](#), and the [Environmental Protection Agency \(EPA\)](#) for their approval prior to the start of the federal fiscal year which is October 1 of each year.

In recognition and support of the guiding principles of Pennsylvania's planning and programming process, the State Transportation Commission, at its February 24, 2011 quarterly meeting, began the formulation of the 2013 Twelve Year Program by conducting a series of public hearings during August and September of 2011. Public input was received as early as possible so that the program development process would proceed in accordance with all the key planning and programming cycles. By scheduling these hearings during late summer of 2011, the State Transportation Commission's public involvement was at the forefront of the process, and thus could provide input for later deliberations on the program by all partners such as the State Transportation Commission, PennDOT, MPOs, and RPOs.

It is through these hearings that all planning partners gain a better understanding of the transportation needs and priorities of the metropolitan and rural regions, the general public, elected officials, the business community, interest groups and citizens. With the knowledge of the transportation needs and desires of all Pennsylvanians, better decisions can be made on the expenditure of available transportation funds on a variety of proposed rail, highway, bridge, transit, aviation, bicycle and pedestrian projects.

The links below will take you to the State Transportation Commission's website, as well as the website of PennDOT's Center for Program Management and Development, which coordinates the program development process between the MPOs, RPOs, federal agencies, transit providers and other transportation entities.

[STATE TRANSPORTATION COMMISSION](#)

[CENTER FOR PROGRAM MANAGEMENT AND DEVELOPMENT](#)

2013-2016 Transportation Improvement Program

The Commonwealth's Twelve Year Transportation Program (TYP) is Pennsylvania's official transportation program. It addresses all transportation modes, including highways and bridges, public transit, aviation, rail freight, as well as bicycles and pedestrians facilities. The Twelve Year Transportation Program is separated into three four-year program periods. The [first four years](#) coincide with the federally required [STIP and TIPs](#). The TYP is a dynamic schedule of agreed upon priority projects that [PennDOT](#), with its various partners, will work to accomplish over a twelve-year period.

The program is fiscally constrained to be consistent with expected funding levels. Regular review of the Program is made and changes, if necessary, are based on the ability to accomplish projects, the costs for projects, and changing needs.

The Transportation Program reflects transportation priorities for the next [twelve-year period](#). In Pennsylvania as elsewhere, the demand for transportation improvements far exceeds available resources. The [programming process](#) is designed to help Pennsylvania prioritize its many transportation projects within the available funding. It is a collaboration among the [State Transportation Commission \(STC\)](#), [Metropolitan and Rural Planning Organizations](#), Federal Transportation Agencies and owners and operators of transportation services

The Program not only lists specific projects to be undertaken during the first four-year period, it also details the anticipated schedule and costs for each project phase. Projects also may be detailed in the second or third four-year period—generally, if pre-construction phases are listed within the first four-year period. Otherwise, statewide line items by program category are identified in the second and third program periods. As new projects are later identified, these line items are adjusted to reflect the detailed phases and costs associated to advance a new project, all within fiscal constraints.

The 2013-2024 Twelve Year Program listing contains funding reserve amounts shown for Bridges, Betterments, Safety, and Interstate/Expressway projects, and for the Highway and Bridge, Aviation, Rail Freight, and Transit programs. Specific projects for these funding reserve amounts will be identified in subsequent program modifications and updates. Projects in the program listing are identified in the MPO or RPO in which they are located and further delineated by transportation mode and county

The links at right contain a TIP Visualization Tool, the present Twelve Year Program as adopted, the 2013 Hearing Summary which summarizes the testimony given during the summer and fall of 2011, and the 2013 Transportation Program.

[TIP VISUALIZATION](#)
[TWELVE YEAR PROGRAM](#)
[2013 HEARING SUMMARY](#)

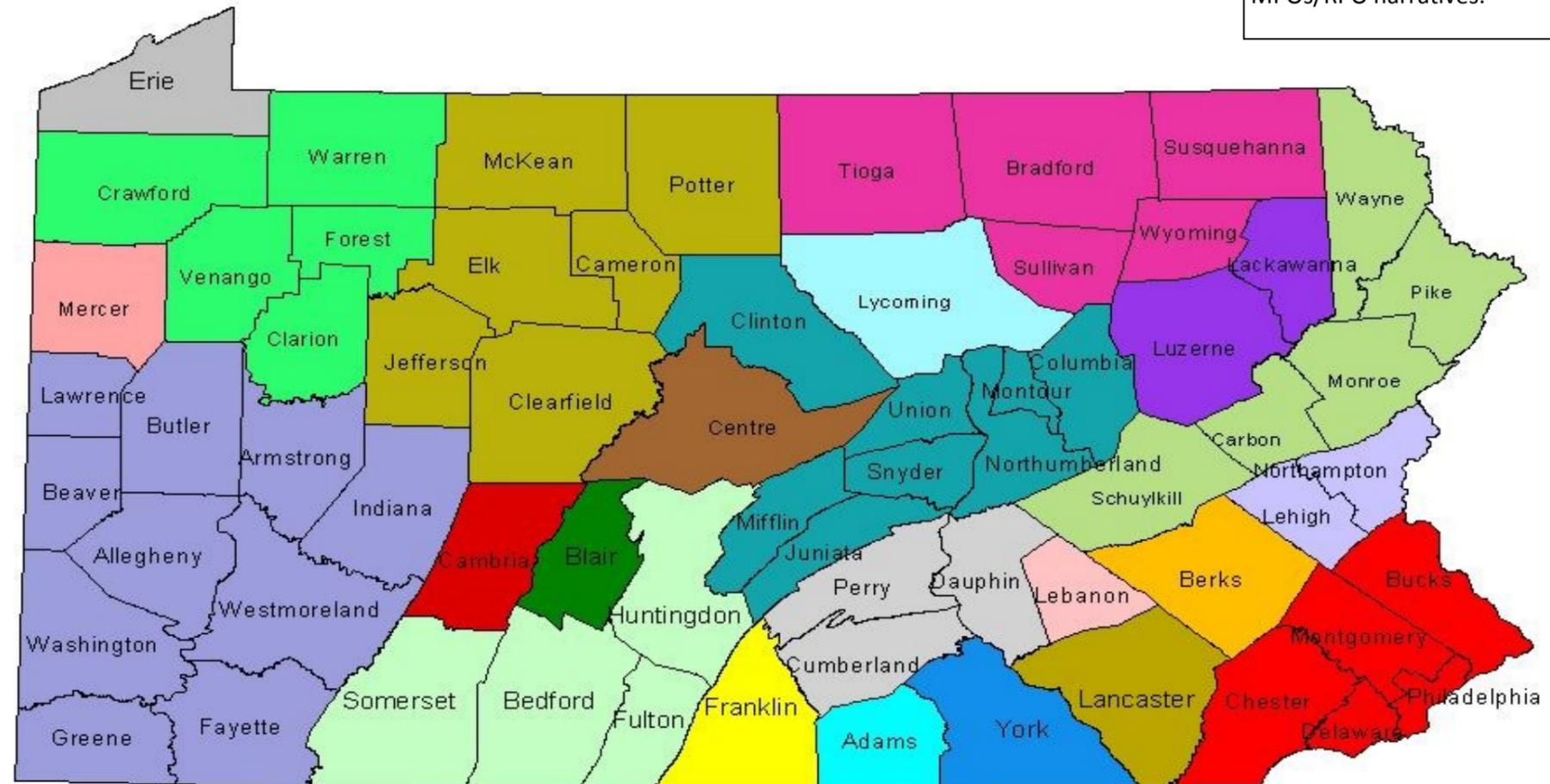
[2013 TRANSPORTATION PROGRAM](#)

Planning Partner Regions

Pennsylvania has 15 [Metropolitan Planning Organizations](#) and 8 [Rural Planning Organizations](#). Clicking the map below will take you to specific MPOs/RPO narratives.

The 2013 Program includes an overview of the key transportation elements that will impact that 23 Planning Partners across Pennsylvania. Listed are a selection of key projects within the first four years of the 2013 Twelve Year Program along with projects from the last eight years of the 2013 TYP.

The 2013 Program is the best estimate of federal, state, and local funds available over the next 12 years. This update contains the years 2013 through 2024. MAP-21 will provide federal funding for 2013 through 2015.



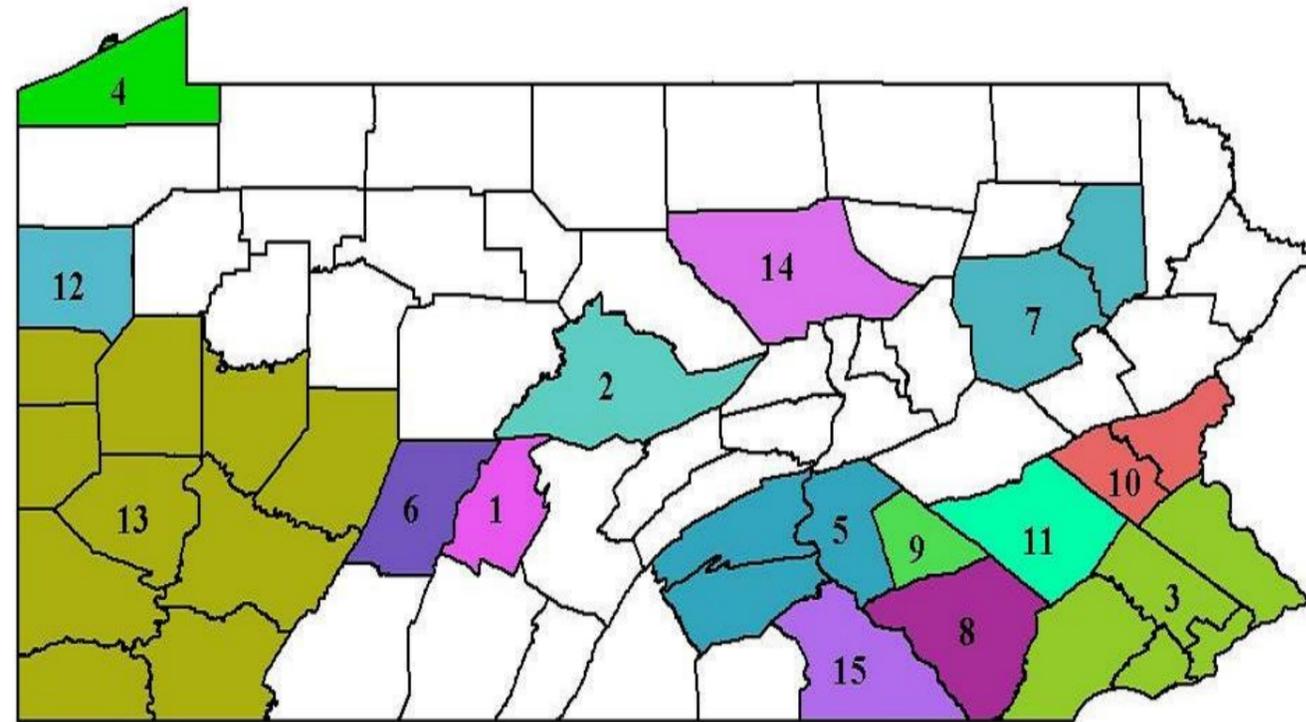
Metropolitan Planning Organizations

During the development of the 2013 Transportation Program there were 15 Metropolitan Planning Organizations (MPOs) in Pennsylvania. MPOs are required by federal law in urbanized areas of 50,000 or more people in population.

MPO members include:

- Local elected officials
- Representatives of the major modes of transportation
- PennDOT
- Other transportation stakeholders

MPOs are required to develop and maintain a Long Range Transportation Plan of at least 20 years and a Transportation Improvement Program (TIP) that covers four years. MPOs are supported by Federal and State Planning Funds. TIPs are to be made available in electronic format.



Map 1: MPOs in Pennsylvania are pictured above.

MPOs in Pennsylvania. The links below go to individual MPO TIPs and PennDOT and MPO contact emails and phone numbers.

1. [Altoona](#)
2. [Centre Region](#)
3. [Delaware Valley Regional Planning Commission](#)
4. [Erie](#)
5. [Harrisburg](#)
6. [Johnstown](#)
7. [Lackawanna/Luzerne](#)
8. [Lancaster](#)
9. [Lebanon](#)
10. [Lehigh Valley](#)
11. [Reading](#)
12. [Shenango Valley](#)
13. [Southwestern Pennsylvania](#)
14. [Williamsport](#)
15. [York](#)

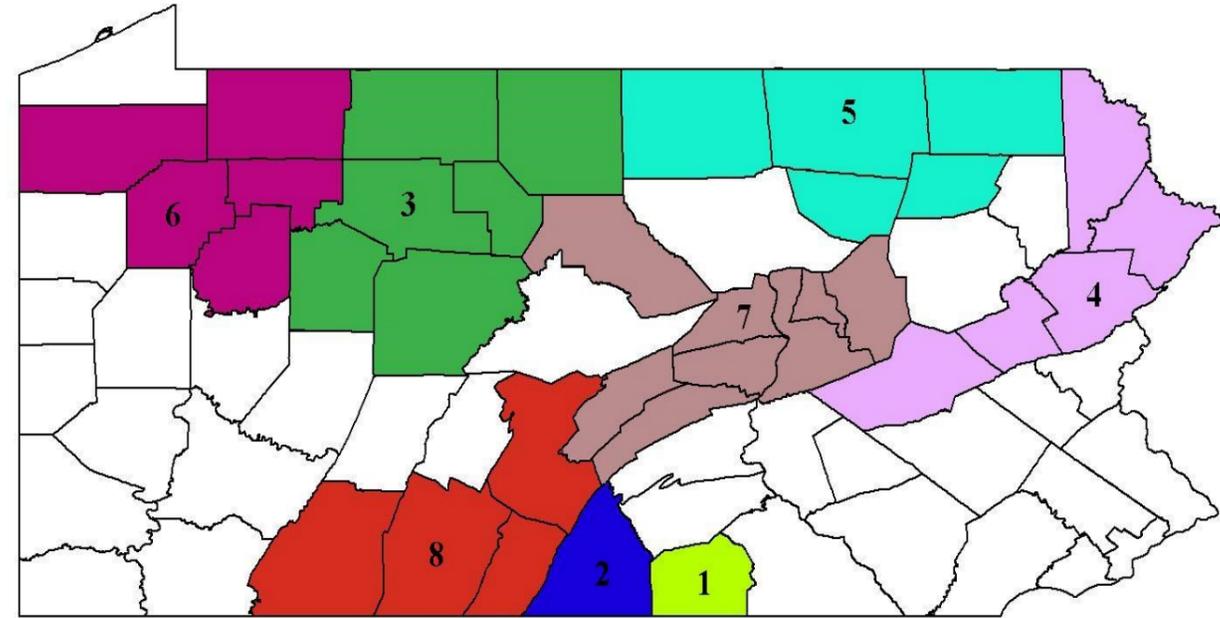
Rural Planning Organizations

There are eight Rural Planning Organizations (RPOs) in Pennsylvania. Federal law does not require a rural transportation planning and programming process, but in Pennsylvania RPOs serve a similar function as MPOs for the rural areas of the state. Federal law requires states to consult and coordinate with local officials in rural areas of the state.

RPOs members include:

- County officials
- Representatives of the major modes of transportation
- PennDOT
- Other transportation stakeholders

RPOs also develop and maintain a Long Range Transportation Plan of at least 20 years and a Transportation Improvement Program (TIP) that covers four years. RPOs are supported by Federal and State Planning Funds.



Map 2: RPOs in Pennsylvania are pictured above.

RPOs in Pennsylvania. The links below go to individual RPO TIPS and PennDOT and RPO contact emails and phone numbers.

1. [Adams](#)
2. [Franklin](#)
3. [North Central PA Regional Planning and Development Commission](#)
4. [Northeastern Pennsylvania Alliance \(NEPA\)](#)
5. [Northern Tier Regional Planning and Development Commission](#)
6. [Northwestern Pennsylvania Regional Planning and Development Commission](#)
7. [Susquehanna Economic Development Association Council of Governments \(SEDA-COG\)](#)
8. [Southern Alleghenies Regional Planning and Development Commission](#)

Erie MPO

The [Erie Area Transportation Study \(EATS\)](#) is responsible for coordinating transportation planning efforts in all municipalities throughout [Erie County](#). The EATS MPO works closely with the [Erie County Department of Planning \(ECDP\)](#) and the [Northwest Pennsylvania Regional Planning and Development Commission](#), a multi-county regional economic development organization and designated Rural Planning Organization (RPO) headquartered in Oil City, Pennsylvania.

Major Corridors within the region include:

Major East-West Corridor

I-90 and US-6, connecting with Buffalo, Cleveland, and the northern tier of Pennsylvania

Major North-South Corridor

I-79, connecting with Pittsburgh

Transit

[Erie Metropolitan Transit Authority \(EMTA\)](#) is the Erie area's primary provider of mass transit. EMTA provides public transit service along major highway routes, with park and ride lots within the urbanized area. The Intermodal Transportation Center on the [Bayfront's Holland Street Pier](#) provides access to cruise ships and commercial bus carriers. The [Greater Erie Community Action Committee](#) (GECAC), in partnership with EMTA, provides other transit services for senior citizens and individuals with disabilities. [Greyhound Lines](#) and [Fullington Auto Bus](#) provide daily bus service. These operators provide scheduled service, route service, charter group and party levels of service ranging from local and regional to interstate connections.

Aviation

The [Erie International Airport – Tom Ridge Field](#) is served by Continental, Delta, and US Airways. These major airlines connect a significantly growing number of travelers in the Erie metropolitan area with national and international cities. Two general aviation airports also service the county.

Rail Freight

[Amtrak](#) passenger train service connects Erie with Cleveland and Chicago to the west and Buffalo and New York City to the east. Two major freight rail lines serve the Erie area, [Norfolk Southern Railway Co.](#) and [CSX Transportation Inc. Bessemer & Lake Erie Railroad](#) and the [Buffalo & Pittsburgh Railroad, Inc.](#), which absorbed the Allegheny & Eastern Railroad Co., are the two regional railroads. The local East Erie Commercial Railroad services the [GE locomotive plant facilities](#).

Transportation Program - First Four Years (2013-2016)

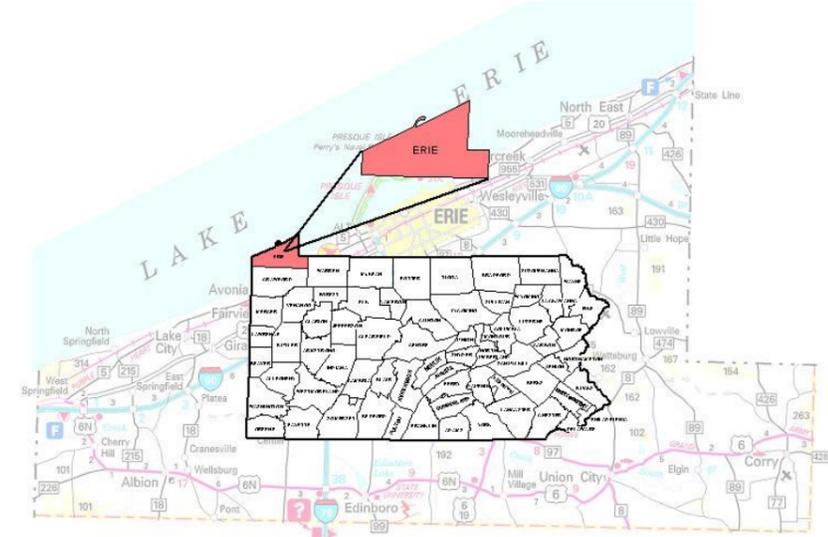
To maintain and improve the existing transportation system in Erie MPO, several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- Ramp and intersection improvement at Peach Street and I-90 Interchange in Summit Township
- Construction of a roundabout at US 19 and PA 97 in Waterford Township
- Realign Townhall Road to create an intersection at Dorn Road in Summit Township
- Restoration of US 20 in Harborcreek and North East Townships
- Replacement of PA 98 bridge over I-90 in Fairview Township
- Bridge rehabilitation on Sanford Road over I-90 in Springfield Township
- New bridge over Norfolk Southern and CSX railroad tracks in Millcreek and Fairview Townships

Transportation Program - Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- Study of bridge over CSX railroad tracks in Erie
- Replace Elmwood Road bridge over Raccoon Creek in Springfield Township
- Replace Kane Hill Road bridge over Four Mile Creek in Greene Township
- Rehabilitate McKee Road bridge over I-90 in Springfield Township



Northwest RPO

The [Northwest Rural Planning Organization \(NWRPO\)](#) consists of all municipalities within [Clarion](#), [Crawford](#), [Forest](#), [Venango](#), and [Warren](#) counties.

Major Corridors within the region include:

Major East-West Corridor

I-80 and US 6, connecting to Erie and points in Ohio

Major North-South Corridor

I-79 and PA 8, connecting to Pittsburgh

Transit

Three transit companies service the region. These are the [Crawford Area Transit Authority](#), the [Venango County Transportation Program](#), and the [Transit Authority of Warren County](#). These transit operators provide regional community services within each respective county. [Greyhound Lines, Inc.](#) and [Fullington Auto Bus Company](#), Inc provide intercity bus services.

Aviation

Clarion County is served by the [Clarion County Airport](#), Crawford County is served by the [Port Meadville Airport](#), Warren County is served by the [Brokenstraw Airport](#), and Venango County is served by the [Venango Regional Airport](#) and [Titusville Airport](#).

Rail Freight

The railroad infrastructure consists of a mix of Class 1, Regional, and Short Line railroads. Although service is provided by seven railroads, the level of service is local/regional in nature and dependent on local industry demands. [Norfolk Southern Railway Company](#) provides rail service to Crawford County. The [Bessemer & Lake Erie Railroad](#) serves Crawford County. The [Oil Creek & Titusville Lines](#) operates in eastern Crawford and Venango Counties. The [Western New York and Pennsylvania Railroad](#) serves Venango and Crawford Counties.

Transportation Program- First Four Years (2013-2016)

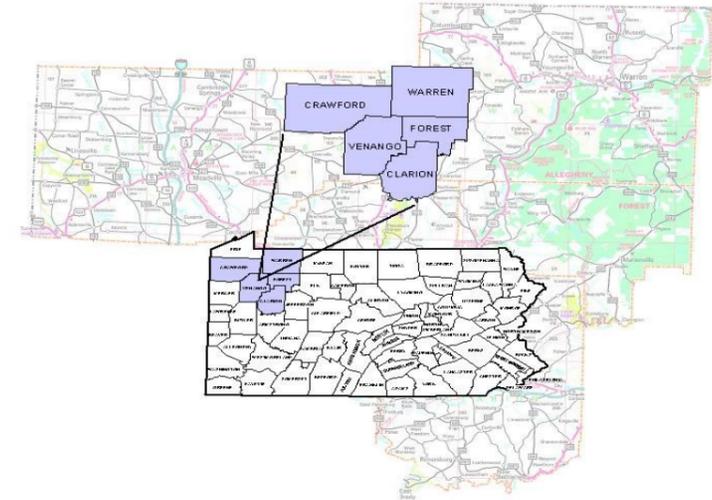
To maintain and improve the existing transportation system in Northwest PA, several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- PA 27/North Street Connector – Highway Restoration project located in the City of Meadville, Crawford County.
- US 6/Smock Bridge – Bridge Rehabilitation project located in West Mead and Vernon Townships, City of Meadville, Crawford County.
- PA 173 Cochranon Bridge – Bridge Replacement project located in Fairfield Township and the Borough of Cochranon, Crawford County.
- PA 198 Realignments – Safety Improvement project located in the Borough of Blooming Valley and Woodcock Township, Crawford County.
- Mead Avenue Bridge – Bridge Replacement project located in the City of Meadville, Crawford County.
- Hunter Station Bridge – Bridge Replacement project located in Tionesta Township, Forest County.
- Emlenton Hill Improvement – Safety Improvement project located in the Borough of Emlenton and Scrubgrass Township, Venango County.
- US 62/PA 257 Intersection – Safety Improvement and Bridge Replacement project located in the City of Oil City and Cranberry Township, Venango County.
- Anderson/Craggs Group Bridges – Bridge Replacement project located in Sligo Borough and Piney Township, Clarion County.
- Callensburg Bridge #1 – Bridge Replacement project located in Licking Township just north of Callensburg Borough, Clarion County.
- PA 68 East Sligo Bridge – Bridge Replacement project located in Piney Township, Clarion County.
- PA 68 Clarion Curve – Safety Improvement project located in Clarion Township and Clarion Borough, Clarion County.

Transportation Program- Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- Callensburg Bridge #1 - Bridge Replacement project located in Licking Township just north of Callensburg Borough, Clarion County.
- Hunter Station Bridge - Bridge Replacement project located in Tionesta Township, Forest County.



Transportation Program- Interstate Transportation Projects

- I-80 Bridges Group 2 PM – Bridge Preservation projects located in Richland, Beaver, Paint, and Monroe Townships, Clarion County.

Shenango Valley MPO

The [Shenango Valley Area Transportation Study MPO \(SVATS\)](#) is responsible for coordinating transportation planning efforts in all municipalities throughout [Mercer County](#). The SVATS MPO works closely with the [Mercer County Regional Planning Commission \(MCRPC\)](#), the [Northwest Pennsylvania Regional Planning and Development Commission](#), and the [Eastgate MPO](#), which oversees planning activities in Mahoning and Trumbull counties in Ohio.

Major Corridors within the region include:

Major East-West Corridor

I-80

Major North-South Corridor

I-79 and PA 60

Transit

The two major transit providers are the [Shenango Valley Shuttle Service \(SVSS\)](#) and [Mercer County Community Transit \(MCCT\)](#). SVSS runs several routes on a fixed schedule and MCCT provides on demand service to all areas of Mercer County. Daily bus service is provided by [Greyhound Lines](#) and [Myers Coach Lines](#). These operators provide scheduled service, route service, charter group and party levels of service ranging from local and regional to interstate connections.

Aviation

Two general aviation airports serve the County: one each in [Grove City](#) and [Greenville](#).

Rail Freight

Two major rail lines serve the Sharon area. [Norfolk Southern Railway Co.](#) and [CSX Transportation Inc.](#) [Bessemer & Lake Erie Railroad](#) is the regional railroad.

Transportation Program- First Four Years (2013-2016)

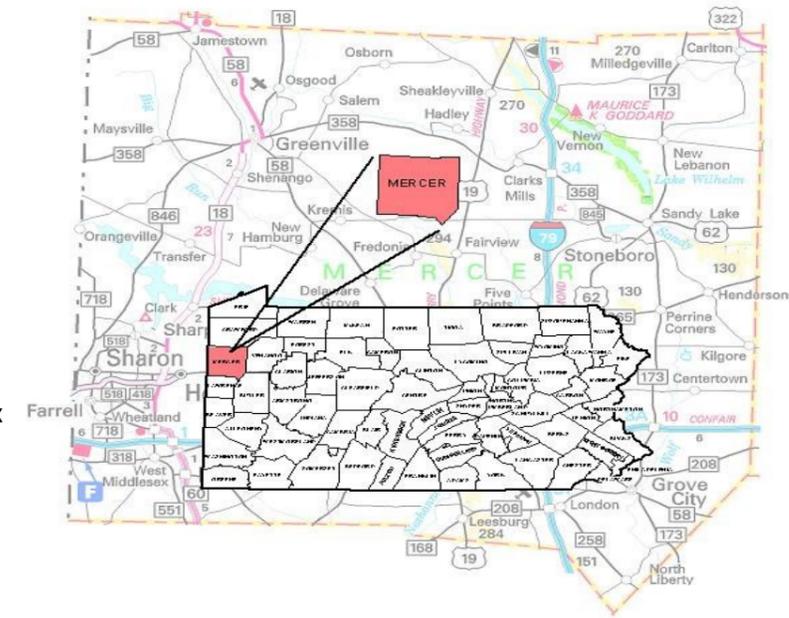
To maintain and improve the existing transportation system in Mercer County, several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- Bridge replacement of the Ohl Street Bridge over Shenango River in Greenville Borough
- Rehabilitation of PA 18 bridge over the Shenango River in Clark Borough and Pymatuning Township
- Bridge replacement of West Middlesex viaduct over Garfield Street, railroad tracks, and Shenango River in West Middlesex Borough
- Add ramps to I-376/PA 318 interchange in Shenango Township
- Reconstruct Broadway Avenue from PA 718 to Negley Street in Wheatland Borough and Farrell
- Reconstruct Broadway Avenue from Negley Street to Connelly Blvd in Farrell and Sharon
- Replacement of the Carlton Road bridge over French Creek in French Creek Township

Transportation Program- Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- Replacement of the Race Street Bridge over the Little Shenango River in Greenville Borough
- Bridge replacement of West Middlesex viaduct over Garfield Street, railroad tracks, and Shenango River in West Middlesex Borough
- Rehabilitation of SR 2019 bridge over I-79 in Lake Township



SPC MPO

The [Southwestern Pennsylvania Commission \(SPC\) MPO](#) includes ten counties in southwestern Pennsylvania : [Allegheny](#), [Armstrong](#), [Beaver](#), [Butler](#), [Fayette](#), [Greene](#), [Indiana](#), [Lawrence](#), [Washington](#), and [Westmoreland](#) Counties as well as the City of Pittsburgh. The SPC activities support the operation, maintenance and improvement of a multi-faceted transportation system that provides a strong backbone for personal and freight travel.

Major Corridors within the region include:

Major East-West Corridor

I-70, I-76, I 376

Major North-South Corridor

I-79, and the Mon-Fayette Expressway

Transit

The SPC region is well served by eleven public transportation service providers. These are [Port Authority of Allegheny County \(PAAC\)](#), [Mid Mon Valley Transit Authority \(MMVTA\)](#), [Beaver County Transit Authority \(BCTA\)](#), the [City of Washington Transit \(WCT\)](#), [Butler City-Township Joint Municipal Transit Authority \(BTA\)](#), [Indiana County Transit Authority \(Indigo\)](#), [Mid-County Transit Authority \(Town & Country Transit\)](#), [Westmoreland County Transit Authority \(WCTA\)](#), [Fayette Area Coordinated Transportation \(FACT\)](#), [New Castle Area Transportation Authority \(NCATA\)](#), and the [Southwestern Pennsylvania Commission \(CommuterInfo Program\)](#). PAAC Transit is the regions' largest and a primary provider of intra-city public transportation services. Port Authority's North Shore Connector now extends the Light Rail system from Pittsburgh's Golden Triangle under the Allegheny River to the North Shore.

Aviation

[Pittsburgh International Airport \(PIT\)](#) is a world-class facility that serves more than 8 million travelers annually. The airport is served by 12 air carriers and their subsidiaries. Several air cargo carriers also operate from this facility. The region's other 16 public airports provide additional services for local travelers and support a thriving general aviation community. The [Arnold Palmer Regional Airport](#) in Latrobe also supports commercial aviation service.

Rail Freight

Southwestern Pennsylvania is served by three Class I railroads: [CSX](#), [Norfolk Southern \(NS\)](#) and [Canadian National \(CN\)](#), as well as

16 regional and short-line railroads along more than 1,300 miles of track. NS operates the region's largest truck intermodal center at Pitcairn. Canadian National has trackage rights into a relatively new intermodal facility in New Stanton, Westmoreland County.

Water Freight

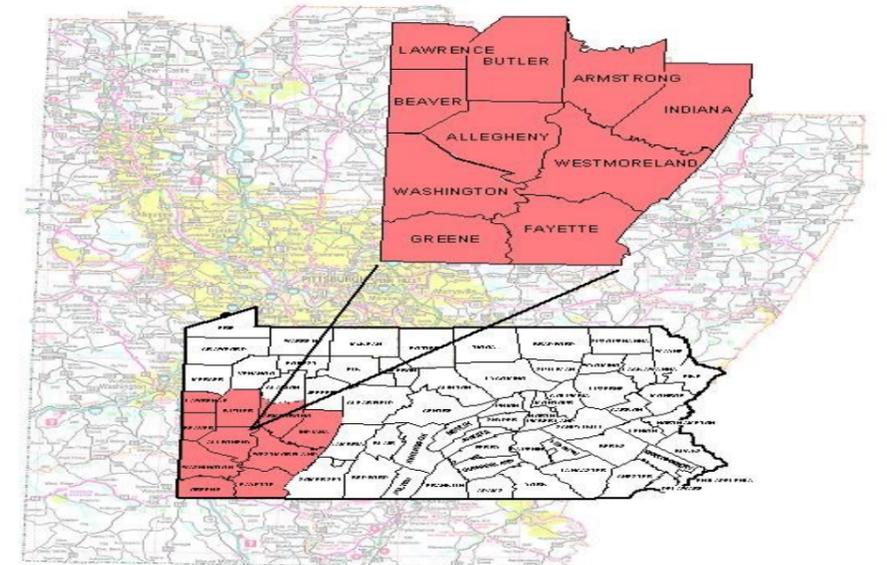
The region's river system supports Pittsburgh's status as one of the nation's [largest inland ports](#). Coal barges traveling the three major rivers provide fuel for the region's power plants and for export. Major lock and dam improvements underway on the Monongahela River system will have a significant impact on operating efficiency in this corridor when these projects are completed. The [Upper Ohio Navigation Study](#), designed to assess the infrastructure condition and rehabilitation needs of the locks and dams on the Upper Ohio River, including the [Emsworth](#), [Dashields](#) and [Montgomery Locks](#) and Dams in the SPC region, is currently underway. SPC participates in study activities as a member of the Inter-Agency Working Group.

Transportation Program- First Four Years (2013-2016)

To maintain and improve the existing transportation system in SPC, several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program.

Some of these key projects include:

- Butler Street Bridge Replacement
- PA 28 Widening from Troy to 31st Street
- PA 28 Widening from I-579 to East Ohio Street
- PA 88/51 Bridge/Safety Improvements
- West Carson Street Viaduct Rehabilitation
- Library Road Bridge Replacement
- Masontown Bridge Replacement
- US 19 Safety Improvements
- Bailey's Crossroads Intersection Improvements
- PA 56 South Brush Valley Bridge Replacement and Roadway Realignment
- US 119 Homer City North Rehabilitation
- Belle Vernon Bridge Replacement
- B&O Railroad Bridge Replacement
- PA 519/SR 1055 Intersection Improvements
- US 119/PA 819 Interchange Reconstruction
- Derry Borough Bridge Replacement
- PA 982 over US 30 Bridge Replacement



Transportation Program- Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- Liberty Bridge and Ramps Preservation/Painting
- Bellevue Avenue Bridge Rehabilitation
- 28th Street Bridge Rehabilitation
- Swinburne Bridge Rehabilitation
- South Negley Avenue Bridge Replacement
- Balls Bend 3R Roadway Realignment/Resurfacing
- PA 21/Thompson Crossing to Mall Entrance Widening
- Cast Iron Bridge Rehabilitation
- PA 31 at Exit 9 – Donegal Roadway Widening
- US 119 over Jacks Run Bridge Replacement
- PA 981 at Kennametal Roadway Restoration

Transportation Program- Interstate Transportation Projects

- I-376/I-79 to Fort Pitt Tunnel
- I-79/US 422 Interchange
- I-70 at PA 481 Interchange
- I-70 - Bentleyville Interchange
- I-70 : I-79 Southbound and Northbound to PA 136 Interchange
- I-70 – South Junction to PA 519
- I-70 at PA 31 Interchange
- I-70 at Yukon Interchange
- I-70 Interchange at New Stanton

North Central RPO

The [North Central Regional Planning and Development Commission \(NCRPO\)](#) region includes the six counties of [Cameron](#), [Clearfield](#), [Elk](#), [Jefferson](#), [McKean](#) and [Potter](#) Counties. The Commission works closely with various partners at all levels of government for the ongoing planning, maintenance and operation of the region's multi-modal transportation system.

Major Corridors within the region include:

- Major East-West Corridor
I-80 and US 6
- Major North-South Corridor
US 219, US 119, PA 255 and US 322

Transit

Two transit companies service the region. These are the [Area Transportation Authority](#) of North Central Pennsylvania, which services all six counties in the Rural Planning Organization, and [DuFast Transit](#) that services the DuBois area (DuBois, Falls Creek, and Sandy Township). The [Fullington Auto Bus Company, Inc.](#) provides intercity bus services that include scheduled route service, charter, group and party services.

Aviation

Commercial aviation service in the North Central Pennsylvania region is provided by two commercial aviation airports: [DuBois Regional](#) in Washington Township, Jefferson County and [Bradford Regional](#) in Lafayette Township, McKean County.

The DuBois Regional Airport is an advanced airport facility, while Bradford Regional and [St Marys Municipal](#) are both considered Basic airports. The region has several additional airport facilities that the PennDOT Bureau of Aviation has classified as Limited. These facilities include: Albert, Cherry Springs and Punxsutawney Municipal.

Rail Freight

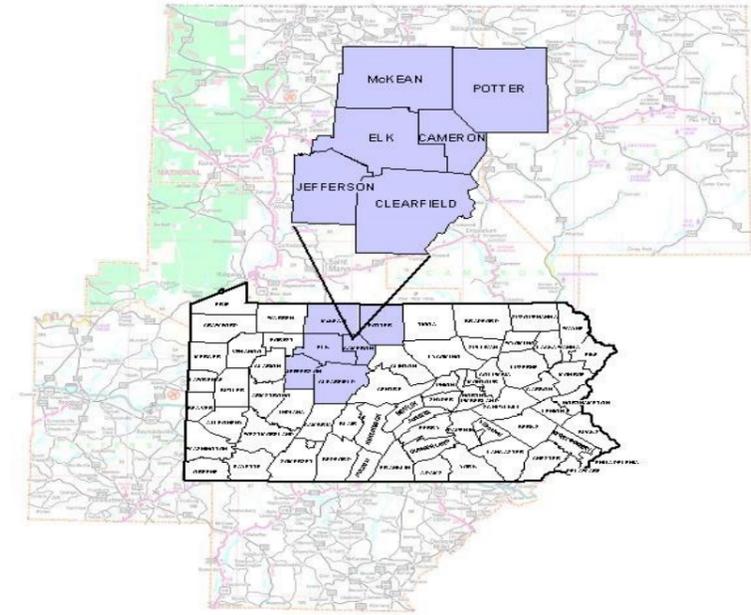
North Central Pennsylvania is served primarily by shortline and regional railroads, including the [Buffalo and Pittsburgh \(B&P\) Railroad](#) and the [R.J. Corman \(RJC\) Pennsylvania Lines](#). [Norfolk Southern's](#) "Buffalo Line" is also located in the region, although

the line sees only limited and irregular service between Lock Haven and the New York State border. Local carload freight delivery is often facilitated by the B&P and RJC, which provide vital and competitive service on light-density rail routes, such as the ones in North Central Pennsylvania

Transportation Program - First Four Years (2013-2016)

To maintain and improve the existing transportation system in North Central, several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- Highway restoration improvements on PA 255 from I-80 Exit 101 interchange to 500 feet past the Treasure Lake entrance in Sandy Township, Clearfield County.
- Safety improvements at the intersection of US 322 and PA 119 in Sandy Township, Clearfield County.
- Replacement of the bridge carrying US 219 over Elk Creek in Ridgway Borough, Elk County.
- Reconstruction of concrete including drainage and guiderail improvements on PA 255 in the City of St Marys, Elk County.
- Replacement of the bridge carrying US 219 over a tributary to Little Toby Creek in Snyder Township, Jefferson County.
- Rehabilitation of the existing structure carrying PA 436 over Mahoning Creek, Water Street and the Buffalo and Pittsburgh Railroad in Punxsutawney Borough.
- Replacement of the bridge carrying SR 3007 over Red Bank Creek in Summerville Borough, Jefferson County.
- Replacement of the bridge carrying US 6 in Hamlin Township, McKean County.
- Replacement of the bridge carrying PA 44 (Ceres Road) over Bells Run near the Village of Myrtle in Ceres Township, McKean County.
- Replacement of the bridge carrying PA 244 over Ellisburg Creek in Genesee Township, Potter County.
- Replacement of the bridge carrying SR 1021 over the Cowanesque River in Harrison Township, Potter County.



Transportation Program - Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- Replacement of bridge carrying US 219 over Kings Run in Burnside Township, Clearfield County.
- Replacement of the bridge carrying PA 555 over Kersey Run in the Village of Weedville, Jay Township, Elk County.
- Replacement of the bridge carrying SR 3007 over Red Bank Creek in Summerville Borough, Jefferson County.
- Replacement of the bridge carrying SR 4004 over Tunungwant Creek in Bradford Township, McKean County.
- Rehabilitation of the bridge carrying PA 244 over Cryder Creek in Genesee Township, Potter County.

Transportation Program- Interstate Transportation Projects

- Replace bridge carrying I-80 over PA 970 at Exit 123 in Bradford Township, Clearfield County.

Johnstown MPO

The [Johnstown Area Transportation Study \(Johnstown MPO\)](#) includes all of [Cambria County](#) and two municipalities located in Somerset County (Paint Borough and Windber Borough). The urbanized area is centered around the [City of Johnstown](#).

Major Corridors within the region include:

Major East-West Corridor

US 22, connecting to Altoona.

Major North-South Corridor

US 219, connecting with the Turnpike.

Transit

Mass transportation services are provided throughout Cambria County by both public and private carriers. The [Cambria County Transit Authority \(CamTran\)](#) is the principal mass transit carrier. CamTran provides fixed-route transit service in the Johnstown urbanized area and remainder of the County. The County-wide fixed route service is augmented with call-on-demand and paratransit services. CamTran also operates the [Johnstown Inclined Plane](#) serving local commuters and tourists.

Aviation

Air transportation in Cambria County is provided by one commercial passenger airport and one general aviation facility. The [John Murtha Johnstown-Cambria County Airport](#) is the principal air transportation facility in the County. The [Ebensburg Airport](#) is a non-commercial general aviation facility.

Rail Freight

The railroad infrastructure in Cambria County provides for both passenger and freight service. [Amtrak](#) provides daily east and westbound passenger service. [CSX Transportation Inc.](#) and [Norfolk Southern Railway Co.](#) are major rail freight carriers in the region.

Transportation Program- First Four Years (2013-2016)

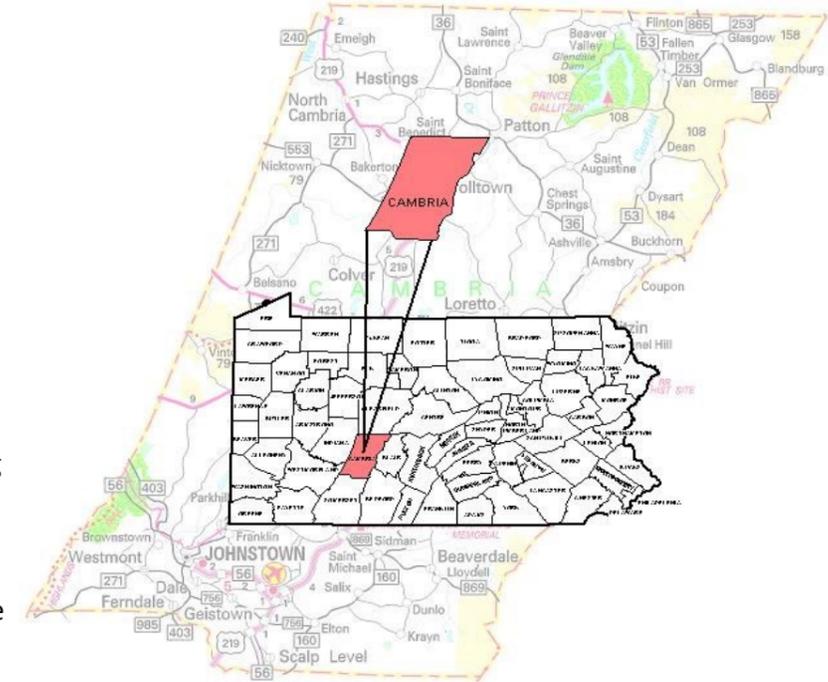
To maintain and improve the existing transportation system in the Johnstown MPO, several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- Utility, Right-of-way (ROW) and Construction of the PA 53 Cresson High bridge
- Construction of the PA 56 Strayer Street Improvements
- Design, Utility, Right-of-way (ROW) and Construction of the US 219 / PA 553 Intersection SAMI project
- Design, Utility, Right-of-way (ROW) and Construction of the SR 7301 Hickory St. Bridge Rehabilitation project
- Construction of the SR 3024 Frankstown Wall and Resurfacing project

Transportation Program- Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- Construction of the PA 36 Patton Chest Creek Bridge
- Construction of the PA 160 Laurel Run Bridges (1, 2 and 3)
- Construction of the PA 403 Moxham Stonycreek Bridge



Altoona MPO

The [Altoona Area Transportation Study \(Altoona MPO\)](#) area boundary includes all of [Blair County](#). The urbanized area includes the [City of Altoona](#) and Boroughs of Duncansville and Hollidaysburg.

Major Corridors within the region include:

Major East-West Corridor

US 22, connecting with Johnstown and Harrisburg

Major North-South Corridor

I-99, connecting with State College and I-76

Transit

[Altoona Metro Transit \(AMTRAN\)](#) serves most of the urbanized area with a fleet of transit buses operating upon several fixed routes. [Blair Senior Services, Inc.](#) provides transportation services to elderly residents and to individuals with disabilities in and around the Altoona metropolitan area and Blair County in general.

Aviation

The [Altoona-Blair County Airport](#) provides commercial passenger service. A local fixed base operator services general aviation with fuel and repairs. The airport serves as the site for the [Federal Aviation Administration's](#) Western Pennsylvania Flight Service Station.

Rail Freight

The railroad infrastructure in Blair County provides for both passenger and freight service and is centered in and near the City of Altoona. [Amtrak](#) provides [daily east and westbound passenger service](#). [Norfolk Southern Railway Co.](#) is the major rail freight carrier in the region. The area also includes two short line operators: [Everett Railroad Company](#) and the [Nittany and Bald Eagle Railroad](#).

Transportation Program - First Four Years (2013-2016)

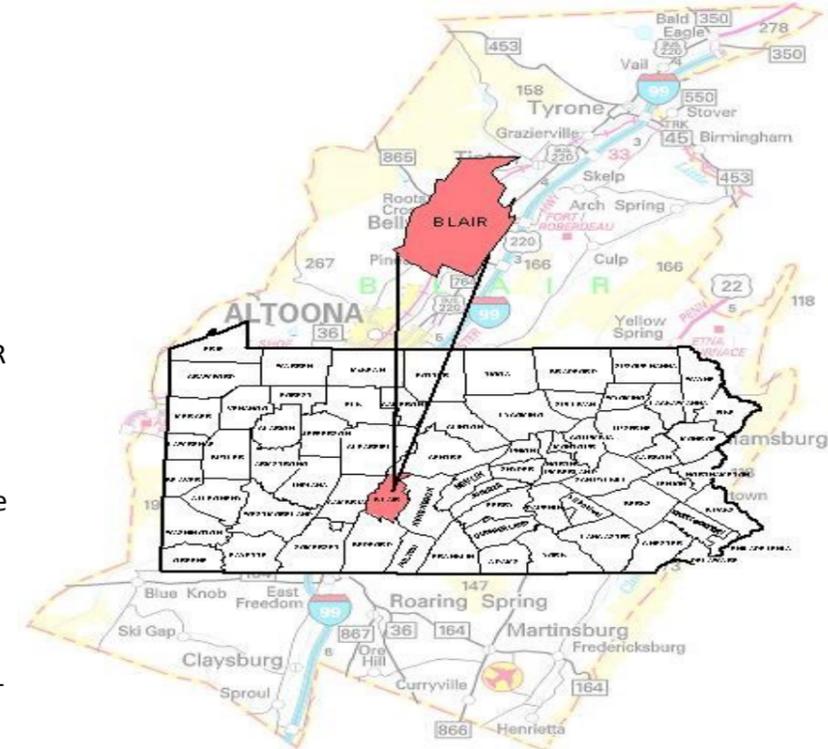
To maintain and improve the existing transportation system in the Altoona MPO, several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- Construction of the US 22 Canoe Creek Intersection Project
- Construction of the SR 1009 Frankstown Road Betterment Project
- Construction of the SR 4019 Pinecroft Curves SAMI project.
- Utility, Right-of-way (ROW) and Construction phases of the SR 4027 Tyrone Westvaco Bridge

Transportation Program - Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- Construction of the PA 764 (Greenwood Sandy Run Bridge)
- Construction of the SR 1001 (Sheraton Drive) to Goods Lane I-99 restoration project
- Construction of SR 1012 (East 10th Street Bridge) in Tyrone
- Construction of multiple structures on SR 1013 over Sinking Run (six structures)



Centre MPO

The [Centre County Metropolitan Planning Organization \(CCMPO\)](#) is responsible for coordinating transportation planning efforts with all 35 municipalities within Centre County. Additionally, CCMPO works closely on transportation issues with the [Centre County Planning Commission](#), the Centre County Planning Office, and SEDA-COG RPO, which is a multi-county regional economic development organization, headquartered in Lewisburg, Pennsylvania.

Major Corridors:

- US 322, connecting Centre County with Harrisburg
- I-80, which is a major east-west route.
- I-99, connecting Centre County with Altoona and I-76

Transit

The [Centre Area Transportation Authority \(CATA\)](#) is the regional public bus transportation system that provides service between downtown State College, the [Penn State University](#) campus, and surrounding regions in the county

Aviation

Centre County is served by one commercial scheduled service, one business, and three general airports and one glider port. The [University Park Airport](#) is a commercial scheduled service airport served by three commercial commuter airlines (Delta, United and US Airways), as well as FedEx and flight school operations. Currently, the terminal facilities are being remodeled. The [Mid-State Regional Airport](#) is a business airport, also capable of serving [Civil Air Patrol](#) and air tankers for firefighting purposes. The three general airports are [Bellefonte](#), [Penns Cave](#), and [Centre Airpark](#). The gliderport is the [Ridge Soaring Gliderport](#).

Rail Freight

The SEDA-COG Joint Rail Authority owns active rail lines in Centre County; operations are provided by the Nittany and Bald Eagle Railroad and focuses on freight movements. [Norfolk Southern Railway Company](#) possesses track rights over the [Nittany and Bald Eagle Railroad](#) from Lock Haven to Tyrone. The [Bellefonte Historical Railroad](#), a tourist railroad, operates over the Nittany and Bald Eagle Railroad. The [R. J. Corman, Pennsylvania Lines Inc.](#) operates along the border between Centre and Clearfield County.

Transportation Program - First Four Years (2013-2016)

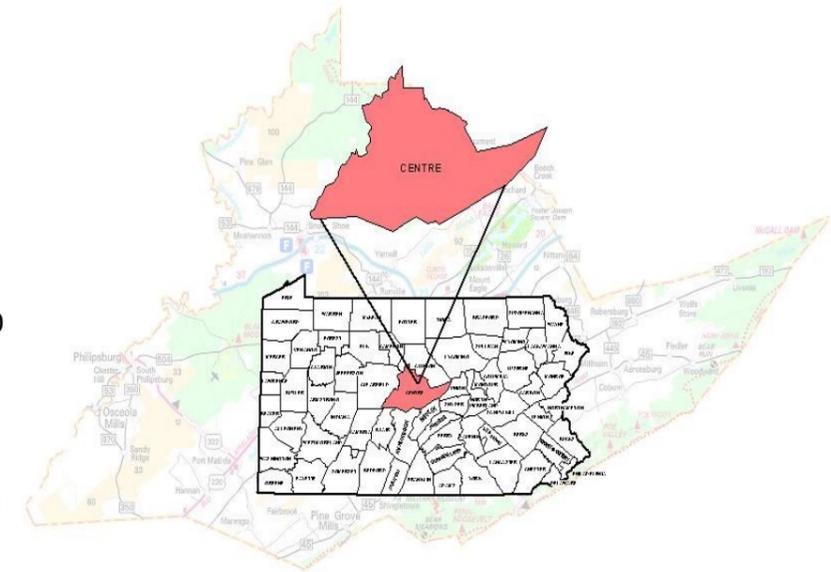
To maintain and improve the existing transportation system in the Centre County MPO, several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- Rehabilitation of three bridges carrying PA 144 (Mill Street) over Bald Eagle Creek, the SEDA-COG Joint Rail Authority's Nittany and Bald Eagle Railroad, and PA 150/Alternate US 220 in Milesburg Borough, Centre County.
- Corridor safety improvements along US 322 (Twenty Eighth Division Highway) in Potter Township, Centre County.
- Addition of Center-Left Turn lane and resurfacing on PA 550 (Zion Road) in Bellefonte Borough to just east of Airport Road in Spring Township, Centre County.
- Replacement of the bridge carrying SR 1002 (Little Marsh Creek Road) over Little Marsh Creek in Curtin Township, Centre County.
- Replacement of the bridge carrying SR 2011 (Coburn Road) over Elk Creek in Penn Township, Centre County.
- Replacement of the bridge carrying SR 2012 (Penns Creek Road) over Penns Creek in Penn Township, Centre County.
- Replacement of the bridge carrying SR 3011 (Branch Road) over Slab Cabin Run in College Township, Centre County.
- Replacement of the bridge carrying SR 3040 (South Eagle Valley Road) over Dix Run in Union Township, Centre County.

Transportation Program - Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- Replacement of the bridge carrying SR 2013 (Bower Hollow Road) over Pine Creek in Haines Township, Centre County.
- Replacement of the bridge carrying SR 3040 (Old Route 220) over Dewitt Run in Unionville Borough, Centre County.
- Improvement of the interchange between SR 3045 (Waddle Road) and I-99 at the Toftrees Exit in Patton Township, Centre County.



Southern Alleghenies RPO

The [Southern Alleghenies Planning and Development Commission \(SAP&DC\)](#) is responsible for coordinating transportation planning efforts in the four county area of [Bedford](#), [Fulton](#), [Huntingdon](#), and [Somerset](#) Counties.

Major Corridors within the region include:

Major East-West Corridor

I-76 , connecting with Philadelphia,
Harrisburg, and Pittsburgh

Major North-South Corridor

US 220 and I-99, US 219 connecting with Altoona and
Johnstown

Transit

Fulton County provides transportation services to elderly and disabled residents through an independent agency, the Fulton County Transportation System. The [Huntingdon County Transportation System](#), an arm of the Bedford, Fulton, Huntingdon Area Agency on Aging, provides limited transit services for senior citizens, and the [Somerset County Transportation System](#) provides services in Somerset County.

Aviation

Two airports provide general aviation service to the region, one in [Bedford County](#) and a privately owned airport in Huntingdon County.

Rail Freight

Amtrak provides passenger service while [Norfolk Southern](#) provides rail freight service in Huntingdon County. [CSX Transportation](#) and [Wheeling and Lake Erie](#) provide rail freight services for Somerset County.

Transportation Program- First Four Years (2013-2016)

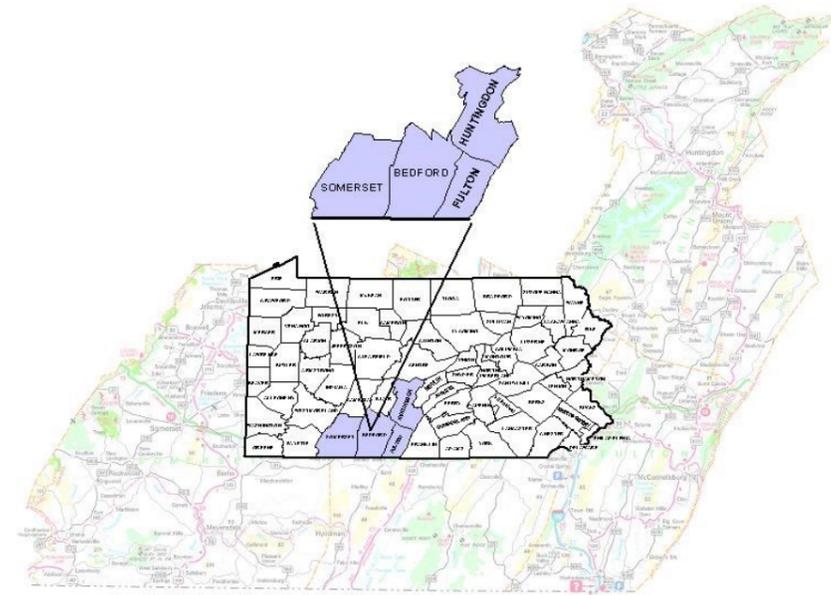
To maintain and improve the existing transportation system in the Southern Alleghenies RPO, several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- Intersection improvements on PA 36 at the intersection of PA 869 in South Woodbury Township, Bedford County.
- Replacement of bridge carrying Lutzville Road (SR 2019) over Raystown Branch of Juniata River in Snake Spring Township, Bedford County.
- Highway restoration on Waterfall Road (PA 475) from US 522 to Taylor Road (T-432) in Dublin Township, Fulton County.
- Safety improvement on US 522 in Belfast Township, Fulton County.
- Replacement of bridge carrying PA 913 over Shoups Run and replacement of culvert carrying PA 913 over Milers Run in Coalmont Borough, Huntingdon County.
- Southern terminus of US 219 Four-lane bypass in Somerset Township through Brothers Valley Township to the northern terminus of the Meyersdale Bypass near Pony Farms in Summit Township, Somerset County.
- Replacement of bridge carrying SR 2006 over Flaugherty Creek in Summit Township, Somerset County.
- Highway reconstruction including widening on East Mud Pike Road (SR 3010) in Brothers Valley Township, Somerset County.

Transportation Program- Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- Replacement of bridge carrying PA 523 over Laurel Run in Addison Township, Somerset County.
- Rehabilitation of bridge carrying PA 523 over Whites Creek in Addison Township, Somerset County



Transportation Program- Interstate Transportation Projects

- Highway restoration on I-70 from the US 30 Interchange south to the Fulton County Line in East Providence Township, Bedford County.
- Mill and Overlay on I-70 eastbound from Amaranth Interchange to Bedford County Line in Union and Brush Creek Townships, Fulton County.

Williamsport MPO

The [Williamsport Area Transportation Study \(WATS\)](#) includes the [County of Lycoming](#).

Major Corridors within the region include:

Major East-West Corridor

US 220, connecting with I-80 and State College

Major North-South Corridor

US 15 and I-180, connecting with New York State, I-80 and Harrisburg

Transit

[River Valley Transit \(RVT\)](#) serves most of the urbanized area with a fleet of transit buses operating upon fourteen fixed routes, a mix of “trippers”, and the Downtown Connector. RVT also serves customers during seasonal or special events, such as the [Little League World Series](#) and the [Lycoming County Fair](#). The [Lycoming-Clinton Counties Commission for Community Action, Inc. \(STEP\)](#) provides services to elderly residents and to individuals with disabilities.

Aviation

The [Williamsport Regional Airport](#) is a non-hub primary (scheduled service) airport. The airport is owned and operated by the Williamsport Municipal Airport Authority that provides commercial passenger service with daily flights to Philadelphia. Air freight services are also offered at the Williamsport Regional Airport.

Rail Freight

The railroad infrastructure in Lycoming County is limited to freight service and is centered in and around the City of Williamsport. The [Lycoming Valley Railroad](#) is a switching carrier and a [Norfolk Southern Corporation](#) handling line with restricted access given to [Canadian Pacific Railway](#). Lycoming County is also a member of the [SEDA-COG Joint Rail Authority](#).

Transportation Program- First Four Years (2013-2016)

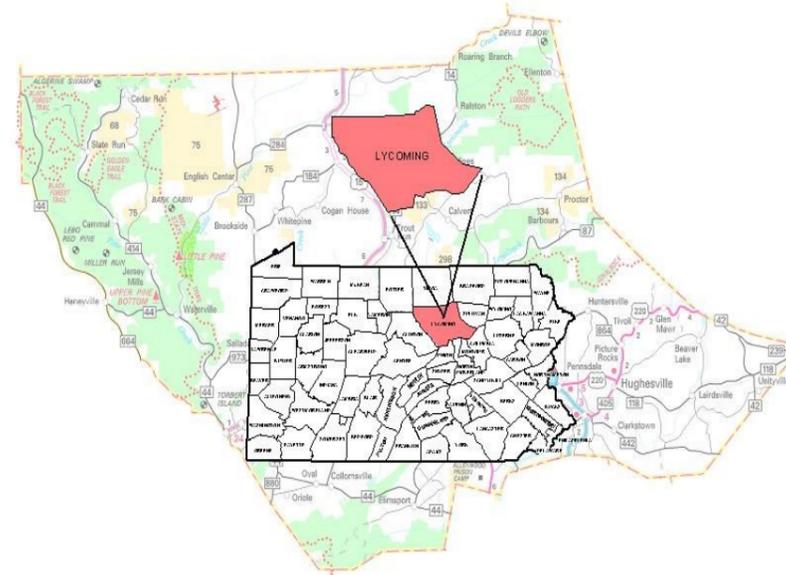
To maintain and improve the existing transportation system in the Williamsport MPO, several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- Replace Sheridan Street Bridge over Millers Run in Loyalsock Township
- Restoration of US 15 southbound from Foy Avenue to Beauty’s Run Road in Old Lycoming Township
- Construct safety improvements on US 15 from the Picnic Area to the Overlook in Armstrong Township
- Construct safety improvements on US 15 from the Armstrong Road to Sylvan Dell in Armstrong Township
- Restoration of US 15 from Third Street to Foy Avenue in Williamsport and Old Lycoming Township
- Improvement of PA 42 and PA 118 intersection and replacement of SR 42 bridge over Little Muncy Creek in Jordan Township
- Restoration of US 220 from Youngs Road to Stewart Street in Woodward Township
- Replace PA 287 bridge over Funston Run in Cummings Township
- Replace PA 654 ridge over Mosquito Creek in Duboistown Borough
- Replace PA 973 bridge over First Fork of Larry’s Creek in Mifflin Township
- Replace SR 2001 bridge over Big Spring Creek in Washington Township
- Construct retaining wall on SR 2039 (Warrensville Road) in Loyalsock Township
- Replace SR 2069 over Little Muncy Creek in Moreland Township

Transportation Program- Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- Replace parallel culvert on SR 3028 (Allegheny Street) in Jersey Shore Borough
- Replace PA 44 bridge over Antes Creek in Limestone Township
- Replace SR 1017 bridge over Lycoming Creek in Lycoming and Hepburn Townships
- Replace SR 2014 (High Street) over Lycoming Creek in Williamsport
- Restoration of SR 2014 (West 4th Street) from Hillside Avenue to US 15 in Williamsport
- Restoration of SR 2014 (West 3rd Street) from Campbell Street to Basin Street in Williamsport
- Rehabilitate SR 4001 over Little Pine Creek in Pine Township



Northern Tier RPO

The Northern Tier Regional Planning and Development Commission ([Northern Tier RPO](#)) encompasses [Tioga](#), [Bradford](#), [Sullivan](#), [Susquehanna](#) and [Wyoming](#) counties. Key population centers within this largely rural region include, Mansfield, Sayre, Towanda, Wellsboro, Dushore, Montrose, and Tunkhannock

Major Corridors within the region include:

Major East-West Corridor

US 6

Major North-South Corridor

US 15, US 220 and I-81

Transit

The major public transit provider in the region is the [Endless Mountains Transportation Authority](#) which provides fixed route and paratransit services to Bradford, Tioga and Sullivan Counties. The predominant transit service is demand responsive because of the rural nature of the region

Aviation

Air service to the region is addressed by three airports: [Grand Canyon Airport](#) near Wellsboro, [Bradford County Airport](#) near Towanda and [Skyhaven Airport](#) near Tunkhannock. The majority of air service to the region has a business and recreational orientation.

Rail Freight

Business and industry in the Northern Tier is serviced by two short line railroads and one regional railroad hauling rail freight to a variety of destinations. The region is also serviced by two Class I railroads, [Norfolk Southern](#) and [Canadian Pacific](#), providing a long haul freight alternative for regional business and industry as well as the potential for intermodal linkages.

Transportation Program- First Four Years (2013-2016)

To maintain and improve the existing transportation system in Northern Tier, several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

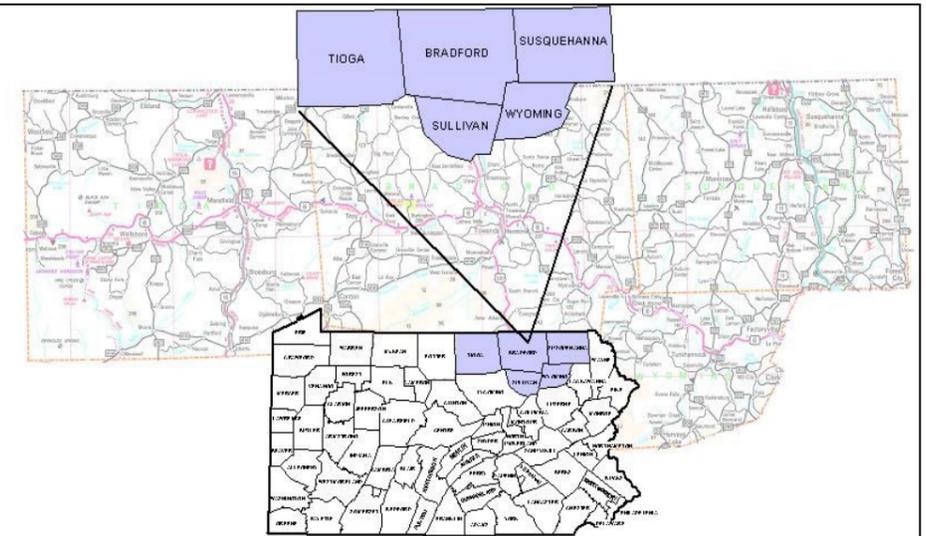
- New Access Road to connect NY 17 (future I-86) in New York to Valley Business Park in Athens Township, Bradford County
- Reconstruction on SR 4014 in Smithfield and Ulster Townships, Bradford County
- Repair Rock and Soil Slides on SR 1043 in the Sheshequin Narrows, Athens and Sheshequin Townships, Bradford County

- Replace bridge on PA 414 over Towanda Creek in Franklin Township, Bradford County
- Replace bridge on PA 467 over Wysox Creek in Rome Township, Bradford County
- Resurface Roadway/Soil Slide Repair on PA 87 from Pond Road to Wyoming County Line in Colley Township, Sullivan County
- Replace bridge on US 220 over Little Loyalsock Creek in Dushore Borough, Sullivan County
- Resurface on PA 154 in Forksville Borough and Elkland Township, Sullivan County
- Roadway Soil Slide Repair on PA 414 in Morris Township, Tioga County
- Replace bridge on PA 287 over Marsh Creek and Realign Intersection of PA 287 and US 6 in Delmar Township, Tioga County
- Roadway Soil Slide Repair on US 15 in Tioga Township, Tioga County
- Resurface US 15 Liberty Township, Tioga County
- Replace bridge on SR 4017 over Holden Creek in Osceola Township, Tioga County
- Replacement of the bridge carrying PA 29 over Snake Creek in Bridgewater Township, Susquehanna County
- Roadway Slide Repair, Restoration, Guide Rail, and Drainage repairs on PA29 in Franklin Township, Susquehanna County
- Replacement of the bridge carrying PA 171 bridge over Drinkers Creek in Susquehanna Depot Borough, Susquehanna County
- Replacement of the bridge carrying PA 267 over Outlet of Rigs Pond in Rush Township, Susquehanna County
- Replacement of the bridge carrying PA 267 over Middle Branch of Wyalusing Creek in Rush Township, Susquehanna County
- Restoration on PA 706 in Rush Township, Susquehanna County
- Replacement of the bridge carrying SR 1016 over Meylert Creek in New Milford Township, Susquehanna County
- Restoration of US 6 in Clinton Township and Factoryville Borough, Wyoming County

Transportation Program- Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- Rehabilitate bridge on PA 187 over Wappasening Creek and Tributary to Wappasening Creek in Windham Township, Bradford County
- Rehabilitate bridge on US 220 over SR 2036 (Patterson Boulevard) in North Towanda Township, Bradford County
- Rehabilitate bridge on SR 3008 over Towanda Creek in Franklin Township, Bradford County
- Resurface US 220 in Davidson and Laporte Townships, Sullivan County
- Replace bridge on PA 87 over Little Loyalsock Creek, Cherry Township, Sullivan County



- Resurface Roadway on US 15 from Tioga River to SR 2005, Liberty and Bloss Townships, and Blossburg Borough, Tioga County
- Rehabilitate bridge deck on PA 287 over Tioga River in Tioga Borough and Township, Tioga County
- Replace bridge on PA 549 over Elk Run in Rutland Township, Tioga County
- Highway Restoration on PA 706 from the Village of Rush to the Village of Fairdale in Rush Township and Jessup Township, Susquehanna County
- Replacement of the bridge carrying PA 858 over Summers Creek in Middletown Township, Susquehanna County
- Replacement of the bridge carrying SR 1010 over Salt Lick Creek in Great Bend Township, Susquehanna County
- Replacement of the bridge carrying US 6 over SR 1017 in Factoryville, Clinton Township, Wyoming County
- Replacement of the bridge carrying PA 29 Bridge over Bowman's Creek in Eaton Township, Wyoming County
- Replacement of the bridge carrying PA 87 over Mehoopany Creek in Mehoopany Township, Wyoming County

Transportation Program- Interstate Transportation Projects

- Interstate Restoration/Reconstruction and Bridge Preservation on I-81 in various locations, Susquehanna County
- Ramp Redesign on I- 81 (Exit 218) in Gibson Township, Susquehanna County

SEDA-COG RPO

The [Susquehanna Economic Development Association-Council of Governments \(SEDA-COG\) Rural Planning Organization \(RPO\)](#) conducts the transportation planning process for eight counties ([Clinton](#), [Columbia](#), [Juniata](#), [Mifflin](#), [Montour](#), [Northumberland](#), [Snyder](#), and [Union](#)) in the central Susquehanna Valley.

Major Corridors within the region include:

Major East-West Corridor

I-80

Major North-South Corridor

US 15, along with US 22, US 11, US 322, I-180 and PA 147

Transit

[Mount Carmel Borough Transit \(MCBT\)](#) offers fixed route services for the Boroughs of Marion Heights, Mount Carmel, and Kulpmont, and the Townships of Mount Carmel and Coal. MCBT is SEDA-COG's largest transit operator with over 63,000 riders yearly. The [Union/Snyder County's Transportation Alliance](#) and Juniata/Mifflin County's Area Agency for the Aging provide services to elderly residents and to individuals with disabilities.

Aviation

A number of small municipal airports and other air transportation facilities open to the public serve the eight county SEDA-COG regions. However, for the most part, the [Williamsport Regional Airport](#) in Lycoming County and the [University Park Airport](#) in Centre County provide commercial air service for the SEDA-COG region. Other municipal airports include the [William T. Piper Memorial Airport](#) in Clinton County, the [Bloomsburg Municipal Airport](#) in Columbia County, the EWT4 Heliport in Juniata County, the [Mifflin County Airport](#), the [Northumberland County Airport](#), and the [Penn Valley Airport](#) in Snyder County.

Rail Freight

The [SEDA-COG Joint Rail Authority](#) serves the SEDA-COG RPO through the [Nittany and Bald Eagle Railroad](#), the [North Shore Railroad](#), the [Lycoming Valley Railroad](#), the [White Deer and Reading Railroad](#), the [Shamokin Valley Railroad](#), and the [Juniata Valley Railroad](#). The Joint Rail Authority, which was formed in 1983, presently owns 190 miles of rail, serves 65 major rail customers in an eight county region, and is responsible for over 8,000 jobs. [Norfolk-Southern Corporation](#) and [Canadian-Pacific Railway](#) are the two Class I railroads in the SEDA-COG region.

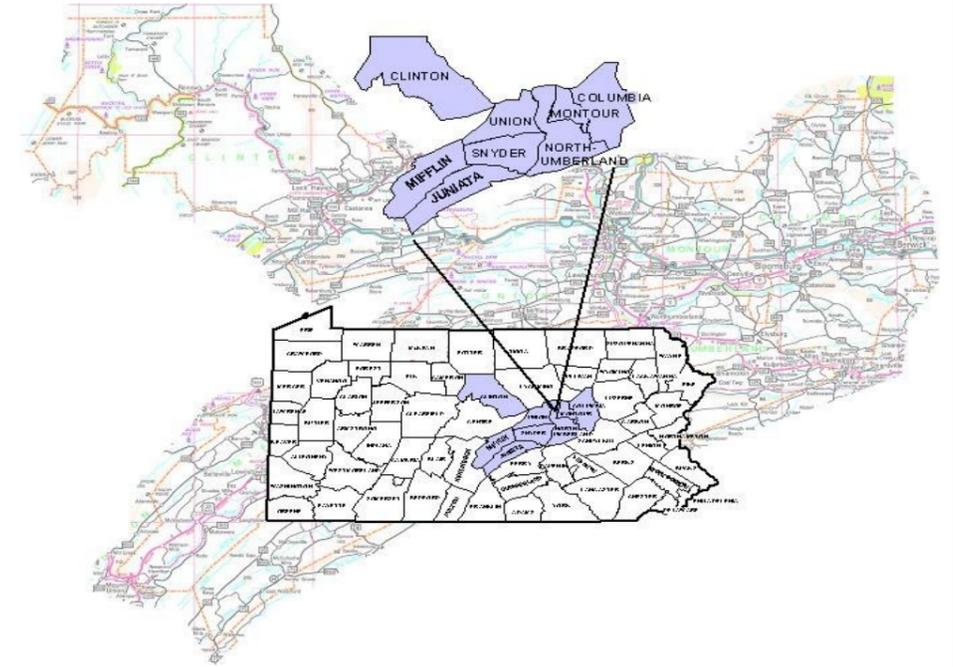
Transportation Program - First Four Years (2013-2016)

To maintain and improve the existing transportation system in SEDA-COG, several key transportation projects are included in the first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- Bridge Replacement on PA 64 over Big Fishing Creek in Porter Township, Clinton County
- Bridge Replacement on PA 144, Halls Run Road, over Halls Run in Noyes Township, Clinton County
- New Interchange, ramps and structure on US 220, Frank D. O'Reilly Highway in Lamar Township, Clinton County
- Bridge Replacement on PA 35 (Bridge Street) over the Juniata River in Mifflintown Borough, Juniata County
- Bridge Replacement on PA 35 over Lost Creek in Fayette Township, Juniata County
- Bridge Replacement on PA 850 (Middle Road) over Willow Run in Tuscarora Township, Juniata County
- Bridge Substructure Rehabilitation on several bridges on US 22 over US 522 in Lewistown Borough, US 22, over T-480 in Derry Township, US 22 over SR 8018 and Kish Creek in Derry Township, US 22 over Valley Road in Derry Township, US 22 over T-315 and Jacks Creek in Derry Township, Mifflin County
- Resurface PA 93 from US 11 to Slowick Road in Berwick Borough, Briar Creek Borough, Briar Creek Township and North Centre Township, Columbia County
- Resurface PA 642 from I-80 to Mahoning Creek in Valley, Derry, and West Hemlock Townships, Montour County
- Resurface PA 54 from the Boyd Station to Elysburg in Ralpho and Rush Townships, Northumberland County
- Resurface PA 61 from Weigh Scales to Paxinos in Ralpho and Shamokin Townships, Northumberland County
- Replace Bridge on PA 405 over Norfolk Southern Railroad in West Chillisquaque Township, Northumberland County
- Resurface US 15 from the US 11 split to Union County Line in the Shamkion Dam Borough, Northumberland County
- Resurface US 15 from Zeigler Road to SR 1008 in Kelly and White Deer Townships, Union County
- Reconstruct PA 45 in the Mifflinburg Borough, Union County
- Replace Bridge on US 522 over Middle Creek in Middle Creek Township, Snyder County.
- Resurface PA 147 in West Chillisquaque and Turbot Townships and Milton Borough, Northumberland County

Transportation Program - Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program.



Some of these key projects include:

- Slide Hazard Safety Improvements on PA 120 in Noyes Township, Clinton County
- Bridge Replacement on PA 35 over Cocolamus in Fayette Township, Juniata County
- Bridge Replacement on PA 35 over East Licking in Milford Township, Juniata County
- Rehabilitate Bridge on PA 45 over Chillisquaque Creek in East Chillisquaque & West Chillisquaque Townships, Northumberland County
- Bridge Preservation for five Bridges on PA 487 (Red Rock Rd), SR 2007 (Columbia Hill Rd), and US 15 in Orange, Benton, Valley, and White Deer Townships, Columbia, Montour, and Union Counties
- Rehabilitate Bridge on SR 1020 (Winding Road) over Pine Creek in Fishing Creek Township, Columbia County
- Replace Bridge on SR 1006 (Preserve Road) over Branch of Chillisquaque Creek in Anthony Township, Montour County
- Rehabilitate Bridge on SR 3018 over Mahantango Creek in Jordan Township, Northumberland County
- Rehabilitate Bridge on SR 4008 (Stage Road) over Ulsh Gap Run in Spring Township, Snyder County

Transportation Program - Interstate Transportation Project

- Resurface I-180 from SR 2014 in Muncy Creek Township, Lycoming County to PA 54 (Hall Road) in Delaware Township, Northumberland County

Harrisburg MPO

The [Harrisburg Area Transportation Study \(Harrisburg MPO\)](#) covers all of the municipalities in [Cumberland](#), [Dauphin](#) and [Perry](#) Counties.

Major East-West Corridors

I-78, I-76, US 22, US 322, US 422 and PA 283

Major North-South Corridor

US 11, US 15, I-81 and I-83

Transit

[Capital Area Transit \(CAT\)](#) is the Harrisburg area's primary provider of intra-city mass transit. CAT provides public transit service along major highway routes, with park and ride lots within the urbanized area. CAT in Dauphin County provides other transit services for the senior citizens and individuals with disabilities, while the [Cumberland County Transportation Department](#) provides this service in Cumberland County and the Perry County Transportation Authority performs it in Perry County. Daily intercity bus service is provided by [Carl R Bieber Bus Company](#), [Fullington Auto Bus Company](#), [Greyhound Lines](#), [Susquehanna Trails](#), and [R & J Transportation Inc.](#) These operators provide various levels of service ranging from local and regional to interstate connections. Express bus service from York, PA to Harrisburg is provided by [Rabbitransit](#). [Amtrak daily commuter train service](#) connects Harrisburg to Lancaster, Philadelphia, and points along the Northeast Corridor, as well as to [Pittsburgh](#) and points west.

Aviation

The [Harrisburg International Airport](#) is served by several major airlines. These airlines connect the metropolitan area with national and international cities. Four general aviation airports also service the area.

Rail Freight

Three major freight railroad lines ([Norfolk Southern](#), [CSX Transportation, Inc.](#) and [Canadian Pacific Railway](#)) serve the Harrisburg area. Norfolk Southern has an intermodal freight facility at the Rutherford Yards near the I-83/US 322 Eisenhower Interchange in Swatara Township. A second intermodal freight

yard, Harrisburg Yard, is located near the interchange of I-81 and US 22/322 in the City of Harrisburg. CSX Transportation, Inc. serves the Harrisburg area with trackage rights from the Shippensburg area to the Enola Yard. Also, Canadian Pacific Railway has trackage rights from Sunbury into the Enola Yard.

Transportation Program- First Four Years (2013-2016)

To maintain and improve the existing transportation system in the HATS MPO, several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- Mulberry Street Bridge Rehabilitation
- Vine Street Bridge Preservation
- Carlisle Pike/US 22 Signal Improvements and Coordination
- PA 581 Bridge over Tenth Street
- Clarks Valley Road 2 Resurfacing
- PA 74 (York Road) Resurfacing
- Locust Point Road Bridge Replacements
- Harrisburg Pike Bridge Rehabilitation
- PA 34 and Sunny Side Drive Intersection Improvements
- Park Boulevard Bridge/Roadway Realignment

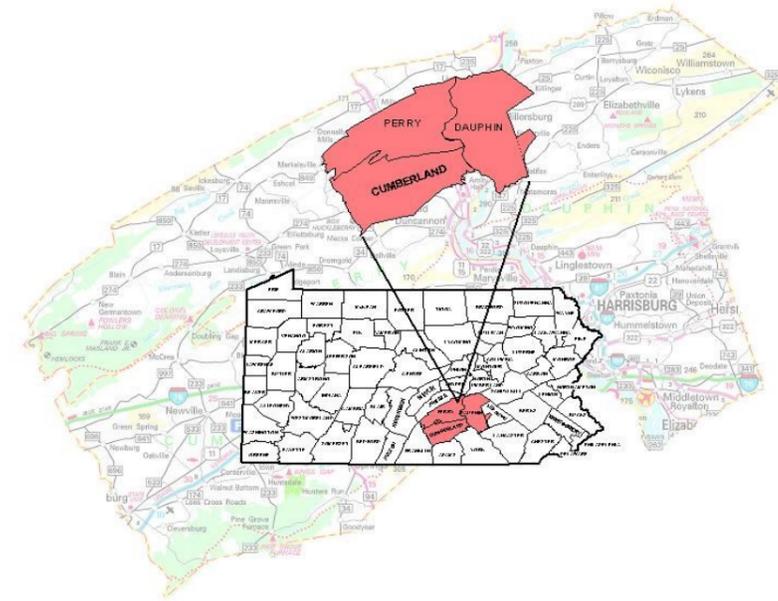
Transportation Program- Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- Maclay Street Bridge Replacement
- Milroy Road Underpass Widening

Transportation Program- Interstate Transportation Projects

- I-83/PA 581 Bottleneck Safety Improvements



York MPO

The planning and programming of transportation projects in York County is the responsibility of the [York Area Metropolitan Planning Organization \(YAMPO\)](#).

Major Corridors within the region include:

Major East-West Corridor

US 30, connecting to Adams County and Lancaster County

Major North-South Corridor

US 15 and I-83, connecting to Harrisburg

Transit

The [York County Transportation Authority \(YCTA\)](#) is the primary provider of public transportation services in York County. YCTA, operating under the name of “Rabbittransit”, provides various types of transportation services ranging from fixed route service within York County to paratransit service within and adjacent to York County. YCTA also coordinates the paratransit services for both its urban and rural operations and the Adams County Transit Authority. Rabbittransit operates weekday Express Bus service from York to Harrisburg. [Capital Area Transit](#), the public transit authority for the Harrisburg area, also provides public transportation to the [New Cumberland Army Depot](#) in Fairview Township and the Dillsburg area of York County.

Aviation

Five general aviation airports serve York County and include the [York Airport](#) near Thomasville, the Baubles Airport at Broque, the [Bermudian Valley Airpark](#) at Kralltown, the [Kampel Airport](#) near Wellsville, and the [Capital City Airport](#) in Fairview Township. York County residents can opt to use scheduled commercial air service from either the [Harrisburg International Airport \(HIA\)](#) in Dauphin County or the [Baltimore-Washington International \(BWI\)](#) Airport.

Rail Freight

Two major freight railroads serve York County. [Norfolk Southern Railway Company](#) has a freight line which connects Harrisburg with Baltimore. This rail line parallels the Susquehanna River in the northern portion of York County and crosses the

Susquehanna River into Lancaster east of Mount Wolf. Just north of Mount Wolf, Norfolk Southern’s rail line splits and continues to their freight yards in and around the City of York. Norfolk Southern serves local industries along these two rail lines. [CSX Transportation, Inc.](#) provides freight service in the Hanover area on its rail line from Baltimore to Hagerstown. The [York Railway Company \(YRC\)](#) provides local rail freight service between the City of York and Hanover.

Transportation Program- First Four Years (2013-2016)

To maintain and improve the existing transportation system in Adams County, several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- US 15 Resurfacing (Golf Course Road to Adams County Line)
- PA 24 Safety Improvements
- US 30 Resurfacing from PA 24 to Hellam Township
- Mount Rose Avenue/East Prospect Road Reconstruction and Widening
- Lincoln Highway Bridge Replacement

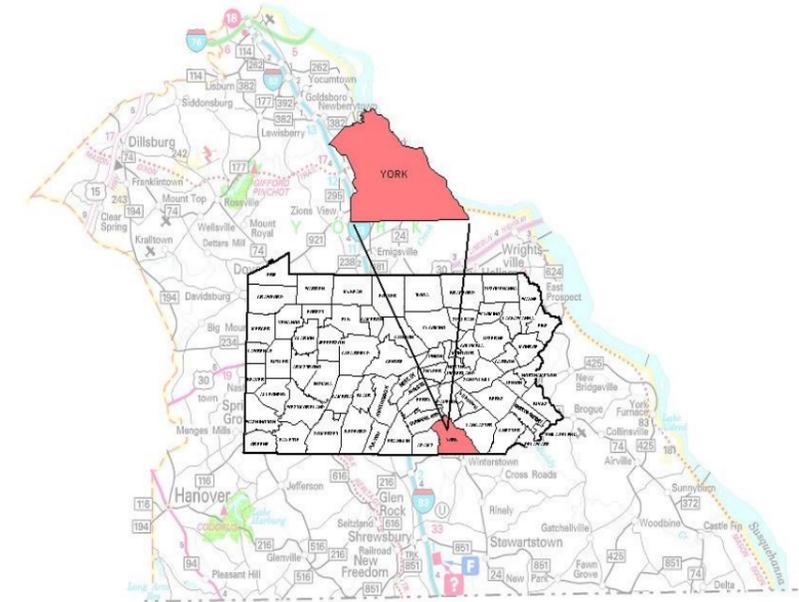
Transportation Program- Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- US 15 resurfacing (Golf Course Road to Adams County Line)
- Mud Run Bridge replacement
- Little Conewago Creek Bridge replacement
- US 15 and County Line Road intersection safety improvements
- Yellow Breeches Bridge preservation

Transportation Program- Interstate Transportation Projects

- I-83 Exit 18 Interchange Reconstruction
- I-83 from PA 74 to PA 181, Resurface and Repair Bridges



Franklin RPO

[Franklin County Rural Planning Organization \(RPO\)](#), which represents all the municipalities in the county, is responsible for the planning, prioritization, and programming of transportation projects in [Franklin County](#).

Major Corridors:

- I-81 and US 11, connecting Franklin County with Harrisburg to the north and Hagerstown to the south
- I-76 and US 30 connecting to York, Lancaster and Philadelphia to the east and Pittsburgh to the west.

Transit

The only public transportation in the Franklin County area is the ride-share program for senior citizens. The public transportation is operated by the [Franklin County Integrated Transportation System](#) throughout the County. There is no intercity bus servicing Franklin County.

Aviation

One general aviation airport, the [Franklin County Regional Airport](#), serves the Franklin County and surrounding area. Residents must travel to the [Washington County Regional Airport](#) north of Hagerstown, MD to obtain commercial airline service.

Rail Freight

Two major freight railroad lines ([Norfolk Southern](#) and [CSX Transportation, Inc.](#)) serve Franklin County. Norfolk Southern's mainline connects Hagerstown, Maryland with the major yards in the Harrisburg area. Besides providing freight service to local industries and shippers, Norfolk Southern is in the process of constructing an intermodal facility adjacent to the I-81/US 15 Interchange (Exit 3) just south of Greencastle. CSX Transportation, Inc. has trackage rights on Norfolk Southern's rail line. CSX Transportation Inc. serves local shippers and industries and has completed the construction of a small intermodal center near the interchange of I-81 and PA 316.

Transportation Program- First Four Years (2013-2016)

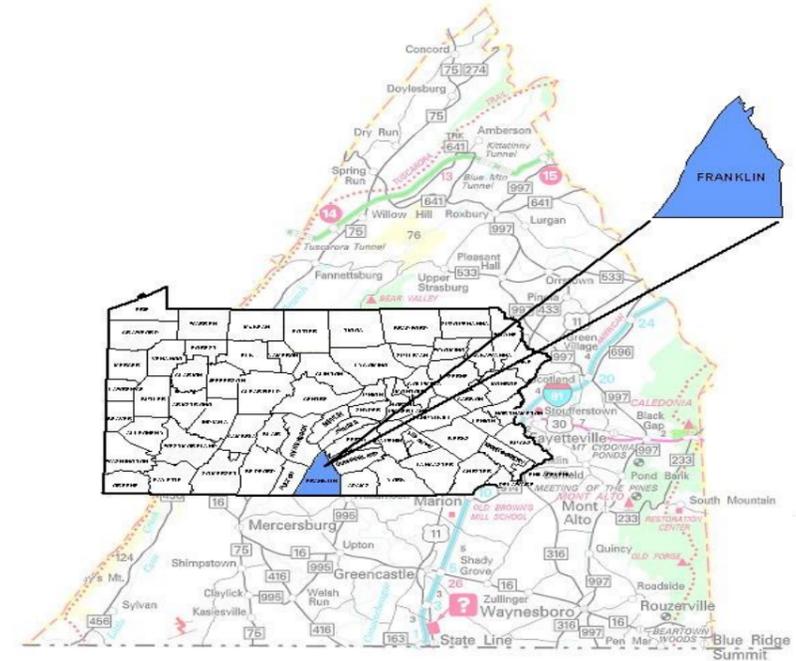
To maintain and improve the existing transportation system in the Franklin RPO, several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- Philadelphia Ave. Bridge Replacement on US 11 over the Conococheague Creek in Greene Twp.
- Antrim Way Intersection Improvements at US 11/PA 16
- Interstate Exit 3 Improvements at the US 11/ I-81 (Exit 3) intersection in Antrim Twp.
- US 11/PA 997 Intersection Improvements including lane widening, restriping and possible signal upgrade at the intersection of US 11 and PA 997 in Greene Township
- I-81 Exit 3 Bridge Replacement at US 11 (Molly Pitcher Highway) over Interstate 81 in Antrim Twp.
- Rocky Mountain Creek Bridge Replacement on US-30 over Rocky Mountain Creek in Greene Twp.
- Big Spring Road Bridge Replacement on PA-274 over branch of Tuscarora Creek in Fannett Twp.
- Mercersburg Rd. Bridge Replacement on PA-416 over West Branch Conococheague Creek in Peters Township
- Little Cove Rd. Bridge Rehabilitation on PA-456 over Licking Creek in Warren Twp.
- Orrstown Rd. Bridge 2 Replacement on PA-533 over Lehman Run in Letterkenny Township
- PA 997 over Conodoguinet 2 Bridge Replacement on PA 997 over the Conodoguinet Creek in Lurgan and Letterkenny Townships
- Cumberland Highway Bridge Replacement on PA 997 over Muddy Run in Letterkenny Township
- Lower Horse Valley Road Bridge Replacement on SR 4004 over the West Branch of Conococheague Creek
- Edenville Road Bridge Replacement on SR 4010 (St Thomas-Edenville Road) over Wilson Run in Saint Thomas Township

Transportation Program- Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- Philadelphia Ave. Bridge Replacement on US 11 over the Conococheague Creek in Greene Twp.
- Rocky Mountain Creek Bridge Replacement on US-30 over Rocky Mountain Creek in Greene Twp.



- Big Spring Road Bridge Replacement on PA-274 over branch of Tuscarora Creek in Fannett Twp.
- Mercersburg Rd. Bridge Replacement on PA-416 over West Branch Conococheague Creek in Peters Township
- Little Cove Rd. Bridge Rehabilitation on PA-456 over Licking Creek in Warren Twp.
- Orrstown Rd. Bridge 2 Replacement on PA-533 over Lehman Run in Letterkenny Township
- Cumberland Highway Bridge Replacement on PA 997 over Muddy Run in Letterkenny Township
- PA 997 over Conodoguinet 2 Bridge Replacement on PA 997 over the Conodoguinet Creek in Lurgan and Letterkenny Townships
- Lower Horse Valley Road Bridge Replacement on SR 4004 over the West Branch of Conococheague Creek
- Edenville Road Bridge Replacement on SR 4010 (St Thomas-Edenville Road) over Wilson Run in Saint Thomas Township

Adams RPO

The [Adams Rural Transportation Study \(Adams County RPO\)](#) program covers all of the municipalities in [Adams County](#).

Major Corridors within the region include:

Major East-West Corridor

US 30, PA 116, and PA 234, connecting the region to Chambersburg to the west, and Hanover and York to the east.

Major North-South Corridor

US 15, PA 94 and PA 34, connecting the region with Frederick, MD to the south, and Carlisle/Harrisburg to the north.

Transit

Freedom Transit, a division of the [York Adams Transportation Authority \(YATA\)](#), provides fixed route transit options connecting the [National Battlefield](#) with Downtown Gettysburg, surrounding communities, visitors' centers, and Gettysburg College. Rabbitransit, another division of YATA, provides transit options to people with disabilities and senior citizens. Rabbitransit also provides daily express service to Harrisburg.

Aviation

Within Adams County, there are two general aviation airports, the [Gettysburg Regional Airport](#) and the Hanover Airport. There are also two special use airports, the [Mid-Atlantic Soaring Center](#) and the Southern Adams County Heliport. Residents of Adams County often travel to [Harrisburg International Airport \(HIA\)](#) or [Baltimore Washington International Airport \(BWI\)](#) for commercial airline service.

Rail Freight

Adams County is served by two freight lines, with [CSX](#) running east to west through the county, and the [Gettysburg & Northern Railroad](#) connecting Gettysburg with the Norfolk Southern line in Mount Holly Springs, Cumberland County.

Transportation Program - First Four Years (2013-2016)

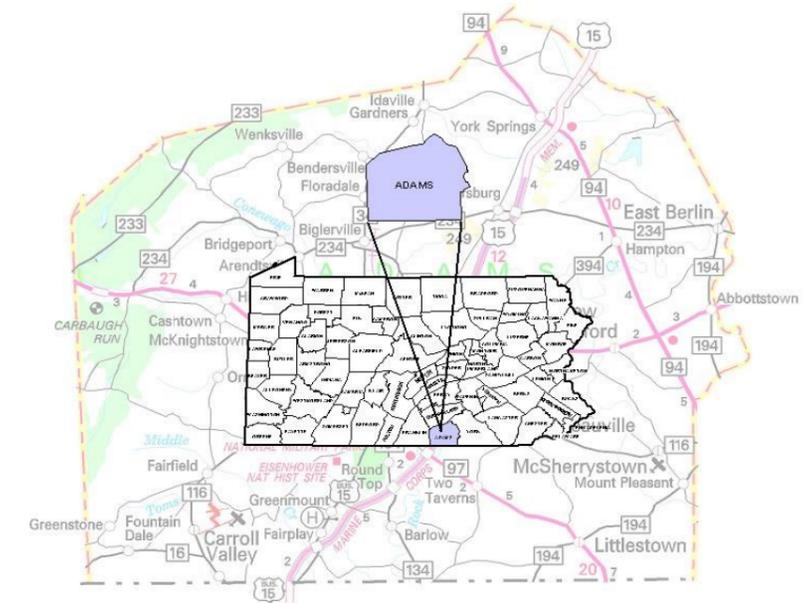
To maintain and improve the existing transportation system in the Adams RPO, several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- Adams County Park & Ride Facility
- PA 116 & Oxford Ave Intersection Safety Improvements
- Cunningham Road Bridge Replacement
- U.S. 15 Resurfacing South – Maryland Line to PA Route 394 Exit
- Old Harrisburg Road Bridge 1, 2 & 3 Replacements
- Hanover Road Bridge Replacement
- East King Street Bridge Replacement
- Seminary Ridge Bicycle & Pedestrian Trail Construction

Transportation Program - Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- Fairfield Road Bridge Replacement
- PA 94 & PA 394 Intersection Safety Improvements
- PA 94 & PA 234 Intersection Congestion Improvements



Lebanon MPO

The [Lebanon County MPO](#) transportation program covers all of the municipalities in [Lebanon County](#), with the exception of Palmyra Borough.

Major Corridors within the region include:

Major East-West Corridor

I-78, I-76, US 22, US 322, and US 422, connecting the region with Harrisburg and the Lehigh Valley.

Major North-South Corridor

I-81, PA 72 and PA 501, connecting the region with Lancaster and Scranton-Wilkes-Barre.

Transit

[Lebanon Transit \(LT\)](#) is the area's primary provider of public transit. LT provides public transit service along major highway routes within the [City of Lebanon](#) and surrounding municipalities. LT also provides transit service to the senior citizens and disabled in the Lebanon County area, with additional service into Hershey and the Hershey Medical Center. The LT Park-and-Ride is located at PA 934 and I-81 near Fort Indiantown Gap, and provides daily express bus service into Harrisburg.

Aviation

Four general aviation airports are located throughout Lebanon County. Residents of Lebanon County travel either to the [Harrisburg International Airport](#) or [Lancaster Regional Airport](#) for scheduled commercial airline service.

Rail Freight

Norfolk Southern's mainline passes through the heart of Lebanon County, connecting Harrisburg to the west and Reading and Philadelphia to the east. Along this mainline, Norfolk Southern provides freight services to small industries, and also has a small yard in the City of Lebanon.

Transportation Program- First Four Years (2013-2016)

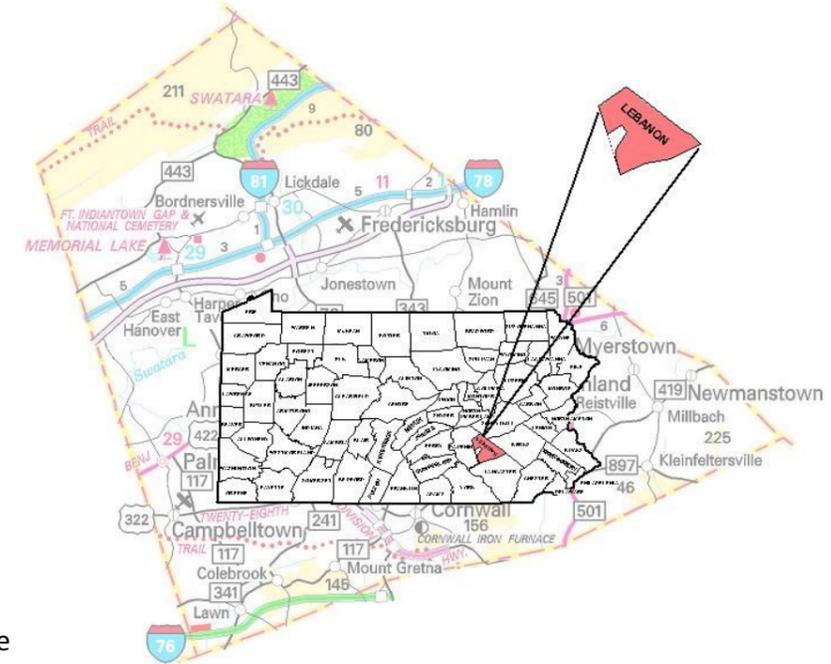
To maintain and improve the existing transportation system in the Lebanon MPO, several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- Lebanon Valley Rail Trail Phase 9
- US 22 Resurfacing East to I-78
- 9th & 10th Street Bridges in Lebanon City
- Inwood Iron Bridge Replacement
- White Oak Street Bridge Rehabilitation
- Colebrook Road Bridge Replacement
- Horseshoe Pike Bridge 1 and 2 Rehabilitations
- Ramona Road and US 422 Safety Improvements

Transportation Program- Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- S. Spruce St. Bridge Replacement – Local Bridge
- Allentown Blvd. Bridge Replacement
- US 422 Sinkhole Repair



Lancaster MPO

The [Lancaster County Transportation Study MPO](#) covers all of [Lancaster County](#). Major east-west highway corridors connect Lancaster with Philadelphia, the Lehigh Valley and Reading to the east and Harrisburg, York and Pittsburgh to the west.

Major Corridors within the region include:

Major East-West Corridor

US 30 and I-76 connecting to Philadelphia

Major North-South Corridor

US 222 and PA 283 connecting to Reading and Harrisburg

Transit

The [Red Rose Transit Authority \(RRTA\)](#) is Lancaster's primary provider of intra-city mass transit. RRTA provides public transit service along major highway routes, with park and ride lots within the urbanized area. The [Keystone Corridor](#) connects Lancaster with Elizabethtown, Mount Joy and Harrisburg to the east. Other transit services are provided for the senior citizens and persons with disabilities by RRTA. Amtrak provides daily commuter train service connecting Lancaster to Harrisburg and Philadelphia and points along the [Northeast Corridor](#).

Aviation

There are three small private airports and one larger public airport in Lancaster County. The [Lancaster Municipal Airport](#) is the largest of the airports and provides the most services. The remaining three airports include [Smoketown Airport](#), [Donegal Springs Airpark](#) and [McGuinness Airport](#). These airports are privately owned but available for public use.

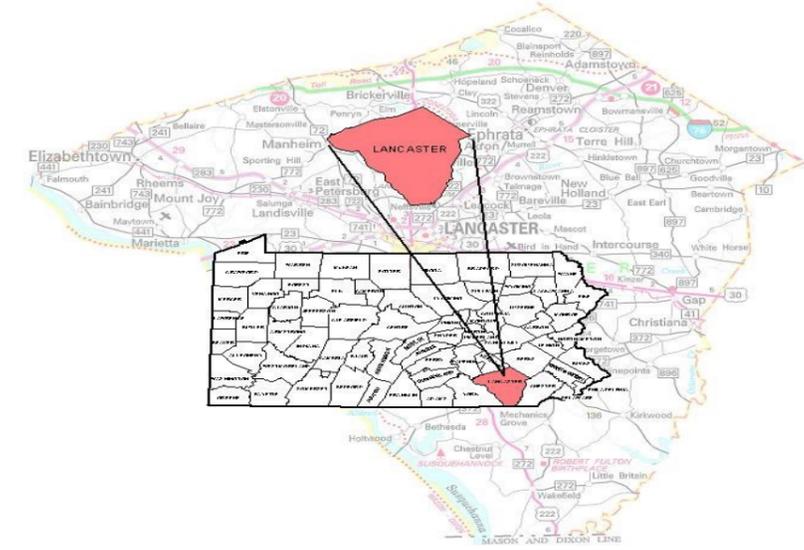
Rail Freight

Norfolk Southern is the major rail line serving the Lancaster area with the Dillerville Yard located in the northwestern portion of the City.

Transportation Program- First Four Years (2013-2016)

To maintain and improve the existing transportation system in the Lancaster MPO, several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- Centerville Road Bridge on SR 4057 (Centerville Road T-408) over US 30 involves widening the bridge to 5 lanes
- Bainbridge Road #2 Bridge Replacement on PA 241 over Conoy Creek in West Donegal Twp.
- PA 23 Traffic System Management Improvements on PA 23
- PA 23 Resurfacing
- Marietta Ave. Bridge Preservation
- Gap Corridor Improvements at US-30 from PA 41 to PA 772 in Salisbury Twp.
- US 30 Roadway Preservation
- Pleasant Valley Road Bridge
- South Reading Road Bridge
- N. Reading Road Bridge
- PA 272 Intersection Improvement
- PA 283 Roadway Preservation
- Fishing Creek Road Bridge Replacement on SR 3004 (Fishing Creek Road) over Fishing Creek in Drumore Township
- Hershey Road Bridge Replacement on PA 743 over Conewago Creek in Mount Joy Township
- Christiana Pike Bridges
- Columbia Ave. and Rohrerstown Rd. PA 462/PA 741 Intersection Improvements in East Hempfield Twp.
- State Road Interchange Improvements including replacing bridge over PA 283 and bridge over Amtrak.
- PA 741 Improvements including resurfacing and four bridge rehabilitations
- PA 772 Lititz Run Bridge Replacement on SR 772 (Rothsville Road) over Lititz Run in Warwick Twp.
- S. Ronks Road Bridge Replacement over Pequea Creek in East Lampeter Township
- Pequea Valley over Pequea Creek Bridge Replacement



Transportation Program- Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- Centerville Road Bridge on SR 4057 (Centerville Road T-408) over US 30 involves widening the bridge to 5 lanes
- Bainbridge Road #2 Bridge Replacement on PA 241 over Conoy Creek in West Donegal Twp.
- Columbia Ave. and Rohrerstown Rd. PA 462/PA 741 Intersection Improvements in East Hempfield Twp.
- State Road Interchange Improvements including replacing bridge over PA 283 and bridge over Amtrak.
- Hershey Road Bridge Replacement on PA 743 over Conewago Creek in Mount Joy Township
- Fishing Creek Road Bridge Replacement on SR 3004 (Fishing Creek Road) over Fishing Creek in Drumore Township
- S. Ronks Road Bridge Replacement over Pequea Creek in East Lampeter Township

Scranton/ Wilkes-Barre MPO

The [Scranton/Wilkes-Barre MPO](#) includes all of [Lackawanna](#) and [Luzerne](#) Counties. Major urban areas include [Scranton](#), [Wilkes-Barre](#), and [Hazleton](#).

Major Corridors within the region include:

Major East-West Corridor

I-80, I-84, connecting the region to New York City and northern New Jersey

Major North-South Corridor

I-81, I-476, and I-380, connecting the region to Harrisburg and Philadelphia

Transit

Major transit providers in the region include, the [County of Lackawanna Transit System \(COLTS\)](#), [Luzerne County Transit Authority \(LCTA\)](#) and [Hazleton Public Transit \(HPT\)](#) which provide fixed route and paratransit service to the region.

Aviation

Commercial and freight air service is addressed by the [Wilkes-Barre/Scranton International Airport](#) located in Avoca, Luzerne County. Jointly owned and operated by Lackawanna and Luzerne counties, situated in close proximity to a Keystone Opportunity Zone, the airport complex consists of over 800 acres, including a 76,000 square foot terminal, runway, adjacent hangars for the fixed base operator, [Tech Aviation](#), office facilities and airport land leased to a hotel/restaurant business.

Rail Freight

Rail infrastructure is prevalent in the region, especially for rail freight. The Pennsylvania [Northeast Regional Railroad Authority \(PNRRA\)](#), formed by the recent merger of Lackawanna County Rail Authority and Monroe County Rail Authority, has preserved

rail lines that could have been lost to the region. PNRRA manages 95 miles servicing 29 key regional industries via its contractor, [Delaware-Lackawanna Railroad](#).

Transportation Program- First Four Years (2013-2016)

To maintain and improve the existing transportation system in the Scranton/Wilkes-Barre MPO, several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- Construction of the US 6 Lackawanna Trail Betterment project
- Construction of the PA 347 Dunmore Signal Network SAMI project
- Design, Utility, Right-of-way (ROW) and Construction of the SR 6011 Harrison Avenue Bridge
- Construction of the Wilkes-Barre Airport Access Road
- Construction of the PA 115 I-81 Exit 170 Improvements
- Construction of the PA 309 Rock Fence
- Construction of the SR 3046 South Valley Parkway

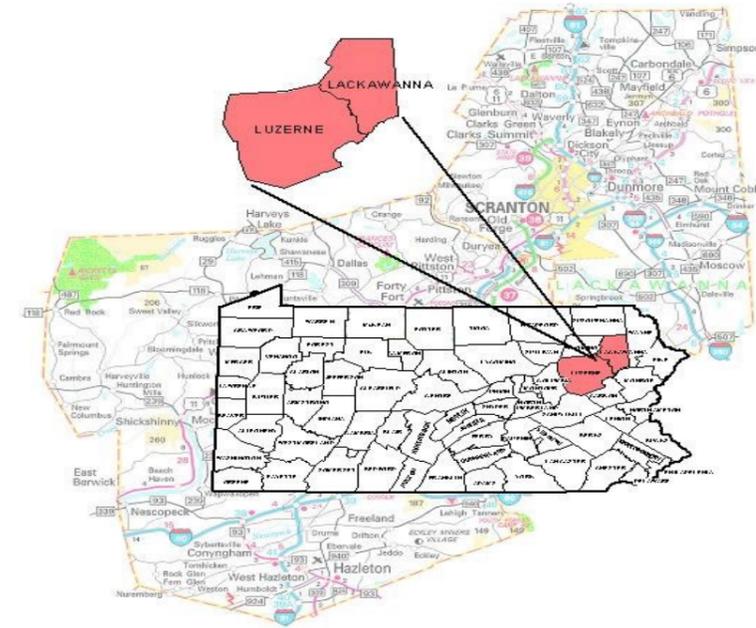
Transportation Program- Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- Construction of the PA 348 Intersection Improvements
- Design, Utility and Construction of the PA 118 Cooks Store Intersection
- Construction of the PA 309 Steel Girder Bridge

Transportation Program- Interstate Transportation Projects

- Reconstruction of the Avoca (Exit 178) and I-81 Interchange in Avoca Borough, Luzerne County.



NEPA RPO

The [Northeastern Pennsylvania Alliance \(NEPA\)](#) is a Rural Planning Organization (RPO) serving as the coordinating agency for transportation planning and programming in the five-county rural region that includes [Carbon](#), [Monroe](#), [Pike](#), [Schuylkill](#), and [Wayne](#) counties.

Major Corridors within the region include:

Major East-West Corridor

I-80, I-84 and US 6

Major North-South Corridor

I-81, I-380, I-476, US 209, PA 309 and PA 61

Transit

The [Schuylkill Transportation System \(STS\)](#), [Monroe County Transportation Authority \(MCTA\)](#) and the [Carbon County Community Transportation \(CCCT\)](#), which is operated by LANTA, provide fixed route and shared ride services within their respective counties and provide some connecting routes to adjacent counties and regions.

Aviation

The Northeastern Pennsylvania rural area has three public use airports. The [East Stroudsburg-Pocono Airport](#) and the [Pocono Mountains Municipal Airport](#) are both located in Monroe County. The [Schuylkill County/Joe Zerbey Airport](#) is located in Schuylkill County.

Rail Freight

Rail infrastructure is prevalent in the region, especially for rail freight. [Norfolk Southern](#) is the major rail line serving the Northeastern rural area of Pennsylvania. The [Reading Blue Mountain & Northern Railroad Company](#) and the [New York Susquehanna and Western Railway Corporation](#) are regional railroads serving the area. In addition, there are four shortline railroads located in the area.

Transportation Program - First Four Years (2013-2016)

To maintain and improve the existing transportation system in NEPA, several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program.

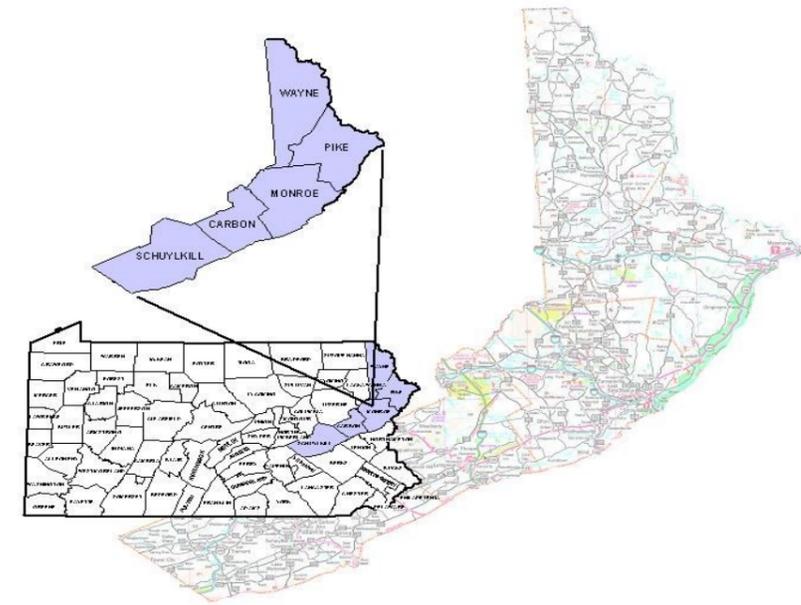
Some of these key projects include:

- McCall Bridge Rehabilitation
- Jim Thorpe Bridge Replacement
- US 209/715 Intersection Improvement – Phase 1
- US 209/115 Intersection Improvement – Phase 2
- PA 611- Scotrun – Swiftwater Safety Improvement
- PA 611/ PA 715 Safety Improvements
- SR 2022 over Brodhead Creek Bridge Rehabilitation
- US 6- Milford to Matamoras Resurface Improvements
- SR. 1011- Pond Eddy Crossing Bridge Replacement
- SR. 2001- Milford – Bushkill #2 Highway Restoration
- PA 61- Port Clinton Highway Restoration
- PA 61- Deer Lake North Safety Improvements
- Mady's Bridge Replacement
- PA 61 Safety Improvement – Schuylkill Haven
- Collins Street Bridge Replacement
- SR. 3028 over Twp 191 Bridge Replacement
- PA 191/196 & Twp 367 Intersection Improvement
- SR 1020 over Delaware River Bridge Rehabilitation

Transportation Program - Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- PA 443 Access Management
- US 6 - Milford to Matamoras Resurface Improvements
- SR. 2001- Milford- Bushkill #2 Highway Restoration
- Collins Street Bridge Replacement
- US 6 - Honesdale to Texas Twp Highway Restoration
- PA 371 over Delaware River Bridge Rehabilitation
- SR 1008 over Delaware River Bridge Rehabilitation
- PA 191/196 & Twp 367 Intersection Improvement
- SR 1020 over Delaware River Bridge Rehabilitation



Transportation Program - Interstate Transportation Projects-

To maintain and improve the existing transportation system in the Statewide Interstate Program several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- I-80/Exit 308 Realignment
- I-81 from Lebanon County Line Reconstruction to Pine Grove
- I 84 Reconstruction from SR 6 to NY Line
- I-84 Reconstruction from Exit 34 to Mile Post 40
- I-84 Delaware River Bridge Rehabilitation

Lehigh Valley MPO

The [Lehigh Valley Transportation Study \(LVTS\) MPO](#) boundary includes all of [Lehigh](#) and [Northampton](#) counties. The urbanized area includes the cities of [Allentown](#), [Bethlehem](#) and [Easton](#).

Major Corridors within the region include:

Major East-West Corridor

US 22 and I-78

Major North-South Corridor

US I-476 and PA 33

Transit

The [Lehigh and Northampton Transportation Authority \(LANta\)](#) is charged with operating a "public transportation system for public use in the metropolitan area consisting of the Counties of Lehigh and Northampton." LANta operates the LANtaBus system, a network of 23 fixed bus routes and 10 special routes throughout the Lehigh Valley and is concentrated in urbanized area of the Cities of Allentown, Bethlehem and Easton and surrounding boroughs and townships. LANta also administers the LANtaVan program, a fully coordinated human service transportation network covering Lehigh and Northampton Counties, which arranges specialized door-to-door transportation services for people with disabilities and the elderly. LANta contracts with [Easton Coach Company](#), Inc. to administer and operate these services.

Aviation

The [Lehigh Northampton Airport Authority \(LNAA\)](#) owns and operates three public use airports in the Lehigh Valley. [Lehigh Valley International Airport \(LVIA\)](#) is located on 2,600 acres in Lehigh and Northampton counties. LVIA provides facilities to support scheduled passenger, scheduled cargo, charter and corporate aviation. [Queen City Airport](#) is located on 203 acres in the City of Allentown, Lehigh County and serves as a business category general aviation reliever airport to LVIA for the west-central portion of the Lehigh Valley. [Braden Airpark](#) is situated on 72 acres in Forks Township, Northampton County and serves as a basic category general aviation reliever airport for the east-central portion of the Lehigh Valley.

Rail Freight

Rail service is limited to the movement of freight. [Norfolk Southern](#) acquired tracks in the Lehigh Valley and the Northeastern United States with the breakup of Conrail. Additionally, the conversion of a portion of the former Bethlehem Steel plant to an intermodal terminal will result in significantly increased rail freight service in the region.

Transportation Program- First Four Years (2013-2016)

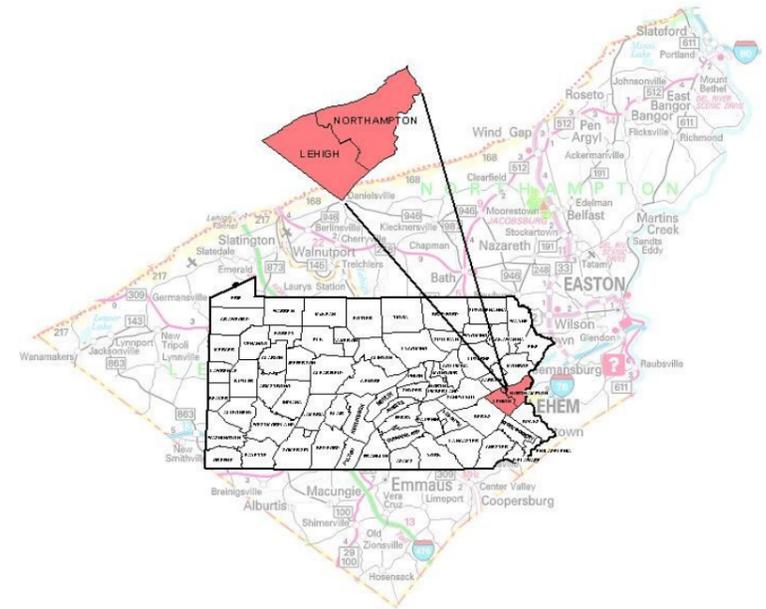
To maintain and improve the existing transportation system in the Lehigh Valley, several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- American Parkway Highway and Bridge Reconstruction
- US 22 Section 400 – Reconstruction, Rehabilitation and Widening Improvements
- SR 412 Highway and Bridge Improvements
- US 22 Section 400 – Fullerton Avenue interchange and the Lehigh River Bridge Improvements
- US 222 & Schantz & PA 863 Signalization Improvements
- Tilghman Street Bridge Rehabilitation
- Lehigh Street Tri-Bridges Replacement
- Fifth Street Bridge Reconstruction
- 8th Street Bridge Rehabilitation
- Coplay-Northampton Bridge Rehabilitation
- PA 33 Highway Resurfacing to PA 512 Monroe County Line
- Messinger Street Bridge Replacement
- Freemansburg Ave/PA 33 interchange Roadway Reconstruction and Bridge Rehabilitation

Transportation Program- Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- Tilghman Street Bridge Rehabilitation
- Fifth Street Bridge Reconstruction
- 8th Street Bridge Rehabilitation
- Coplay-Northampton Bridge Rehabilitation
- PA 248/PA 946 Intersection Improvement



Reading MPO

The [Reading Area Transportation Study \(RATS\) MPO](#) boundary includes all of [Berks County](#). The urbanized area includes the [City of Reading](#).

Major Corridors within the region include:

Major East-West Corridor

US 422 and I-78

Major North-South Corridor

US 222, I-176, and PA 61

Transit

The [Berks Area Regional Transportation Authority \(BARTA\)](#) is the principal provider of public transportation services in the city of Reading and Berks County.

Aviation

The [Reading Regional Airport](#) occupies approximately 870 acres and is situated three miles northwest of downtown Reading in Bern Township. Charter air passenger and cargo services, business aviation facilities, and services for privately owned aircraft are provided at the Reading Regional Airport.

Rail Freight

The [Norfolk Southern Railroad](#) is the primary provider of rail freight movements in Berks County. Short line rail services are provided by [Reading, Blue Mountain & Northern Railroad](#), [East Penn Railroad](#) and [Eastern Berks Gateway Railroad](#).

Transportation Program- First Four Years (2013-2016)

To maintain and improve the existing transportation system in the Reading MPO several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- US 222 & PA 662 Intersection Improvement
- US 222 & PA 73 and Genesis Drive Intersection Improvement
- US 222 & Long Lane Intersection Improvement
- PA 61 and Tuckerton Road Intersection Improvement
- Route 10 Widening
- River Road Extension

- Penn Street Bridge Rehabilitation
- Buttonwood Street Bridge Rehabilitation
- Schuylkill Avenue Bridge Rehabilitation
- West Shore Bypass Study

Transportation Program- Second Four Years (2017-2020)

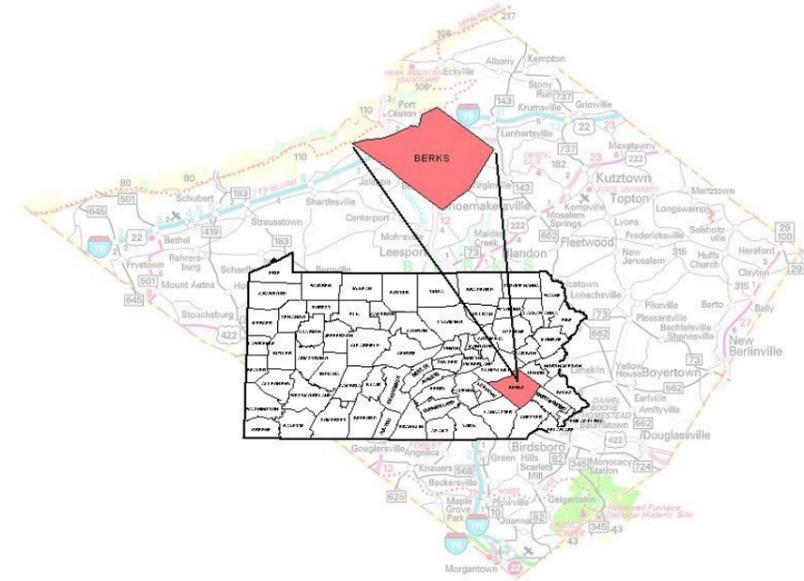
Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- US 222 & Long Lane Intersection Improvement
- River Road Extension
- Penn Street Bridge Rehabilitation

Transportation Program- Interstate Transportation Projects

To maintain and improve the existing transportation system in the Statewide Interstate Program several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- Interstate 78 Reconstruction
- I-78 Bridge Replacement and Under Clearance
- I-78 Bridge Replacement and Under Clearance Phase 2
- I-78 Krumsville Interchange Reconstruction



DVRPC MPO

The [Delaware Valley Regional Planning Commission \(DVRPC\)](#) was formed in 1965 by an interstate compact between Pennsylvania and New Jersey. DVRPC includes the counties of [Bucks](#), [Chester](#), [Delaware](#), [Montgomery](#), and [Philadelphia](#) in Pennsylvania and the counties of Burlington, Mercer, Camden, and Gloucester in New Jersey.

Major Corridors within the region include:

Major East-West Corridor

I-76, US 30, US 1, US 422 and US 322

Major North-South Corridor

I-95, I-476, US 202, PA 309 and PA 611

Transit

The [Southeastern Pennsylvania Transportation Authority \(SEPTA\)](#) is the primary provider of mass transit in the Pennsylvania portion of the Delaware Valley. SEPTA also offers service to the elderly and individuals with disabilities through a customized paratransit unit.

[Pottstown Urban Transit](#) serves the Pottstown area in upper Montgomery County, [New Jersey Transit](#) serves the New Jersey portion of the Delaware Valley and extends into the City of Philadelphia and points in Pennsylvania along the Delaware River, and the [Port Authority Transit Company](#) runs the Lindenwold Line in New Jersey into the City of Philadelphia. Daily state supported intercity bus service is provided to the Delaware Valley by [Greyhound Lines](#) and [Susquehanna Transit Company](#). Amtrak daily commuter train service connects Philadelphia to New York, Washington D.C. and other destinations along the [Northeast Corridor](#), as well as to Harrisburg, Pittsburgh, and other points west

Aviation

[Philadelphia International Airport](#) is the major passenger airport in the Delaware Valley. It is served by most of the major airlines and provides connections to many national and international cities. Philadelphia International is also served by many air cargo carriers. The Pennsylvania portion of the Delaware Valley is also served by 11 reliever and general aviation airports which provide the necessary facilities for noncommercial and general aviation uses. Numerous heliports operate in Philadelphia and the suburbs serving medical, police and news media needs.

Rail Freight

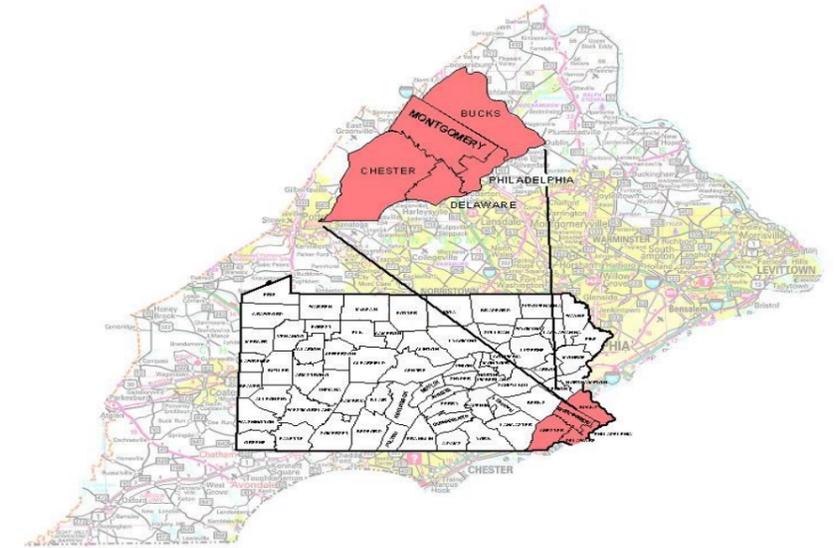
Three major (Class I) railroads serve the region: [CSX Corporation](#), the [Norfolk Southern Corporation](#), and the [Canadian Pacific Railway](#).

Intermodal rail is a rapidly growing segment of the rail industry. The region's intermodal rail terminals include Norfolk Southern's Morrisville facility in Bucks County and its new Mustin Field facility at the former Philadelphia Navy Base, and CSX's Greenwich facility in Philadelphia. An important project now underway will render the CSX Trenton Line doublestack-compatible, create a direct cleared route from Philadelphia to the north, and enhance the region's rail network.

Transportation Program- First Four Years (2013-2016)

To maintain and improve the existing transportation system in DVRPC, several key transportation projects are included in first four years of the 2013-2024 Twelve Year Transportation Program. Some of these key projects include:

- US 202: East State Street to Mechanicsville (Pools Corner) Intersection Improvements
- York Road: Bristol Road to PA 413 Reconstruction
- PA 663: Weiss Road to Mill Hill Road Widening and Bridge Replacement
- Upper Ridge Road over Unami Creek Bridge Replacement
- Schuylkill River Multi-use Trail Construction – PA 29 to the Berks County Line
- French Creek Parkway Phase 1 Construction: PA 113 to Bridge Street
- PA 41 over Officers Run Bridge Replacement
- PA 41 over Valley Creek Bridge Replacement
- PA 100 Corridor Safety Improvements
- US 202: Exton Bypass to PA 29 Reconstruction
- MacDade Boulevard/I-476 Ramp Improvements
- Chester Valley Trail Extension
- PA 23/US 422 Interchange and North Gulph Road Improvements
- Montgomery County Intelligent Transportation System (ITS)
- US 202 Markley Street North Reconstruction: Elm Street to Johnson Highway
- US 202: Johnson Highway to Swede Road Reconstruction and Widening
- US 202 Five Points Intersection Reconstruction
- US 422 at PA 363 Interchange Improvements
- US 202 Markley Street South Reconstruction: Main Street to Elem Street
- Naval Base Access Road Reconstruction
- Center City Northeast Quadrant Traffic Signal Improvements
- Delaware River Heritage Trail Construction Section 2
- Delaware Avenue Extension: Lewis Street to Orthodox Street
- Holme Avenue over Roosevelt Boulevard Bridge Replacement at Pennypack Circle
- Haverford Avenue Signal Modernization: 40th Street to City Avenue
- Passyunk Avenue over Schuylkill River Drawbridge Rehabilitation



Transportation Program- Second Four Years (2017-2020)

Due to the cost and timing of projects in the first four years of the 2013-2024 Twelve Year Transportation Program, several projects will overlap and continue in the second four years of the Program. Some of these key projects include:

- I-95/PA Turnpike Interchange
- PA 309: Sellersville Bypass Resurfacing
- PA 313: Ferry Road to Broad Street Reconstruction
- PA 611 over Cooks Creek Bridge Replacement
- Boot Road Extension over the Brandywine Creek Bridge Construction
- US 30: Paoli Transportation Center Traffic Flow Improvements
- US 422: Schuylkill River Bridge at Stowe Bridge Replacement and Interchange Upgrade
- US 322 Reconstruction and Improvements: Featherbed Lane to I-95
- US 1 at PA 352 Interchange Improvements
- PA 63 over the Unami and Perkiomen Creeks Bridge Replacement
- US 202: Morris Road to Hancock Road Reconstruction and Widening
- US 422 Betzwood over Schuylkill River Bridge Restoration

Transportation Program- Interstate Transportation Projects

- I-95 Reconstruction: Shackamaxon Street to Columbia Avenue
- I-95 North and Southbound Reconstruction: Columbia Avenue to North of Ann Street
- I-95 Reconstruction: Race Street to Shackamaxon Street
- I-95 North and Southbound Reconstruction: Bridge Street Interchange
- I-95: Betsy Ross Interchange
- I-95 North and Southbound Reconstruction: Betsy Ross Interchange
- I-95: Allegheny Ave Interchange