

Southern Alleghenies Rural Planning Organization (RPO)

2023-2026 Transportation Improvement Plan (TIP)



Adopted July 13, 2022



NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990 ("ADA"), the Southern Alleghenies Planning & Development Commission (SAP&DC) will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

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

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

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

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of SAP&DC, should contact the office of Jennifer Sklodowski at 814-949-6507, or jsklodowski@sapdc.org, as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the SAP&DC to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of SAP&DC is not accessible to persons with disabilities should be directed to Jennifer Sklodowski at 814-949-6507, or jsklodowski@sapdc.org.

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

FFY 2023-2026

Southern Alleghenies RPO

Project Prioritization and Selection

Process

Southern Alleghenies Rural Planning Organization

2023-2026 Transportation Improvement Program

Project Prioritization and Selection Process

The federal Fixing America's Surface Transportation (FAST) Act legislation and the federal Statewide and Metropolitan Transportation Planning Final Rule (Title 23 U.S.C. Section 34 and Title 49 U.S.C. Section 1607) require that local and state officials work cooperatively to maintain a continuous and comprehensive long-range transportation planning program in all urbanized areas with a population of over 50,000 persons in the United States. This Federal mandate is carried out by a formal group called a "Metropolitan Planning Organization (MPO)". The FAST Act also recognizes the designation of Regional Transportation Planning Organizations (RTPOs) to carry out these processes outside of urbanized areas. The FAST Act and the federal rule specify the primary roles and responsibilities of MPOs and RTPOs. Southern Alleghenies Planning & Development Commission is the RTPO, also known as a Rural Planning Organization (RPO) in Pennsylvania, responsible for fulfilling these federal requirements in Bedford, Fulton, Huntingdon, and Somerset Counties.

Every two years Pennsylvania's MPO and RPO Planning Partners, including Southern Alleghenies RPO, work in partnership with PennDOT, local transit providers, and area local officials to identify priority transportation needs and develop a new Transportation Improvement Program (TIP) to address these needs over the next four-year period.

The TIP details the planned expenditure of federal funds and state capital funds for specific programs and projects, within specified limits of fiscal constraint. In order to be included on the TIP, programs and projects must be included on the Southern Alleghenies 2041 Long Range Transportation Plan (LRTP) or addressed through reserve line items included on the 2041 LRTP. The TIP years are based on the federal fiscal year, which extends from October 1 to September 30.

The list of projects on the TIP coincides with the First Four Year segment of the Commonwealth of Pennsylvania's Twelve-Year Program (TYP), which is developed by PennDOT in coordination with its planning partners and is adopted by the State Transportation Commission (STC) every two years, at the same time as the TIP.

Southern Alleghenies RPO works to educate the public on transportation programs and encourages interested citizens to participate in the STC public involvement process. The public is notified of the opportunity to provide input via the STC Twelve Year Program update outreach processes, and the Planning Partners review public feedback compiled by the STC. Southern Alleghenies RPO also regularly solicits public input on transportation priorities through public meetings, press releases, comment forms on websites, and other methods.

Project Selection:

Projects in the TIP address a variety of transportation modes, including improvements to roadways, bridges, transit, bicycle and pedestrian facilities, rail freight facilities and airports. In recent years, system maintenance has required a growing share of the Commonwealth of Pennsylvania's limited resources. Consequently, the TIP places high priority on projects that rehabilitate, reconstruct, and renew the existing and aging transportation infrastructure. Fiscal constraints also mean that very few new projects are typically added to the TIP during each update. Consideration for all new projects on the TIP is initiated through the PennDOT Connects municipal and public involvement processes.

The projects selected for inclusion on the 2023-2026 TIP, which were not carryovers from the previous TIP, are consistent with PennDOT's "Transportation Investment Plan." The purpose of the Transportation Investment Plan is to make ongoing assessments and to reevaluate the data associated with the transportation decision-making process by ensuring that each dollar invested is being directed in a fashion that meets a "strategic direction" and that enhances the overall "performance" of the Commonwealth's transportation system. The Investment Plan focuses on the following four priority areas:

- Bridges on the National Highway System (NHS),
- Roadway conditions on the NHS,
- Bridges on the remainder of the roadway system, and
- Roadway conditions on the remainder of the system.

In addition, projects are also programmed from the following sources:

- Project priorities and line items specified in the Southern Alleghenies 2041 LRTP;
- Recommendations in the Southern Alleghenies Coordinated Public Transit – Human Services Transportation Plan and from the regional transit providers, Somerset County Transportation System, and the Huntingdon, Bedford, Fulton Area Agency on Aging;
- RPO counties' priorities solicited from municipal and county stakeholders;
- Project priorities committed to as part of the Decade of Investment (DOI) list generated during consideration of Pennsylvania transportation legislation known as Act 89; and
- Safety needs identified by PennDOT District 9, the RPO, RPO counties, and municipal stakeholders.

Meetings are also held with PennDOT District 9 and county planning staff to review candidate lists of projects for possible inclusion in the TIP, considering previous public involvement and undertaking a consistency check with LRTPs and with local/county priorities. The project priorities and essential project information are compiled in the Draft TIP documentation made available to the public as part of a 30-day public comment period before adoption by the Southern Alleghenies RPO.

Safety Projects

Southern Alleghenies RPO PM-1 Performance Targets:

Federal safety performance measures were implemented in 2016. PennDOT established initial Statewide Targets in August 2017. The Southern Alleghenies RPO has adopted the statewide targets on an annual basis since the performance measures were implemented in 2016. Most recently, on December 16, 2021, the Southern Alleghenies RPO adopted supporting Pennsylvania's Statewide Safety Performance Measure Targets. The following shows the CY 2020 Statewide Targets established based on 2% reduction of five-year average (2016-2020) and aggregated supporting regional Southern Alleghenies RPO Targets:

Safety Performance Measure	Statewide Baseline (2016-2020)	Statewide Target (2018-2022)	Southern Alleghenies RPO Baseline (2016-2020)	Southern Alleghenies RPO Target (2016-2020)
Number of fatalities	1140.6	1113.7	29.2	25.5
Rate of fatalities per 100 million VMT	1.157	1.205	1.075	0.987
Number of serious injuries	4445.6	4490.8	95.2	92.6
Rate of serious injuries per 100 million VMT	4.510	4.860	3.505	3.543
Number of non-motorized fatalities and non-motorized serious injuries	761.2	730.1	6.6	3.6

The Southern Alleghenies 2023-2026 TIP includes roadway safety improvement projects that are intended to help improve the performance of the roadway system relative to the five federal safety performance measures. The following has helped to ensure planned HSIP projects in the Southern Alleghenies RPO achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

- Implementing the strategies in the Strategic Highway Safety Plan (SHSP) through a data driven safety analysis, and the utilization of low-cost safety improvements system-wide support achieving these reductions.
- Projects are being planned and completed that were associated with the Intersection Safety Implementation Plan (ISIP) and Roadway Departure Safety Implementation Plan (RDIP); and
- Conducting the PennDOT Connects process with PennDOT District 9 for all planned projects and for candidate projects.

Roadway & Bridge Projects

Southern Alleghenies RPO PM-2 Performance Targets:

Federal pavement and bridge performance measures were implemented in 2017. PennDOT established initial Statewide Targets in August 2017. On December 16, 2020, the Southern Alleghenies RPO adopted supporting Pennsylvania’s Statewide Performance Measure Targets for PM-2.

PM-2 Baseline and Target Values for Pavement and Bridge Performance Measures

		Performance Measures	2017 Baseline	2-Year (2019) Performance	2-Year Target	4-Year Original Target	4-Year Adjusted Target
PM-2	Pavement (Statewide)	Percentage of Pavements of the Interstate System in Good Condition		71.5%		60.0%	
		Percentage of Pavements of the Interstate System in Poor Condition		0.4%		2.0%	
		Percentage of Pavements of the Non-Interstate NHS in Good Condition	47.8%	49.0%			
		Percentage of Pavements of the Non-Interstate NHS in Good Condition		37.6%	35.0%	33.0%	
		Percentage of Pavements of the Non-Interstate NHS in Poor Condition	15.9%	15.2%			
		Percentage of Pavements of the Non-Interstate NHS in Poor Condition		2.0%	4.0%	5.0%	
	Bridge (Statewide)	Percentage of NHS Bridges Classified as in Good Condition	23.7%	27.0%	25.8%	26.0%	
		Percentage of NHS Bridges Classified as in Poor Condition	5.1%	5.1%	5.6%	6.0%	

Roadway Projects:

District 9 updates its roadway inventories annually, which is used to update the Roadway Management System (RMS). This information is then used to update the District’s Roadway “5-Year Plan” process, where roadway needs are assessed and planned utilizing cycles that follow PennDOT’s Pavement Policy Manual. Utilizing this Plan, projects are then funded on the TIP/TYP. Factors for which projects are picked from the 5-Year Plan are: projects on the Decade of Investment (DOI) plan that still need to be constructed; fulfillment of and maintaining acceptable levels on the scorecard of influence; hierarchy (Business Plan Network) of the roadway (i.e., Interstate gets more preference than a 4-digit state route); current roadway conditions; and the next needed pavement treatment cycle.

Bridge Projects:

Replacements:

1. The current poor population and the condition 5 population are evaluated.
2. Prioritization by Business Plan Network: Interstate top priority and Non-NHS with less than 2,000 ADT lowest priority.
3. Consider roadway projects to determine if we can combine the bridge replacements, rehabilitations, and preservations with the roadway projects.

Rehabilitations:

Rehabilitations use the same logic as replacements but are usually on bridges where the condition ratings can be raised to a 6 or greater for all three major bridge components (substructures, superstructures and deck).

Preservation:

1. Rely on cycles for each preservation treatment:

- a. 10 to 20-year cycle for deck overlays (depends on type of overlay and traffic volumes);
- b. 10-year replacement cycle for expansion dam strip seal glands;
- c. 15-year replacement cycle for tooth dam expansion troughs;
- d. 50 to 75-year cycle to replace entire expansion dams;
- e. 30 to 40-year cycle for painting steel girder bridges; and
- f. 15 to 20-year cycle for painting steel trusses and steel through plate girders.

2. Most of the deck and joint preservations are included with roadway projects on Business Plan Networks 1 to 3.

3. Standalone group bridge preservation projects are established for:

- a. Painting projects,
- b. To get bridges on cycle when no roadway projects are planned,
- c. To address Business Plan Network 4 when Department Forces cannot complete the work, and
- d. Scour or substructure repairs.

4. Prioritize by Business Plan Network and by the highest cost assets (major river crossings).

Local Bridges: Through an RPO wide solicitation process, local bridge needs and priorities are prioritized by their respective counties. The RPO then compiles these priorities and submits them to District 9 for analysis against the Local Bridge Risk Assessment. The Rural Transportation Technical Committee's Local Bridge Sub-Committee reviews the county priorities and then submits an RPO local bridge priority list from which District 9 programs projects in priority order, until available funds are consumed.

Other Projects

The 2023-2026 Southern Alleghenies TIP may also include funds for several projects that received funding from programs allocated on a statewide basis, including the following:

- Transportation Alternatives Set-Aside,
- Appalachian Regional Commission Local Access Road Program,
- Automated Red Light Enforcement and Green Light-Go Programs,
- Multimodal Transportation Fund,
- Congested Corridor Improvement Program,
- Rapid Bridge Replacement Program (P3),
- Highway-Rail Grade Crossing Safety Program (RRX), and
- Highway Safety Improvement Program (HSIP) Statewide Set-aside.

As new projects are successful in obtaining funding through these programs, Southern Alleghenies RPO will consider adding the projects to the approved TIP.

Southern Alleghenies RPO PM-3 Performance Targets:

Federal reliability and air quality performance measures were implemented in 2017. PennDOT established initial Statewide Targets in August 2017. On December 16, 2020, the Southern Alleghenies RPO adopted supporting Pennsylvania's Statewide Safety Performance Measure Targets for PM-3.

Summary of MPO/RPO PM-3 Reliability Performance

Area (MPO/RPO)	Interstate Reliability			Non-Interstate Reliability			Truck Travel Time Reliability Index		
	2017 Baseline	2018	2019	2017 Baseline	2018	2019	2017 Baseline	2018	2019
Statewide Total	89.8%	89.6%	89.9%	87.4%	88.2%	88.4%	1.34	1.39	1.36
Statewide Target	89.8% -> Adjusted to 89.5% 2 & 4-Year Target			87.4% 4-Year Target			1.34 -> Adjusted to 1.40 2 & 4-Year Target		

Adams	Not Applicable			86.2%	89.8%	93.4%	Not Applicable		
Altoona	100.0%	100.0%	100.0%	82.7%	83.9%	84.4%	1.21	1.25	1.18
Centre	100.0%	100.0%	100.0%	91.3%	93.2%	94.9%	1.13	1.33	1.15
DVRPC	65.5%	66.0%	66.6%	81.2%	82.6%	83.2%	2.01	2.04	1.99
Erie	100.0%	100.0%	100.0%	83.8%	86.7%	88.2%	1.25	1.23	1.29
Franklin	100.0%	100.0%	100.0%	93.8%	96.5%	94.6%	1.08	1.11	1.09
Harrisburg	91.3%	92.7%	92.4%	91.0%	92.4%	90.3%	1.32	1.33	1.31
Johnstown	Not Applicable			93.0%	94.5%	95.6%	Not Applicable		
Lancaster	100.0%	100.0%	100.0%	95.2%	95.3%	92.1%	1.09	1.12	1.17
Lebanon	100.0%	100.0%	100.0%	97.5%	97.7%	95.4%	1.12	1.14	1.15
Lehigh Valley	100.0%	100.0%	99.5%	86.4%	84.6%	85.4%	1.32	1.34	1.35
NEPA	100.0%	100.0%	99.9%	91.9%	90.9%	93.1%	1.26	1.25	1.28
North Central	100.0%	100.0%	100.0%	93.0%	95.7%	95.6%	1.10	1.11	1.50
Northern Tier	100.0%	100.0%	100.0%	98.8%	99.1%	94.7%	1.24	1.17	1.18
Northwest	100.0%	100.0%	100.0%	87.5%	91.5%	91.8%	1.18	1.32	1.17
Reading	100.0%	100.0%	100.0%	93.2%	94.2%	95.0%	1.12	1.38	1.19
S. Alleghenies	100.0%	100.0%	100.0%	95.9%	96.7%	94.2%	1.11	1.13	1.16
Scranton	98.3%	98.3%	98.2%	87.4%	90.3%	90.1%	1.39	1.28	1.35
SEDA-COG	100.0%	100.0%	100.0%	95.7%	96.4%	96.2%	1.11	1.11	1.12
SPC	92.9%	91.6%	92.1%	87.0%	87.7%	88.9%	1.42	1.49	1.46
SVTS	99.3%	99.2%	100.0%	95.1%	96.7%	95.9%	1.18	1.59	1.14
Wayne	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	1.11	1.12	1.17
Williamsport	100.0%	100.0%	100.0%	98.4%	98.3%	97.4%	1.16	1.18	1.19
York	100.0%	97.5%	94.9%	90.0%	89.6%	90.7%	1.22	1.32	1.28

Table Notes:

- The 2- and 4-year reliability targets only apply statewide. MPO/RPO values are provided for informational purposes only.
- At the mid-performance period (2019), Pennsylvania met the established 2-year target for interstate reliability. The state did not meet the 2-year truck travel time reliability index target. Although a 2-year target is not applicable to the non-interstate reliability measure, the mid-performance period data exceeds the 4-year target.
- PennDOT reliability targets were originally developed based on 2017 baseline values. The goal was to maintain baseline reliability throughout the four-year performance period. MPO/RPO values indicate areas that maintained their regional baseline value (green) or worsened over the baseline (red).

Summary of MPO/RPO Emission Benefits from CMAQ-Funded Projects

Measure	MPO	Emissions (kg/day)			
		2019	2021	2021	2018-2019
		2-year Target	Original 4-year Target	Adjusted 4-year Target	Actual 2-year Benefits
VOC Emissions	Statewide	109.46	201.73		231.03
	DVRPC (PA only)	37.61	69.31		142.79
	SPC	58.06	107.00		66.76
	Lehigh Valley	N/A	N/A		20.19
	Lancaster	N/A	3.60	0.40	0.25
	Reading	N/A	N/A		0.32
	NEPA	N/A	N/A		0.72
NOx Emissions	Statewide	337.70	612.82		936.29
	DVRPC (PA only)	23.42	42.50		652.4
	SPC	256.11	464.77	250.00	152.55
	Lehigh Valley	N/A	N/A		126.64
	Lancaster	N/A	1.03		1.16
	Reading	N/A	N/A		3.08
	NEPA	N/A	N/A		0.46
PM _{2.5} Emissions	Statewide	10.76	20.49		37.87
	DVRPC (PA only)	1.08	2.06		24.21
	SPC	7.01	13.35	10.00	6.21
	Lehigh Valley	N/A	N/A		5.48
	York	N/A	N/A		1.41
	Harrisburg	N/A	N/A		0.41
	Lancaster	N/A	0.04		0.06
	Lebanon	N/A	N/A		0.06
Johnstown	N/A	N/A		0.03	
PM ₁₀ Emissions	Statewide	9.54	17.47	0.00	0.00
	SPC	9.54	17.47	0.00	0.00
CO Emissions	Statewide	567.70	1135.40	250.00	133.37
	DVRPC (PA only)	282.74	565.47	Removed Target	N/A
	SPC	284.97	569.93	250.00	133.37

Table Notes:

- Pollutant Definitions include VOC = Volatile Organic Compounds; NOx = Nitrogen Oxides; PM = Particulate Matter for specified size particles; and CO = Carbon Monoxide
- Emission benefits are estimated based on the total CMAQ-funded project emission benefits as reported in FHWA's CMAQ annual database. Project benefits are calculated by PennDOT and Planning Partners using available tools.
- DVRPC is now in attainment for CO and a CO target is no longer required for that region

Public Transportation Projects

The TIP includes public transportation projects and line items being carried forward from the previous 2021-2024 TIP and with input by the Bureau of Public Transportation. The transit projects reflect the priorities established by:

1. The project prioritization process for the Southern Alleghenies 2041 LRTP,
2. The recommendations in the Southern Alleghenies Coordinated Public Transit – Human Services Transportation Plan,
3. The priorities expressed by Somerset County Transportation System and the Huntingdon, Bedford, Fulton Area Agency on Aging, and
4. PennDOT's Capital Planning Tool.



2023 Program Development Schedule

Revised January 26, 2022

DATE (2021)	MILESTONE
March 25 th	RPO, District 9, and the Counties hold the first meeting of the Local Bridge Subcommittee
March-April	PennDOT Connects collaboration meetings begin for carry-over and 2023 TIP projects
March-June	Statewide Financial and General & Procedural Workgroups meet
June	State Transportation Commission (STC) conduct public outreach to support development of the 2023-2034 Twelve Year Program (TYP)
July	PennDOT Program Center issues final General & Procedural Guidance and Financial Guidance documents to Planning Partners
July - August	PennDOT District 9-0 meets with county planners to discuss initial project priorities
September-October	EJ conditions data made available to the RPO
October	RPO Meetings - 2021 TIP development schedule and milestones reviewed
October	District provides updated scopes, costs, and schedules for carryover projects and candidate projects to RPO
October	Program Center provides final "spike" funding decisions to Planning Partners and District Offices
October	Local Bridge Subcommittee conference call to discuss the RPO local bridge risk assessment and initial county priorities for local bridges
December 16 th	Joint RPO Meeting - Initial Draft Highway & Bridge TIP and Transit TIP approved for submission to the Program Center, FHWA, and FTA
By December 31 st	Draft TIPs are due to the Program Center

DATE (2022)	MILESTONE
January 26 th	Joint RTTC & RTCC Meeting - Draft TIP Adoption
By January 31 st	RPO and District reach consensus on TIP
By January 31 st	Environmental Justice Core Elements activities complete
By January 31 st	RPO and PennDOT reach agreement on their perspective portions of the program
February-March	PennDOT Connects meetings are conducted
By March 31 st	Central Office sends Draft TIPs to FHWA for eligibility review
April 13 th	RTTC Meeting - Draft TIP reviewed and recommended to RTCC for public comment period approval
April 20 th	RTCC Meeting - Draft TIP reviewed and approved for 30-day public comment period
May 2 nd -May 31 st	30-day public comment period
By May 31 st	RPO conducts TIP public outreach meetings
June 29 th	RTTC Meeting - Recommend the adoption of the Highway & Bridge TIP and Transit TIP
July 13 th	RTCC Meeting - Highway & Bridge TIP and Transit TIP approved for submission to Program Center
By July 15 th	TIPs are submitted to the Program Center
August	STC approves Twelve Year Program (TYP)
October 1 st	2023 Program begins

FFY 2023-2026

Southern Alleghenies RPO

Performance Based Planning and
Programming

Transportation Performance Management

The Bipartisan Infrastructure Law (BIL) continues the requirements established in Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act for performance management. These requirements aim to promote the most efficient investment of Federal transportation funds. Performance-based planning ensures that the Pennsylvania Department of Transportation (PennDOT) and the Metropolitan/Rural Planning Organizations (MPOs/RPOs) collectively invest Federal transportation funds efficiently towards achieving national goals. The Southern Alleghenies RPO follows these same requirements.

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

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

Performance Based Planning and Programming

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

- Statewide and Regional Long Range Transportation Plans (LRTPs)
- Twelve-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans

- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Regional Operations Plans (ROPs)

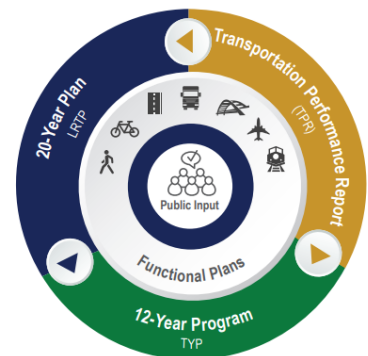
The above documents in combination with data resources including PennDOT’s bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based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



PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. These PBPP written provisions are provided later in the TIP. In addition, PennDOT has updated their Financial Guidance to be consistent with the PBPP provisions. The Financial Guidance provides the near term revenues that support the STIP and is provided.

Evaluating 2023-2026 STIP Performance

The Federal Fiscal Year (FFY) 2023-2026 State Transportation Improvement Program (STIP) supports the goal areas established in PennDOT’s current long range transportation plan (Pennsylvania 2045). These include safety, mobility, equity, resilience, performance and resources. The goals are aligned with the national goal areas and federal performance measures and guide PennDOT in addressing transportation priorities.



The following sections provide an overview of the federal performance measures. Since asset management, reliability and CMAQ targets have not yet been set for the 2022-2025 performance period, the current project selection process for the FY2023-2026 TIP is highlighted and related to meeting future targets. Over the 4-year STIP, nearly 85% of the total funding is associated with highway and bridge reconstruction, preservation, and restoration projects. However, these projects are also anticipated to provide significant improvements to highway safety and traffic reliability for both passenger and freight travel. Through these performance measures, PennDOT will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools including transportation data and project-level prioritization methods will be continually

developed and enhanced to meet PennDOT and MPO/RPO needs. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.

Safety Performance Measures (PM1)

Background		
The FHWA rules for the <i>National Performance Management Measures: Highway Safety Improvement Program</i> (Safety PM) and <i>Highway Safety Improvement Program</i> (HSIP) were published in the Federal Register (81 FR 13881 and 81 FR 13722) on March 15, 2016, and became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). The current regulations are found at 23 CFR 490 Subpart B and 23 CFR 924 . Targets for the safety measures are established on an annual basis.		
Data Source		
Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS).		
2022 Safety Measures and Targets (Statewide)		
Measure	Baseline (2016-2020)	Target (2018-2022)
Number of fatalities	1,140.6	1,113.7
Rate of fatalities per 100 million VMT	1.157	1.205
Number of serious injuries	4445.6	4,490.8
Rate of serious injuries per 100 million VMT	4.510	4.860
Number of non-motorized fatalities & serious injuries	761.2	730.1
Methods for Developing Targets		
An analysis of Pennsylvania’s historic safety trends was utilized as the basis for PennDOT and MPO/RPO coordination on the State’s safety targets. The targets listed above are based on a 2% annual reduction for fatalities and maintaining levels for suspected serious injuries, which was derived from the actions listed in the Strategic Highway Safety Plan (SHSP) , crash data analysis and the desire to support the national initiative Toward Zero Deaths.		

Progress Towards Target Achievement and Reporting:

PennDOT and the Southern Alleghenies RPO continue efforts to ensure the STIP, regional TIPs, and Long-Range Transportation Plans (LRTPs) are developed and managed to support progress toward the achievement of the statewide safety targets.

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

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

Pursuant to 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress toward meeting its safety performance targets when at least 4 of the 5 safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance for the year prior to the establishment of the target. For Pennsylvania's 2020 targets, the FHWA determined in March 2022 that Pennsylvania did not meet the statewide targets and is subject to the provisions of 23 U.S.C. § 148 (i). This requires the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. In addition, the Department is required to obligate in Federal Fiscal Year (FFY) 2023 an amount equal to the FFY 2019 HSIP apportionment.

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

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

Evaluation of STIP for Target Achievement:

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

- PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The 2023-2026 STIP includes \$520 million of HSIP funding. The Department distributes nearly 70% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a portion of the HSIP funding is reserved for various safety initiatives statewide. A complete listing of the HSIP projects is included in **Appendix**.
- All projects utilizing HSIP funds are evaluated based on a Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high-risk rural roads, and deliverability. Specifically, as part of PennDOT's HSIP application process, a data-driven safety analysis in the form of B/C analysis or HSM analysis is required. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the TIP will support the fatality and serious injury reductions goals established under PM1.

- The process for selecting safety projects for inclusion in the TIP begins with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is included in PennDOT's OneMap to ease use by PennDOT's partners. At the current time, this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. Once this analysis has been performed, the data is used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern
- PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.¹
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in EDC 5 to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These efforts new strategies are incorporated into future updates to the SHSP.
- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many of these projects also provide important safety benefits.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are the best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.
- The Southern Alleghenies RPO 2023-2026 TIP has approximately \$10.5 million allocated to safety projects.

Pavement/Bridge Performance Measures (PM2)

Background

The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program was published in the Federal Register ([82 FR 5886](#)) on January 18, 2017 and became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The measures are commonly known as PM2. The current regulations are found at [23 CFR 490 Subpart C and Subpart D](#). Targets are established for these measures as part of a four-year performance period, the first was 2018 to 2021. This TIP includes projects that will impact the second four-year performance period of 2022 to 2025.

Data Source

¹ For more information on SPFs: <https://www.penndot.gov/ProjectAndPrograms/Planning/Research-And-Implementation/Pages/activeProjects/Safety-Performance-Functions.aspx>

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

2022-2025 Pavement Performance Measure Targets (Statewide) – Due October 1st 2022

Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of Interstate pavements in Good condition	71.5%	TBD	60.0%
% of Interstate pavements in Poor condition	0.4%	TBD	2.0%
% of non-Interstate NHS pavements in Good condition	37.6%	35.0%	33.0%
% of non-Interstate NHS pavements in Poor condition	2.0%	4.0%	5.0%

Bridge Performance Measure Targets (Statewide)

Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of NHS bridges by deck area in Good condition	27.0%	25.8%	26.0%
% of NHS bridges by deck area in Poor condition	5.1%	5.6%	6.0%

Methods for Developing Targets

Pennsylvania’s pavement and bridge targets will be established by October 2022 through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA’s Pennsylvania Division. The targets will be consistent with PennDOT’s asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals.² Targets are expected to be calculated based general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the TIP along with planned state funded maintenance projects.

Progress Towards Target Achievement and Reporting:

PennDOT continues to implement enterprise asset management for programming and decision-making as outlined in the TAMP.³ PennDOT is transitioning to the new TAMP that was finalized in the summer of 2022. The tools and methodologies are continually evaluated to prioritize state-of-good repair approaches that preserve transportation system assets. Within the TAMP, PennDOT identifies the following key objectives:

- TAMP Objectives {
- Sustain a desired state of good repair over the life cycle of assets
 - Achieve the lowest practical life-cycle cost for assets
 - Achieve national and state goals

PennDOT’s analyses pertaining to life cycle management, risk management, financial planning, and any performance gaps culminate in an investment strategy to support the objectives and goals established in the TAMP.

PennDOT and the RPO continue to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward the achievement of the statewide pavement/bridge objectives and targets that will be established for the 2022-2025 performance period. Pennsylvania’s pavement and

² For more information on LLCC: <https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/Lowest-Life-Cycle-Cost-Infographic.pdf>

³ PennDOT TAMP: <https://www.penndot.pa.gov/ProjectAndPrograms/Asset-Management/Pages/default.aspx>

bridge projects provided in the FY2023-2026 TIP were selected through extensive coordination with PennDOT's Asset Management Section in accordance with the TAMP. The projects are consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals.

After the 2022-2025 performance targets are set, PennDOT will provide feedback on statewide and RPO-specific progress towards target achievement. The progress helps each region understand the impacts of their past bridge and pavement investments and can guide future planning goals and strategy assessments.

The Southern Alleghenies RPO, in coordination with PennDOT District 9-0, has continued to monitor trends in support of the statewide targets. Examination of the trends of bridge and pavement conditions in the RPO has allowed the RPO and PennDOT to maximize transportation funding in the region and allocate the proper amount of funding to bridge and pavement projects.

Evaluation of STIP for Target Achievement:

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

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge preservation, restoration, and reconstruction projects. Many of these projects are focused on our state's interstate and NHS roadways.
- Pennsylvania's investment strategy, reflected in the statewide 2023 Twelve Year Program (TYP) and 2023-2026 STIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- The TAMP provides a 12-year outlook that includes the financial strategy for various work types and is a driver for the TIP, STIP and LRTP development. The TAMP projects the levels of future investment necessary to meet the asset condition targets and contrasts them with expected funding levels. This helps PennDOT to make ongoing assessments and to reevaluate data associated with its future investment decisions.
- In support of the STIP development, PennDOT and MPOs/RPOs jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents.⁴ The guidance, which is consistent with the TAMP, formalizes the process for Districts, MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program.
- The Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT's asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost.
- In the short term, candidate projects are defined, and the proposed program is compared to Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS)

⁴ The 2023 Financial Guidance can be found at: <https://talkpatransportation.com/how-it-works/tip>

outputs to verify that the program is developed to the lowest practical life cycle cost. The percentages of good and poor can also be projected for evaluation of how the program may impact the national performance measures. When PAMS and BAMS are further implemented and improved, then planners can use the systems to optimize the selection of projects to achieve optimal performance within the funding constraints. Draft programs can then be analyzed in relation to the PM2 measures.

Southern Alleghenies RPO PM-2 Performance Targets:

Federal pavement and bridge performance measures were implemented in 2017. PennDOT established initial Statewide Targets in August 2017. On December 16, 2020, the Southern Alleghenies RPO adopted supporting Pennsylvania’s Statewide Performance Measure Targets for PM-2.

PM-2 Baseline and Target Values for Pavement and Bridge Performance Measures

		Performance Measures	2017 Baseline	2-Year (2019) Performance	2-Year Target	4-Year Original Target	4-Year Adjusted Target
PM-2	Pavement (Statewide)	Percentage of Pavements of the Interstate System in Good Condition		71.5%		60.0%	
		Percentage of Pavements of the Interstate System in Poor Condition		0.4%		2.0%	
		Percentage of Pavements of the Non-Interstate NHS in Good Condition	47.8%	49.0%			
		Percentage of Pavements of the Non-Interstate NHS in Good Condition		37.6%	35.0%	33.0%	
		Percentage of Pavements of the Non-Interstate NHS in Poor Condition	15.9%	15.2%			
		Percentage of Pavements of the Non-Interstate NHS in Poor Condition		2.0%	4.0%	5.0%	
	Bridge (Statewide)	Percentage of NHS Bridges Classified as in Good Condition	23.7%	27.0%	25.8%	26.0%	
		Percentage of NHS Bridges Classified as in Poor Condition	5.1%	5.1%	5.6%	6.0%	

Roadway Projects:

District 9 updates its roadway inventories annually, which is used to update the Roadway Management System (RMS). This information is then used to update the District’s Roadway “5-Year Plan” process, where roadway needs are assessed and planned utilizing cycles that follow PennDOT’s Pavement Policy Manual. Utilizing this Plan, projects are then funded on the TIP/TYP. Factors for which projects are picked from the 5-Year Plan are: projects on the Decade of Investment (DOI) plan that still need to be constructed; fulfillment of and maintaining acceptable levels on the scorecard of influence; hierarchy (Business Plan Network) of the roadway (i.e., Interstate gets more preference than a 4-digit state route); current roadway conditions; and the next needed pavement treatment cycle.

Bridge Projects:

Replacements:

1. The current poor population and the condition 5 population are evaluated.

2. Prioritization by Business Plan Network: Interstate top priority and Non-NHS with less than 2,000 ADT lowest priority.
3. Consider roadway projects to determine if we can combine the bridge replacements, rehabilitations, and preservations with the roadway projects.

Rehabilitations:

Rehabilitations use the same logic as replacements but are usually on bridges where the condition ratings can be raised to a 6 or greater for all three major bridge components (substructures, superstructures and deck).

Preservation:

1. Rely on cycles for each preservation treatment:
 - a. 10 to 20-year cycle for deck overlays (depends on type of overlay and traffic volumes);
 - b. 10-year replacement cycle for expansion dam strip seal glands;
 - c. 15-year replacement cycle for tooth dam expansion troughs;
 - d. 50 to 75-year cycle to replace entire expansion dams;
 - e. 30 to 40-year cycle for painting steel girder bridges; and
 - f. 15 to 20-year cycle for painting steel trusses and steel through plate girders.
2. Most of the deck and joint preservations are included with roadway projects on Business Plan Networks 1 to 3.
3. Standalone group bridge preservation projects are established for:
 - a. Painting projects,
 - b. To get bridges on cycle when no roadway projects are planned,
 - c. To address Business Plan Network 4 when Department Forces cannot complete the work, and
 - d. Scour or substructure repairs.
4. Prioritize by Business Plan Network and by the highest cost assets (major river crossings).

Local Bridges: Through an RPO wide solicitation process, local bridge needs and priorities are prioritized by their respective counties. The RPO then compiles these priorities and submits them to District 9 for analysis against the Local Bridge Risk Assessment. The Rural Transportation Technical Committee's Local Bridge Sub-Committee reviews the county priorities and then submits an RPO local bridge priority list from which District 9 programs projects in priority order, until available funds are consumed.

Other Projects:

The 2023-2026 Southern Alleghenies TIP may also include funds for several projects that received funding from programs allocated on a statewide basis, including the following:

- Transportation Alternatives Set-Aside,
- Appalachian Regional Commission Local Access Road Program,
- Automated Red Light Enforcement and Green Light-Go Programs,
- Multimodal Transportation Fund,
- Congested Corridor Improvement Program,
- Rapid Bridge Replacement Program (P3),

- Highway-Rail Grade Crossing Safety Program (RRX), and
- Highway Safety Improvement Program (HSIP) Statewide Set-aside.

As new projects are successful in obtaining funding through these programs, Southern Alleghenies RPO will consider adding the projects to the approved TIP.

System Performance Measures (PM3)

Background			
<p>The FHWA final rule for the <i>National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program</i> was published in the Federal Register (82 FR 5970) on January 18, 2017 and became effective on May 20, 2017. This rule established six measures related to various aspects of the transportation system (commonly known as PM3). The current regulations are found at 23 CFR 490 Subparts E, F, G & H. Targets are established for these measures as part of a four-year performance period, the first was 2018 to 2021. This TIP includes projects that will impact future performance periods based on when projects are constructed or completed.</p>			
Data Source			
<p>The Regional Integrated Transportation Information System (RITIS) software platform is used to generate the travel time-based measures. Data from the American Community Survey (ACS) and FHWA's CMAQ annual reporting system are used for the non-SOV travel and mobile source emissions measures, respectively.</p>			
Travel Time and Annual Peak Hour Excessive Delay Targets - Due October 1 st 2022			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
Interstate Reliability (Statewide)	89.9%	89.8%	89.5%
Non-Interstate Reliability (Statewide)	88.5%	TBD	87.4%
Truck Reliability Index (Statewide)	1.36	1.34	1.40
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	<i>Philadelphia - TBD</i>	14.6%	17.2%
	<i>Pittsburgh - TBD</i>	10.1%	11.8%
	<i>Reading</i>	TBD	TBD
	<i>Allentown</i>	TBD	TBD
	<i>Harrisburg</i>	TBD	TBD
	<i>York</i>	TBD	TBD
	<i>Lancaster</i>	TBD	TBD
Non-SOV Travel Measure Targets			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	<i>Philadelphia - TBD</i>	28.0%	28.1%
	<i>Pittsburgh - TBD</i>	24.6%	24.4%
CMAQ Emission Targets			
Measure		2-year Target 2023	4-year Target 2025
VOC Emissions (Statewide)		109.460	201.730
NOx Emissions (Statewide)		337.700	612.820
PM2.5 Emissions (Statewide)		10.760	20.490
PM10 Emissions (Statewide)		9.540	0.000
CO Emissions (Statewide)		567.700	250.000
Methods for Developing Targets			
<p>The System Performance measure targets will be established by October 2022 in coordination with MPOs/RPOs within the state. PennDOT continues to evaluate historic variances in performance measures in relation to project completion to assist with the target setting process.</p>			

Progress Towards Target Achievement and Reporting:

PennDOT and the RPO continue efforts to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support the improvement of the reliability and CMAQ performance measures. This future progress will be measured against the targets established for the 2022-2025 performance period.

PennDOT continues to monitor the impacts of completed investments on performance measures to better evaluate investment strategies. These efforts include evaluating the causes of historic reliability and delay issues, identifying freight bottlenecks, and assessing completed projects that provided the most benefits to reliability.

PennDOT remains committed to expand and improve system mobility and integrate modal connections despite the large percentage of funding dedicated to infrastructure repair and maintenance. PennDOT's LRTP provides objectives to address mobility across the transportation system that will guide investment decisions. The federal systems performance measures will be used to assess future progress in meeting these objectives and the associated targets.

PennDOT LRTP Mobility Goal and Objectives

MOBILITY	Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.	<ul style="list-style-type: none">• Continue to improve system efficiency and reliability.• Continue to improve public transportation awareness, access, and services throughout Pennsylvania.• Provide and prioritize multimodal transportation choices to meet user needs, expand mobility options, and increase multimodal system capacity and connectivity.• Implement regional transportation, land use standards, and tools that result in improved multimodal coordination and complementary development.• Adapt to changing travel demands, including those associated with e-commerce and post-COVID-19 pandemic changes.• Work with private sector partners to establish data standards for mobility services and their applications (e.g., Uber and Lyft, carsharing services, bikeshares, etc.)
-----------------	---	--

Southern Alleghenies RPO PM-3 Performance Targets:

Federal reliability and air quality performance measures were implemented in 2017. PennDOT established initial Statewide Targets in August 2017. On December 16, 2020, the Southern Alleghenies RPO adopted supporting Pennsylvania’s Statewide Safety Performance Measure Targets for PM-3.

Summary of MPO/RPO PM-3 Reliability Performance

Area (MPO/RPO)	Interstate Reliability			Non-Interstate Reliability			Truck Travel Time Reliability Index		
	2017 Baseline	2018	2019	2017 Baseline	2018	2019	2017 Baseline	2018	2019
Statewide Total	89.8%	89.6%	89.9%	87.4%	88.2%	88.4%	1.34	1.39	1.36
Statewide Target	89.8% -> Adjusted to 89.5% 2 & 4-Year Target			87.4% 4-Year Target			1.34 -> Adjusted to 1.40 2 & 4-Year Target		

Adams	Not Applicable			86.2%	89.8%	93.4%	Not Applicable		
Altoona	100.0%	100.0%	100.0%	82.7%	83.9%	84.4%	1.21	1.25	1.18
Centre	100.0%	100.0%	100.0%	91.3%	93.2%	94.9%	1.13	1.33	1.15
DVRPC	65.5%	66.0%	66.6%	81.2%	82.6%	83.2%	2.01	2.04	1.99
Erie	100.0%	100.0%	100.0%	83.8%	86.7%	88.2%	1.25	1.23	1.29
Franklin	100.0%	100.0%	100.0%	93.8%	96.5%	94.6%	1.08	1.11	1.09
Harrisburg	91.3%	92.7%	92.4%	91.0%	92.4%	90.3%	1.32	1.33	1.31
Johnstown	Not Applicable			93.0%	94.5%	95.6%	Not Applicable		
Lancaster	100.0%	100.0%	100.0%	95.2%	95.3%	92.1%	1.09	1.12	1.17
Lebanon	100.0%	100.0%	100.0%	97.5%	97.7%	95.4%	1.12	1.14	1.15
Lehigh Valley	100.0%	100.0%	99.5%	86.4%	84.6%	85.4%	1.32	1.34	1.35
NEPA	100.0%	100.0%	99.9%	91.9%	90.9%	93.1%	1.26	1.25	1.28
North Central	100.0%	100.0%	100.0%	93.0%	95.7%	95.6%	1.10	1.11	1.50
Northern Tier	100.0%	100.0%	100.0%	98.8%	99.1%	94.7%	1.24	1.17	1.18
Northwest	100.0%	100.0%	100.0%	87.5%	91.5%	91.8%	1.18	1.32	1.17
Reading	100.0%	100.0%	100.0%	93.2%	94.2%	95.0%	1.12	1.38	1.19
S. Alleghenies	100.0%	100.0%	100.0%	95.9%	96.7%	94.2%	1.11	1.13	1.16
Scranton	98.3%	98.3%	98.2%	87.4%	90.3%	90.1%	1.39	1.28	1.35
SEDA-COG	100.0%	100.0%	100.0%	95.7%	96.4%	96.2%	1.11	1.11	1.12
SPC	92.9%	91.6%	92.1%	87.0%	87.7%	88.9%	1.42	1.49	1.46
SVTS	99.3%	99.2%	100.0%	95.1%	96.7%	95.9%	1.18	1.59	1.14
Wayne	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	1.11	1.12	1.17
Williamsport	100.0%	100.0%	100.0%	98.4%	98.3%	97.4%	1.16	1.18	1.19
York	100.0%	97.5%	94.9%	90.0%	89.6%	90.7%	1.22	1.32	1.28

Table Notes:

- The 2- and 4-year reliability targets only apply statewide. MPO/RPO values are provided for informational purposes only.
- At the mid-performance period (2019), Pennsylvania met the established 2-year target for interstate reliability. The state did not meet the 2-year truck travel time reliability index target. Although a 2-year target is not applicable to the non-interstate reliability measure, the mid-performance period data exceeds the 4-year target.

- PennDOT reliability targets were originally developed based on 2017 baseline values. The goal was to maintain baseline reliability throughout the four-year performance period. MPO/RPO values indicate areas that maintained their regional baseline value (green) or worsened over the baseline (red).

Evaluation of STIP for Target Achievement:

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

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of Regional Operations Plans (ROPs) that integrate with the MPO Congestion Management Process (CMP) to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2023-2026 STIP includes over \$289 million of funding dedicated to congestion relief projects.
- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- Over \$210 million is provided in the STIP for multi-modal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.
- At this time, the potential impact of past and planned STIP investments on PM-3 performance measures are still being evaluated. The timeline for project implementation often prevents an assessment of measurable results until a number of years after project completion. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts in relation to other factors including incidents and weather on system reliability and delay.

Transit Asset Management Performance Measures

Background				
<p>In July 2016, FTA issued a final rule (TAM Rule) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories (tier I and II) based on size and mode. The TAM process requires agencies to annually set performance measure targets and report performance against those targets. For more information see: Transit Asset Management FTA (dot.gov)</p>				
Data Source				
<p>The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding, and additionally allows other tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining tier II systems except for Centre Area Transportation Authority (CATA), have elected to participate in the PennDOT Group Plan. The Group Plan is available on PennDOT's website at PennDOT Group Plan. The group plan is updated annually with new targets as well as the current performance of the group.</p>				
Transit Asset Management Targets (for all agencies in PennDOT Group Plan)				
Performance Measure	Asset Class	FY2020-21 Target	Current Performance	FY 2021-22 Target
Rolling Stock (Revenue Vehicles)				
<p>Age % of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)</p>	AO-Automobile	16%	18%	18%
	BR-Over-the-road Bus	12%	18%	18%
	BU – Bus	29%	28%	28%
	CU-Cutaway	42%	52%	52%
	VN-Van	64%	63%	63%
	SV-Sports Utility Vehicle	17%	33%	33%
Equipment (Non-Revenue Vehicles)				
<p>Age % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL</p>	Automobiles	46%	57%	57%
	Trucks / Rubber Tire Vehicles	50%	27%	27%
Facilities				
<p>Condition % of facilities with a condition rating below 3.0 on the FTA TERM scale</p>	Administrative / Maintenance Facilities	30%	14%	14%
	Passenger / Parking Facilities	83%	84%	84%
Methods for Developing Targets				
<p>PennDOT annually updates performance targets based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT requires rolling stock and non-revenue vehicles (equipment) to meet both age and mileage ESL standards prior to being replaced. While the identified annual targets represent only age and condition in line with FTA guidelines, PennDOT will continue to apply age and mileage when making investment decisions.</p>				

Progress Towards Target Achievement and Reporting:

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

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

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

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

Evaluation of STIP for Target Achievement:

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

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

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

Public Transit Safety Performance Measures

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

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

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

All public transit agencies in the Commonwealth have written safety plans compliant with Part 673 as of July 20, 2021. These safety plans must be updated annually based on agency specific execution dates and shared with PennDOT BPT. It is also the transit agency's responsibility to share the updated plan with their respective MPO/RPO, so the new targets and measures can be incorporated into regional planning practices.

Southern Alleghenies RPO Public Transit

Public Transportation Projects:

The TIP includes public transportation projects and line items being carried forward from the previous 2021-2024 TIP and with input by the Bureau of Public Transportation. The transit projects reflect the priorities established by:

1. The project prioritization process for the Southern Alleghenies 2041 LRTP,
2. The recommendations in the Southern Alleghenies Coordinated Public Transit – Human Services Transportation Plan,
3. The priorities expressed by Somerset County Transportation System and the Huntingdon, Bedford, Fulton Area Agency on Aging, and
4. PennDOT's Capital Planning Tool.

Pennsylvania

Transit Asset Management Group Plan

Fiscal Year 2018-19 through 2022-23

Sponsored by:



pennsylvania
DEPARTMENT OF TRANSPORTATION

September 27, 2018

Revised: September 28, 2021

For: State FY 2021-22

Table of Contents

Introduction	4
Pennsylvania Transit Asset Management (TAM) Group Plan Participants	5
Statewide Asset Management System	6
Asset Inventory and Condition Assessment.....	7
Asset Inventory	7
Condition Assessment.....	7
Asset Inventory and Condition Verification	8
Estimated Service Life (ESL) Standards	8
Asset Inventory and Condition Summary	9
Annual Performance Targets and Measures.....	10
Decision Support Tools	11
Investment Prioritization.....	12
Planning Partner Coordination.....	12
Recordkeeping and Reporting.....	13
Appendix A: Full Capital Asset Inventory	
Appendix B: Sample Facility Condition Assessment Checklists	
Appendix C: PennDOT ESL Standards	
Appendix D: Sample Performance Based Planning Approach Acknowledgement Form	

Introduction

Transit Asset Management (TAM) is a systematic process that enables public transportation agencies to reach and maintain assets in a State-of-Good-Repair (SGR). TAM accounts for the full life-cycle of an asset used for public transportation service, from procurement through operations and maintenance to final disposition. Originally authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and furthered by the Fixing America's Surface Transportation Act (FAST ACT), the Federal Transit Administration (FTA) developed the Transit Asset Management (TAM) model to:

- Monitor and manage public transportation assets
- Improve safety
- Increase reliability and performance
- Establish asset performance measures

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

Tier I

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

Tier II

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

In Pennsylvania, the Pennsylvania Department of Transportation (PennDOT) is responsible for managing all public transportation programs for the Commonwealth. Through this responsibility, PennDOT manages an annual public transportation program of \$1.5 billion in state funds and more than \$30 million in direct federal funds. Pennsylvania is committed to ensuring that public transportation is safe, reliable, accessible, and affordable; and supports strong asset management as a key component to achieving these goals.

The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding, and additionally allows other tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining tier II systems except for Centre Area Transportation Authority (CATA), have elected to participate in the PennDOT Group Plan. A listing of the agencies and their current accountable executive are identified on the following page.

Pennsylvania Transit Asset Management (TAM) Group Plan Participants

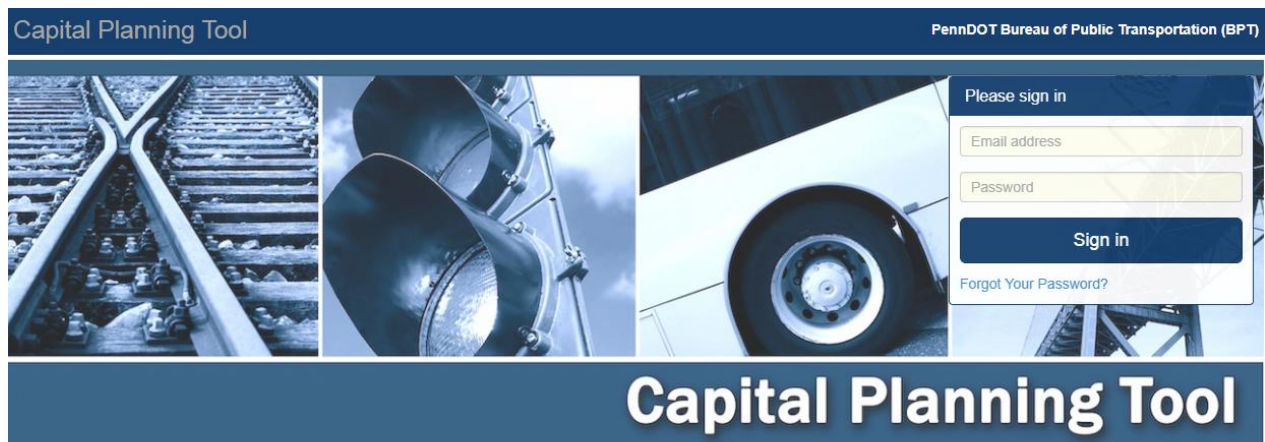
Urban and Rural Fixed Route Agencies	Accountable Executive
Altoona Metro Transit (Amtran)	Mandy Murphy
Area Transportation Authority of NC PA (ATA)	Coletta Corioso
Beaver County Transit Authority (BCTA)	Kathy Clark
Borough of Mt. Carmel (LATS)	Victor Girardi
Borough of Pottstown (PART)	Kourtney High
Butler Transit Authority (BTA)	Tiffany Fosnaught
County of Lackawanna Transit Authority (COLTS)	Robert Fiume
County of Lebanon Transit Authority (LT)	Terry Smith
Crawford Area Transit Authority (CATA)	Tim Geibel
Cumberland-Dauphin-Harrisburg Transit Authority (CAT)	Eric Maguire
Endless Mountains Transportation Authority (BEST)	Nicole Farr
Erie Metropolitan Transit Authority (EMTA)	Jeremy Peterson
Fayette County (FACT)	Lori Groover-Smith
Hazleton Public Transit (HPT)	Ralph Sharp
Indiana County Transit Authority (IndiGO)	John Kanyan
Lehigh and Northampton Transportation Authority (LANTA)	Brendan Cotter
Luzerne County Transportation Authority (LCTA)	Norm Gavlick
Mercer County Regional Council of Governments (SVSS)	Kim DiCintio
Mid-County Transit Authority (TACT)	Patti Lynn Johnston
Mid-Mon Valley Transit Authority (MMVTA)	Nancy Basile
Monroe County Transit Authority (MCTA)	Walter Quadarella
New Castle Area Transit Authority (NCATA)	John Misiuda
Schuylkill County (STS)	Dave Bekisz
Transit Authority of Warren County (TAWC)	Wendy Hollabaugh
Williamsport Bureau of Transit (RVT)	Nicole Farr
Washington County Transportation Authority (WCTA)	Sheila Gombita
Westmoreland County Transit Authority (WCTA)	Alan Blahovec
Shared-Ride only Agencies (5310 eligible)	
Allied Coordinated Transportation Services, Inc.	Vanessa Cousins
Blair Senior Services	Dennis Wisor
Bucks County Transport	Jim Raymond
Butler County	Janine Kennedy
Call A Ride Services	Cindy Sunderland
Carbon County	Brendan Cotter
Centre County	David Lomison
Chester County	Christopher Burns
Clarion County	Wayne Brosius
Community Transit of Delaware County	Marj Babiak
Forest County	Brenda McCanna
Greene County	Rick Blaker
Huntingdon-Bedford-Fulton AAA	Mike Whysong
Pike County	Robert Ruiz
Somerset County	David Mrozowski
STEP, Inc.	Daniel Merk
Suburban Transit Network	Maria Church
Susquehanna County	Ronalyn Lewis
Wayne County	Carl Albright

Statewide Asset Management System

PennDOT has developed software to assist in the inventory and monitoring of assets, including condition assessments and schedules of expected expenditures. This software, the Pennsylvania Capital Planning Tool (CPT), was created under a cooperative agreement between PennDOT and the Virginia Division of Rail and Public Transit (DRPT) and was funded through a FTA state-of-good-repair award.

Since 2016, PennDOT has used the Capital Planning Tool (CPT) to:

- Inventory all public transportation system assets;
- Collect relevant data on those assets;
- Predict asset replacement schedules based on Estimated Service Life (ESL) and asset condition;
- Create a four-year capital program for each public transportation system to submit to their regional planning organization for review and approval;
- Create an annual capital program for each public transportation system which becomes an agency's individual capital application in PennDOT's electronic granting system (dotGrants);
- Create an annual statewide public transportation capital program;
- Compare statewide capital needs to available funding; and
- Prioritize statewide capital program decisions based on meeting state-of-good-repair (SGR) targets within available funding.



About CPT

CPT is an open-source asset management platform developed by Cambridge Systematics under a FTA State of Good Repair Grant.



System Status

👍 System is up and running.
There are no scheduled maintenance windows for this application.



Getting Help

If you need help using CPT contact your Project Coordinator at BPT.

Asset Inventory and Condition Assessment

An accurate and comprehensive inventory of assets and a consistent condition assessment of these assets is the most critical element of the TAM process. The following sections outline the requirements for achieving this.

Asset Inventory

All Pennsylvania public transportation systems must maintain/update asset data in the CPT system. CPT stores crucial information about every asset type and maintains a complete history of the asset as it ages. Transit agencies record changes in condition, usage, value, depreciation, etc. for the following asset categories:

- **Rolling Stock (Revenue Vehicles):** Transit agency-owned or leased Fixed Route & Paratransit vehicles, used to provide public transportation.
- **Equipment:** Tangible support property having a useful life of at least one year, including all non-revenue/support vehicles.
- **Facilities:** A building or structure that is used in the provision of public transportation, including administrative and maintenance, and passenger and parking facilities.

The asset inventory forms the basis of the group TAM plan and a current, complete inventory of all assets over \$50,000 in value is identified in Appendix A. It is important to note that this list represents a snapshot in time, and the CPT will be continually updated as assets are added, retired, or as facts change. For the most current asset inventory, the CPT should be used.

Condition Assessment

Each transit agency must update the age, mileage, and condition of their Rolling Stock and Equipment assets at least annually. Additionally, transit agencies must document the condition of each transit-related facility in the CPT. This annual update requirement exceeds the basic FTA requirement but is necessary for PennDOT to properly plan long-term capital funding. Each asset is rated as a whole integer using FTA's Transit Economic Requirements Model (TERM) scale:

Excellent	5.0	Brand new asset; no visible defects.
Good	4.0	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
Adequate	3.0	Asset has reached its mid-life; some moderately defective or deteriorated component(s).
Marginal	2.0	Asset reaching or just past the end of its useful life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
Poor	1.0	Asset is past its useful life and needs immediate repair or replacement; may have critically damaged components(s).

Agencies may reference the FTA Facility Condition Assessment Guidebook¹ for detailed assessment standards. Sample checklists are included as Appendix B.

Asset Inventory and Condition Verification

PennDOT staff, in coordination with transit agency management, will conduct periodic reviews of the CPT inventory and verify condition assessments through the following activities:

- **Transit Agency Performance Reviews:** A state-required comprehensive review of agency management and operations on five-year cycle.
- **Compliance Reviews:** PennDOT conducts regular compliance reviews of public transportation grantees, including those that receive §5310, §5311, and PennDOT Shared-Ride Lottery funding. These reviews are conducted on a periodic basis that is generally every three years.
- **Capital Program Field Reviews:** PennDOT Capital Division regularly completes capital program field reviews with grantees, where ongoing or recently closed projects are reviewed and capital plans are discussed.

PennDOT's goal is to actively engage with each individual transit agency on an annual basis, and complete an in-depth, on-site review at least once every three (3) years to confirm the accuracy of CPT data.

Estimated Service Life (ESL) Standards

The estimated life cycle or the acceptable period of use in service for a capital asset is determined by PennDOT Estimated Service Life (ESL) standards. An asset exceeding its ESL is a strong indicator that it may not be in a state-of-good-repair.

For the purpose of the PennDOT TAM group plan, PennDOT has elected to not use FTA's defined Useful Life Benchmarks (ULB) and instead use the state recognized ESL Standards. The current ESL standards are identified in Appendix C and available on the PennDOT website.²

¹<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Facility%20Performance%20Assessment%20Guidebook.pdf>

² <https://www.penndot.gov/Doing-Business/Transit/Procurement/Documents/BPT%20Estimated%20Service%20Life%20for%20Capital%20Items%20017.pdf>

Asset Inventory and Condition Summary

Rolling Stock (Revenue Vehicles)					
Asset Class	Number	Average Mileage	Average Age	Number met or exceeding ESL	% met or exceeding ESL
AO-Automobile	22	54,680	5	4	18%
BR-Over-the-road Bus	53	218,177	7	6	11%
BU-Bus	877	230,927	7	197	22%
CU-Cutaway	1213	118,409	4	502	41%
VN-Van	295	123,004	6	185	63%
SV - Sports Utility Vehicle	7	48,171	1	1	14%
Grand Total	2,467	113,338	4	895	24%

Equipment (Non-Revenue Vehicles)					
Asset Class	Number	Average Mileage	Average Age	Number met or exceeding ESL	% met or exceeding ESL
Automobiles	136	62,777	8	55	40%
Trucks and other Rubber Tire Vehicles	54	44,658	26	5	48%
Grand Total	190	58,064	8	60	32%

Facilities				
Asset Class	Number	Average Condition on TERM Scale	Number below 3.0 on TERM Scale	% below 3.0 on TERM Scale
Administrative / Maintenance Facilities	41	3	14	34%
Passenger / Parking Facilities	148	3	60	41%
Grand Total	189	3	74	39%

Annual Performance Targets and Measures

PennDOT will annually update performance targets based on two primary elements:

- Prior year's performance
- Anticipated/obligated funding levels

As discussed in the investment prioritization section, PennDOT requires rolling stock and non-revenue vehicles (equipment) to meet both **age** and **mileage** ESL standards prior to being replaced. While the identified annual targets represent only **age** and **condition** in line with FTA guidelines, PennDOT will continue to apply **age and mileage** when making investment decisions.

Performance Measure	Asset Class	FY 2020-21 Target	Current Performance	FY 2021-22 Target
Rolling Stock (Revenue Vehicles)				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)	AO-Automobile	16%	18%	18%
	BR-Over-the-road Bus	12%	18%	18%
	BU-Bus	29%	28%	28%
	CU-Cutaway	42%	52%	52%
	VN-Van	64%	63%	63%
	SV - Sports Utility Vehicle	17%	33%	33%
Equipment (Non-Revenue Vehicles)				
Age - % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	46%	57%	57%
	Trucks and other Rubber Tire Vehicles	50%	27%	27%
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	30%	14%	14%
	Passenger / Parking Facilities	83%	84%	84%

Decision Support Tools

The PennDOT BPT, in coordination with the PennDOT Planning and Program Center, the Pennsylvania Public Transportation Association through PennTRAIN (PA Rural Technical Assistance Program), and local transit agencies will work to provide and regularly enhance decision support tools that aid in the implementation of the TAM Plan. There are several primary decision support tools currently in place that are foundational for the execution of TAM. They are:

- PennDOT Capital Planning Tool (CPT) – As documented above, the CPT allows PennDOT and transit agencies to view current inventory, assess current and future needs, and plan for capital replacement and investment based on current and forecasted funding. The CPT includes the ability to develop annual capital plans that, beginning with State Fiscal Year 2018-19, will import directly into DotGrants, PennDOT’s online grants management system.
- Estimated Service Life (ESL) Standards – PennDOT has created ESL standards for most transit assets. The current ESL standards are identified in Appendix C.
- Agency Maintenance Plans – Agencies are required to have maintenance plans in place prior to receiving funding from PennDOT. Maintenance plans are reviewed as a requirement in the §5310 application, reviewed during §5311 compliance reviews, and are reviewed and discussed during the Transit Agency Performance reviews for all fixed route transit agencies.
- Capital Division Support – The PennDOT BPT Capital Division is charged with overseeing state and federal grants and guiding grantees and subrecipients through the capital project process, from project development through design or specifications development, construction or procurement, and project close-out.

In addition to the decision support tools identified above, PennDOT is in the process of implementing a statewide Fixed Route Intelligent Transportation Systems (FRITS) program. FRITS focuses on modernizing transit technology and creating a standard platform throughout the Commonwealth. One key piece of FRITS is real-time vehicle health monitoring, which will allow agencies to identify problems before they occur on vehicles and prolong vehicle life, while also allowing agencies to better prioritize capital needs.

Investment Prioritization

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

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

Throughout the process, PennDOT reviews projects and works with agencies to approve and move projects forward through the grant process. A more detailed process is identified below according to each organizations roles and responsibility.

Planning Partner Coordination

Coordination between PennDOT, transit agencies, and the local planning partner—Metropolitan Planning Organization (MPO) or Rural Planning Organization (RPO)— is a vital component of TAM. Furthermore, the final rule on metropolitan and statewide planning, published in the Federal Register on May 27, 2016, requires MPOs to practice Performance Based Planning and Programming (PBPP).

As documented in a “Dear Colleague” letter from FTA Region III dated August 17, 2018, “As part of the implementation of the PBPP requirements, States, MPOs, and providers of public transportation must jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO. These jointly written provisions can be documented either as part of the metropolitan planning agreements required under 23 CFR 450.314 or documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPOs, States, and providers of public transportation.”

The Pennsylvania TAM Group Plan fulfills this requirement and encourages communication between transit agencies and their respective MPOs and RPOs. Using updated CPT data, PennDOT will provide annual reports on individual agency performance against established statewide targets to transit agencies for help in capital planning and in fulfilling the PBPP requirement. To do this, the following process will take place:

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

To formalize this process, a separate acknowledgement form has been developed for each transit agency, a template for which is included in Appendix D.

Recordkeeping and Reporting

Maintaining accurate records of inventory and condition rating and reporting this information along with performance each year is part of the FTA TAM Rule. Accurate recordkeeping is critical to the success of TAM and the CPT.

Transit agencies shall update all assets in the CPT annually prior to December 31st.

PennDOT shall provide the following to National Transit Database (NTD) by the last business day of October of each calendar year per NTD requirements:

- Narrative description of any change in the condition of PennDOT's transit system or operations from the previous year
- Description of the progress made during the reporting year to meet the performance targets set in the previous reporting year.
- Asset inventory data for 5310 and 5311 recipients
- Asset performance data for 5310 and 5311 recipients

All tier II agencies that receive Section 5307 funding will report inventory and performance data directly to the NTD, including both full and limited reporting agencies.

Appendix A: Full Capital Asset Inventory

Appendix B: Sample Facility Condition Assessment Checklists

Appendix C: PennDOT ESL Standards

Appendix D: Sample Performance Based Planning Approach Acknowledgement Form

**Acknowledgement of Cooperative Development and Sharing of
Public Transportation Performance Data
Between MPO and Community Action Partnership for Somerset County
October 3, 2018**

On May 27, 2016, the United States Department of Transportation (USDOT) published in the Federal Register a final rule on metropolitan and statewide planning. This final rule requires Metropolitan Planning Organizations (MPOs) to practice Performance Based Planning and Programming (PBPP).

As part of the PBPP requirements, States, MPOs, and public transportation agencies must agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, including the selection of performance targets and reporting on progress related to these performance targets. These targets must be identified in a Transit Asset Management (TAM) Plan completed no later than October 1, 2018 in adherence with Federal Transit Administration (FTA) regulations.

The Pennsylvania Department of Transportation (PennDOT) has developed a TAM Group Plan for all sub recipients operating public transportation receiving funding through FTA §5310 and/or §5311. In addition, FTA permits recipients of §5307 funding to elect to participating in a group plan if they are a Tier II TAM organization.

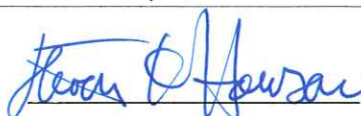
The Pennsylvania TAM Group Plan fulfills the PBPP requirement and encourages communication between transit agencies and their respective MPOs and RPOs. In accordance with the plan, the following actions take place that fulfill the PBPP requirement:

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

The above process is hereby acknowledged by the Southern Alleghenies RPO and the Community Action Partnership for Somerset County, through respective accountable executives.

 Date: October 3, 2018

David J. Mrozowski, Executive Director
Community Action Partnership for Somerset County

 Date: October 3, 2018

Steven K. Howsare, Executive Director
Southern Alleghenies Planning and Development Commission

**Acknowledgement of Cooperative Development and Sharing of
Public Transportation Performance Data
Between MPO and Huntingdon-Bedford-Fulton Area Agency on Aging
October 3, 2018**

On May 27, 2016, the United States Department of Transportation (USDOT) published in the Federal Register a final rule on metropolitan and statewide planning. This final rule requires Metropolitan Planning Organizations (MPOs) to practice Performance Based Planning and Programming (PBPP).

As part of the PBPP requirements, States, MPOs, and public transportation agencies must agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, including the selection of performance targets and reporting on progress related to these performance targets. These targets must be identified in a Transit Asset Management (TAM) Plan completed no later than October 1, 2018 in adherence with Federal Transit Administration (FTA) regulations.

The Pennsylvania Department of Transportation (PennDOT) has developed a TAM Group Plan for all sub recipients operating public transportation receiving funding through FTA §5310 and/or §5311. In addition, FTA permits recipients of §5307 funding to elect to participating in a group plan if they are a Tier II TAM organization.

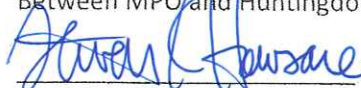
The Pennsylvania TAM Group Plan fulfills the PBPP requirement and encourages communication between transit agencies and their respective MPOs and RPOs. In accordance with the plan, the following actions take place that fulfill the PBPP requirement:

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

The above process is hereby acknowledged by the Southern Alleghenies RPO and the Huntingdon-Bedford-Fulton Area Agency on Aging, through respective accountable executives.


_____ Date: October 3, 2018

Michael Whysong, Administrative Officer
Between MPO and Huntingdon-Bedford-Fulton Area Agency on Aging


_____ Date: October 3, 2018

Steven K. Howsare, Executive Director
Southern Alleghenies Planning and Development Commission

FFY 2023-2026

Southern Alleghenies RPO

Highway and Bridge Program Project
Listing

Bedford

PennDOT Project Id: 21465

Project Administrator: PENNDOT

Title: SR 1015 Beaver Crk Bridge

Improvement Type: Bridge Improvement

State Route: 1015

Municipality: South Woodbury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/27/29

Location: On SR 1015 (Hershberger Road) over Beaver Creek in South Woodbury Township, Bedford County

Project Description: Bridge improvement on SR 1015 (Hershberger Road) over Beaver Creek in South Woodbury Township, Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$100	\$0	\$0	\$0	\$3235	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$100	\$0	\$0	\$0	\$3,235	\$0
Total FFY 2023-2034 Cost		\$3,335					

PennDOT Project Id: 21480

Project Administrator: PENNDOT

Title: US 30 EB over Former RR

Improvement Type: Bridge Improvement

State Route: 30

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/11/24

Location: On US 30 EB (Lincoln Highway) over former railroad in Everett Borough and West Providence Township, Bedford County

Project Description: Bridge improvements on US 30 EB (Lincoln Highway) over former railroad in Everett Borough and West Providence Township, Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$100	\$1100	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$100	\$1,100	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,200					

PennDOT Project Id: 21481

Project Administrator: PENNDOT

Title: US 30 EB over PA 26

Improvement Type: Bridge Improvement

State Route: 30

Municipality: Everett (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/11/24

Location: On US 30 EB (Lincoln Highway) over PA 26 (North Spring Street) in Everett Borough, Bedford County

Project Description: Bridge improvements on US 30 EB (Lincoln Highway) over PA 26 (North Spring Street) in Everett Borough, Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$100	\$637	\$700	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$100	\$637	\$700	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,437					

PennDOT Project Id: 21561

Project Administrator: PENNDOT

Title: US 30 Cliffs Br

Improvement Type: Bridge Improvement

State Route: 30

Municipality: Bedford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/15/26

Location: On US 30 (Lincoln Highway) over SR 4010 (Pitt Street) near the Bedford Narrows in Bedford Township, Bedford County

Project Description: Bridge Improvement on US 30 (Lincoln Highway) over SR 4010 (Pitt Street) near the Bedford Narrows in Bedford Township, Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$900	\$0
	State:	\$0	\$0	\$248	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$248	\$0	\$900	\$0
Total FFY 2023-2034 Cost		\$1,148					

PennDOT Project Id: 21570

Project Administrator: PENNDOT

Title: Bobs Creek Bridge

Improvement Type: Bridge Improvement

State Route: 869

Municipality: Pavia (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/6/28

Location: On PA 869 (Burnt House Road) over Bobs Creek in Pavia Township, Bedford County

Project Description: Bridge improvement on PA 869 (Burnt House Road) over Bobs Creek in Pavia Township, Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$250	\$0	\$0	\$0	\$2285	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$250	\$0	\$0	\$0	\$2,285	\$0
Total FFY 2023-2034 Cost		\$2,535					

PennDOT Project Id: 21611

Project Administrator: PENNDOT

Title: T-705 Over Three Springs Run 1

Improvement Type: Bridge Improvement

State Route: 7221

Municipality: South Woodbury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/4/25

Location: On T-705 (Pine Hill Road) over Three Springs Run in South Woodbury Township, Bedford County.

Project Description: Bridge Improvement on T-705 (Pine Hill Road) over Three Springs Run in South Woodbury Township, Bedford County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$216	\$0	\$228	\$1120	\$0	\$0
	State:	\$41	\$0	\$43	\$210	\$0	\$0
	Local/Other:	\$14	\$0	\$14	\$70	\$0	\$0
	Period Totals:	\$271	\$0	\$285	\$1,400	\$0	\$0
Total FFY 2023-2034 Cost		\$1,956					

PennDOT Project Id: 22594

Project Administrator: PENNDOT

Title: Local Bridge Reserve

Improvement Type: Bridge Preservation Activities

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Various municipalities

Project Description: Bridge Replacement Reserve.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$933	\$0	\$0	\$0	\$21867	\$28494
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$933	\$0	\$0	\$0	\$21,867	\$28,494
Total FFY 2023-2034 Cost		\$51,294					

PennDOT Project Id: 72234

Project Administrator: PennDOT

Title: SA Bridge & Hwy Reserve

Improvement Type: Administration

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Southern Alleghenies RPO , Bedford, Fulton, Huntingdon & Somerset Counties

Project Description: Reserve Line Item for Southern Alleghenies RPO - Bedford, Fulton, Huntingdon and Somerset Counties.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$203	\$207	\$211	\$1366	\$21613	\$32979
	State:	\$0	\$0	\$0	\$0	\$12794	\$30248
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$203	\$207	\$211	\$1,366	\$34,407	\$63,227
Total FFY 2023-2034 Cost		\$99,621					

PennDOT Project Id: 74407

Project Administrator: PennDOT

Title: Evitts Creek Trib

Improvement Type: Bridge Improvement

State Route: 3011

Municipality: Cumberland Valley (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/9/25

Location: On SR 3011 (Evitts Creek Road) over Tributary to Evitts Creek in Cumberland Valley Township, Bedford County

Project Description: Bridge Improvement on SR 3011 (Evitts Creek Road) over Tributary to Evitts Creek in Cumberland Valley Township, Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$100	\$60	\$800	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$100	\$60	\$800	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$960					

PennDOT Project Id: 88101

Project Administrator: PennDOT

Title: T-317 Mtn Road Bridge

Improvement Type: Bridge Improvement

State Route: 7216

Municipality: Mann (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/5/23

Location: On T-317 (Mountain Road) over Fifteen Mile Run approximately 528 feet West of the Village of Artemas in Mann Township Bedford County

Project Description: Bridge Replacement/Rehabilitation On T-317 (Mountain Road) over Fifteen Mile Run approximately 528 feet West of the Village of Artemas in Mann Township Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$208	\$680	\$0	\$0	\$0	\$0
	State:	\$40	\$128	\$0	\$0	\$0	\$0
	Local/Other:	\$14	\$43	\$0	\$0	\$0	\$0
	Period Totals:	\$262	\$851	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,113					

PennDOT Project Id: 88131

Project Administrator: PennDOT

Title: Cumberland Villy Run Br

Improvement Type: Bridge Improvement

State Route: 3021

Municipality: Bedford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/12/24

Location: On SR 3021 (Cumberland Road) over Tributary of Cumberland Valley Run in Bedford Township, Bedford County

Project Description: Bridge Improvement on SR 3021 (Cumberland Road) over Tributary of Cumberland Valley Run in Bedford Township, Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$103	\$60	\$371	\$280	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$103	\$60	\$371	\$280	\$0	\$0
Total FFY 2023-2034 Cost		\$814					

PennDOT Project Id: 92559

Project Administrator: PennDOT

Title: Gordon Creek Bridge

Improvement Type: Bridge Improvement

State Route: 56

Municipality: West St Clair (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/24

Location: On PA 56 (Quaker Valley Road) over Gordon Creek in West St. Clair Township, Bedford County

Project Description: On-alignment culvert replacement on PA 56 (Quaker Valley Road) over Gordon Creek in West St. Clair Township, Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$256	\$1175	\$100	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$256	\$1,175	\$100	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,531					

PennDOT Project Id: 96349

Project Administrator: PennDOT

Title: PA 96 Maryland Ln-Washgtn St

Improvement Type: Resurface

State Route: 96

Municipality: Londonderry (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/27/29

Location: On PA 96 (Hyndman Road/Schellsburg St) from Maryland State Line to Center Street in Hyndman Borough and Londonderry Township Bedford County

Project Description: Resurfacing on PA 96 (Hyndman Road/Schellsburg St) from Maryland State Line to Center Street in Hyndman Borough and Londonderry Township, Bedford County. Concrete overlay and barrier encasement/replacement on structures carrying PA 96 at the following locations in Londonderry Township, Bedford County:

- 1) Over Tributary to Wills Creek near the intersection of Landis Road (T-664)
- 2) Over Tributary to Gladdens Run near the intersection of Cooks Mill Road (T-654)
- 3) Over Gladdens Run in the village of Palo Alto
- 4) Over Tributary to Wills Creek approximately 0.25 miles from the intersection of Grange Hall Road (T-311)
- 5) Over Tributary to Wills Creek near the intersection of Grange Hall Road (T-311)
- 6) Over Tributary to Thompson Run near the intersection of Faith Church Road (T-652)

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$75	\$7452	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$75	\$7,452	\$0
Total FFY 2023-2034 Cost		\$7,527					

PennDOT Project Id: 96517

Project Administrator: PennDOT

Title: Reynoldsdale Rd-Red Oak Rd

Improvement Type: Resurface

State Route: 56

Municipality: East St Clair (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/15/24

Location: On PA 56 (Quaker Valley Road) from SR 4032 (Reynoldsdale Road) to SR 4009 (William Penn Road) in East Saint Clair Township, Bedford County

Project Description: Resurfacing on On PA 56 (Quaker Valley Road) from SR 4032 (Reynoldsdale Road) to SR 4009 (William Penn Road) in East Saint Clair Township, Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$470	\$2156	\$2400	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$470	\$2,156	\$2,400	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$5,026					

PennDOT Project Id: 96675

Project Administrator: PennDOT

Title: Manns Choice Buffalo Run

Improvement Type: Bridge Improvement

State Route: 31

Municipality: Manns Choice (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/12/24

Location: On PA 31 (Allegheny Rd) over Buffalo Run near the intersection of SR 3010 (Glade Pike) in Manns Choice Borough, Bedford County

Project Description: Bridge Improvement on PA 31 (Allegheny Rd) over Buffalo Run near the intersection of SR 3010 (Glade Pike) in Manns Choice Borough, Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$3040	\$0	\$0	\$0
	State:	\$318	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$318	\$0	\$3,040	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$3,358					

PennDOT Project Id: 98773

Project Administrator: PennDOT

Title: PA26 Riddlesburg - Saxton

Improvement Type: Resurface

State Route: 26

Municipality: Broadtop (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/27/29

Location: On PA 26 (Raystown Road) from SR 1036 (Six Mile Run Road) to PA 913 in Liberty and Broadtop Townships, Bedford County

Project Description: Resurfacing on PA 26 (Raystown Road) from SR 1036 (Six Mile Run Road) to PA 913 in Liberty and Broadtop Townships, Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$6894	\$0
	State:	\$0	\$0	\$0	\$112	\$250	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$112	\$7,144	\$0
Total FFY 2023-2034 Cost		\$7,256					

PennDOT Project Id: 107205

Project Administrator: PennDOT

Title: PA 56 - PA 96 to SR 4032

Improvement Type: Resurface

State Route: 56

Municipality: West St Clair (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/15/24

Location: On PA 56 (Quaker Valley Road) from PA 96 (School Street) to SR 4032 (Reynoldsdale Road) in West St Clair and East St Clair Townships, Bedford County

Project Description: Resurfacing on PA 56 (Quaker Valley Road) from PA 96 (School Street) to SR 4032 (Reynoldsdale Road) in West St Clair and East St Clair Townships, Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$296	\$1510	\$400	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$296	\$1,510	\$400	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$2,206					

PennDOT Project Id: 108153

Project Administrator: PennDOT

Title: SR 1033 - US 30 to SR 1001

Improvement Type: Resurface

State Route: 1033

Municipality: Bedford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/12/24

Location: On SR 1033 (Sunnyside Extension) from US 30 (Lincoln Highway) to Sunnyside Road (SR 1001) in Bedford Township Bedford County

Project Description: Resurfacing on SR 1033 (Sunnyside Extension) from US 30 (Lincoln Highway) to Sunnyside Road (SR 1001) in Bedford Township Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$130	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$130	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$130					

PennDOT Project Id: 108154

Project Administrator: PennDOT

Title: US 30 - Scenic Rd to SR 4010

Improvement Type: Resurface

State Route: 30

Municipality: Bedford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/12/24

Location: On US 30 (Lincoln Highway) from T-706 (Scenic Road) to SR 4010 (Pitt Street) in Bedford Borough and Bedford Township, Bedford County

Project Description: Resurfacing on US 30 (Lincoln Highway) from T-706 (Scenic Road) to SR 4010 (Pitt Street) in Bedford Borough and Bedford Township, Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$2850	\$1300	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$2,850	\$1,300	\$0	\$0
Total FFY 2023-2034 Cost		\$4,150					

PennDOT Project Id: 108163

Project Administrator: PennDOT

Title: US 220 - MD State Line to Narrow Lane

Improvement Type: Resurface

State Route: 220

Municipality: Cumberland Valley (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/14/23

Location: On US 220 (Bedford Valley Road) from Maryland State Line to T-337 (Narrow Lane) in Cumberland Valley Township Bedford County

Project Description: Resurfacing on US 220 (Bedford Valley Road) from Maryland State Line to T-337 (Narrow Lane) in Cumberland Valley Township Bedford County. Including drainage and guiderail upgrades as needed.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$1812	\$2969	\$679	\$0	\$0
	State:	\$283	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$283	\$1,812	\$2,969	\$679	\$0	\$0
Total FFY 2023-2034 Cost		\$5,743					

PennDOT Project Id: 110422

Project Administrator: PennDOT

Title: PA 56 Tributary to Barefoot Run Bridge

Improvement Type: Bridge Replacement

State Route: 56

Municipality: West St Clair (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/24

Location: On PA 56 (Quaker Valley Road) over Barefoot Run tributary approximately 1742 feet West of Pleasantville Borough in West Saint Clair Township Bedford County

Project Description: Bridge Replacement on PA 56 (Quaker Valley Road) over Barefoot Run tributary approximately 1742 feet West of Pleasantville Borough in West Saint Clair Township Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$400	\$600	\$0	\$0	\$0
	State:	\$261	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$261	\$400	\$600	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,261					

PennDOT Project Id: 114115

Project Administrator: PennDOT

Title: US30 Seg 370 o. Raystown Br Jnt Rvr

Improvement Type: Bridge Improvement

State Route: 30

Municipality: Bedford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/15/26

Location: On US 30 (Lincoln Highway) over Raystown Branch of the Juniata River in Bedford Township, Bedford County

Project Description: Bridge improvement on US 30 (Lincoln Highway) over Raystown Branch of the Juniata River in Bedford Township, Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$1210	\$0
	State:	\$0	\$0	\$248	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$248	\$0	\$1,210	\$0
Total FFY 2023-2034 Cost		\$1,458					

PennDOT Project Id: 114117

Project Administrator: PennDOT

Title: US30 Seg 397 o. Raystown Br Jnt Rvr

Improvement Type: Bridge Improvement

State Route: 30

Municipality: Snake Spring (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/15/26

Location: On US 30 (Lincoln Highway) over the Raystown Branch of the Juniata River in Bedford Township, Bedford County

Project Description: Bridge improvement on US 30 (Lincoln Highway) over the Raystown Branch of the Juniata River in Bedford Township, Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$1590	\$0
	State:	\$0	\$0	\$248	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$248	\$0	\$1,590	\$0
Total FFY 2023-2034 Cost		\$1,838					

PennDOT Project Id: 114118

Project Administrator: PennDOT

Title: PA 56 - Rouzer Rd to SR 4030

Improvement Type: Safety Improvement

State Route: 56

Municipality: West St Clair (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/24

Location: On PA 56 (Quaker Valley Road) from Rouzer Road to SR 4030 (Calvary Hollow Road) in West St. Clair Township, Bedford County

Project Description: Safety Improvements on PA 56 (Quaker Valley Road) from Rouzer Road to SR 4030 (Calvary Hollow Road) in West St. Clair Township, Bedford County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$655	\$5712	\$1717	\$608	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$655	\$5,712	\$1,717	\$608	\$0	\$0
Total FFY 2023-2034 Cost		\$8,692					

PennDOT Project Id: 116671

Project Administrator: PennDOT

Title: S Alleghenies HFST and Signal Enhancements

Improvement Type: Safety Improvement

State Route: 30

Municipality: Bedford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/13/23

Location: On PA 56 (Windber Bypass) at PA 160 Intersection; 24th St Intersection and curve east of 12th St., in Windber Borough, Somerset County.

Project Description: Signal upgrades, pavement markings and delineation on PA 56 (Windber Bypass) at PA 160 Intersection; 24th St Intersection and curve east of 12th St., in Windber Borough, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$1634	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,634	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,634					

PennDOT Project Id: 116673

Project Administrator: PennDOT

Title: S Alleghenies Rumbles and HFST

Improvement Type: Safety Improvement

State Route: 26

Municipality: Hopewell (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/13/23

Location: Various State Routes in the Southern Alleghenies RPO Region in Bedford, Fulton, Huntingdon and Somerset Counties

Project Description: High Friction Surface Treatment on various State Routes in the Southern Alleghenies RPO Region in Bedford, Fulton, Huntingdon and Somerset Counties.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$798	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$798	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$798					

PennDOT Project Id: 116801

Project Administrator: PennDOT

Title: US 30 - Breezewood to Everett

Improvement Type: Resurface

State Route: 30

Municipality: West Providence (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/11/25

Location: On US 30 (Lincoln Highway) from the end of the 4-lane west of Breezewood to the Juniata River Bridge in Townships of East and West Providence and Everett Borough, Bedford County

Project Description: Resurfacing on US 30 (Lincoln Highway) from the end of the 4-lane west of Breezewood to the Juniata River Bridge in Townships of East and West Providence and Everett Borough, Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$7070	\$3630	\$0
	State:	\$250	\$0	\$285	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$250	\$0	\$285	\$7,070	\$3,630	\$0
Total FFY 2023-2034 Cost		\$11,235					

PennDOT Project Id: 116960

Project Administrator: PennDOT

Title: US 30 - SR 4010 to SR 8014

Improvement Type: Resurface

State Route: 30

Municipality: Snake Spring (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/1/27

Location: On US 30 (Lincoln Highway) from SR 4010 (Pitt Street) to SR 8014 (Everett) in Snake Spring and West Providence Townships and Everett Borough, Bedford County.

Project Description: Resurfacing on US 30 (Lincoln Highway) from SR 4010 (Pitt Street) to SR 8014 (Everett) in Snake Spring and West Providence Townships and Everett Borough, Bedford County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$6680	\$0
	State:	\$0	\$0	\$277	\$112	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$277	\$112	\$6,680	\$0
Total FFY 2023-2034 Cost		\$7,069					

PennDOT Project Id: 117023

Project Administrator: PennDOT

Title: SR 4019 Oppenheimer Run Bridge

Improvement Type: Bridge Improvement

State Route: 4019

Municipality: Bedford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/13/25

Location: On SR 4019 (Reynoldsdale Road) over Oppenheimer Run in Bedford and East Saint Clair Townships, Bedford County

Project Description: Bridge improvement on SR 4019 (Reynoldsdale Road) over Oppenheimer Run in Bedford and East Saint Clair Townships, Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$103	\$60	\$550	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$103	\$60	\$550	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$713					

PennDOT Project Id: 117024

Project Administrator: PennDOT

Title: SA Bridge PM Reserve Line Item

Improvement Type: Administration

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Southern Alleghenies Rural Planning Organization (RPO)
Bedford, Fulton, Huntingdon & Somerset Counties

Project Description: Bridge PM Reserve Line Item for Southern Alleghenies Rural Planning Organization (RPO) - Bedford, Fulton, Huntingdon & Somerset Counties

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$263	\$605	\$113	\$1030	\$0	\$0
	State:	\$238	\$0	\$290	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$501	\$605	\$403	\$1,030	\$0	\$0
Total FFY 2023-2034 Cost		\$2,539					

PennDOT Project Id: 117087

Project Administrator: PennDOT

Title: T-705 Over Three Springs Run 2

Improvement Type: Bridge Improvement

State Route: 7221

Municipality: South Woodbury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/4/25

Location: On T-705 (Pine Hill Road) over Three Springs Run in South Woodbury Township, Bedford County.

Project Description: Bridge Improvement on T-705 (Pine Hill Road) over Three Springs Run in South Woodbury Township, Bedford County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$216	\$0	\$252	\$380	\$0	\$0
	State:	\$41	\$0	\$48	\$71	\$0	\$0
	Local/Other:	\$14	\$0	\$16	\$24	\$0	\$0
	Period Totals:	\$271	\$0	\$316	\$475	\$0	\$0
Total FFY 2023-2034 Cost		\$1,062					

PennDOT Project Id: 117123

Project Administrator: PennDOT

Title: 2023 RPM Installation - SA

Improvement Type: Safety Improvement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On various State Routs in the Southern Alleghenies Region

Project Description: Installation and replacement of recessed pavement markers on various State Routs in the Southern Alleghenies Region (Bedford, Fulton, Huntingdon and Somerset Counties).

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$200	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$200	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$200					

PennDOT Project Id: 117124

Project Administrator: PennDOT

Title: 2024 RPM Installation - SA

Improvement Type: Safety Improvement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Various State Routes in Bedford, Fulton, Huntingdon and Somerset Counties

Project Description: Installation and replacement of Recessed Pavement Markers on various State Routes in Bedford, Fulton, Huntingdon and Somerset Counties.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$200	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$200	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$200					

PennDOT Project Id: 117770

Project Administrator: PennDOT

Title: 2023 Bedford County Bridge Preservation

Improvement Type: Bridge Improvement

State Route: 220

Municipality: Cumberland Valley (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/30/23

Location: Various municipalities in Bedford County

Project Description: Bridge improvements on various structures in Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$750	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$750	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$750					

PennDOT Project Id: 117771

Project Administrator: PennDOT

Title: US 30 EB over SR 8014

Improvement Type: Bridge Improvement

State Route: 30

Municipality: Everett (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/11/24

Location: On US 30 (Lincoln Highway) over SR 8014 (US 30 WB Ramp) in Everett Borough, Bedford County

Project Description: Bridge improvements on US 30 (Lincoln Highway) over SR 8014 (US 30 WB Ramp) in Everett Borough, Bedford County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$100	\$500	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$100	\$500	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$600					

Fulton

PennDOT Project Id: 22790

Project Administrator: PENNDOT

Title: Barnett's Run

Improvement Type: Bridge Improvement

State Route: 3013

Municipality: Belfast (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/6/28

Location: On SR 3013 (Sipes Mill Road) over Barnetts Run in Belfast Township, Fulton County

Project Description: Bridge improvement on SR 3013 (Sipes Mill Road) over Barnetts Run in Belfast Township, Fulton County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$200	\$0	\$0	\$1760	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$200	\$0	\$0	\$1,760	\$0
Total FFY 2023-2034 Cost		\$1,960					

PennDOT Project Id: 22802

Project Administrator: PENNDOT

Title: Sipes Mill Bridge

Improvement Type: Bridge Improvement

State Route: 3013

Municipality: Belfast (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/27/29

Location: On SR 3013 (Sipes Mill Road) over Little Tonoloway Creek in Belfast Township, Fulton County

Project Description: Bridge improvement on SR 3013 (Sipes Mill Road) over Little Tonoloway Creek in Belfast Township, Fulton County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$333	\$1200	\$0
	State:	\$0	\$49	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$49	\$0	\$333	\$1,200	\$0
Total FFY 2023-2034 Cost		\$1,582					

PennDOT Project Id: 22812

Project Administrator: PENNDOT

Title: T-313 Sawmill Hollow

Improvement Type: Bridge Improvement

State Route: 7203

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/4/25

Location: On T-313 (Hill Road) over Tributary to Sawmill Hollow Run in Bethel Township, Fulton County

Project Description: Bridge improvement on T-313 (Hill Road) over Tributary to Sawmill Hollow Run in Bethel Township, Fulton County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$200	\$0	\$224	\$1040	\$0	\$0
	State:	\$38	\$0	\$43	\$195	\$0	\$0
	Local/Other:	\$13	\$0	\$15	\$65	\$0	\$0
	Period Totals:	\$251	\$0	\$282	\$1,300	\$0	\$0
Total FFY 2023-2034 Cost		\$1,833					

PennDOT Project Id: 22830

Project Administrator: PENNDOT

Title: PA 655/Barnett's Run

Improvement Type: Bridge Improvement

State Route: 655

Municipality: Belfast (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/7/24

Location: On PA 655 (Thompson Road) over Barnetts Run in Belfast Township, Fulton County

Project Description: Bridge improvement on PA 655 (Thompson Road) over Barnetts Run in Belfast Township, Fulton County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$100	\$70	\$700	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$100	\$70	\$700	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$870					

PennDOT Project Id: 22846

Project Administrator: PENNDOT

Title: Sidling Hill Ck Br 2

Improvement Type: Bridge Improvement

State Route: 915

Municipality: Wells (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/24

Location: On PA 915 (North Valley Road) over Sideling Hill Creek in Wells Township, Fulton County

Project Description: Bridge improvement on PA 915 (North Valley Road) over Sideling Hill Creek in Wells Township, Fulton County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$250	\$0	\$0	\$0	\$1750	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$250	\$0	\$0	\$0	\$1,750	\$0
Total FFY 2023-2034 Cost		\$2,000					

PennDOT Project Id: 74377

Project Administrator: PennDOT

Title: S Big Cove Tannery Rd over Esther Run

Improvement Type: Bridge Improvement

State Route: 928

Municipality: Ayr (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/12/24

Location: On PA 928 (Big Cove Tannery Road) over Esther Run in Ayr Township, Fulton County.

Project Description: Bridge improvement on PA 928 (Big Cove Tannery Rd) over Esther Run in Ayr Township, Fulton County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$257	\$254	\$1066	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$257	\$254	\$1,066	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,577					

PennDOT Project Id: 91650

Project Administrator: PennDOT

Title: Dott to Needmore Resurf

Improvement Type: Resurface

State Route: 522

Municipality: Bethel (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/6/28

Location: On US 522 (Great Cove Road) from PA 643 (Flickerville Road) to PA 655 (Pleasant Ridge Road) in Bethel and Belfast Townships, Fulton County

Project Description: Resurfacing on US 522 (Great Cove Road) from PA 643 (Flickerville Road) to PA 655 (Pleasant Ridge Road) in Bethel and Belfast Townships, Fulton County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$3356	\$0
	State:	\$0	\$0	\$0	\$102	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$102	\$3,356	\$0
Total FFY 2023-2034 Cost		\$3,458					

PennDOT Project Id: 96543

Project Administrator: PennDOT

Title: US522 - US 30 to Turnpike

Improvement Type: Resurface

State Route: 522

Municipality: Mcconnellsburg (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/18/24

Location: On US 522 (Great Cove Road) from SR 1004 (Lincoln Way West) to I-76 turnpike exit 180 in Todd and Dublin Townships and McConnellsburg Borough Fulton County

Project Description: Resurfacing on US 522 (Great Cove Road) from SR 1004 (Lincoln Way West) to I-76 turnpike exit 180 in Todd and Dublin Townships and McConnellsburg Borough Fulton County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$1526	\$5084	\$1640	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,526	\$5,084	\$1,640	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$8,250					

PennDOT Project Id: 108197

Project Administrator: PennDOT

Title: SR 1001 - US 522 to SR 1002

Improvement Type: Resurface

State Route: 1001

Municipality: Ayr (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/8/22

Location: On SR 1001 (Cito Road) from US 522 (Great Cove Road) to SR 1002 (Union Church Road) in Ayr Township Fulton County

Project Description: Pavement resurfacing, including drainage and guiderail upgrades, on SR 1001 (Cito Road) from US 522 (Great Cove Road) to SR 1002 (Union Church Road) in Ayr Township Fulton County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$2000	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$2,000	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$2,000					

PennDOT Project Id: 108198

Project Administrator: PennDOT

Title: SR 1001 - SR 1002 to PA 16

Improvement Type: Resurface

State Route: 1001

Municipality: Ayr (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/8/22

Location: On SR 1001 (Cito Road) from SR 1002 (Union Church Road) to PA 16 (Buchanan Trail) in Ayr Township and McConnellsburg Borough Fulton County

Project Description: Pavement resurfacing, including drainage and guiderail upgrades, on SR 1001 (Cito Road) from SR 1002 (Union Church Road) to PA 16 (Buchanan Trail) in Ayr Township and McConnellsburg Borough Fulton County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$2200	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$2,200	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$2,200					

PennDOT Project Id: 110104

Project Administrator: PennDOT

Title: T-340 Fairview Rd over Indian Grave Run

Improvement Type: Bridge Replacement

State Route: 7210

Municipality: Union (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/5/23

Location: On T-340 (Fairview Road) over Indian Grave Run in Union Township Fulton County

Project Description: Bridge replacement on T-340 (Fairview Road) over Indian Grave Run in Union Township Fulton County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$880	\$0	\$0	\$0	\$0
	State:	\$0	\$165	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$55	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$1,100	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,100					

PennDOT Project Id: 110123

Project Administrator: PennDOT

Title: US 522 White Oak Run

Improvement Type: Bridge Improvement

State Route: 522

Municipality: Bethel (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/5/23

Location: On Great Cove Road (US 522) over White Oak Run near the intersection of T-328 (Bethel Church Road) in Bethel Township Fulton County

Project Description: Bridge improvement on Great Cove Road (US 522) over White Oak Run near the intersection of T-328 (Bethel Church Road) in Bethel Township Fulton County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$435	\$440	\$0	\$0	\$0
	State:	\$123	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$123	\$435	\$440	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$998					

PennDOT Project Id: 114119

Project Administrator: PennDOT

Title: US 30 Truck Study Turnaround

Improvement Type: Safety Improvement

State Route: 30

Municipality: Brush Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/9/25

Location: On US 30 (Lincoln Highway) near the intersection of Thunder Rock Road in Brush Creek Township Fulton County

Project Description: Safety improvement to construct a truck turnaround and runaway truck ramp east of the intersection of US 30 (Lincoln Highway) and Thunder Rock Road in Brush Creek Township Fulton County. The turnaround will allow trucks that failed to enter the Turnpike interchange in Breezewood to safely perform turning maneuvers at a designated area. The project will also improve the runaway truck ramps. The improvements include replace/repair both energy absorbing crash barriers at the ends of each ramp, provide 6" of River Rock #57 stone uniform across both ramps, and mobile screen existing rock prior to placement on the 6" new stone.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$875	\$0	\$0	\$0
	State:	\$181	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$181	\$0	\$875	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,056					

PennDOT Project Id: 114179

Project Administrator: PennDOT

Title: T-330 Zachs Ridge Road

Improvement Type: Bridge Replacement

State Route: 7210

Municipality: Union (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/8/27

Location: On T-330 (Zachs Ridge Road) over McKees Run in Union Township Fulton County.

Project Description: Bridge replacement on T-330 (Zachs Ridge Road) over McKees Run in Union Township Fulton County. This project will also include updating guiderail and approach roadway updates as needed.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$262	\$0	\$156	\$691	\$0	\$0
	State:	\$49	\$0	\$29	\$130	\$0	\$0
	Local/Other:	\$16	\$0	\$9	\$43	\$0	\$0
	Period Totals:	\$327	\$0	\$194	\$864	\$0	\$0
Total FFY 2023-2034 Cost		\$1,385					

PennDOT Project Id: 117004

Project Administrator: PennDOT

Title: SR 1004 Over US 30

Improvement Type: Bridge Improvement

State Route: 1004

Municipality: Ayr (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/7/24

Location: On SR 1004 (Lincoln Way West) over US 30 (Lincoln Highway) in Ayr and Todd Townships, Fulton County

Project Description: Bridge Improvement on SR 1004 (Lincoln Way West) over US 30 (Lincoln Highway) in Ayr and Todd Townships, Fulton County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$100	\$60	\$550	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$100	\$60	\$550	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$710					

PennDOT Project Id: 117352

Project Administrator: PennDOT

Title: SR 1003 Peach Orchard Rd over US 30

Improvement Type: Bridge Improvement

State Route: 1003

Municipality: Todd (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/7/24

Location: On SR 1003 (T-516 Peach Orchard Road) over US 30 (Lincoln Highway) in Todd Township, Fulton County

Project Description: Bridge improvement on SR 1003 (T-516 Peach Orchard Road) over US 30 (Lincoln Highway) in Todd Township, Fulton County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$100	\$30	\$500	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$100	\$30	\$500	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$630					

PennDOT Project Id: 117633

Project Administrator: PennDOT

Title: I-70 Curve Warning System

Improvement Type: Traffic System Management

State Route: 70

Municipality: Brush Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/16/23

Location: On I-70 (Dwight D Eisenhower Highway) in Brush Creek Township, Fulton County.

Project Description: Installation of new ITS devices at various locations on I-70 (Dwight D Eisenhower Highway) in Brush Creek Township, Fulton County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$230	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$230	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$230					

PennDOT Project Id: 117634

Project Administrator: PennDOT

Title: I-70 Intelligent Transportation System (ITS) Gap

Improvement Type: Traffic System Management

State Route: 70

Municipality: Brush Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/16/23

Location: On I-70 (Dwight D Eisenhower Highway) in Brush Creek and Bethel Townships, Fulton County

Project Description: Installation of new ITS devices at various locations on I-70 (Dwight D Eisenhower Highway) in Brush Creek and Bethel Townships, Fulton County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$466	\$466	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$466	\$466	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$932					

Huntingdon

PennDOT Project Id: 23009

Project Administrator: PENNDOT

Title: T-368 Gr Trough Cr 1

Improvement Type: Bridge Improvement

State Route: 7225

Municipality: Todd (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/24

Location: On T-368 (New Fording Road) over Greater Trough Creek in Todd Township Huntingdon County

Project Description: Bridge Improvement on T-368 (New Fording Road) over Greater Trough Creek in Todd Township Huntingdon County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$414	\$800	\$0	\$0	\$0	\$0
	State:	\$78	\$150	\$0	\$0	\$0	\$0
	Local/Other:	\$26	\$50	\$0	\$0	\$0	\$0
	Period Totals:	\$518	\$1,000	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,518					

PennDOT Project Id: 23133

Project Administrator: PENNDOT

Title: PA 103/Barnes Run

Improvement Type: Bridge Improvement

State Route: 103

Municipality: Shirley (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/9/25

Location: On PA 103 (Beacon Lodge Road) over Barnes Run in Shirley Township, Huntingdon County

Project Description: Bridge improvement on PA 103 (Beacon Lodge Road) over Barnes Run in Shirley Township, Huntingdon County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$257	\$212	\$957	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$257	\$212	\$957	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,426					

PennDOT Project Id: 49336

Project Administrator: PENNDOT

Title: Lick Run Bridge

Improvement Type: Bridge Improvement

State Route: 2004

Municipality: Springfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/10/24

Location: On SR 2004 (Meadow Gap Road) over Lick Run near the intersection of T-334 (Fleck Road) in Springfield Township Huntingdon County

Project Description: Bridge Improvement on SR 2004 (Meadow Gap Road) over Lick Run near the intersection of T-334 (Fleck Road) in Springfield Township Huntingdon County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$10	\$985	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$10	\$985	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$995					

PennDOT Project Id: 56686

Project Administrator: PennDOT

Title: TR Sugar Run Bridge

Improvement Type: Bridge Improvement

State Route: 747

Municipality: Cromwell (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 5/21/26

Location: On PA 747 (Hill Valley Road) over Tributary of Sugar Run near the Village of Cora in Cromwell Township, Huntingdon County

Project Description: Bridge Improvement on PA 747 (Hill Valley Road)over Tributary of Sugar Run near the Village of Cora in Cromwell Township, Huntingdon County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$115	\$0	\$670	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$115	\$0	\$670	\$0	\$0
Total FFY 2023-2034 Cost		\$785					

PennDOT Project Id: 56687

Project Administrator: PennDOT

Title: Bridge Improvement - PA 994 Haw Run

Improvement Type: Bridge Improvement

State Route: 994

Municipality: Todd (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/4/25

Location: On PA 994 (Old Plank Road) over Haw Run near the intersection of Newburg School Road (T-378) in Todd Township, Huntingdon County

Project Description: Improvement of bridge on PA 994 (Old Plank Road) over Haw Run near the intersection of Newburg School Road (T-378) in Todd Township, Huntingdon County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$300	\$285	\$565	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$300	\$285	\$565	\$0	\$0
Total FFY 2023-2034 Cost		\$1,150					

PennDOT Project Id: 56689

Project Administrator: PennDOT

Title: Elliot's Run Bridge #1

Improvement Type: Bridge Improvement

State Route: 2005

Municipality: Clay (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/27

Location: On SR 2005 (Elliotts Run Road) over Elliotts Run near SR 2002 (Cherry Grove Church Road) in Clay Township, Huntingdon County

Project Description: Bridge Improvement on SR 2005 (Elliotts Run Road) over Elliotts Run near SR 2002 (Cherry Grove Church Road) in Clay Township, Huntingdon County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$60	\$0	\$60	\$650	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$60	\$0	\$60	\$650	\$0
Total FFY 2023-2034 Cost		\$770					

PennDOT Project Id: 74436

Project Administrator: PennDOT

Title: Derry Run Bridge Seg 20

Improvement Type: Bridge Improvement

State Route: 305

Municipality: Porter (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/10/24

Location: On PA 305 over Derry Run near the intersection of Pike Street (SR 4005) in Porter Township, Huntingdon County

Project Description: Improvement of bridge on PA 305 over Derry Run near the intersection of Pike Street (SR 4005) in Porter Township, Huntingdon County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$90	\$0	\$1000	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$90	\$0	\$1,000	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,090					

PennDOT Project Id: 88145

Project Administrator: PennDOT

Title: PA 35 Trough Spring Bridge

Improvement Type: Bridge Improvement

State Route: 35

Municipality: Tell (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/13/26

Location: On PA 35 (Shade Valley Road) over Tributary of Trough Spring Branch in Tell Township, Huntingdon County

Project Description: Bridge improvement on PA 35 (Shade Valley Road) over Tributary of Trough Spring Branch in Tell Township, Huntingdon County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$250	\$200	\$336	\$575	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$250	\$200	\$336	\$575	\$0	\$0
Total FFY 2023-2034 Cost		\$1,361					

PennDOT Project Id: 88149

Project Administrator: PennDOT

Title: Bridge Improvement - PA 994 Tatman Run

Improvement Type: Bridge Improvement

State Route: 994

Municipality: Todd (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/14/23

Location: On PA 994 (Old Plank Road) over Tatman Run near the intersection of Tatman Run Drive and 0.6 miles West of SR 3001 (Little Valley Road) in Todd Township Huntingdon County

Project Description: Bridge Improvement of structure on PA 994 over Tatman Run near the intersection of Tatman Run Road (Private Drive) and 0.6 miles west of Little Valley Road in Todd Township, Huntingdon County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$1150	\$250	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,150	\$250	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,400					

PennDOT Project Id: 88152

Project Administrator: PennDOT

Title: Elliot's Run Bridge #2

Improvement Type: Bridge Improvement

State Route: 2005

Municipality: Clay (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/27

Location: On SR 2005 (Elliot's Run Road) over Elliot's Run near T-332 (Owl Hollow Road) in Clay Township, Huntingdon County

Project Description: Bridge improvement on SR 2005 (Elliot's Run Road) over Elliot's Run near T-332 (Owl Hollow Road) in Clay Township, Huntingdon County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$141	\$0	\$60	\$1047	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$141	\$0	\$60	\$1,047	\$0
Total FFY 2023-2034 Cost		\$1,248					

PennDOT Project Id: 91441

Project Administrator: PennDOT

Title: Bridge Improvement - PA 913 Sugar Camp Run

Improvement Type: Bridge Improvement

State Route: 913

Municipality: Carbon (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/29/26

Location: On PA 913 (Broad Top Mountain Road) over Sugar Camp Run near the intersection of T-402 (Risbon Road) in Carbon Township Huntingdon County

Project Description: Bridge improvement on PA 913 (Broad Top Mountain Road) over Sugar Camp Run near the intersection of T-402 (Risbon Road) in Carbon Township Huntingdon County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$160	\$852	\$580	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$160	\$852	\$580	\$0
Total FFY 2023-2034 Cost		\$1,592					

PennDOT Project Id: 91663

Project Administrator: PennDOT

Title: Bedford Co. Line-Mtn Rd

Improvement Type: Resurface

State Route: 26

Municipality: Hopewell (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/27/29

Location: On PA 26 (Raystown Road) from T-369 (Pine Ridge Road) in Liberty Township, Bedford County to T-420 (Mountain Road) in Hopewell, Lincoln, and Penn Townships and Marklesburg Borough, Huntingdon County

Project Description: Resurfacing on PA 26 (Raystown Road) from T-369 (Pine Ridge Road) in Liberty Township, Bedford County to T-420 (Mountain Road) in Hopewell, Lincoln, and Penn Townships and Marklesburg Borough, Huntingdon County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$50	\$12755	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$50	\$12,755	\$0
Total FFY 2023-2034 Cost		\$12,805					

PennDOT Project Id: 96568

Project Administrator: PennDOT

Title: US 22 to Mtn Road

Improvement Type: Resurface

State Route: 26

Municipality: Penn (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/27/29

Location: On PA 26 (Raystown Road) from T-420 (Mountain Road) to US 22 (William Penn Highway) in Penn, Walker, and Smithfield Townships and Marklesburg Borough, Huntingdon County

Project Description: Resurfacing on PA 26 (Raystown Road) from T-420 (Mountain Road) to US 22 (William Penn Highway) in Penn, Walker, and Smithfield Townships and Marklesburg Borough, Huntingdon County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$35	\$8085	\$4333
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$35	\$8,085	\$4,333
Total FFY 2023-2034 Cost		\$12,453					

PennDOT Project Id: 96573

Project Administrator: PennDOT

Title: SR 453 from SR 1017 to Blair Co. Line

Improvement Type: Resurface

State Route: 453

Municipality: Warriors Mark (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/1/27

Location: On PA 453 (Birmingham Pike) from SR 1017 (Silver Barn Road) to Blair County Line in Birmingham Borough and Warriors Mark Township, Huntingdon County

Project Description: Resurfacing on PA 453 (Birmingham Pike) from SR 1017 (Silver Barn Road) to Blair County Line in Birmingham Borough and Warriors Mark Township, Huntingdon County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$300	\$0	\$271	\$2318	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$300	\$0	\$271	\$2,318	\$0
Total FFY 2023-2034 Cost		\$2,889					

PennDOT Project Id: 108316

Project Administrator: PennDOT

Title: US 522 - Keystone Rd to Mifflin County Line

Improvement Type: Resurface

State Route: 522

Municipality: Shirley (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/3/22

Location: On US 522 (Croghan Pike) from T-507 (Keystone Road) to Mifflin County Line in Shirley Township and Mount Union Borough Huntingdon County

Project Description: Resurfacing on US 522 (Croghan Pike) from T-507 (Keystone Road) to Mifflin County Line in Shirley Township and Mount Union Borough Huntingdon County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$3442	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$3,442	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$3,442					

PennDOT Project Id: 110100

Project Administrator: PennDOT

Title: T-529 Miller Rd over Laurel Run

Improvement Type: Bridge Replacement

State Route: 7211

Municipality: Jackson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/6/22

Location: On T-529 (Miller Road) over Laurel Run in Jackson Township Huntingdon County

Project Description: Bridge Improvement on T-529 (Miller Road) over Laurel Run in Jackson Township, Huntingdon County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$662	\$0	\$0	\$0	\$0	\$0
	State:	\$124	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$41	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$827	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$827					

PennDOT Project Id: 110431

Project Administrator: PennDOT

Title: EntriKen SR 3005 Coffee Run Bridge

Improvement Type: Bridge Improvement

State Route: 3005

Municipality: Lincoln (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/12/26

Location: On SR 3005 (Clappers Ridge Road) over Coffee Run in Lincoln Township, Huntingdon County

Project Description: Bridge improvement on SR 3005 (Clappers Ridge Road) over Coffee Run in Lincoln Township, Huntingdon County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$500	\$0	\$0
	State:	\$0	\$115	\$50	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$115	\$50	\$500	\$0	\$0
Total FFY 2023-2034 Cost		\$665					

PennDOT Project Id: 114181

Project Administrator: PennDOT

Title: T-573 Wilson Road

Improvement Type: Bridge Improvement

State Route: 7206

Municipality: Cromwell (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/29/24

Location: On T-573 (Wilson Road) over Three Springs Creek in Cromwell Township Huntingdon County.

Project Description: Bridge improvement on T-573 (Wilson Road) over Three Springs Creek in Cromwell Township Huntingdon County. The approaches, guiderail, and drainage will be updated as required.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$192	\$360	\$360	\$0	\$0	\$0
	State:	\$37	\$68	\$68	\$0	\$0	\$0
	Local/Other:	\$12	\$23	\$23	\$0	\$0	\$0
	Period Totals:	\$241	\$451	\$451	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,143					

PennDOT Project Id: 116806

Project Administrator: PennDOT

Title: PA 453 Corridor Study

Improvement Type: Corridor Safety Improvement

State Route: 453

Municipality: Warriors Mark (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On PA 453 (Birmingham Pike) from SR 4013 (Huntingdon Furnace Road) to I-99 (Bud Shuster Highway) overpass in Snyder Township and Tyrone Borough, Blair County and Tyrone Township, Warriors Mark Township and Birmingham Boroughs, Huntingdon County

Project Description: Corridor Safety Improvement Study on PA 453 (Birmingham Pike) from SR 4013 (Huntingdon Furnace Road) to I-99 (Bud Shuster Highway) overpass in Snyder Township and Tyrone Borough, Blair County and Tyrone Township, Warriors Mark Township and Birmingham Boroughs, Huntingdon County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$250	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$250	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$250					

PennDOT Project Id: 117085

Project Administrator: PennDOT

Title: T-316 Appleby Rd Shade Creek Bridge

Improvement Type: Bridge Improvement

State Route: 7207

Municipality: Dublin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/4/25

Location: T-316 (Appleby Road) over Shade Creek in Dublin Township, Huntingdon County.

Project Description: Bridge Improvement on T-316 (Appleby Road) over Shade Creek in Dublin Township, Huntingdon County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$200	\$0	\$224	\$640	\$0	\$0
	State:	\$38	\$0	\$43	\$120	\$0	\$0
	Local/Other:	\$13	\$0	\$15	\$40	\$0	\$0
	Period Totals:	\$251	\$0	\$282	\$800	\$0	\$0
Total FFY 2023-2034 Cost		\$1,333					

Somerset

PennDOT Project Id: 23316

Project Administrator: PENNDOT

Title: Schaffer Run Bridge

Improvement Type: Bridge Improvement

State Route: 4001

Municipality: Jefferson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/24

Location: On SR 4001 (West Bakersville Edie Road) over Schaffer Run near T-396 (White Oak Road) Jefferson Township, Somerset County

Project Description: Bridge improvement on SR 4001 (West Bakersville Edie Road) over Schaffer Run near T-396 (White Oak Road) Jefferson Township, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$113	\$875	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$113	\$875	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$988					

PennDOT Project Id: 23357

Project Administrator: PENNDOT

Title: T-504 Fike Bridge

Improvement Type: Bridge Deck Replacement

State Route: 7224

Municipality: Summit (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/6/22

Location: On T-504 (Bender Bridge Road) over Elk Lick Run south SR 2004 (Mount Davis Road) in Summit Township, Somerset County

Project Description: Bridge Replacement on T-504 (Bender Bridge Road) over Elk Lick Run south SR 2004 (Mount Davis Road) in Summit Township, Somerset County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$840	\$0	\$0	\$0	\$0	\$0
	State:	\$158	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$53	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,051	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,051					

PennDOT Project Id: 23450

Project Administrator: PENNDOT

Title: Hollsopple Bridge

Improvement Type: Bridge Improvement

State Route: 601

Municipality: Conemaugh (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/24

Location: On PA 601 (Seanor Road) over Tributary to Stonycreek River near SR 403 (S Main Street) in Conemaugh Township, Somerset County

Project Description: Bridge improvement of the bridge carrying PA 601 (Seanor Road) over Tributary to Stonycreek River near SR 403 (S Main Street) in Conemaugh Township, Somerset County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$411	\$1170	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$411	\$1,170	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,581					

PennDOT Project Id: 23458

Project Administrator: PENNDOT

Title: Middle Creek Bridge

Improvement Type: Bridge Improvement

State Route: 3029

Municipality: Milford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/30/26

Location: On SR 3029 (Cooper Kettle Highway over Middle Creek near the intersection of T-703 (Chippewa Road) in Milford Township, Somerset County

Project Description: Bridge Improvement of the bridge carrying SR 3029 (Cooper Kettle Highway over Middle Creek near the intersection of T-703 (Chippewa Road) in Milford Township, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$275	\$0	\$275	\$1670	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$275	\$0	\$275	\$1,670	\$0	\$0
Total FFY 2023-2034 Cost		\$2,220					

PennDOT Project Id: 23460

Project Administrator:

Title: T-364 Gardner Bridge

Improvement Type: Bridge Improvement

State Route: 7209

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/9/26

Location: On T-364 (Jintown Road) over Laurel Hill Creek in Jefferson Township, Somerset County

Project Description: Bridge improvement On T-364 (Jintown Road) over Laurel Hill Creek in Jefferson Township, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$200	\$0	\$172	\$800	\$0	\$0
	State:	\$38	\$0	\$32	\$150	\$0	\$0
	Local/Other:	\$13	\$0	\$10	\$50	\$0	\$0
	Period Totals:	\$251	\$0	\$214	\$1,000	\$0	\$0
Total FFY 2023-2034 Cost		\$1,465					

PennDOT Project Id: 23462

Project Administrator: PENNDOT

Title: PA653 Laurel Hill Crk Brg

Improvement Type: Bridge Improvement

State Route: 653

Municipality: Middlecreek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/10/26

Location: On PA 653 over Laurel Hill Creek near the intersection of T-342 (Mcquire Road) in Middlecreek Township, Somerset County

Project Description: Bridge Improvement on PA 653 over Laurel Hill Creek near the intersection of T-342 (Mcquire Road) in Middlecreek Township, Somerset County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$250	\$0	\$285	\$3100	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$250	\$0	\$285	\$3,100	\$0
Total FFY 2023-2034 Cost		\$3,635					

PennDOT Project Id: 23478

Project Administrator: PENNDOT

Title: US 30 to N Somerset

Improvement Type: Resurface

State Route: 219

Municipality: Somerset (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/11/24

Location: On US 219 (Flight 93 Memorial Highway) from SR 601 (North Center Avenue) interchange to US 30 (Lincoln Highway) interchange in Somerset, Lincoln, Quemahoning, and Jenner Townships, Somerset County

Project Description: Resurfacing and Bridge Improvement of US 219 (Flight 93 Memorial Highway) from SR 601 (North Center Avenue) interchange to US 30 (Lincoln Highway) interchange in Somerset, Lincoln, Quemahoning, and Jenner Townships, Somerset County. This project will also include work on ramps (SR 8005 and SR 8007) and 11 structures. Updates to guiderail, fixing rough bridge approaches, updating crossovers, re-establishing vegetative zones, repairing ROW fence, updating signs, and evaluating interchange lighting.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$463	\$1697	\$3491	\$9617	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$463	\$1,697	\$3,491	\$9,617	\$0	\$0
Total FFY 2023-2034 Cost		\$15,268					

PennDOT Project Id: 23508

Project Administrator: PENNDOT

Title: T-719 Over Brush Creek

Improvement Type: Bridge Improvement

State Route: 7216

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/11/25

Location: On T-719 (Schoolhouse Road) over Brush Creek in Northampton Township, Somerset County.

Project Description: Bridge Improvement on T-719 (Schoolhouse Road) over Brush Creek in Northampton Township, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$108	\$0	\$228	\$869	\$0	\$0
	State:	\$20	\$0	\$43	\$163	\$0	\$0
	Local/Other:	\$7	\$0	\$14	\$54	\$0	\$0
	Period Totals:	\$135	\$0	\$285	\$1,086	\$0	\$0
Total FFY 2023-2034 Cost		\$1,506					

PennDOT Project Id: 23532

Project Administrator: PENNDOT

Title: 24th Street Bridge

Improvement Type: Bridge Improvement

State Route: 7422

Municipality: Windber (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/24

Location: On 24th Street over Seese Run in Windber Borough, Somerset County

Project Description: Bridge improvement on 24th Street over Seese Run in Windber Borough, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$184	\$742	\$0	\$0	\$0	\$0
	State:	\$35	\$139	\$0	\$0	\$0	\$0
	Local/Other:	\$11	\$46	\$0	\$0	\$0	\$0
	Period Totals:	\$230	\$927	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,157					

PennDOT Project Id: 23534

Project Administrator: PENNDOT

Title: S. 22nd Street Brdg

Improvement Type: Bridge Improvement

State Route: 7422

Municipality: Windber (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/24

Location: On South 22nd Street over Seese Run in Windber Borough, Somerset County

Project Description: Bridge Improvement on South 22nd Street over Seese Run in Windber Borough, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$190	\$160	\$0	\$0	\$0	\$0
	State:	\$35	\$30	\$0	\$0	\$0	\$0
	Local/Other:	\$11	\$10	\$0	\$0	\$0	\$0
	Period Totals:	\$236	\$200	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$436					

PennDOT Project Id: 23590

Project Administrator: PENNDOT

Title: Breastwork Run Br#1

Improvement Type: Bridge Improvement

State Route: 1017

Municipality: Allegheny (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/7/25

Location: On SR 1017 (New Baltimore Road) over Breastwork Run in Allegheny Township, Somerset County

Project Description: Bridge Improvement On SR 1017 (New Baltimore Road) over Breastwork Run in Allegheny Township, Somerset County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$275	\$285	\$830	\$670	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$275	\$285	\$830	\$670	\$0	\$0
Total FFY 2023-2034 Cost		\$2,060					

PennDOT Project Id: 23591

Project Administrator: PENNDOT

Title: Breastwork Run Br #2

Improvement Type: Bridge Improvement

State Route: 1017

Municipality: Allegheny (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/7/25

Location: On SR 1017 (New Baltimore Road) over Breastwork Run in Allegheny Township, Somerset County

Project Description: Bridge Improvement on SR 1017 (New Baltimore Road) over Breastwork Run in Allegheny Township, Somerset County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$275	\$285	\$657	\$900	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$275	\$285	\$657	\$900	\$0	\$0
Total FFY 2023-2034 Cost		\$2,117					

PennDOT Project Id: 23596

Project Administrator: PENNDOT

Title: Blue Lick Ck Trib Br

Improvement Type: Bridge Improvement

State Route: 2026

Municipality: Summit (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/27/25

Location: On SR 2026 (Berkleys Mill Road) over Blue Lick Creek in Summit Township, Somerset County

Project Description: Bridge Improvement of the bridge carrying SR 2026 (Berkleys Mills Road) over Blue Lick Creek in Summit Township, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$100	\$60	\$1263	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$100	\$60	\$1,263	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,423					

PennDOT Project Id: 72477

Project Administrator: PennDOT

Title: T-712 Rockingham Bridge

Improvement Type: Bridge Improvement

State Route: 7220

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/24

Location: On T-712 (Whispering Pines Road) over Dark Shade Creek near PA 160 (Dark Shade Drive) in Shade Township, Somerset County

Project Description: Bridge improvement on T-712 (Whispering Pines Road) over Dark Shade Creek near PA 160 (Dark Shade Drive) in Shade Township, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$344	\$708	\$332	\$0	\$0	\$0
	State:	\$65	\$133	\$62	\$0	\$0	\$0
	Local/Other:	\$22	\$44	\$21	\$0	\$0	\$0
	Period Totals:	\$431	\$885	\$415	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,731					

PennDOT Project Id: 74460

Project Administrator: PennDOT

Title: Miller Run BR

Improvement Type: Bridge Improvement

State Route: 1021

Municipality: Shade (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/12/26

Location: On SR 1021 (School Road) over Miller Run near the intersection of Yania Road in Shade Township, Somerset County

Project Description: Bridge Improvement on SR 1021 (School Road) over Miller Run near the intersection of Yania Road in Shade Township, Somerset County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$275	\$270	\$735	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$275	\$270	\$735	\$0	\$0
Total FFY 2023-2034 Cost		\$1,280					

PennDOT Project Id: 74469

Project Administrator: PennDOT

Title: Little Piney Run BR

Improvement Type: Bridge Improvement

State Route: 2010

Municipality: Greenville (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/8/26

Location: On SR 2010 (Greenville Road) over Little Piney Run in Greenville Township, Somerset County

Project Description: Bridge Improvement on SR 2010 (Greenville Road) over Little Piney Run in Greenville Township, Somerset County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$100	\$0	\$60	\$190	\$807	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$100	\$0	\$60	\$190	\$807	\$0
Total FFY 2023-2034 Cost		\$1,157					

PennDOT Project Id: 74470

Project Administrator: PennDOT

Title: Gladdens Run BR

Improvement Type: Bridge Improvement

State Route: 2013

Municipality: Southampton (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/13/26

Location: On SR 2013 (Palo Alto Road) over Gladdens Run in Southampton Township, Somerset County.

Project Description: Bridge Improvement on SR 2013 (Palo Alto Road) over Gladdens Run in Southampton Township, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$275	\$0	\$280	\$750	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$275	\$0	\$280	\$750	\$0	\$0
Total FFY 2023-2034 Cost		\$1,305					

PennDOT Project Id: 74481

Project Administrator: PennDOT

Title: Poorbaugh Run BR

Improvement Type: Bridge Improvement

State Route: 2020

Municipality: Fairhope (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/12/27

Location: On SR 2020 (Poorbaugh Road) over Poorbaugh Run near the intersection of Glen Savage Road in Northampton Township, Somerset County

Project Description: Bridge Improvement on SR 2020 (Poorbaugh Road) over Poorbaugh Run near the intersection of Glen Savage Road in Northampton Township, Somerset County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$275	\$0	\$310	\$900	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$275	\$0	\$310	\$900	\$0
Total FFY 2023-2034 Cost		\$1,485					

PennDOT Project Id: 74483

Project Administrator: PennDOT

Title: Whites Creek Trib

Improvement Type: Bridge Improvement

State Route: 3001

Municipality: Addison (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/5/23

Location: On SR 3001 (Fort Hill Road) over Whites Creek Tributary near PA 523 (Listonburg Road), Addison Borough, Somerset County

Project Description: Bridge improvement on SR 3001 (Fort Hill Road) over Whites Creek Tributary near PA 523 (Listonburg Road), Addison Borough, Somerset County. The scope of work for the project includes the replacement of the existing steel corrugated metal pipe culvert with a concrete culvert. The project will also include reconstruction of the roadway approaches and guiderail replacement.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$593	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$593	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$593					

PennDOT Project Id: 74484

Project Administrator: PennDOT

Title: Bridge Improvement - Cucumber Run BR

Improvement Type: Bridge Improvement

State Route: 3001

Municipality: Addison (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/5/23

Location: On SR 3001 (Fort Hill Road) over Cucumber Run near T-346 (Green Road), Addison Township, Somerset County.

Project Description: Bridge Improvement on SR 3001 (Fort Hill Rd.) over Cucumber Run near T-346 (Green Road) in Addison Township, Somerset County. The scope for the project includes the replacement of the existing single span steel I-beam bridge with a single span bridge. The project will also include reconstruction of the roadway approaches and guiderail replacement.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$1033	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,033	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,033					

PennDOT Project Id: 74485

Project Administrator: PennDOT

Title: Casselman River Trib 80

Improvement Type: Bridge Improvement

State Route: 3001

Municipality: Addison (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/5/23

Location: On PA 3001 (Fort Hill Road) over Casselman River Tributary near T-330 (High Point Road) in Addison Township, Somerset County

Project Description: Bridge improvement on PA 3001 (Fort Hill Road) over Casselman River Tributary near T-330 (High Point Road) in Addison Township, Somerset County. The scope of work for the project includes the replacement of the existing steel I-beam bridge with a precast reinforced concrete box culvert. The project will also include reconstruction of the roadway approaches, guiderail replacement, and drainage upgrades.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$586	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$586	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$586					

PennDOT Project Id: 74487

Project Administrator: PennDOT

Title: Smith Run Br

Improvement Type: Bridge Improvement

State Route: 3007

Municipality: Lower Turkeyfoot (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/10/25

Location: On SR 3007 (Humbert Road) over Smith Run in Lower Turkeyfoot Township, Somerset County

Project Description: Bridge Improvement on SR 3007 (Humbert Road) over Smith Run in Lower Turkeyfoot Township, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$100	\$60	\$910	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$100	\$60	\$910	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,070					

PennDOT Project Id: 88159

Project Administrator: PennDOT

Title: SR2001 Laurel Crk Bridge

Improvement Type: Bridge Improvement

State Route: 2001

Municipality: Elk Lick (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/15/26

Location: On SR 2001 (Oak Dale Road) over Laurel Creek near the intersection of T-323 (Tub Mill Run Road) in Elk Lick Township, Somerset County

Project Description: Bridge Improvement on SR 2001 (Oak Dale Road) over Laurel Creek near the intersection of T-323 (Tub Mill Run Road) in Elk Lick Township, Somerset County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$275	\$285	\$555	\$320	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$275	\$285	\$555	\$320	\$0
Total FFY 2023-2034 Cost		\$1,435					

PennDOT Project Id: 88162

Project Administrator: PennDOT

Title: Hillegas Run Bridge

Improvement Type: Bridge Improvement

State Route: 2017

Municipality: Northampton (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/12/27

Location: On SR 2017 (Brush Creek Road) over Tributary of Hillegas Run near the intersection of T-469 (Miller Road) in Northampton Township, Somerset County

Project Description: Bridge Improvement on SR 2017 (Brush Creek Road) over Tributary of Hillegas Run near the intersection of T-469 (Miller Road) in Northampton Township, Somerset County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$275	\$0	\$310	\$1000	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$275	\$0	\$310	\$1,000	\$0
Total FFY 2023-2034 Cost		\$1,585					

PennDOT Project Id: 88164

Project Administrator: PennDOT

Title: Bridge Improvement - SR 3001 Cassleman Rvr Br

Improvement Type: Bridge Improvement

State Route: 3001

Municipality: Addison (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/5/23

Location: On SR 3001 (Fort Hill Road) over Casselman River Tributary South of T-330 (High Point Road) in Addison Township, Somerset County

Project Description: Bridge Improvement on SR 3001 (Fort Hill Road) over Caselman River Tributary South of T-330 (High Point Road) in Addison Township, Somerset County. The scope of work for the project includes the replacement of the existing steel corrugated pipe arch culvert with a pipe culvert. The project will also include reconstruction of the roadway approaches and drainage updates.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$533	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$533	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$533					

PennDOT Project Id: 91446

Project Administrator: PennDOT

Title: Humbert Red Run 1

Improvement Type: Bridge Improvement

State Route: 3007

Municipality: Lower Turkeyfoot (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/10/25

Location: On SR 3007 (Humbert Road) over Red Run near the intersection of T-446 (Wine-O Road) in Lower Turkeyfoot Township, Somerset County

Project Description: Bridge Improvement of the bridge carrying SR 3007 (Humbert Road) over Red Run near the intersection of T-446 (Wine-O Road) in Lower Turkeyfoot Township, Somerset County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$100	\$60	\$907	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$100	\$60	\$907	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,067					

PennDOT Project Id: 91448

Project Administrator: PennDOT

Title: Mance Trib Wills Crk

Improvement Type: Bridge Improvement

State Route: 2017

Municipality: Larimer (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/12/27

Location: On SR 2017 (Glade City Road) over Tributary of Wills Creek near the intersection of T-660 (Witts Road) in Larimer Twp, Somerset County

Project Description: Bridge Improvement on SR 2017 (Glade City Road) over Tributary of Wills Creek near the intersection of T-660 (Witts Road) in Larimer Twp, Somerset County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$275	\$0	\$310	\$1000	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$275	\$0	\$310	\$1,000	\$0
Total FFY 2023-2034 Cost		\$1,585					

PennDOT Project Id: 105604

Project Administrator: PennDOT

Title: SR4035 Trib Quemahoning Crk Bridge

Improvement Type: Bridge Improvement

State Route: 4035

Municipality: Conemaugh (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/4/27

Location: On SR 4035 (Woodstown Highway) over Tributary of Quemahoning Creek near the intersection of PA 601 in Conemaugh Township, Somerset County

Project Description: Bridge Improvement on SR 4035 (Woodstown Highway) over Tributary of Quemahoning Creek near the intersection of PA 601 in Conemaugh Township, Somerset County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$100	\$0	\$0	\$2560	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$100	\$0	\$0	\$2,560	\$0
Total FFY 2023-2034 Cost		\$2,660					

PennDOT Project Id: 105980

Project Administrator: PennDOT

Title: US 219 - MD line to Meyersdale Bypass

Improvement Type: Resurface

State Route: 219

Municipality: Elk Lick (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/24

Location: On US 219 (Mason Dixon Highway) from the Maryland Line to the end of the Meyersdale Bypass in Summit and Elk Lick Township and Salisbury Borough, Somerset County

Project Description: Resurfacing on US 219 (Mason Dixon Highway) from the Maryland Line to the end of the Meyersdale Bypass in Summit and Elk Lick Township and Salisbury Borough, Somerset County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$2080	\$5627	\$0	\$0	\$0
	State:	\$535	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$535	\$2,080	\$5,627	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$8,242					

PennDOT Project Id: 108263

Project Administrator: PennDOT

Title: PA 31 - Barn Swallow Road to Somerset Boro Line

Improvement Type: Resurface

State Route: 31

Municipality: Jefferson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/29/24

Location: On PA 31 (Glades Pike) from SR 3037 (Trent Road) to the Somerset Borough Line in Jefferson and Somerset Townships, Somerset County

Project Description: Resurfacing 5.58 miles of roadway, including drainage and guiderail upgrades as necessary on PA 31 (Glades Pike) from SR 3037 (Trent Road) to the Somerset Borough Line in Jefferson and Somerset Townships, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$3244	\$0	\$0	\$0
	State:	\$10	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$10	\$0	\$3,244	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$3,254					

PennDOT Project Id: 110129

Project Administrator: PennDOT

Title: Black Hills Rd Beaver Dam Crk

Improvement Type: Bridge Improvement

State Route: 4023

Municipality: Jennerstown (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/8/22

Location: On SR 4023 (Black Hills Road) over Beaver Dam Creek near a Borough Road (Mountain Road) in Jennerstown Borough, Somerset County

Project Description: Bridge improvement on SR 4023 (Black Hills Road) over Beaver Dam Creek near a Borough Road (Mountain Road) in Jennerstown Borough, Somerset County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$723	\$0	\$0	\$0	\$0	\$0
	State:	\$181	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$904	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$904					

PennDOT Project Id: 110427

Project Administrator: PennDOT

Title: South Berlin PA 160 Buffalo Creek Bridge

Improvement Type: Bridge Improvement

State Route: 160

Municipality: Brothers Valley (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/27/26

Location: On PA 160 (Cumberland Highway) over Buffalo Creek approximately 0.25 north of Glennoris School Road, Brothersvalley Township, Somerset County

Project Description: Bridge improvement on PA 160 (Cumberland Highway) over Buffalo Creek approximately 0.25 north of Glennoris School Road, Brothersvalley Township, Somerset County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$275	\$0	\$285	\$1800	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$275	\$0	\$285	\$1,800	\$0	\$0
Total FFY 2023-2034 Cost		\$2,360					

PennDOT Project Id: 110443

Project Administrator: PennDOT

Title: US 30 - US 219 to PA 281

Improvement Type: Resurface

State Route: 30

Municipality: Quemahoning (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/8/22

Location: On US 30 (Lincoln Highway) from US 219 (Flight 93 Memorial Highway) to PA 281 (Stoystown Road) Quemahoning Township and Stoystown Borough, Somerset County

Project Description: Resurfacing on US 30 (Lincoln Highway) from US 219 (Flight 93 Memorial Highway) to PA 281 (Stoystown Road) Quemahoning Township and Stoystown Borough, Somerset County. The project will improve the surface, including drainage and guiderail upgrades as necessary. Various intersections will also be evaluated for geometry and sight distance concerns.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$4253	\$233	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$4,253	\$233	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$4,486					

PennDOT Project Id: 113442

Project Administrator: PennDOT

Title: PA 403 - US 219 to PA 985

Improvement Type: Resurface

State Route: 403

Municipality: Conemaugh (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/8/22

Location: On PA 403 (Tire Hill Road) from US 219 (Flight 93 Memorial Highway) to the Cambria County Line in Conemaugh Township, Somerset County

Project Description: Resurfacing of PA 403 (Tire Hill Road) from US 219 (Flight 93 Memorial Highway) to the Cambria County Line, two structure replacements, three structure preservations, one structure removal, two traffic signals, and three geotechnical treatments, within Conemaugh Township, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$6657	\$4564	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$6,657	\$4,564	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$11,221					

PennDOT Project Id: 113884

Project Administrator: PennDOT

Title: Meyersdale Bypass to Garrett Curve

Improvement Type: Resurface

State Route: 2047

Municipality: Summit (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/8/26

Location: On SR 2047 (Mason Dixon Highway) from US 219 (Meyersdale Bypass) to PA 653 (Jackson Street) in Garrett Borough and Summit Township, Somerset County.

Project Description: Resurfacing on SR 2047 (Mason Dixon Highway) from US 219 (Meyersdale Bypass) to PA 653 (Jackson Street) in Garrett Borough and Summit Township, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$16	\$7033	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$16	\$7,033	\$0
Total FFY 2023-2034 Cost		\$7,049					

PennDOT Project Id: 114121

Project Administrator: PennDOT

Title: US 219 NB over T-685 Miller Road

Improvement Type: Bridge Improvement

State Route: 219

Municipality: Quemahoning (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/11/24

Location: On US 219 (Flight 93 Memorial Highway) NB over T-685 (Miller Road) in Quemahoning Township, Somerset County.

Project Description: Bridge Improvement with minor substructure repairs of the bridge carrying US 219 (Flight 93 Memorial Highway) NB over T-685 (Miller Road) in Quemahoning Township, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$1800	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$1,800	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,800					

PennDOT Project Id: 114122

Project Administrator: PennDOT

Title: US 219 SB over T-685 Miller Road

Improvement Type: Bridge Improvement

State Route: 219

Municipality: Quemahoning (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/11/24

Location: On US 219 (Flight 93 Memorial Highway) SB over T-685 (Miller Road) in Quemahoning Township, Somerset County.

Project Description: Bridge improvement on US 219 (Flight 93 Memorial Highway) SB over T-685 (Miller Road) in Quemahoning Township, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$1800	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$1,800	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,800					

PennDOT Project Id: 114123

Project Administrator: PennDOT

Title: SR 4104 over US 219

Improvement Type: Bridge Improvement

State Route: 4104

Municipality: Lincoln (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/11/24

Location: On SR 4104 (Critchfield Road) over US 219 (Flight 93 Memorial Highway) in Lincoln Township, Somerset County.

Project Description: Bridge improvement on SR 4104 (Critchfield Road) over US 219 (Flight 93 Memorial Highway) in Lincoln Township, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$530	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$530	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$530					

PennDOT Project Id: 115845

Project Administrator: PennDOT

Title: US 219 Meyersdale to Old Salisbury Rd

Improvement Type: New Roadway

State Route: 219

Municipality: Elk Lick (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/5/26

Location: Relocation of US 219, from Old Salisbury Rd to the Meyersdale Bypass, in Salisbury Borough, Elk Lick and Summit Townships. Old Salisbury Rd to the Meyersdale Bypass, in Salisbury Borough, Elk Lick and Summit Townships.

Project Description: The project will design and construct approximately 7 miles of new 4 lane limited access highway from Old Salisbury Rd to the Meyersdale Bypass, in Salisbury Borough, Elk Lick and Summit Townships.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$14000	\$9500	\$11500	\$15000	\$68000	\$68000
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$14,000	\$9,500	\$11,500	\$15,000	\$68,000	\$68,000
Total FFY 2023-2034 Cost		\$186,000					

PennDOT Project Id: 116097

Project Administrator: PennDOT

Title: PA 985 Slide Correction

Improvement Type: Slides Correction

State Route: 985

Municipality: Conemaugh (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/27/23

Location: On PA 985 (Somerset Pike) from Segment 260 Offset 1175 to Segment 260 Offset 1400, South of Thomas Mill, Conemaugh Township, Somerset County.

Project Description: Slide repair on PA 985 (Somerset Pike) from Segment 260 Offset 1175 to Segment 260 Offset 1400, South of Thomas Mill, Conemaugh Township, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$500	\$500	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$500	\$500	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,000					

PennDOT Project Id: 116670

Project Administrator: PennDOT

Title: Stutzmantown Road Intersection Improvements

Improvement Type: Safety Improvement

State Route: 1001

Municipality: Somerset (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/2/23

Location: Intersection of SR 1001 (Stutzman town Rd) and T-546 (Pleasant Hill RD), ¼ mile north of PA 31 (Allegheny Rd) in Somerset Township, Somerset County.

Project Description: Safety Improvement of Intersection of SR 1001 (Stutzman town Rd) and T-546 (Pleasant Hill RD), ¼ mile north of PA 31 (Allegheny Rd) in Somerset Township, Somerset County.
Improvements include Flashing Beacons and Flashing Stop Sign

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$300	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$300	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$300					

PennDOT Project Id: 116802

Project Administrator: PennDOT

Title: US 219 - Jennerstown to Cambria County

Improvement Type: Resurface

State Route: 219

Municipality: Jenner (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/10/25

Location: On SR 219 from Jennerstown interchange to Cambria County Line.

Project Description: Resurfacing of SR 219 from Jennerstown interchange to Cambria County Line.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$1412	\$7594	\$6725	\$0
	State:	\$299	\$0	\$200	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$299	\$0	\$1,612	\$7,594	\$6,725	\$0
Total FFY 2023-2034 Cost		\$16,230					

PennDOT Project Id: 116949

Project Administrator: PennDOT

Title: US 219 - Berlin-Somerset Int to Somerset Tpk Int

Improvement Type: Resurface

State Route: 219

Municipality: Somerset (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/12/27

Location: On US 219 (Flight 93 Memorial Highway) from the Berlin-Somerset Interchange to the Somerset Turnpike Interchange in Somerset Township, Somerset County.

Project Description: Resurfacing on US 219 (Flight 93 Memorial Highway) from the Berlin-Somerset Interchange to the Somerset Turnpike Interchange in Somerset Township, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$10245	\$0
	State:	\$0	\$0	\$350	\$250	\$200	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$350	\$250	\$10,445	\$0
Total FFY 2023-2034 Cost		\$11,045					

PennDOT Project Id: 116995

Project Administrator: PennDOT

Title: SR 4102 over US 219

Improvement Type: Bridge Improvement

State Route: 4102

Municipality: Somerset (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/11/24

Location: On SR 4102 (Sechler Road) over US 219 (Flight 93 Memorial Highway) in Somerset Township, Somerset County.

Project Description: Bridge Improvement of the bridge carrying SR 4102 (Sechler Road) over US 219 (Flight 93 Memorial Highway) in Somerset Township, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$200	\$1752	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$200	\$1,752	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,952					

PennDOT Project Id: 116999

Project Administrator: PennDOT

Title: SR 1017 Segment 70 Over Breastwork Run

Improvement Type: Bridge Improvement

State Route: 1017

Municipality: Allegheny (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/12/27

Location: On SR 1017 (New Baltimore Road) over Breastwork Run in Allegheny Township, Somerset County.

Project Description: Bridge Improvement on SR 1017 (New Baltimore Road) over Breastwork Run in Allegheny Township, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$275	\$0	\$0	\$285	\$950	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$275	\$0	\$0	\$285	\$950	\$0
Total FFY 2023-2034 Cost		\$1,510					

PennDOT Project Id: 117000

Project Administrator: PennDOT

Title: SR 1017 Segment 80 Over Breastwork Run

Improvement Type: Bridge Improvement

State Route: 1017

Municipality: Allegheny (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/12/27

Location: On SR 1017 (New Baltimore Road) over Breastwork Run in Allegheny Township, Somerset County.

Project Description: Bridge Improvement on SR 1017 (New Baltimore Road) over Breastwork Run in Allegheny Township, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$275	\$0	\$0	\$285	\$1050	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$275	\$0	\$0	\$285	\$1,050	\$0
Total FFY 2023-2034 Cost		\$1,610					

PennDOT Project Id: 117001

Project Administrator: PennDOT

Title: SR 1017 Segment 50 Over Tributary Breastwork Run

Improvement Type: Bridge Improvement

State Route: 1017

Municipality: Allegheny (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/27/26

Location: On SR 1017 (New Baltimore Road) over a tributary to Breastwork Run in Allegheny Township, Somerset County.

Project Description: Bridge Improvement on SR 1017 (New Baltimore Road) over a tributary to Breastwork Run in Allegheny Township, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$250	\$220	\$620	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$250	\$220	\$620	\$0	\$0
Total FFY 2023-2034 Cost		\$1,090					

PennDOT Project Id: 117002

Project Administrator: PennDOT

Title: SR 1017 Over Wills Run

Improvement Type: Bridge Improvement

State Route: 1017

Municipality: Allegheny (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/27/26

Location: On SR 1017 (New Baltimore Road) over Wills Run in Allegheny Township, Somerset County.

Project Description: Bridge Improvement on SR 1017 (New Baltimore Road) over Wills Run in Allegheny Township, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$250	\$220	\$790	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$250	\$220	\$790	\$0	\$0
Total FFY 2023-2034 Cost		\$1,260					

PennDOT Project Id: 117003

Project Administrator: PennDOT

Title: SR 3006 Over South Glade Creek

Improvement Type: Bridge Improvement

State Route: 3006

Municipality: Milford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/11/27

Location: On SR 3006 (Casselman Road) over South Glade Creek in Milford Township, Somerset County.

Project Description: Bridge Improvement on SR 3006 (Casselman Road) over South Glade Creek in Milford Township, Somerset County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$100	\$0	\$0	\$735	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$100	\$0	\$0	\$735	\$0
Total FFY 2023-2034 Cost		\$835					

PennDOT Project Id: 117015

Project Administrator: PennDOT

Title: PA 601 Barclay Run Bridge

Improvement Type: Bridge Improvement

State Route: 601

Municipality: Somerset (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/2/26

Location: On PA 601 over Barclay Run in Somerset Borough, Somerset County

Project Description: Bridge Improvement of the bridge carrying PA 601 over Barclay Run in Somerset Borough, Somerset County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$100	\$0	\$60	\$400	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$100	\$0	\$60	\$400	\$0	\$0
Total FFY 2023-2034 Cost		\$560					

PennDOT Project Id: 117766

Project Administrator: PennDOT

Title: 2023 SA Bridge Epoxy Overlay

Improvement Type: Bridge Improvement

State Route: 219

Municipality: Brothers Valley (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/13/23

Location: Various municipalities in Fulton, Huntingdon, and Somerset Counties

Project Description: Epoxy overlay on various structures in Fulton, Huntingdon, and Somerset Counties.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$3000	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$3,000	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$3,000					

PennDOT Project Id: 117769

Project Administrator: PennDOT

Title: 2023 SA Bridge Painting

Improvement Type: Bridge Improvement

State Route: 219

Municipality: Somerset (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/10/23

Location: On US 219 over the Pennsylvania Turnpike in Somerset Township, Somerset County

Project Description: Bridge painting of two structures on US 219 over the Pennsylvania Turnpike in Somerset Township, Somerset County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$850	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$850	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$850					

RPT# TIP200

Project Information							FFY 2023 Costs					FFY 2024 Costs					FFY 2025 Costs					FFY 2026 Costs					^ Milestones					
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total	
Bedford			117024	SA Bridge PM Reserve Line Item	C	BRDG	BRIP	210,000				210,000	BRIP	343,000				343,000	BRIP	63,000				63,000								
Bedford			117024	SA Bridge PM Reserve Line Item	C	BRDG	BOF	53,000	185	237,500		290,500	BOF	261,600				261,600	BOF	50,400	185	290,000		340,400	BRIP	1,030,000				1,030,000		
Bedford			117123	2023 RPM Installation - SA	C	HRST			581	200,000		200,000																				
Bedford			117124	2024 RPM Installation - SA	C	HRST									581	200,000		200,000														
Bedford		LBR	22594	Local Bridge Reserve	C	BRDG	BOF	933,400				933,400																				
Bedford		RLI	72234	SA Bridge & Hwy Reserve	C	SAMI																			HSIP	1,151,000				1,151,000		
Bedford		RLI	72234	SA Bridge & Hwy Reserve	C	HRST	STP	203,000				203,000	STP	207,000				207,000	STP	211,000				211,000	STP	215,000				215,000		
Bedford	26	021	98773	PA26 Riddlesburg - Saxton	P	HRST																					581	112,000		112,000		
Bedford	26	25S	116673	S Alleghenies Rumbles and HFST	C	SAMI							sHSIP	798,050				798,050												4/13/23 E		
Bedford	30	034	108154	US 30 - Scenic Rd to SR 4010	C	HRST															s581	2,000,000		2,000,000						12/12/24 E		
Bedford	30	034	108154	US 30 - Scenic Rd to SR 4010	C	HRST															581	850,000		850,000			s581	1,300,000		1,300,000		
Bedford	30	045	116801	US 30 - Breezewood to Everett	P	HRST			581	250,000		250,000																				
Bedford	30	045	116801	US 30 - Breezewood to Everett	F	HRST															581	225,000		225,000								
Bedford	30	045	116801	US 30 - Breezewood to Everett	U	HRST															581	30,000		30,000								
Bedford	30	045	116801	US 30 - Breezewood to Everett	R	HRST															581	30,000		30,000								
Bedford	30	045	116801	US 30 - Breezewood to Everett	+C	HRST																			STP	7,070,000				7,070,000		
Bedford	30	046	116960	US 30 - SR 4010 to SR 8014	P	HRST															581	277,000		277,000								
Bedford	30	046	116960	US 30 - SR 4010 to SR 8014	U	HRST																					581	56,000		56,000		
Bedford	30	046	116960	US 30 - SR 4010 to SR 8014	R	HRST																					581	56,000		56,000		
Bedford	30	19S	116671	S Alleghenies HFST and Signal Enhancements	+C	SAMI	HSIP	1,634,000				1,634,000																		4/13/23 E		
Bedford	30	38B	21561	US 30 Cliffs Br	F	BRDG															185	225,000		225,000								
Bedford	30	38B	21561	US 30 Cliffs Br	U	BRDG															185	22,500		22,500								
Bedford	30	39B	114115	US30 Seg 370 o. Raystown Br Jnt Rvr	F	BRDG															185	225,000		225,000								
Bedford	30	39B	114115	US30 Seg 370 o. Raystown Br Jnt Rvr	U	BRDG															185	22,500		22,500								
Bedford	30	40B	114117	US30 Seg 397 o. Raystown Br Jnt Rvr	F	BRDG															185	225,000		225,000								
Bedford	30	40B	114117	US30 Seg 397 o. Raystown Br Jnt Rvr	U	BRDG															185	22,500		22,500								
Bedford	30	43B	21480	US 30 EB over Former RR	P	BRDG	BRIP	100,000				100,000																				
Bedford	30	43B	21480	US 30 EB over Former RR	C	BRDG							BRIP	1,100,000				1,100,000													4/11/24 E	
Bedford	30	44B	21481	US 30 EB over PA 26	P	BRDG	BRIP	100,000				100,000																				
Bedford	30	44B	21481	US 30 EB over PA 26	+C	BRDG							BRIP	637,000				637,000	BRIP	700,000				700,000							4/11/24 E	
Bedford	30	47B	117771	US 30 EB over SR 8014	P	BRDG	BRIP	100,000				100,000																				
Bedford	30	47B	117771	US 30 EB over SR 8014	+C	BRDG							BRIP	500,000				500,000													4/11/24 E	
Bedford	31	11B	96675	Manns Choice Buffalo Run	F	BRDG			185	265,000		265,000																				
Bedford	31	11B	96675	Manns Choice Buffalo Run	R	BRDG			185	53,000		53,000																				
Bedford	31	11B	96675	Manns Choice Buffalo Run	+C	BRDG													BRIP	3,040,000				3,040,000							12/12/24 E	
Bedford	56	028	114118	PA 56 - Rouzer Rd to SR 4030	+F	SAMI	NHPP	390,000				390,000																				
Bedford	56	028	114118	PA 56 - Rouzer Rd to SR 4030	+U	SAMI	NHPP	100,000				100,000																				
Bedford	56	028	114118	PA 56 - Rouzer Rd to SR 4030	+R	SAMI	NHPP	165,000				165,000																				
Bedford	56	028	114118	PA 56 - Rouzer Rd to SR 4030	+C	SAMI							NHPP	4,037,000				4,037,000													9/12/24 E	
Bedford	56	028	114118	PA 56 - Rouzer Rd to SR 4030	+C	SAMI							HSIP	1,675,000				1,675,000	HSIP	1,717,000				1,717,000	HSIP	608,000				608,000	9/12/24 E	
Bedford	56	029	96517	Reynldsdale Rd-Red Oak Rd	F	HRST			581	350,000		350,000																				
Bedford	56	029	96517	Reynldsdale Rd-Red Oak Rd	U	HRST			581	60,000		60,000																				
Bedford	56	029	96517	Reynldsdale Rd-Red Oak Rd	R	HRST			581	60,000		60,000																				
Bedford	56	029	96517	Reynldsdale Rd-Red Oak Rd	C	HRST									581	2,156,000		2,156,000			581	2,400,000		2,400,000							2/15/24 E	
Bedford	56	030	107205	PA 56 - PA 96 to SR 4032	+F	HRST	NHPP	240,000				240,000																				
Bedford	56	030	107205	PA 56 - PA 96 to SR 4032	+U	HRST	NHPP	26,000				26,000																				
Bedford	56	030	107205	PA 56 - PA 96 to SR 4032	+R	HRST	NHPP	30,000				30,000																				
Bedford	56	030	107205	PA 56 - PA 96 to SR 4032	+C	HRST							NHPP	1,510,000				1,510,000	NHPP	400,000				400,000							2/15/24 E	
Bedford	56	26B	92559	Gordon Creek Bridge	F	BRDG			185	225,000		225,000																				
Bedford	56	26B	92559	Gordon Creek Bridge	U	BRDG			185	5,100		5,100																				
Bedford	56	26B	92559	Gordon Creek Bridge	R	BRDG			185	26,000		26,000																				
Bedford	56	26B	92559	Gordon Creek Bridge	C	BRDG									185	1,175,000		1,175,000			185	100,000		100,000							9/12/24 E	
Bedford	56	27B	110422	PA 56 Tributary to Barefoot Run Bridge	F	BRDG			185	225,000		225,000																				

RPT# TIP200

Project Information							FFY 2023 Costs					FFY 2024 Costs					FFY 2025 Costs					FFY 2026 Costs					^ Milestones					
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total	
Fulton	928	04B	74377	S Big Cove Tannery Rd over Esther Run	U	BRDG									185	21,000		21,000														
Fulton	928	04B	74377	S Big Cove Tannery Rd over Esther Run	R	BRDG									185	21,000		21,000														
Fulton	928	04B	74377	S Big Cove Tannery Rd over Esther Run	C	BRDG															185	1,065,600		1,065,600							12/12/24 E	
Fulton	1001	001	108198	SR 1001 - SR 1002 to PA 16	C	HRST			581	2,200,000		2,200,000																			12/8/22 E	
Fulton	1001	003	108197	SR 1001 - US 522 to SR 1002	C	HRST			581	2,000,000		2,000,000																			12/8/22 E	
Fulton	1003	01B	117352	SR 1003 Peach Orchard Rd over US 30	P	BRDG	BRIP	100,000				100,000																				
Fulton	1003	01B	117352	SR 1003 Peach Orchard Rd over US 30	R	BRDG							BRIP	30,000				30,000														
Fulton	1003	01B	117352	SR 1003 Peach Orchard Rd over US 30	+C	BRDG							BRIP	500,000				500,000													11/7/24 E	
Fulton	1004	02B	117004	SR 1004 Over US 30	P	BRDG	BRIP	100,000				100,000																				
Fulton	1004	02B	117004	SR 1004 Over US 30	U	BRDG							BRIP	30,000				30,000														
Fulton	1004	02B	117004	SR 1004 Over US 30	R	BRDG							BRIP	30,000				30,000														
Fulton	1004	02B	117004	SR 1004 Over US 30	C	BRDG													BRIP	550,000				550,000							11/7/24 E	
Fulton	3013	03B	22802	Sipes Mill Bridge	U	BRDG									185	25,000		25,000														
Fulton	3013	03B	22802	Sipes Mill Bridge	R	BRDG									185	24,050		24,050														
Fulton	3013	03B	22802	Sipes Mill Bridge	+C	BRDG																			BOF	333,000				333,000	12/27/29 E	
Fulton	3013	04B	22790	Barnett's Run	P	BRDG							BRIP	200,000				200,000														
Fulton	7203	301	22812	T-313 Sawmill Hollow	P	BRDG	BOF	200,000	183	37,500	12,500	250,000																				
Fulton	7203	301	22812	T-313 Sawmill Hollow	F	BRDG													BOF	176,000	183	33,000	11,000	220,000								
Fulton	7203	301	22812	T-313 Sawmill Hollow	U	BRDG													BOF	24,000	183	4,500	1,500	30,000								
Fulton	7203	301	22812	T-313 Sawmill Hollow	R	BRDG													BOF	24,000	183	4,500	1,500	30,000								
Fulton	7203	301	22812	T-313 Sawmill Hollow	C	BRDG																			BOF	1,040,000	183	195,000	65,000	1,300,000	12/4/25 E	
Fulton	7210	330	114179	T-330 Zachs Ridge Road	P	BRDG	BOF	261,600	183	49,050	16,350	327,000																				
Fulton	7210	330	114179	T-330 Zachs Ridge Road	F	BRDG													BOF	112,000	183	21,000	7,000	140,000								
Fulton	7210	330	114179	T-330 Zachs Ridge Road	U	BRDG													BOF	22,400	183	4,200	1,400	28,000								
Fulton	7210	330	114179	T-330 Zachs Ridge Road	R	BRDG													BOF	22,400	183	4,200	1,400	28,000								
Fulton	7210	330	114179	T-330 Zachs Ridge Road	C	BRDG																				BOF	691,200	183	129,600	43,200	864,000	7/8/27 E
Fulton	7210	340	110104	T-340 Fairview Rd over Indian Grave Run	C	BRDG							BOF	880,000	183	165,000	55,000	1,100,000													10/5/23 E	
Totals for: Fulton								1,706,600		6,373,550	28,850	8,109,000		2,140,000		5,552,050	55,000	7,747,050		3,445,800		2,777,000	23,800	6,246,600		2,064,200		426,600	108,200	2,599,000	24,701,650	
Huntingdon	26	035	91663	Bedford Co. Line-Mtn Rd	R	HRST																										
Huntingdon	26	036	96568	US 22 to Mtn Road	F	HRST																										
Huntingdon	35	04B	88145	PA 35 Trough Spring Bridge	P	BRDG			185	250,000		250,000																				
Huntingdon	35	04B	88145	PA 35 Trough Spring Bridge	F	BRDG									185	200,000		200,000														
Huntingdon	35	04B	88145	PA 35 Trough Spring Bridge	U	BRDG															185	60,000		60,000								
Huntingdon	35	04B	88145	PA 35 Trough Spring Bridge	R	BRDG															185	60,000		60,000								
Huntingdon	35	04B	88145	PA 35 Trough Spring Bridge	C	BRDG															185	216,250		216,250			185	575,000		575,000	8/13/26 E	
Huntingdon	103	02B	23133	PA 103/Barnes Run	P	BRDG			185	257,000		257,000																				
Huntingdon	103	02B	23133	PA 103/Barnes Run	F	BRDG									185	212,000		212,000														
Huntingdon	103	02B	23133	PA 103/Barnes Run	R	HRST															185	27,000		27,000								
Huntingdon	103	02B	23133	PA 103/Barnes Run	C	BRDG															185	930,000		930,000							1/9/25 E	
Huntingdon	305	12B	74436	Derry Run Bridge Seg 20	U	BRDG			185	10,000		10,000																				
Huntingdon	305	12B	74436	Derry Run Bridge Seg 20	R	BRDG			185	80,000		80,000																				
Huntingdon	305	12B	74436	Derry Run Bridge Seg 20	C	BRDG															185	1,000,000		1,000,000							10/10/24 E	
Huntingdon	453	004	96573	SR 453 from SR 1017 to Blair Co. Line	P	HRST									581	300,000		300,000														
Huntingdon	453	004	96573	SR 453 from SR 1017 to Blair Co. Line	F	HRST																						581	250,000		250,000	
Huntingdon	453	004	96573	SR 453 from SR 1017 to Blair Co. Line	U	HRST																						581	10,000		10,000	
Huntingdon	453	004	96573	SR 453 from SR 1017 to Blair Co. Line	R	HRST																						581	11,000		11,000	
Huntingdon	453	007	116806	PA 453 Corridor Study	S	HRST			581	250,000		250,000																				
Huntingdon	522	013	108316	US 522 - Keystone Rd to Mifflin County Line	+C	HRST	NHPP	3,442,000				3,442,000																			11/3/22 E	
Huntingdon	747	06B	56686	TR Sugar Run Bridge	P	BRDG									185	115,000		115,000														
Huntingdon	747	06B	56686	TR Sugar Run Bridge	C	BRDG																					185	670,000		670,000	5/21/26 E	
Huntingdon	913	08B	91441	Bridge Improvement - PA 913 Sugar Camp Run	F	BRDG															185	160,000		160,000								
Huntingdon	913	08B	91441	Bridge Improvement - PA 913 Sugar Camp Run	U	BRDG																						185	60,000		60,000	
Huntingdon																																

RPT# TIP200

Project Information							FFY 2023 Costs					FFY 2024 Costs					FFY 2025 Costs					FFY 2026 Costs					^ Milestones								
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total				
Huntingdon	913	08B	91441	Bridge Improvement - PA 913 Sugar Camp Run	C	BRDG																						185	702,250		702,250	10/29/26 E			
Huntingdon	994	04B	88149	Bridge Improvement - PA 994 Tatman Run	C	BRDG			185	1,150,000		1,150,000			185	250,000		250,000														9/14/23 E			
Huntingdon	994	14B	56687	Bridge Improvment - PA 994 Haw Run	P	BRDG									185	300,000		300,000																	
Huntingdon	994	14B	56687	Bridge Improvment - PA 994 Haw Run	F	BRDG															185	225,000		225,000											
Huntingdon	994	14B	56687	Bridge Improvment - PA 994 Haw Run	U	BRDG															185	30,000		30,000											
Huntingdon	994	14B	56687	Bridge Improvment - PA 994 Haw Run	R	BRDG															185	30,000		30,000											
Huntingdon	994	14B	56687	Bridge Improvment - PA 994 Haw Run	C	BRDG																					185	565,000		565,000	12/4/25 E				
Huntingdon	2004	04B	49336	Lick Run Bridge	+F	BRDG							BOF	10,000				10,000																	
Huntingdon	2004	04B	49336	Lick Run Bridge	+C	BRDG													BOF	985,000				985,000									10/10/24 E		
Huntingdon	2005	02B	56689	Elliot's Run Bridge #1	P	BRDG									185	60,000		60,000																	
Huntingdon	2005	02B	56689	Elliot's Run Bridge #1	U	BRDG																					185	30,000		30,000					
Huntingdon	2005	02B	56689	Elliot's Run Bridge #1	R	BRDG																					185	30,000		30,000					
Huntingdon	2005	03B	88152	Elliot's Run Bridge #2	P	BRDG									185	141,188		141,188																	
Huntingdon	2005	03B	88152	Elliot's Run Bridge #2	U	BRDG																						185	30,000		30,000				
Huntingdon	2005	03B	88152	Elliot's Run Bridge #2	R	BRDG																					185	30,000		30,000					
Huntingdon	3005	01B	110431	Entriken SR 3005 Coffee Run Bridge	P	BRDG									185	115,000		115,000																	
Huntingdon	3005	01B	110431	Entriken SR 3005 Coffee Run Bridge	U	BRDG															185	25,000		25,000											
Huntingdon	3005	01B	110431	Entriken SR 3005 Coffee Run Bridge	R	BRDG															185	25,000		25,000											
Huntingdon	3005	01B	110431	Entriken SR 3005 Coffee Run Bridge	C	BRDG																			BOF	500,000				500,000	2/12/26 E				
Huntingdon	7206	573	114181	T-573 Wilson Road	F	BRDG	BOF	152,000	183	28,500	9,500	190,000																							
Huntingdon	7206	573	114181	T-573 Wilson Road	U	BRDG	BOF	20,000	183	3,750	1,250	25,000																							
Huntingdon	7206	573	114181	T-573 Wilson Road	R	BRDG	BOF	20,000	183	3,750	1,250	25,000																							
Huntingdon	7206	573	114181	T-573 Wilson Road	C	BRDG							BOF	360,000	183	67,500	22,500	450,000	BOF	360,000	183	67,500	22,500	450,000										2/29/24 E	
Huntingdon	7207	316	117085	T-316 Appleby Rd Shade Creek Bridge	P	BRDG	BOF	200,000	183	37,500	12,500	250,000																							
Huntingdon	7207	316	117085	T-316 Appleby Rd Shade Creek Bridge	F	BRDG													BOF	176,000	183	33,000	11,000	220,000											
Huntingdon	7207	316	117085	T-316 Appleby Rd Shade Creek Bridge	U	BRDG													BOF	24,000	183	4,500	1,500	30,000											
Huntingdon	7207	316	117085	T-316 Appleby Rd Shade Creek Bridge	R	BRDG													BOF	24,000	183	4,500	1,500	30,000											
Huntingdon	7207	316	117085	T-316 Appleby Rd Shade Creek Bridge	C	BRDG																			BOF	640,000	183	120,000	40,000	800,000	12/4/25 E				
Huntingdon	7211	529	110100	T-529 Miller Rd over Laurel Run	C	BRDG	BOF	662,400	183	124,200	41,400	828,000																						10/6/22 E	
Huntingdon	7225	368	23009	T-368 Gr Trough Cr 1	F	BRDG	BOF	385,600	183	72,300	24,100	482,000																							
Huntingdon	7225	368	23009	T-368 Gr Trough Cr 1	U	BRDG	BOF	20,000	183	3,750	1,250	25,000																							
Huntingdon	7225	368	23009	T-368 Gr Trough Cr 1	R	BRDG	BOF	8,000	183	1,500	500	10,000																							
Huntingdon	7225	368	23009	T-368 Gr Trough Cr 1	C	BRDG							BOF	800,000	183	150,000	50,000	1,000,000																	9/12/24 E
Totals for: Huntingdon								4,910,000	2,272,250	91,750	7,274,000		1,170,000	1,910,688	72,500	3,153,188		1,569,000	2,897,750	36,500	4,503,250		1,140,000	3,258,250	40,000	4,438,250	19,368,688								
Somerset	30	018	110443	US 30 - US 219 to PA 281	+C	HRST	NHPP	4,252,500				4,252,500	NHPP	232,500				232,500																12/8/22 E	
Somerset	31	020	108263	PA 31 - Barn Swallow Road to Somerset Boro Line	U	HRST			581	10,000		10,000																							
Somerset	31	020	108263	PA 31 - Barn Swallow Road to Somerset Boro Line	+C	HRST													STP	3,244,000				3,244,000										2/29/24 E	
Somerset	160	29B	110427	South Berlin PA 160 Buffalo Creek Bridge	P	BRDG	BRIP	275,000				275,000																							
Somerset	160	29B	110427	South Berlin PA 160 Buffalo Creek Bridge	F	BRDG													BRIP	225,000				225,000											
Somerset	160	29B	110427	South Berlin PA 160 Buffalo Creek Bridge	U	BRDG													BRIP	30,000				30,000											
Somerset	160	29B	110427	South Berlin PA 160 Buffalo Creek Bridge	R	BRDG													BRIP	30,000				30,000											
Somerset	160	29B	110427	South Berlin PA 160 Buffalo Creek Bridge	C	BRDG															BRIP	1,800,000				1,800,000								8/27/26 E	
Somerset	219	041	105980	US 219 - MD line to Meyersdale Bypass	F	HRST			581	386,000		386,000																							
Somerset	219	041	105980	US 219 - MD line to Meyersdale Bypass	U	HRST			581	62,000		62,000																							
Somerset	219	041	105980	US 219 - MD line to Meyersdale Bypass	R	HRST			581	87,000		87,000																							
Somerset	219	041	105980	US 219 - MD line to Meyersdale Bypass	+C	HRST							NHPP	2,080,000				2,080,000	NHPP	5,627,000				5,627,000									9/12/24 E		
Somerset	219	047	23478	US 30 to N Somerset	F	HRST			581	463,000		463,000																							
Somerset	219	047	23478	US 30 to N Somerset	C	HRST									581	1,697,000		1,697,000			581	3,491,000		3,491,000											

RPT# TIP200

Project Information							FFY 2023 Costs						FFY 2024 Costs						FFY 2025 Costs						FFY 2026 Costs						^ Milestones		
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total			
Somerset	1021	01B	74460	Miller Run BR	P	BRDG									185	275,000		275,000															
Somerset	1021	01B	74460	Miller Run BR	F	BRDG																185	220,000		220,000								
Somerset	1021	01B	74460	Miller Run BR	U	BRDG																185	25,000		25,000								
Somerset	1021	01B	74460	Miller Run BR	R	BRDG																185	25,000		25,000								
Somerset	1021	01B	74460	Miller Run BR	C	BRDG																					185	735,000		735,000		2/12/26 E	
Somerset	2001	01B	88159	SR2001 Laurel Crk Bridge	P	BRDG							185	275,000		275,000																	
Somerset	2001	01B	88159	SR2001 Laurel Crk Bridge	F	BRDG																185	225,000		225,000								
Somerset	2001	01B	88159	SR2001 Laurel Crk Bridge	U	BRDG																185	30,000		30,000								
Somerset	2001	01B	88159	SR2001 Laurel Crk Bridge	R	BRDG																185	30,000		30,000								
Somerset	2001	01B	88159	SR2001 Laurel Crk Bridge	C	BRDG																					185	555,000		555,000		1/15/26 E	
Somerset	2010	02B	74469	Little Piney Run BR	P	BRDG			185	100,000		100,000																					
Somerset	2010	02B	74469	Little Piney Run BR	U	BRDG																185	30,000		30,000								
Somerset	2010	02B	74469	Little Piney Run BR	R	BRDG																185	30,000		30,000								
Somerset	2010	02B	74469	Little Piney Run BR	C	BRDG																					185	190,000		190,000		1/8/26 E	
Somerset	2013	04B	74470	Gladdens Run BR	+P	BRDG	BOF	275,000				275,000																					
Somerset	2013	04B	74470	Gladdens Run BR	+F	BRDG													BOF	220,000				220,000									
Somerset	2013	04B	74470	Gladdens Run BR	+U	BRDG													BOF	30,000				30,000									
Somerset	2013	04B	74470	Gladdens Run BR	+R	BRDG													BOF	30,000				30,000									
Somerset	2013	04B	74470	Gladdens Run BR	+C	BRDG																				BOF	750,000			750,000		8/13/26 E	
Somerset	2017	04B	88162	Hillegas Run Bridge	P	BRDG							BRIP	275,000		275,000											BRIP	250,000		250,000			
Somerset	2017	04B	88162	Hillegas Run Bridge	F	BRDG																				BRIP	30,000		30,000				
Somerset	2017	04B	88162	Hillegas Run Bridge	U	BRDG																				BRIP	30,000		30,000				
Somerset	2017	04B	88162	Hillegas Run Bridge	R	BRDG																				BRIP	30,000		30,000				
Somerset	2017	05B	91448	Mance Trib Wills Crk	P	BRDG							185	275,000		275,000																	
Somerset	2017	05B	91448	Mance Trib Wills Crk	F	BRDG																						185	250,000		250,000		
Somerset	2017	05B	91448	Mance Trib Wills Crk	U	BRDG																						185	30,000		30,000		
Somerset	2017	05B	91448	Mance Trib Wills Crk	R	BRDG																						185	30,000		30,000		
Somerset	2020	02B	74481	Poorbaugh Run BR	P	BRDG							BRIP	275,000		275,000																	
Somerset	2020	02B	74481	Poorbaugh Run BR	F	BRDG																				BRIP	250,000		250,000				
Somerset	2020	02B	74481	Poorbaugh Run BR	U	BRDG																				BRIP	30,000		30,000				
Somerset	2020	02B	74481	Poorbaugh Run BR	R	BRDG																				BRIP	30,000		30,000				
Somerset	2026	01B	23596	Blue Lick Ck Trib Br	+P	BRDG	BOF	100,000				100,000																					
Somerset	2026	01B	23596	Blue Lick Ck Trib Br	+U	BRDG							BOF	30,000		30,000																	
Somerset	2026	01B	23596	Blue Lick Ck Trib Br	+R	BRDG							BOF	30,000		30,000																	
Somerset	2026	01B	23596	Blue Lick Ck Trib Br	+C	BRDG													BOF	1,263,000				1,263,000								2/27/25 E	
Somerset	2047	009	113884	Meyersdale Bypass to Garrett Curve	R	HRST																						581	16,000		16,000		
Somerset	3001	04B	74483	Whites Creek Trib	C	BRDG			185	593,000		593,000																				10/5/23 E	
Somerset	3001	05B	74484	Bridge Improvement - Cucumber Run BR	C	BRDG			185	1,033,000		1,033,000																				10/5/23 E	
Somerset	3001	06B	74485	Casselman River Trib 80	C	BRDG			185	586,000		586,000																				10/5/23 E	
Somerset	3001	07B	88164	Bridge Improvement - SR 3001 Cassleman Rvr Br	C	BRDG			185	533,000		533,000																				10/5/23 E	
Somerset	3006	01B	117003	SR 3006 Over South Glade Creek	P	BRDG							185	100,000		100,000																	
Somerset	3007	03B	74487	Smith Run Br	+P	BRDG	BOF	100,000				100,000																					
Somerset	3007	03B	74487	Smith Run Br	+U	BRDG							BOF	30,000		30,000																	
Somerset	3007	03B	74487	Smith Run Br	+R	BRDG							BOF	30,000		30,000																	
Somerset	3007	03B	74487	Smith Run Br	+C	BRDG													BOF	910,000				910,000								7/10/25 E	
Somerset	3007	04B	91446	Humbert Red Run 1	+P	BRDG	BOF	100,000				100,000																					
Somerset	3007	04B	91446	Humbert Red Run 1	+U	BRDG							BOF	30,000		30,000																	
Somerset	3007	04B	91446	Humbert Red Run 1	+R	BRDG							BOF	30,000		30,000																	
Somerset	3007	04B	91446	Humbert Red Run 1	+C	BRDG													BOF	907,000				907,000								7/10/25 E	
Somerset	3029	04B	23458	Middle Creek Bridge	P	BRDG	BRIP	275,000				275,000																					
Somerset	3029	04B	23458	Middle Creek Bridge	F	BRDG														BRIP	225,000			225,000									
Somerset	3029	04B	23458	Middle Creek Bridge	U	BRDG														BRIP	25,000			25,000									
Somerset	3029	04B	23458	Middle Creek Bridge	R	BRDG														BRIP	25,000			25,000									
Somerset	3029	04B	23458	Middle Creek Bridge	+C	BRDG																				BRIP	1,670,000			1,670,000		7/30/26 E	
Somerset	4001	05B	23316	Schaffer Run Bridge	F	BRDG			185	52,000		52,000																					
Somerset	4001	05B	23316	Schaffer Run Bridge	U	BRDG			185	51,000		51,000																					
Somerset	4001	05B	23316	Schaffer Run Bridge	R	BRDG			185	10,000		10,000																					
Somerset	4001	05B	23316	Schaffer Run Bridge	C	BRDG									185	875,000		875,000														9/12/24 E	

RPT# TIP200

Project Information							FFY 2023 Costs						FFY 2024 Costs						FFY 2025 Costs						FFY 2026 Costs						^ Milestones		
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total			
Somerset	4023	02B	110129	Black Hills Rd Beaver Dam Crk	+C	BRDG	BOF	722,600	185	180,650		903,250																			12/8/22 E		
Somerset	4035	02B	105604	SR4035 Trib Quemahoning Crk Bridge	P	BRDG									185	100,000		100,000															
Somerset	4102	01B	116995	SR 4102 over US 219	+F	BRDG	BOF	200,000				200,000																					
Somerset	4102	01B	116995	SR 4102 over US 219	+U	BRDG							BOF	26,000				26,000															
Somerset	4102	01B	116995	SR 4102 over US 219	+R	BRDG							BOF	26,000				26,000															
Somerset	4102	01B	116995	SR 4102 over US 219	+C	BRDG							BOF	1,700,000				1,700,000													1/11/24 E		
Somerset	4104	01B	114123	SR 4104 over US 219	+C	BRDG							BOF	530,000				530,000													1/11/24 E		
Somerset	7209	364	23460	T-364 Gardner Bridge	P	BRDG	BOF	200,000	183	37,500	12,500	250,000																					
Somerset	7209	364	23460	T-364 Gardner Bridge	F	BRDG													BOF	128,000	183	24,000	8,000	160,000									
Somerset	7209	364	23460	T-364 Gardner Bridge	U	BRDG													BOF	21,600	183	4,050	1,350	27,000									
Somerset	7209	364	23460	T-364 Gardner Bridge	R	BRDG													BOF	21,600	183	4,050	1,350	27,000									
Somerset	7209	364	23460	T-364 Gardner Bridge	C	BRDG																			BOF	800,000	183	150,000	50,000	1,000,000	7/9/26 E		
Somerset	7216	719	23508	T-719 Over Brush Creek	P	BRDG	BOF	108,000	183	20,250	6,750	135,000																					
Somerset	7216	719	23508	T-719 Over Brush Creek	F	BRDG													BOF	184,000	183	34,500	11,500	230,000									
Somerset	7216	719	23508	T-719 Over Brush Creek	U	BRDG													BOF	22,400	183	4,200	1,400	28,000									
Somerset	7216	719	23508	T-719 Over Brush Creek	R	BRDG													BOF	22,400	183	4,200	1,400	28,000									
Somerset	7216	719	23508	T-719 Over Brush Creek	C	BRDG														BOF	868,800	183	162,900	54,300	1,086,000							12/11/25 E	
Somerset	7220	712	72477	T-712 Rockingham Bridge	F	BRDG	BOF	184,000	183	34,500	11,500	230,000																					
Somerset	7220	712	72477	T-712 Rockingham Bridge	U	BRDG	BOF	80,000	183	15,000	5,000	100,000																					
Somerset	7220	712	72477	T-712 Rockingham Bridge	R	BRDG	BOF	80,000	183	15,000	5,000	100,000																					
Somerset	7220	712	72477	T-712 Rockingham Bridge	C	BRDG							BOF	707,800	183	132,712	44,238	884,750	BOF	332,000	183	62,250	20,750	415,000								9/12/24 E	
Somerset	7224	504	23357	T-504 Fike Bridge	C	BRDG	BOF	840,000	183	157,500	52,500	1,050,000																				10/6/22 E	
Somerset	7422	S22	23534	S. 22nd Street Brdg	F	BRDG	BOF	144,000	183	27,000	9,000	180,000																					
Somerset	7422	S22	23534	S. 22nd Street Brdg	U	BRDG	BOF	23,200	183	4,350	1,450	29,000																					
Somerset	7422	S22	23534	S. 22nd Street Brdg	R	BRDG	BOF	23,200	183	4,350	1,450	29,000																					
Somerset	7422	S22	23534	S. 22nd Street Brdg	C	BRDG							BOF	160,000	183	30,000	10,000	200,000														9/12/24 E	
Somerset	7422	24S	23532	24th Street Bridge	F	BRDG	BOF	144,000	183	27,000	9,000	180,000																					
Somerset	7422	24S	23532	24th Street Bridge	U	BRDG	BOF	20,000	183	3,750	1,250	25,000																					
Somerset	7422	24S	23532	24th Street Bridge	R	BRDG	BOF	20,000	183	3,750	1,250	25,000																					
Somerset	7422	24S	23532	24th Street Bridge	C	BRDG							BOF	741,600	183	139,050	46,350	927,000														9/12/24 E	
Totals for: Somerset								34,673,500		5,206,600	116,650	39,996,750		25,667,900		5,818,762	100,588	31,587,250		27,982,000		5,233,250	45,750	33,261,000		31,642,800		13,680,900	104,300	45,428,000	150,273,000		
Overall Totals:								47,417,500		16,451,000	277,250	64,145,750		42,998,550		17,060,000	270,588	60,329,138		43,778,000		19,244,000	136,100	63,158,100		47,100,000		19,526,000	346,250	66,972,250	254,605,238		

d Discretionary

e Economic Development


f Flex

fd Flexed

s Spike

+ Indicates phase qualifies for TOLL funds

* Includes Conversion Amount

 Obligations have occurred

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

FFY 2023-2026
Southern Alleghenies RPO
Public Transportation Program Project
Listing

Huntingdon Bedford Fulton Area Agency on Aging

PennDOT Project Id: 118245

Title: Replace 2 Mini-Vans - ADA

Air Quality Status: AQ Conformity Does Not Apply

County: Bedford

Narrative: Replace two accessible mini-vans.

Project Costs(In Thousands)							
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034	
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:	\$130	\$140	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$130	\$140	\$0	\$0	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$270						

PennDOT Project Id: 118246

Title: Replace 9 Buses - ADA

Air Quality Status: AQ Conformity Does Not Apply

County: Bedford

Narrative: Replace 9 accessible buses.

Project Costs(In Thousands)							
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034	
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:	\$754	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$754	\$0	\$0	\$0	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$754						

PennDOT Project Id: 118247

Title: Replace Vehicle Radios

Air Quality Status: AQ Conformity Does Not Apply

County: Bedford

Narrative: Replace vehicle radios.

Project Costs(In Thousands)							
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034	
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$25	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$0	\$25	\$0	\$0	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$25						

PennDOT Project Id: 118248

Title: Replace 9 Buses

Air Quality Status: AQ Conformity Does Not Apply

County: Bedford

Narrative: Replace Buses.

Project Costs(In Thousands)							
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034	
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$865	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$0	\$865	\$0	\$0	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$865						

PennDOT Project Id: 118249

Title: Replace 3 Vans

Air Quality Status: AQ Conformity Does Not Apply

County: Bedford

Narrative: Replace 3 small transit vans.

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$0	\$0	\$0
State:	\$0	\$265	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$0	\$265	\$0	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$265					

Somerset County Transit System

PennDOT Project Id: 118250

Title: Replace 4 Share Ride Vans

Air Quality Status: AQ Conformity Does Not Apply

County: Somerset

Narrative: Replace four shared-ride vans with new ADA accessible vans.

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$0	\$0	\$0
State:	\$320	\$320	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$320	\$320	\$0	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$640					

PennDOT Project Id: 118251

Title: Replace 1 Mini-Van

Air Quality Status: AQ Conformity Does Not Apply

County: Somerset

Narrative: Replace one mini-van with new ADA accessible mini-van.

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$0	\$0	\$0
State:	\$56	\$56	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$56	\$56	\$0	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$112					

PennDOT Project Id: 118252

Title: Bathroom Renovation

Air Quality Status: AQ Conformity Does Not Apply

County: Somerset

Narrative: Renovate facility bathroom.

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$0	\$0	\$0
State:	\$6	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$6	\$0	\$0	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$6					

PennDOT Project Id: 118253

Title: Camera Security System

Air Quality Status: AQ Conformity Does Not Apply

County: Somerset

Narrative: Install a facility security camera system.

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$0	\$0	\$0
State:	\$10	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$10	\$0	\$0	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$10					

PennDOT Project Id: 118254

Title: ADP Hardware Assets

Air Quality Status: AQ Conformity Does Not Apply

County: Somerset

Narrative: Install Automated Data Processing hardware assets.

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$0	\$0	\$0
State:	\$16	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$16	\$0	\$0	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$16					

PennDOT Project Id: 118255

Title: Replace 3 Share Ride Vans

Air Quality Status: AQ Conformity Does Not Apply

County: Somerset

Narrative: Replace three shared-ride vans with new ADA accessible vans.

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$0	\$0	\$0
State:	\$240	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$240	\$0	\$0	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$240					

RPT# TIP206D

Project Information			FFY 2023 Costs						FFY 2024 Costs						FFY 2025 Costs						FFY 2026 Costs						Totals
Project	Project Title	Sponsor	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals
118245	Replace 2 Mini-Vans - ADA	HBFAA			OTH-S	130,000		130,000			OTH-S	140,000		140,000													270,000
118246	Replace 9 Buses - ADA	HBFAA			OTH-S	754,000		754,000																			754,000
118247	Replace Vehicle Radios	HBFAA									OTH-S	25,000		25,000													25,000
118248	Replace 9 Buses	HBFAA									OTH-S	865,000		865,000													865,000
118249	Replace 3 Vans	HBFAA									OTH-S	265,000		265,000													265,000
Totals for: Huntingdon Bedford Fulton Area Agency on Aging						884,000		884,000				1,295,000		1,295,000													2,179,000
118250	Replace 4 Share Ride Vans	SCTS			OTH-S	320,000		320,000			OTH-S	320,000		320,000													640,000
118251	Replace 1 Mini-Van	SCTS			OTH-S	56,000		56,000			OTH-S	56,000		56,000													112,000
118252	Bathroom Renovation	SCTS			OTH-S	6,000		6,000																			6,000
118253	Camera Security System	SCTS			OTH-S	10,000		10,000																			10,000
118254	ADP Hardware Assets	SCTS			OTH-S	16,000		16,000																			16,000
118255	Replace 3 Share Ride Vans	SCTS			OTH-S	240,000		240,000																			240,000
Totals for: Somerset County Transit System						648,000		648,000				376,000		376,000													1,024,000
Overall Totals:						1,532,000		1,532,000				1,671,000		1,671,000													3,203,000

FFY 2023-2026

Interstate and Statewide Program
Projects

Fulton

PennDOT Project Id: 91536

Project Administrator: PennDOT

Title: I-70 WB Amaranth to Bdfrd

Improvement Type: Resurface

State Route: 70

Municipality: Brush Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: 1/13/22

Estimated Construction Bid Date: 1/13/22

Location: I-70 westbound from Amaranth Interchange to Bedford County Line in Union and Brush Creek Townships, Fulton County.

Project Description: Mill/overlay and bridge work I-70 westbound from Amaranth Interchange to Bedford County Line in Union and Brush Creek Twps, Fulton County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$1000	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,000	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,000					

PennDOT Project Id: 91537

Project Administrator: PennDOT

Title: I-70 EB Amaranth to Bdfrd

Improvement Type: Resurface

State Route: 70

Municipality: Brush Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/15/23

Location: On I-70 East Bound from Amaranth Interchange to Bedford County Line in Union and Brush Creek Twps, Fulton County

Project Description: Mill/Overlay and Bridge Work on I-70 East Bound from Amaranth Interchange to Bedford County Line in Union and Brush Creek Twps, Fulton County

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$10000	\$3600	\$3409	\$0	\$0	\$0
	State:	\$100	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$10,100	\$3,600	\$3,409	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$17,109					

PennDOT Project Id: 112244

Project Administrator: PennDOT

Title: I-70 Amaranth Intchg to MD State Line

Improvement Type: Resurface

State Route: 70

Municipality: Bethel (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/15/23

Location: On I-70 from Amaranth interchange (PA 731) to the Maryland state line, Bethel Township, Fulton County.

Project Description: Mill and Resurface and Bridge Preservation on I-70 from Amaranth interchange (PA 731) to the Maryland state line, Bethel Township, Fulton County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$7649	\$5467	\$0	\$0	\$0	\$0
	State:	\$75	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$7,724	\$5,467	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$13,191					

RPT# TIP200

Project Information							FFY 2023 Costs					FFY 2024 Costs					FFY 2025 Costs					FFY 2026 Costs					Totals				
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals
Fulton	70	033	91536	I-70 WB Amaranth to Bdfrd	+C	IMAN	NHPP	1,000,000				1,000,000																			1,000,000.00
Fulton	70	034	91537	I-70 EB Amaranth to Bdfrd	+C	IMAN	NHPP	10,000,000	581	100,000		10,100,000	NHPP	3,600,000				3,600,000	NHPP	3,408,548				3,408,548							17,108,548.00
Fulton	70	039	112244	I-70 Amaranth Intchg to MD State Line	C	IMAN	NHPP	7,649,389	581	75,000		7,724,389	NHPP	5,466,826				5,466,826												13,191,215.00	
Totals for: Fulton								18,649,389		175,000		18,824,389		9,066,826				9,066,826		3,408,548				3,408,548							31,299,763
Overall Totals:								18,649,389		175,000		18,824,389		9,066,826				9,066,826		3,408,548				3,408,548							31,299,763

d Discretionary

e Economic Development


f Flex

fd Flexed

s Spike

+ Indicates phase qualifies for TOLL funds

* Includes Conversion Amount

 Obligations have occurred

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

2023 - 2024 HSIP Set-Aside Projects						
District	County	Planning Partner	Project	Title	Phase	Cost
1	Venango	Northwest	TBD	SR 157 Intersection Safety Audits	STUDY	\$ 150,000
1	Erie	Erie	TBD	Erie Co. HFST	FD	\$ 15,000
1	Erie	Erie	TBD	Erie Co. HFST	CON	\$ 809,000
1	Venango	Northwest	TBD	Venango Co. HFST	FD	\$ 15,000
1	Venango	Northwest	TBD	Venango Co. HFST	CON	\$ 744,000
1	Erie	Erie	109147	Zuck Rd: Zimmerly to 26th St	CON	\$ 1,000,000
1	Crawford	Northwest	109996	PA 8 and PA 77 Intersection	CON	\$ 1,892,561
2	Potter	North Central	113451	SR 0026 HFST Project	CON	\$ 300,000
2	Centre	Centre	113451	SR 0022 HFST	CON	\$ 300,000
2	Mifflin	SEDA-COG	100555	SR 6 - 626 HFST Project	CON	\$ 100,000
2	Centre	Centre	113451	SR 350 HFST Project	CON	\$ 300,000
3	Columbia	SEDA-COG	TBD	SEDA-COG HFST	CON	\$ 1,611,967
3	Lycoming	Williamsport	TBD	WATS High Friction Surface Treatment	CON	\$ 383,640
3	Lycoming	Williamsport	TBD	Lycoming SR 8002 Sequential Lighted Chevrons	FD	\$ 7,500
3	Lycoming	Williamsport	TBD	Lycoming SR 8002 Sequential Lighted Chevrons	CON	\$ 112,500
4	Susquehanna	Northern Tier	114911	I-81 Guiderail/Cable Median Barrier	CON	\$ 1,500,000
5	Lehigh	Lehigh Valley	116663	District Wide Low Cost Signal Upgrades	PE	\$ 30,500
5	Lehigh	Lehigh Valley	116663	District Wide Low Cost Signal Upgrades	CON	\$ 274,500
5	Northampton	Lehigh Valley	116659	District 5 High Friction Surface - 2023	CON	\$ 1,400,000
5	Lehigh	Lehigh Valley	109971	Route 145 Safety Improvements	CON	\$ 3,000,000
5	Monroe	NEPA	104432	209 -Schafer School House	UTL	\$ 50,000
5	Monroe	NEPA	104432	209 -Schafer School House	CON	\$ 5,380,000
6	Montgomery	DVRPC	TBD	Systemic Improvements-Vulnerable Users	PE	\$ 1,000,000
6	Montgomery	DVRPC	TBD	Systemic Improvements-Vulnerable Users	CON	\$ 3,000,000
6	Montgomery	DVRPC	TBD	Systemic Improvements-Lane Departure	PE	\$ 1,000,000
6	Montgomery	DVRPC	TBD	Systemic Improvements-Lane Departure	CON	\$ 3,000,000
6	Chester	DVRPC	110963	Manor Rd. Roundabout	CON	\$ 978,400
6	Chester	DVRPC	110963	Manor Rd. Roundabout	UTL	\$ 39,100
6	Bucks	DVRPC	111024	Easton Rd. Roundabout	CON	\$ 2,374,500
6	Bucks	DVRPC	111024	Easton Rd. Roundabout	UTL	\$ 95,000
6	Chester	DVRPC	110949	Horseshoe Pike @ Manor Rd.	CON	\$ 270,425
6	Delaware	DVRPC	111022	Chichester Ave. Safety	FD	\$ 36,385
6	Delaware	DVRPC	111022	Chichester Ave. Safety	CON	\$ 848,981
6	Philadelphia	DVRPC	106993	Frankford Avenue Signal Improvements	CON	\$ 1,607,235
6	Philadelphia	DVRPC	110958	Castor Ave. Roundabout	CON	\$ 762,200
6	Delaware	DVRPC	110951	Macdade Blvd. Corridor	CON	\$ 2,795,604
6	Montgomery	DVRPC	114944	Bethlehem Pike Safety Improvements	CON	\$ 1,496,994
6	Montgomery	DVRPC	110971	Main St. Safety Improv	UTL	\$ 34,099
6	Montgomery	DVRPC	110971	Main St. Safety Improv	ROW	\$ 68,198
6	Montgomery	DVRPC	110971	Main St. Safety Improv	CON	\$ 4,773,832
6	Montgomery	DVRPC	114948	Lancaster Ave & Remington Rd Int. Improvements	FD	\$ 90,000
6	Montgomery	DVRPC	114948	Lancaster Ave & Remington Rd Int. Improvements	UTL	\$ 50,000
6	Montgomery	DVRPC	114948	Lancaster Ave & Remington Rd Int. Improvements	ROW	\$ 100,000
6	Montgomery	DVRPC	114948	Lancaster Ave & Remington Rd Int. Improvements	CON	\$ 1,202,219
6	Philadelphia	DVRPC	114942	Roosevelt Blvd IHSDM Study	STUDY	\$ 950,000
8	Cumberland	Harrisburg	114562	Systemic Roadway Departure Low Cost Safety Improve	CON	\$ 1,425,428
8	Cumberland	Harrisburg	114559	Systemic Low-Cost Improvements for Stop Controlled	CON	\$ 274,443
8	York	York	114564	York County Low Cost Signal Improvements	CON	\$ 651,298
9	Bedford	S. Alleghenies	116673	S Alleghenies Rumbles and HFST	CON	\$ 798,050
9	Somerset	S. Alleghenies	116670	Stutzmantown Road Intersection Improvements	CON	\$ 300,000

10	Butler	SPC	TBD	SR4010/Harmony Intersection ITS	FD	\$ 10,000
10	Butler	SPC	TBD	SR4010/Harmony Intersection ITS	CON	\$ 190,000
10	Indiana	SPC	TBD	SR422/SR403 Intersection ITS	FD	\$ 10,000
10	Indiana	SPC	TBD	SR422/SR403 Intersection ITS	CON	\$ 190,000
10	Butler	SPC	TBD	SR8/SR4010 Intersection ITS	FD	\$ 10,000
10	Butler	SPC	TBD	SR8/SR4010 Intersection ITS	CON	\$ 190,000
10	Jefferson	North Central	TBD	SR322/SR1830 Intersection ITS	FD	\$ 10,000
10	Jefferson	North Central	TBD	SR322/SR1830 Intersection ITS	CON	\$ 190,000
10	Armstrong	SPC	TBD	SR85/SR2001 Intersection ITS	FD	\$ 10,000
10	Armstrong	SPC	TBD	SR85/SR2001 Intersection ITS	CON	\$ 190,000
10	Clarion	Northwest	TBD	SR322-Bus Mong Intersection ITS	FD	\$ 10,000
10	Clarion	Northwest	TBD	SR322-Bus Mong Intersection ITS	CON	\$ 190,000
10	Butler	SPC	110783	10-2 SR 3021 Corridor Improvements	CON	\$ 6,500,000
11	Allegheny	SPC	TBD	Wrong Way Detection System	FD	\$ 250,000
11	Allegheny	SPC	TBD	Wrong Way Detection System	CON	\$ 750,000
11	Allegheny	SPC	106773	Liberty Ave	FD	\$ 450,000
11	Allegheny	SPC	106773	Liberty Ave	CON	\$ 2,880,000
12	Fayette	SPC	TBD	D12 Intersection Warning Signs 2021	CON	\$ 300,000
12	Fayette	SPC	TBD	D12 Flashing Beacon 2021	UTL	\$ 50,000
12	Fayette	SPC	TBD	D12 Flashing Beacon 2021	CON	\$ 300,000
12	Fayette	SPC	TBD	D12 Turn Lane 2021	CON	\$ 800,000
12	Greene	SPC	TBD	D12 Waynesburg Corridor	UTL	\$ 500,000
12	Greene	SPC	TBD	D12 Waynesburg Corridor	CON	\$ 2,000,000
99	Central Office	STWD Items	TBD	New HSIP Application Website	CON	\$ 300,000
99	Central Office	STWD Items	TBD	PennDOT Highway Safety Network Screening update	STUDY	\$ 2,000,000
99	Central Office	STWD Items	TBD	Video Log Curve Data Collection	CON	\$ 1,127,800
99	Central Office	STWD Items	TBD	Local Road Traffic Counts for MIRE Sept 2026	STUDY	\$ 3,000,000
99	Central Office	STWD Items	TBD	Vulnerable Users Safety Assessment	STUDY	\$ 300,000
99	Central Office	STWD Items	TBD	Update Pennsylvania SPFs	STUDY	\$ 1,300,000
						\$ 73,406,359

Highlighted rows indicate new HSIP Set Aside projects

FFY 2021-2032 Interstate Management Program

Dist	County	Project	Title	Phase	Fund	Est Let	Actual Let	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029-32	Total
3	Columbia	115766	I-80 from Reichart Rd to SR 11	CON	NHPP	1/27/2022		0	4,000,000	3,414,176	0	0	0	0	0	0	7,414,176
3	Lycoming	105530	Warrensville Rd to Fairfield Rd	CON	581	5/26/2022		0	115,000	115,000	0	0	0	0	0	0	230,000
3	Lycoming	105530	Warrensville Rd to Fairfield Rd	CON	NHPP	5/26/2022		0	1,035,000	1,035,000	0	0	0	0	0	0	2,070,000
3	Lycoming	105530	Warrensville Rd to Fairfield Rd	FD	581	5/26/2022		75,000	0	0	0	0	0	0	0	0	75,000
3	Lycoming	105532	Market St to Warrensville Rd WB	CON	NHPP	1/1/2024		0	0	0	1,600,000	0	0	0	0	0	1,600,000
3	Lycoming	105532	Market St to Warrensville Rd WB	FD	581	1/1/2024		0	0	25,000	0	0	0	0	0	0	25,000
3	Lycoming	105533	Fairfield Rd to TurkeyRn	CON	581	5/26/2022		0	165,000	100,000	0	0	0	0	0	0	265,000
3	Lycoming	105533	Fairfield Rd to TurkeyRn	CON	NHPP	5/26/2022		0	1,385,000	1,000,000	0	0	0	0	0	0	2,385,000
3	Lycoming	105533	Fairfield Rd to TurkeyRn	FD	581	5/26/2022		75,000	0	0	0	0	0	0	0	0	75,000
3	Montour	97547	I-80 West Bound Lane from SR 3013 to SR 3006	CON	NHPP	8/11/2022		0	0	3,460,302	3,460,302	3,460,302	0	0	0	0	10,380,906
3	Montour	97547	I-80 West Bound Lane from SR 3013 to SR 3006	FD	581	8/11/2022		0	250,000	0	0	0	0	0	0	0	250,000
3	Montour	97556	I-80 East Bound Lane from SR 3013 to SR 54	CON	NHPP	8/11/2022		0	0	2,000,000	4,553,029	4,553,029	2,553,029	0	0	0	13,659,087
3	Northumberland	97549	I-180 from SR 54 to SR 147	CON	581	2/19/2021	2/19/2021	157,684	0	0	0	0	0	0	0	0	157,684
3	Northumberland	97549	I-180 from SR 54 to SR 147	CON	NHPP	2/19/2021	2/19/2021	3,500,000	3,500,000	4,631,177	0	0	0	0	0	0	11,631,177
4	Lackawanna	69181	I-84 ov LackRR/Roaring & 435	CON	NHPP	2/27/2020	2/27/2020	28,000,000	15,000,000	17,000,000	0	0	0	0	0	0	60,000,000
4	Lackawanna	85791	I-84 EB/WB I-4R Lacka/Wayne	PE	581	1/30/2026		0	0	0	0	0	4,940,523	7,000,000	0	0	11,940,523
4	Lackawanna	85791	I-84 EB/WB I-4R Lacka/Wayne	CON	NHPP	1/30/2026		0	0	0	0	0	0	0	0	239,638,568	239,638,568
4	Lackawanna	85791	I-84 EB/WB I-4R Lacka/Wayne	FD	581	1/30/2026		0	0	0	0	0	0	0	10,438,186	0	10,438,186
4	Lackawanna	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	PE	581	4/13/2026		549,333	549,333	549,333	0	0	0	0	0	0	1,647,999
4	Lackawanna	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	PE	NHPP	4/13/2026		4,943,998	4,943,998	4,943,998	0	0	0	0	0	0	14,831,994
4	Lackawanna	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	CON	NHPP	4/13/2026		0	0	0	0	0	0	30,000,000	40,000,000	332,395,624	402,395,624
4	Lackawanna	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	FD	581	4/13/2026		0	530,450	530,450	530,450	0	0	0	0	0	1,591,350
4	Lackawanna	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	FD	NHPP	4/13/2026		0	4,774,050	4,774,050	4,774,050	0	0	0	0	0	14,322,150
4	Lackawanna	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	UTL	581	4/13/2026		0	0	0	0	112,551	0	0	0	0	112,551
4	Lackawanna	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	ROW	185	4/13/2026		0	0	0	0	0	927,419	0	0	0	927,419
4	Lackawanna	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	ROW	581	4/13/2026		0	0	0	0	0	3,709,678	0	0	0	3,709,678
4	Lackawanna	91540	I-84 E&W Mill/Fill Lacka/Wayne	CON	NHPP	6/4/2020	6/4/2020	13,047,291	479,709	0	0	0	0	0	0	0	13,527,000
4	Lackawanna	92435	I-81 NB/SB Preservation Pavement Replacement Lacka	FD	NHPP	1/11/2024		0	3,090,000	0	0	0	0	0	0	0	3,090,000
4	Lackawanna	92435	I-81 NB/SB Preservation Pavement Replacement Lacka	CON	NHPP	1/11/2024		0	0	7,500,000	10,000,000	10,000,000	17,520,352	0	0	0	45,020,352
4	Lackawanna	92435	I-81 NB/SB Preservation Pavement Replacement Lacka	PE	581	1/11/2024		1,400,000	0	0	0	0	0	0	0	0	1,400,000
4	Lackawanna	93807	I-84 EB/WB Mill/Fill Lackawanna	CON	NHPP	6/4/2020	6/4/2020	7,617,221	0	0	0	0	0	0	0	0	7,617,221
4	Lackawanna	94637	I-84 EB/WB I-4R Lacka	PE	581	1/28/2027		0	0	0	0	5,838,991	4,000,000	0	0	0	9,838,991
4	Lackawanna	94637	I-84 EB/WB I-4R Lacka	CON	NHPP	1/28/2027		0	0	0	0	0	0	0	20,000,000	360,000,000	380,000,000
4	Lackawanna	94637	I-84 EB/WB I-4R Lacka	FD	581	1/28/2027		0	0	0	0	0	0	7,164,313	0	0	7,164,313
4	Lackawanna	96321	Interstate Bridge Preservation	FD	NHPP	5/4/2017	5/4/2017	13,500	0	0	0	0	0	0	0	0	13,500
4	Lackawanna	106323	I-81 Mill/Fill Dickson City to Susq County Line	CON	NHPP	3/3/2022		0	8,000,000	2,000,000	5,000,000	11,300,000	0	0	0	0	26,300,000
4	Lackawanna	106323	I-81 Mill/Fill Dickson City to Susq County Line	PE	NHPP	3/3/2022		600,000	0	0	0	0	0	0	0	0	600,000
4	Lackawanna	106682	Scranton Beltway/Turnpike	CON	NHPP	4/1/2025		0	0	10,000,000	10,000,000	10,000,000	10,000,000	0	0	0	40,000,000
4	Lackawanna	115381	Interstate Guide Rail Upgrade - 4-0	CON	NHPP	7/9/2020	7/9/2020	6,518,540	6,000,000	0	0	0	0	0	0	0	12,518,540
4	Luzerne	67443	I-81 Dorrance Bridges	FD	185	9/28/2023		1,340,346	0	0	0	0	0	0	0	0	1,340,346
4	Luzerne	67443	I-81 Dorrance Bridges	ROW	185	9/28/2023		103,000	0	0	0	0	0	0	0	0	103,000
4	Luzerne	67443	I-81 Dorrance Bridges	CON	NHPP	9/28/2023		0	8,500,000	8,750,000	8,500,000	0	0	0	0	0	25,750,000
4	Luzerne	81910	I-81 NB Grinding Luz	PE	581	1/12/2023		0	0	0	500,000	0	0	0	0	0	500,000
4	Luzerne	81910	I-81 NB Grinding Luz	CON	NHPP	1/12/2023		0	0	0	0	3,000,000	10,000,000	10,000,000	18,000,000	21,600,799	62,600,799
4	Luzerne	91587	I-80 EB over I-81 NB/SB	CON	185	5/8/2023		0	0	651,947	600,000	0	0	0	0	0	1,251,947
4	Luzerne	91587	I-80 EB over I-81 NB/SB	CON	NHPP	5/8/2023		0	0	5,867,521	5,400,000	0	0	0	0	0	11,267,521
4	Luzerne	91587	I-80 EB over I-81 NB/SB	PE	185	5/8/2023		2,483,000	0	0	0	0	0	0	0	0	2,483,000
4	Luzerne	91587	I-80 EB over I-81 NB/SB	FD	185	5/8/2023		1,150,000	0	0	0	0	0	0	0	0	1,150,000
4	Luzerne	94465	I-80 Surface ov ASR 2015	PE	NHPP	3/23/2017	3/23/2017	132,000	0	0	0	0	0	0	0	0	132,000
4	Luzerne	98247	I-81 NB/SB Mill/Fill Luz	CON	NHPP	1/17/2019	1/17/2019	566,800	0	0	0	0	0	0	0	0	566,800
4	Luzerne	106049	Interstate 81 over Railroad	PE	185	5/8/2023		998,000	0	0	0	0	0	0	0	0	998,000
4	Luzerne	106049	Interstate 81 over Railroad	FD	185	5/8/2023		1,000,000	0	0	0	0	0	0	0	0	1,000,000
4	Luzerne	106049	Interstate 81 over Railroad	CON	185	5/8/2023		0	0	610,222	600,000	0	0	0	0	0	1,210,222
4	Luzerne	106049	Interstate 81 over Railroad	CON	NHPP	5/8/2023		0	0	5,491,995	5,400,000	0	0	0	0	0	10,891,995

FFY 2021-2032 Interstate Management Program

Dist	County	Project	Title	Phase	Fund	Est Let	Actual Let	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029-32	Total
4	Luzerne	107495	I-80 Eastbound Reconstruction	CON	NHPP	1/8/2024		0	0	0	0	15,000,000	15,000,000	15,000,000	15,777,476	0	60,777,476
4	Luzerne	107495	I-80 Eastbound Reconstruction	FD	NHPP	1/8/2024		0	0	2,000,000	2,120,000	0	0	0	0	0	4,120,000
4	Luzerne	111613	Interstate 81 over West Foothills Drive	FD	185	5/8/2023		1,000,000	0	0	0	0	0	0	0	0	1,000,000
4	Luzerne	111613	Interstate 81 over West Foothills Drive	CON	185	5/8/2023		0	595,854	0	0	0	0	0	0	0	595,854
4	Luzerne	111613	Interstate 81 over West Foothills Drive	CON	NHPP	5/8/2023		0	5,362,690	0	0	0	0	0	0	0	5,362,690
4	Luzerne	111769	I-80 EB/WB over Nescopeck Creek	PE	185	5/8/2023		83,474	0	0	0	0	0	0	0	0	83,474
4	Luzerne	111769	I-80 EB/WB over Nescopeck Creek	FD	185	5/8/2023		1,369,000	1,000,000	0	0	0	0	0	0	0	2,369,000
4	Luzerne	111769	I-80 EB/WB over Nescopeck Creek	CON	185	5/8/2023		0	0	900,000	1,084,438	900,000	0	0	0	0	2,884,438
4	Luzerne	111769	I-80 EB/WB over Nescopeck Creek	CON	NHPP	5/8/2023		0	0	8,100,000	9,759,938	8,100,000	0	0	0	0	25,959,938
4	Luzerne	111770	I-80 EB/WB over SR 93	FD	185	5/8/2023		800,000	680,625	0	0	0	0	0	0	0	1,480,625
4	Luzerne	111770	I-80 EB/WB over SR 93	CON	185	5/8/2023		0	0	745,632	700,000	0	0	0	0	0	1,445,632
4	Luzerne	111770	I-80 EB/WB over SR 93	CON	NHPP	5/8/2023		0	0	6,710,689	6,300,000	0	0	0	0	0	13,010,689
4	Luzerne	114154	Luzerne I-81 Bridge Preservation	CON	185	6/24/2021	6/24/2021	526,250	347,029	0	0	0	0	0	0	0	873,279
4	Luzerne	114154	Luzerne I-81 Bridge Preservation	CON	NHPP	6/24/2021	6/24/2021	4,736,250	3,123,258	0	0	0	0	0	0	0	7,859,508
4	Luzerne	115097	Partnership 81	PE	581	4/17/2023		182,500	365,000	182,500	0	0	0	0	0	0	730,000
4	Luzerne	115097	Partnership 81	PE	NHPP	4/17/2023		1,642,500	3,285,000	1,642,500	0	0	0	0	0	0	6,570,000
4	Luzerne	115097	Partnership 81	FD	581	4/17/2023		0	0	0	420,000	320,000	630,000	0	0	0	1,370,000
4	Luzerne	115097	Partnership 81	FD	NHPP	4/17/2023		0	0	0	3,780,000	2,880,000	5,670,000	0	0	0	12,330,000
4	Luzerne	115097	Partnership 81	CON	581	4/17/2023		0	0	1,800,000	2,000,000	3,000,000	3,000,000	3,000,000	4,210,000	17,010,000	
4	Luzerne	115097	Partnership 81	CON	NHPP	4/17/2023		0	0	16,200,000	18,000,000	27,000,000	27,000,000	27,000,000	37,890,000	153,090,000	
4	Pike	85766	I-84 E&W I-4R MP 40 - E46	CON	NHPP	12/9/2021		0	15,000,000	15,000,000	15,000,000	15,000,000	28,580,000	0	0	0	88,580,000
4	Pike	87795	I-84 E&W I-4R E26 to E34	CON	NHPP	5/12/2022		0	20,628,000	25,092,000	0	0	0	0	0	0	45,720,000
4	Pike	87795	I-84 E&W I-4R E26 to E34	CON	NHPP	5/12/2022		0	5,000,000	17,397,500	39,482,500	4,400,000	0	0	0	0	66,280,000
4	Pike	87795	I-84 E&W I-4R E26 to E34	ROW	581	5/12/2022		100,000	0	0	0	0	0	0	0	0	100,000
4	Pike	112345	I-84 Mill/Fill Milford to NY State Line	CON	581	1/27/2022		0	400,000	1,140,000	0	0	0	0	0	0	1,540,000
4	Pike	112345	I-84 Mill/Fill Milford to NY State Line	CON	NHPP	1/27/2022		0	3,600,000	10,260,000	0	0	0	0	0	0	13,860,000
4	Susquehanna	75917	NTier Interstate 4R	PE	581	1/13/2022		4,626	0	0	0	0	0	0	0	0	4,626
4	Susquehanna	75917	NTier Interstate 4R	FD	581	1/13/2022		100,000	0	0	0	0	0	0	0	0	100,000
4	Susquehanna	75917	NTier Interstate 4R	FD	NHPP	1/13/2022		900,000	0	0	0	0	0	0	0	0	900,000
4	Susquehanna	75917	NTier Interstate 4R	CON	NHPP	1/13/2022		0	10,000,000	20,000,000	25,000,000	25,000,000	25,000,000	30,000,000	34,744,000	0	169,744,000
4	Susquehanna	75917	NTier Interstate 4R	UTL	581	1/13/2022		0	60,000	0	0	0	0	0	0	0	60,000
4	Susquehanna	75917	NTier Interstate 4R	UTL	NHPP	1/13/2022		0	540,000	0	0	0	0	0	0	0	540,000
4	Susquehanna	75976	I-81 Exit 219	FD	NHPP	3/16/2023		3,589,011	0	0	0	0	0	0	0	0	3,589,011
4	Susquehanna	75976	I-81 Exit 219	ROW	581	3/16/2023		616,990	500,000	0	0	0	0	0	0	0	1,116,990
4	Susquehanna	75976	I-81 Exit 219	CON	NHPP	3/16/2023		0	9,000,000	9,000,000	8,840,770	0	0	0	0	0	26,840,770
4	Susquehanna	75976	I-81 Exit 219	UTL	581	3/16/2023		280,450	0	0	0	0	0	0	0	0	280,450
4	Susquehanna	98245	I-81 NB/SB Mill/Fill N Susq	CON	NHPP	5/6/2021	5/6/2021	5,600,000	0	0	0	0	0	0	0	0	5,600,000
5	Berks	72807	I-78 Shrtlesville to Hamb - Resurface	CON	NHPP	1/25/2024		0	0	0	5,000,000	5,000,000	5,000,000	2,670,487	0	0	17,670,487
5	Berks	85903	I-78 Midway to Shartlesville Resurface	CON	NHPP	4/14/2022		0	5,300,000	5,500,000	5,300,000	0	0	0	0	0	16,100,000
5	Berks	87645	I-78 Lenhartsville ASR	CON	NHPP	12/10/2020	1/14/2021	6,472,000	0	0	0	0	0	0	0	0	6,472,000
5	Berks	93494	I-78-Rt 61 Bridge Replace	CON	NHPP	11/15/2019	12/5/2019	53,030,000	0	0	0	0	0	0	0	0	53,030,000
5	Berks	97274	Lenhartsville Bridge	CON	185	11/3/2022		0	11,000,000	11,000,000	11,000,000	11,027,350	0	0	0	0	44,027,350
5	Berks	97274	Lenhartsville Bridge	FD	185	11/3/2022		0	338,046	0	0	0	0	0	0	0	338,046
5	Berks	97274	Lenhartsville Bridge	FD	NHPP	11/3/2022		0	3,042,414	0	0	0	0	0	0	0	3,042,414
5	Berks	97274	Lenhartsville Bridge	UTL	185	11/3/2022		495,430	0	0	0	0	0	0	0	0	495,430
5	Berks	97274	Lenhartsville Bridge	ROW	185	11/3/2022		929,060	0	0	0	0	0	0	0	0	929,060
5	Berks	115383	Interstate Guide Rail Upgrade - 5-0 - Phase 1	CON	NHPP	7/23/2020	7/23/2020	0	2,942,099	0	0	0	0	0	0	0	2,942,099
5	Carbon	75838	I-80 White Haven DS Bridges	ROW	581	11/3/2022		220,000	0	0	0	0	0	0	0	0	220,000
5	Carbon	87648	I-80 Rehabilitation	CON	NHPP	7/26/2018	7/26/2018	1,123,597	0	0	0	0	0	0	0	0	1,123,597
5	Carbon	99552	I-80 White Haven (Lehigh River) Bridges	CON	185	1/23/2025		0	0	0	0	1,416,942	1,416,942	1,416,942	0	0	4,250,826
5	Carbon	99552	I-80 White Haven (Lehigh River) Bridges	CON	NHPP	1/23/2025		0	0	0	0	12,752,479	12,752,479	12,752,479	0	0	38,257,437
5	Carbon	99552	I-80 White Haven (Lehigh River) Bridges	FD	185	1/23/2025		2,500,000	2,564,790	0	0	0	0	0	0	0	5,064,790
5	Carbon	99552	I-80 White Haven (Lehigh River) Bridges	UTL	185	1/23/2025		0	0	869,456	0	0	0	0	0	0	869,456
5	Carbon	99552	I-80 White Haven (Lehigh River) Bridges	ROW	185	1/23/2025		0	0	0	173,891	0	0	0	0	0	173,891

FFY 2021-2032 Interstate Management Program

Dist	County	Project	Title	Phase	Fund	Est Let	Actual Let	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029-32	Total
6	Delaware	116225	I-476 Advance Travel Management	UTL	STP	3/16/2023		0	0	150,000	0	0	0	0	0	0	150,000
6	Delaware	116225	I-476 Advance Travel Management	CON	STP	3/16/2023		0	0	0	6,000,000	0	0	0	0	0	6,000,000
6	Montgomery	106662	I-76 Integrated Corridor Management	CON	NHPP	7/10/2025		0	0	0	0	0	5,000,000	20,000,000	20,000,000	78,535,000	123,535,000
6	Montgomery	106662	I-76 Integrated Corridor Management	CON	NHPP	7/10/2025		0	0	0	0	20,000,000	15,000,000	0	0	35,000,000	70,000,000
6	Montgomery	106662	I-76 Integrated Corridor Management	FD	NHPP	7/10/2025		0	12,000,000	0	0	0	0	0	0	0	12,000,000
6	Montgomery	106662	I-76 Integrated Corridor Management	UTL	NHPP	7/10/2025		0	13,397,500	1,602,500	0	0	0	0	0	0	15,000,000
6	Montgomery	106662	I-76 Integrated Corridor Management	ROW	NHPP	7/10/2025		0	6,400,000	0	0	0	0	0	0	0	6,400,000
6	Montgomery	106662	I-76 Integrated Corridor Management	ROW	NHPP	7/10/2025		0	0	6,400,000	6,400,000	0	0	0	0	0	12,800,000
6	Montgomery	112248	I-76/202 Intchg Sinkhole (C)	CON	581	12/13/2018	12/13/2018	2,490,846	4,009,154	0	0	0	0	0	0	0	6,500,000
6	Philadelphia	17821	I-95: Shackamaxon - Ann	FD	581			1,157,143	1,157,143	1,157,143	1,157,143	1,157,143	1,157,143	1,157,145	0	0	8,100,003
6	Philadelphia	17821	I-95: Shackamaxon - Ann	FD	NHPP			4,628,571	4,628,571	4,628,571	4,628,571	4,628,571	4,628,571	4,628,571	0	0	32,399,997
6	Philadelphia	17821	I-95: Shackamaxon - Ann	PE	581			0	50,000	200,000	0	0	0	0	0	0	250,000
6	Philadelphia	17821	I-95: Shackamaxon - Ann	PE	NHPP			0	200,000	800,000	0	0	0	0	0	0	1,000,000
6	Philadelphia	46959	I-95 Design Support Serv	PE	581			200,000	200,000	200,000	200,000	0	0	0	0	0	800,000
6	Philadelphia	46959	I-95 Design Support Serv	PE	NHPP			800,000	800,000	800,000	800,000	0	0	0	0	0	3,200,000
6	Philadelphia	47394	I-95: Levick St - Bleigh	ROW	581			60,000	0	0	0	0	0	0	0	0	60,000
6	Philadelphia	47394	I-95: Levick St - Bleigh	ROW	NHPP			240,000	0	0	0	0	0	0	0	0	240,000
6	Philadelphia	47811	I-95: Bridge St DESIGN	FD	581			500,000	0	500,000	500,000	1,130,000	0	0	0	0	2,630,000
6	Philadelphia	47811	I-95: Bridge St DESIGN	FD	NHPP			4,500,000	0	4,500,000	4,500,000	10,170,000	0	0	0	0	23,670,000
6	Philadelphia	47811	I-95: Bridge St DESIGN	ROW	581			0	0	0	140,000	100,000	100,000	0	0	0	340,000
6	Philadelphia	47811	I-95: Bridge St DESIGN	ROW	NHPP			0	0	0	1,260,000	900,000	900,000	0	0	0	3,060,000
6	Philadelphia	47811	I-95: Bridge St DESIGN	PE	581			470,000	0	0	0	0	0	0	0	0	470,000
6	Philadelphia	47811	I-95: Bridge St DESIGN	PE	NHPP			4,230,000	0	0	0	0	0	0	0	0	4,230,000
6	Philadelphia	47812	I-95: BetsyRoss DESIGN	FD	581			0	0	600,000	600,000	2,060,000	0	0	0	0	3,260,000
6	Philadelphia	47812	I-95: BetsyRoss DESIGN	FD	NHPP			0	0	5,400,000	5,400,000	18,540,000	0	0	0	0	29,340,000
6	Philadelphia	47813	I-95: Ann St - Wheatshaf	FD	185			615,000	615,000	1,230,000	2,050,000	5,371,000	2,870,000	3,280,000	3,280,000	0	19,311,000
6	Philadelphia	47813	I-95: Ann St - Wheatshaf	FD	581			885,000	885,000	1,770,000	2,950,000	7,729,000	4,130,000	4,720,000	4,720,000	0	27,789,000
6	Philadelphia	47813	I-95: Ann St - Wheatshaf	PE	185			410,000	410,000	820,000	820,000	0	0	0	0	0	2,460,000
6	Philadelphia	47813	I-95: Ann St - Wheatshaf	PE	581			590,000	590,000	1,180,000	1,180,000	0	0	0	0	0	3,540,000
6	Philadelphia	79827	I-95S: Columbia-Ann St N (C)	CON	NHPP	12/14/2017	12/14/2017	88,000,000	17,500,000	36,500,000	3,630,000	0	0	0	0	0	145,630,000
6	Philadelphia	79828	I-95: Race - Shackamaxon	CON	NFP	1/15/2026		0	0	0	0	0	61,099,000	0	0	0	61,099,000
6	Philadelphia	79828	I-95: Race - Shackamaxon	CON	NHPP	1/15/2026		0	0	0	0	25,000,000	0	40,000,000	40,000,000	36,773,963	141,773,963
6	Philadelphia	79828	I-95: Race - Shackamaxon	UTL	581	1/15/2026		0	0	800,000	839,091	0	0	0	0	0	1,639,091
6	Philadelphia	79828	I-95: Race - Shackamaxon	UTL	NHPP	1/15/2026		0	0	7,200,000	7,551,815	0	0	0	0	0	14,751,815
6	Philadelphia	79828	I-95: Race - Shackamaxon	ROW	581	1/15/2026		500,000	0	0	0	0	0	0	0	0	500,000
6	Philadelphia	79828	I-95: Race - Shackamaxon	ROW	NHPP	1/15/2026		4,500,000	0	0	0	0	0	0	0	0	4,500,000
6	Philadelphia	79904	I-95: Betsy Ross Rmps A&B (C)	CON	NFP	12/12/2019	12/12/2019	10,000,000	0	0	0	0	0	0	0	0	10,000,000
6	Philadelphia	79904	I-95: Betsy Ross Rmps A&B (C)	CON	NHPP	12/12/2019	12/12/2019	0	20,000,000	18,901,000	0	0	0	0	0	0	38,901,000
6	Philadelphia	79905	I-95: Betsy RossMainIn NB	UTL	581	1/11/2024		0	0	1,092,727	0	0	0	0	0	0	1,092,727
6	Philadelphia	79905	I-95: Betsy RossMainIn NB	ROW	581	1/11/2024		0	0	3,000,000	3,556,362	0	0	0	0	0	6,556,362
6	Philadelphia	79905	I-95: Betsy RossMainIn NB	CON	NHPP	1/11/2024		0	0	0	20,000,000	35,000,000	40,000,000	40,000,000	40,000,000	130,963,560	305,963,560
6	Philadelphia	79908	I-95: Kennedy-Levick (C)	CON	NHPP	10/10/2019	10/10/2019	25,000,000	25,000,000	26,000,000	0	0	0	0	0	0	76,000,000
6	Philadelphia	79910	I-95: Margaret-Kennedy	UTL	581	3/17/2022		0	0	3,000,000	3,901,000	0	0	0	0	0	6,901,000
6	Philadelphia	79910	I-95: Margaret-Kennedy	ROW	581	3/17/2022		200,000	200,000	300,000	0	0	0	0	0	0	700,000
6	Philadelphia	79910	I-95: Margaret-Kennedy	ROW	NHPP	3/17/2022		1,800,000	1,800,000	2,700,000	0	0	0	0	0	0	6,300,000
6	Philadelphia	79910	I-95: Margaret-Kennedy	CON	NHPP	3/17/2022		0	0	20,000,000	30,000,000	30,000,000	40,000,000	40,000,000	40,000,000	62,254,480	262,254,480
6	Philadelphia	79912	I-95: Allegheny & Castor Ave Intr Connection (C)	UTL	581	1/14/2021	1/14/2021	0	0	500,000	0	0	0	0	0	0	500,000
6	Philadelphia	79912	I-95: Allegheny & Castor Ave Intr Connection (C)	CON	581	1/14/2021	1/14/2021	500,000	0	0	0	0	0	0	0	0	500,000
6	Philadelphia	79912	I-95: Allegheny & Castor Ave Intr Connection (C)	CON	NHPP	1/14/2021	1/14/2021	15,000,000	15,000,000	2,000,000	0	0	0	0	0	0	32,000,000
6	Philadelphia	80014	I-95: Cottman On-Ramp	CON	NHPP	12/16/2021		0	15,000,000	15,000,000	15,000,000	18,654,000	0	0	0	0	63,654,000
6	Philadelphia	80014	I-95: Cottman On-Ramp	FD	581	12/16/2021		500,000	500,000	0	0	0	0	0	0	0	1,000,000
6	Philadelphia	92289	I-95 Consultant Mgmt	PE	581			200,000	200,000	200,000	200,000	0	0	0	0	0	800,000
6	Philadelphia	92289	I-95 Consultant Mgmt	PE	NHPP			1,800,000	1,800,000	1,800,000	1,800,000	0	0	0	0	0	7,200,000
6	Philadelphia	98207	I-95 Congestion Managemnt	PRA	NHPP			0	6,500,000	10,000,000	16,500,000	10,000,000	0	0	0	0	43,000,000

FFY 2021-2032 Interstate Management Program

Dist	County	Project	Title	Phase	Fund	Est Let	Actual Let	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029-32	Total
10	Jefferson	106223	I-80 Brookville East Reconstruction	UTL	581	7/10/2025		0	200,000	0	0	0	0	0	0	0	200,000
10	Jefferson	106223	I-80 Brookville East Reconstruction	UTL	NHPP	7/10/2025		0	1,800,000	0	0	0	0	0	0	0	1,800,000
10	Jefferson	106223	I-80 Brookville East Reconstruction	ROW	581	7/10/2025		0	112,513	112,513	0	0	0	0	0	0	225,026
10	Jefferson	106223	I-80 Brookville East Reconstruction	ROW	NHPP	7/10/2025		0	1,012,613	1,012,613	0	0	0	0	0	0	2,025,226
10	Jefferson	106224	I-80 Brookville East PM	CON	NHPP	1/13/2022		0	6,600,000	5,000,000	0	0	0	0	0	0	11,600,000
10	Jefferson	106224	I-80 Brookville East PM	FD	NHPP	1/13/2022		0	50,000	0	0	0	0	0	0	0	50,000
10	Jefferson	106275	I-80 North Fork Bridge Replacements	PE	185	7/10/2025		2,850,000	1,200,000	0	0	0	0	0	0	0	4,050,000
10	Jefferson	106275	I-80 North Fork Bridge Replacements	FD	185	7/10/2025		0	577,822	0	0	0	0	0	0	0	577,822
10	Jefferson	106275	I-80 North Fork Bridge Replacements	ROW	185	7/10/2025		0	0	500,000	592,727	0	0	0	0	0	1,092,727
10	Jefferson	106275	I-80 North Fork Bridge Replacements	UTL	185	7/10/2025		0	0	273,182	0	0	0	0	0	0	273,182
10	Jefferson	106275	I-80 North Fork Bridge Replacements	CON	185	7/10/2025		0	0	0	0	3,000,000	4,000,000	4,000,000	3,925,654	0	14,925,654
10	Jefferson	106275	I-80 North Fork Bridge Replacements	CON	NHPP	7/10/2025		0	0	0	0	27,000,000	36,000,000	36,000,000	35,330,883	0	134,330,883
11	Allegheny	81931	I-79, Campbell's-Moon Run	PE	NHPP	3/2/2023		0	2,082,300	0	0	0	0	0	0	0	2,082,300
11	Allegheny	81931	I-79, Campbell's-Moon Run	FD	NHPP	3/2/2023		0	3,000,000	0	0	0	0	0	0	0	3,000,000
11	Allegheny	81931	I-79, Campbell's-Moon Run	CON	NHPP	3/2/2023		0	0	5,000,000	5,000,000	5,000,000	5,539,024	0	0	0	20,539,024
11	Allegheny	81931	I-79, Campbell's-Moon Run	ROW	581	3/2/2023		0	0	475,000	0	0	0	0	0	0	475,000
11	Allegheny	81931	I-79, Campbell's-Moon Run	UTL	581	3/2/2023		0	0	100,000	0	0	0	0	0	0	100,000
11	Allegheny	87756	Neville Island Bridge	CON	NHPP	6/4/2020	6/4/2020	4,639,862	0	0	0	0	0	0	0	0	4,639,862
11	Allegheny	87765	I-376, 376 Business to Tonidale	CON	NHPP	5/21/2020	5/21/2020	2,326,279	0	0	0	0	0	0	0	0	2,326,279
11	Allegheny	87767	I-376, Edgewood to Churchill	PE	NHPP	2/15/2024		0	2,000,000	0	0	0	0	0	0	0	2,000,000
11	Allegheny	87767	I-376, Edgewood to Churchill	FD	NHPP	2/15/2024		0	2,500,000	0	0	0	0	0	0	0	2,500,000
11	Allegheny	87767	I-376, Edgewood to Churchill	CON	NHPP	2/15/2024		0	0	0	10,000,000	10,000,000	15,805,000	0	0	0	35,805,000
11	Allegheny	87767	I-376, Edgewood to Churchill	ROW	NHPP	2/15/2024		0	0	450,000	0	0	0	0	0	0	450,000
11	Allegheny	87767	I-376, Edgewood to Churchill	UTL	NHPP	2/15/2024		0	0	100,000	0	0	0	0	0	0	100,000
11	Allegheny	87778	I-376, Churchill to Monroeville	PE	NHPP	3/16/2023		2,500,000	0	0	0	0	0	0	0	0	2,500,000
11	Allegheny	87778	I-376, Churchill to Monroeville	FD	NHPP	3/16/2023		0	2,500,000	0	0	0	0	0	0	0	2,500,000
11	Allegheny	87778	I-376, Churchill to Monroeville	CON	NHPP	3/16/2023		0	0	10,000,000	10,000,000	20,000,000	20,000,000	20,000,000	4,920,000	0	84,920,000
11	Allegheny	87778	I-376, Churchill to Monroeville	ROW	NHPP	3/16/2023		0	0	750,000	0	0	0	0	0	0	750,000
11	Allegheny	87778	I-376, Churchill to Monroeville	UTL	NHPP	3/16/2023		0	0	250,000	0	0	0	0	0	0	250,000
11	Allegheny	91565	I-79, Moon Run - Neville Island	PE	NHPP	7/14/2022		200,000	0	0	0	0	0	0	0	0	200,000
11	Allegheny	91565	I-79, Moon Run - Neville Island	CON	NHPP	7/14/2022		0	10,000,000	10,000,000	10,000,000	12,069,989	0	0	0	0	42,069,989
11	Allegheny	94812	I-79, Neville Island to I-279	FD	581	5/20/2021	5/20/2021	400,000	0	0	0	0	0	0	0	0	400,000
11	Allegheny	94812	I-79, Neville Island to I-279	CON	NHPP	5/20/2021	5/20/2021	10,000,000	10,000,000	10,500,000	0	0	0	0	0	0	30,500,000
11	Allegheny	97027	I-376/Carnegie Interchange	PE	581	10/10/2024		500,000	500,000	0	0	0	0	0	0	0	1,000,000
11	Allegheny	97027	I-376/Carnegie Interchange	FD	NHPP	10/10/2024		0	1,000,000	1,575,000	0	0	0	0	0	0	2,575,000
11	Allegheny	97027	I-376/Carnegie Interchange	UTL	581	10/10/2024		0	0	515,000	0	0	0	0	0	0	515,000
11	Allegheny	97027	I-376/Carnegie Interchange	ROW	581	10/10/2024		0	0	0	1,060,900	0	0	0	0	0	1,060,900
11	Allegheny	97027	I-376/Carnegie Interchange	CON	NHPP	10/10/2024		0	0	0	0	15,000,000	20,000,000	20,000,000	20,000,000	35,299,863	110,299,863
11	Allegheny	97029	I-376/Greentree Interchange	PE	581	6/15/2024		500,000	500,000	0	0	0	0	0	0	0	1,000,000
11	Allegheny	97029	I-376/Greentree Interchange	FD	NHPP	6/15/2024		0	1,000,000	1,575,000	0	0	0	0	0	0	2,575,000
11	Allegheny	97029	I-376/Greentree Interchange	UTL	581	6/15/2024		0	0	515,000	0	0	0	0	0	0	515,000
11	Allegheny	97029	I-376/Greentree Interchange	ROW	581	6/15/2024		0	0	0	1,060,900	0	0	0	0	0	1,060,900
11	Allegheny	97029	I-376/Greentree Interchange	CON	NHPP	6/15/2024		0	0	0	0	15,000,000	15,000,000	15,000,000	20,000,000	8,158,072	73,158,072
11	Allegheny	99874	Squirrel Hill Interchange	PE	581	3/19/2026		3,000,000	3,000,000	0	0	0	0	0	0	0	6,000,000
11	Allegheny	99874	Squirrel Hill Interchange	FD	581	3/19/2026		0	0	7,000,000	2,000,000	0	0	0	0	0	9,000,000
11	Allegheny	99874	Squirrel Hill Interchange	UTL	581	3/19/2026		0	0	0	3,000,000	1,000,000	0	0	0	0	4,000,000
11	Allegheny	99874	Squirrel Hill Interchange	ROW	581	3/19/2026		0	0	0	4,000,000	2,000,000	0	0	0	0	6,000,000
11	Allegheny	99874	Squirrel Hill Interchange	CON	NHPP	3/19/2026		0	0	0	0	10,000,000	10,000,000	10,000,000	10,000,000	20,000,000	60,000,000
11	Allegheny	104325	I-79/Alpine Road- Bridgeville	PE	NHPP	6/8/2023		4,400,000	0	0	0	0	0	0	0	0	4,400,000
11	Allegheny	105438	I-376, Commercial Street Bridge	PE	581	5/25/2023		2,000,000	2,000,000	0	0	0	0	0	0	0	4,000,000
11	Allegheny	105438	I-376, Commercial Street Bridge	FD	581	5/25/2023		0	0	4,500,000	1,500,000	0	0	0	0	0	6,000,000
11	Allegheny	105438	I-376, Commercial Street Bridge	UTL	581	5/25/2023		0	0	0	500,000	0	0	0	0	0	500,000
11	Allegheny	105438	I-376, Commercial Street Bridge	ROW	581	5/25/2023		0	0	0	600,000	0	0	0	0	0	600,000
11	Allegheny	105438	I-376, Commercial Street Bridge	CON	NFP	5/25/2023		0	0	0	61,099,000	0	0	0	0	0	61,099,000

FFY 2021-2032 Interstate Management Program

Dist	County	Project	Title	Phase	Fund	Est Let	Actual Let	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029-32	Total
11	Allegheny	105438	I-376, Commercial Street Bridge	CON	STP	5/25/2023		0	0	0	0	15,000,000	15,000,000	20,901,000	0	0	50,901,000
11	Allegheny	112249	I-376, Bath Tub Flooding	PE	581	6/15/2026		500,000	0	2,000,000	1,213,150	0	0	0	0	0	3,713,150
11	Allegheny	113362	Frazier Street Bridge	PE	185	3/15/2028		0	0	0	0	1,500,000	0	0	0	0	1,500,000
11	Allegheny	113362	Frazier Street Bridge	FD	185	3/15/2028		0	0	0	0	0	1,000,000	0	0	0	1,000,000
11	Allegheny	113362	Frazier Street Bridge	CON	185	3/15/2028		0	0	0	0	0	0	15,000,000	15,000,000	15,000,000	45,000,000
11	Allegheny	114544	2020 Interstate Longitudinal Joint Repair	CON	581	7/23/2020	7/23/2020	2,772,369	0	0	0	0	0	0	0	0	2,772,369
11	Allegheny	114544	2020 Interstate Longitudinal Joint Repair	CON	NHPP	7/23/2020	7/23/2020	308,041	0	0	0	0	0	0	0	0	308,041
11	Allegheny	114545	2021 Interstate Longitudinal Joint Rehabilitation	CON	581	6/10/2021	6/10/2021	262,805	0	0	0	0	0	0	0	0	262,805
11	Allegheny	114545	2021 Interstate Longitudinal Joint Rehabilitation	CON	NHPP	6/10/2021	6/10/2021	2,365,249	0	0	0	0	0	0	0	0	2,365,249
11	Allegheny	115651	ITS 2020 System Preservation and Upgrades	CON	NHPP	9/17/2020	9/17/2020	500,000	175,000	0	0	0	0	0	0	0	675,000
11	Allegheny	115689	Interstate Guide Rail - District 11	CON	NHPP	4/8/2021	4/8/2021	2,791,141	2,000,000	0	0	0	0	0	0	0	4,791,141
11	Lawrence	87757	I-79/ Butler Co/Mercer	PE	NHPP	3/9/2023		739,200	0	0	0	0	0	0	0	0	739,200
11	Lawrence	87757	I-79/ Butler Co/Mercer	FD	NHPP	3/9/2023		0	850,000	0	0	0	0	0	0	0	850,000
11	Lawrence	87757	I-79/ Butler Co/Mercer	CON	NHPP	3/9/2023		0	0	0	6,320,000	6,000,000	0	0	0	0	12,320,000
11	Lawrence	87757	I-79/ Butler Co/Mercer	ROW	NHPP	3/9/2023		0	0	300,000	0	0	0	0	0	0	300,000
11	Lawrence	87757	I-79/ Butler Co/Mercer	UTL	NHPP	3/9/2023		0	0	60,000	0	0	0	0	0	0	60,000
11	Lawrence	109287	I-376, SR 422 to SR 224	PE	NHPP	3/20/2025		0	250,000	0	0	0	0	0	0	0	250,000
11	Lawrence	109287	I-376, SR 422 to SR 224	FD	NHPP	3/20/2025		0	250,000	0	0	0	0	0	0	0	250,000
11	Lawrence	109287	I-376, SR 422 to SR 224	CON	NHPP	3/20/2025		0	0	0	1,600,000	0	0	0	0	0	1,600,000
11	Lawrence	109287	I-376, SR 422 to SR 224	UTL	NHPP	3/20/2025		0	50,000	0	0	0	0	0	0	0	50,000
11	Lawrence	109287	I-376, SR 422 to SR 224	ROW	NHPP	3/20/2025		0	100,000	0	0	0	0	0	0	0	100,000
12	Washington	31042	I-70 Over PA 519	CON	185	12/2/2010	12/9/2010	61,107	0	0	0	0	0	0	0	0	61,107
12	Washington	31042	I-70 Over PA 519	CON	NHPP	12/2/2010	12/9/2010	549,962	0	0	0	0	0	0	0	0	549,962
12	Washington	31182	I-79/I-70 Interchange	CON	581	9/8/2011	9/8/2011	40,000	0	0	0	0	0	0	0	0	40,000
12	Washington	31182	I-79/I-70 Interchange	CON	NHPP	9/8/2011	9/8/2011	360,000	0	0	0	0	0	0	0	0	360,000
12	Washington	91555	I79: Marianna to Laboratory Hill	CON	NHPP	5/20/2021	5/20/2021	5,000,000	5,000,000	0	0	0	0	0	0	0	10,000,000
12	Washington	106919	I70: Belle Vernon Bridge to Bentleyville	FD	581	10/19/2028		0	0	396,000	300,000	300,000	0	0	0	0	996,000
12	Washington	106919	I70: Belle Vernon Bridge to Bentleyville	FD	NHPP	10/19/2028		0	0	3,564,000	2,700,000	2,700,000	0	0	0	0	8,964,000
12	Washington	106919	I70: Belle Vernon Bridge to Bentleyville	UTL	581	10/19/2028		0	0	0	4,051,500	4,051,500	0	0	0	0	8,103,000
12	Washington	106919	I70: Belle Vernon Bridge to Bentleyville	ROW	581	10/19/2028		0	0	0	0	3,477,822	3,477,822	0	0	0	6,955,644
12	Washington	106919	I70: Belle Vernon Bridge to Bentleyville	CON	581	10/19/2028		0	0	0	0	0	0	3,000,000	3,000,000	10,357,322	16,357,322
12	Washington	106919	I70: Belle Vernon Bridge to Bentleyville	CON	NHPP	10/19/2028		0	0	0	0	0	0	27,000,000	27,000,000	93,215,901	147,215,901
12	Washington	115800	BPN 1 Guide Rail Improvements	CON	NHPP	12/16/2021		0	4,500,000	0	0	0	0	0	0	0	4,500,000
12	Westmoreland	31895	Yukon & Madison Interchanges	CON	NHPP	12/5/2019	12/5/2019	68,880,000	1,602,500	0	0	0	0	0	0	0	70,482,500
12	Westmoreland	32032	New Stanton Intrching	CON	NHPP	6/18/2015	6/18/2015	45,000	0	0	0	0	0	0	0	0	45,000
12	Westmoreland	75978	I-70 @ PA 51 Interchange	FD	185	1/27/2022		2,743,600	1,500,000	0	0	0	0	0	0	0	4,243,600
12	Westmoreland	75978	I-70 @ PA 51 Interchange	CON	NHPP	1/27/2022		0	10,000,000	15,000,000	30,000,000	30,000,000	30,000,000	25,688,601	0	0	140,688,601
12	Westmoreland	75978	I-70 @ PA 51 Interchange	UTL	185	1/27/2022		1,500,000	1,500,000	2,304,500	0	0	0	0	0	0	5,304,500
12	Westmoreland	75978	I-70 @ PA 51 Interchange	ROW	185	1/27/2022		0	2,500,000	2,500,000	2,426,300	0	0	0	0	0	7,426,300
12	Westmoreland	88508	I-70 Arnold City Interch	FD	185	8/11/2022		1,182,700	0	0	0	0	0	0	0	0	1,182,700
12	Westmoreland	88508	I-70 Arnold City Interch	UTL	185	8/11/2022		1,652,250	0	0	0	0	0	0	0	0	1,652,250
12	Westmoreland	88508	I-70 Arnold City Interch	ROW	185	8/11/2022		1,652,250	0	0	0	0	0	0	0	0	1,652,250
12	Westmoreland	88508	I-70 Arnold City Interch	CON	NHPP	8/11/2022		0	0	15,000,000	15,000,000	15,000,000	20,000,000	19,413,161	0	0	84,413,161
99	Central Office	75891	Interstate Contingency	CON	185			744,956	179,221	1,305,715	4,366,576	6,333,171	37,501,574	33,678,058	46,819,346	221,100,000	352,028,617
99	Central Office	75891	Interstate Contingency	CON	581			1,098,675	934,465	654,623	487,265	613,939	932,548	15,585,604	37,444,216	214,872,678	272,624,013
99	Central Office	75891	Interstate Contingency	CON	NHPP			0	15,947,135	615,067	2,775,611	7,317,676	18,752,628	9,599,654	3,044,039	164,658,189	222,709,999
99	Central Office	105487	Interstate Traffic Monitoring Reserve	CON	NHPP			0	871,753	800,000	800,000	900,000	900,000	900,000	900,000	4,000,000	10,071,753
99	Central Office	106746	National Highway Freight Program Reserve	CON	NFP			0	0	0	0	0	0	0	0	122,198,000	122,198,000
99	Central Office	110601	INFRA Support	CON	581			0	500,000	500,000	500,000	500,000	1,000,000	3,000,000	0	0	6,000,000
99	Central Office	112512	Interstate Needs Evaluation	PRA	STP			930,000	0	0	0	0	0	0	0	0	930,000
99	Central Office	112530	Traffic Monitoring Sites Install and Repair	CON	NHPP	1/16/2020	1/16/2020	128,719	0	0	0	0	0	0	0	0	128,719
99	Central Office	112672	Interstate Guide Rail Upgrade	PE	581			500,000	300,000	0	0	0	0	0	0	0	800,000
99	Central Office	113410	Traffic Monitoring Sites Install and Repair	CON	NHPP	4/22/2021	4/22/2021	420,000	0	0	0	0	0	0	0	0	420,000
99	Central Office	114586	Interstate ITS Reserve	CON	NHPP			0	2,825,000	3,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	16,000,000	41,825,000

FFY 2021-2032 Interstate Management Program

Dist	County	Project	Title	Phase	Fund	Est Let	Actual Let	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029-32	Total
99	Central Office	114587	All-Weather Pavement Marking Reserve	CON	NHPP			0	3,000,000	3,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	16,000,000	42,000,000
99	Central Office	115100	Asset Management Based Planning	CON	185			0	0	0	0	0	0	5,000,000	5,000,000	60,000,000	70,000,000
99	Central Office	115100	Asset Management Based Planning	CON	581			0	0	0	0	0	0	5,000,000	5,000,000	60,000,000	70,000,000
99	Central Office	115903	Major Bridge Delivery Assistance	PE	NHPP			5,900,000	2,400,000	0	0	0	0	0	0	0	8,300,000
								817,465,159	806,528,379	924,096,392	972,131,540	1,011,178,900	1,062,382,000	1,098,720,900	1,083,136,000	4,382,542,000	12,158,181,270

PennDOT TSMO Funding Initiative (TFI) PROGRAM DETAILS : FFY 2023 - 2024

Planning Partner	District	Description	TFI Amount Awarded	Match Amount	Category
Northwest RPO	1	I-79 Crawford County ITS Addition	\$ 159,250	\$ 159,250	2. New ITS Devices
Shenango Valley MPO	1	I-79 Mercer County ITS Addition at Grove City	\$ 159,250	\$ 159,250	2. New ITS Devices
Erie	1	I-79 Erie County ITS Addition at Interchange Road	\$ 159,250	\$ 159,250	2. New ITS Devices
Erie	1	I-90 Erie County ITS Addition at SR 0019	\$ 159,250	\$ 159,250	2. New ITS Devices
Northern Tier	3	Sayre Traffic Signal Improvements	\$ 150,000	\$ 150,000	6. Regional Operations Plan or Regional ITS Architecture
NEPA	5	Move Existing Message Board	\$ 45,000	\$ 45,000	1. Antiquated Devices
Lehigh Valley	5	22-LUI (ITS Gaps)	\$ 586,250	\$ 586,250	2. New ITS Devices
Reading	5	RATS Freeway Service Patrol	\$ 284,915	\$ 284,915	4. TSMO and PennDOT Connects
Lehigh Valley	5	Lehigh Valley Freeway Service Patrol	\$ 154,979	\$ 304,979	4. TSMO and PennDOT Connects
NEPA	5	Dynamic Curve Warning Signs	\$ 132,910	\$ 132,910	2. New ITS Devices
DVRPC	6	Henry Avenue CCTV Cameras	\$ 325,000	\$ 325,000	2. New ITS Devices
HATS	8	US 22/322 Devices	\$ 805,940	\$ 805,940	1. Antiquated Devices
HATS	8	Dauphin I-283 ITS Fiber Interconnect	\$ 353,800	\$ 353,800	3. New or Upgraded Communications Systems
Southern Alleghenies	9	I-70 Curve Warning System	\$ 115,000	\$ 115,000	2. New ITS Devices
Southern Alleghenies	9	I-70 Intelligent Transportation System (ITS) Gaps	\$ 465,000	\$ 465,000	2. New ITS Devices
Blair County	9	I-99 Fiber Repair and Upgrade	\$ 170,000	\$ 170,000	3. New or Upgraded Communications Systems
SPC	10	I-79 ITS Enhancement Project - Seneca Ramps	\$ 425,000	\$ 425,000	2. New ITS Devices
SPC	11	US 22 (Monroeville) Arterial ITS	\$ 450,000	\$ 450,000	2. New ITS Devices
SPC	11	I-376 Corridor ITS - Beaver County	\$ 1,000,000	\$ 1,000,000	2. New ITS Devices
SPC	12	Fiber Installation I-70 seg 0474-0494	\$ 294,580	\$ 294,580	3. New or Upgraded Communications Systems
SPC	12	Fiber Installation I-70 seg 0554-0570	\$ 223,936	\$ 223,936	3. New or Upgraded Communications Systems
SPC	12	Fiber Installation I-70 seg 0404-0434	\$ 401,048	\$ 401,048	3. New or Upgraded Communications Systems
Statewide	99	TSMO Program	\$ 200,000	\$ -	4. TSMO and PennDOT Connects
Statewide	99	Statewide INRIX	\$ 2,679,643	\$ -	4. TSMO and PennDOT Connects
Statewide	99	Fiber Deployment	\$ 100,000	\$ -	4. TSMO and PennDOT Connects

2023 Program - Spike Projects (State)

MPMS	Planning Partner	District	County	Project Title	Phase	Est Let Date	Approp	2023	2024	2025	2026	2027	2028	2029	2030	2031-2034	LRTP	Total
99603	Northwest	1	Crawford	US 322: Pine Rd to US 6	CON	1/1/2025	581	0	0	1,900,000	0	0	0	0	0	0	0	1,900,000
85535	North Central	2	Potter	T-300 over Oswayo Creek	UTL	Carryover	581	10,000	0	0	0	0	0	0	0	0	0	10,000
85535	North Central	2	Potter	T-300 over Oswayo Creek	CON	6/9/2022	581	0	75,000	0	0	0	0	0	0	0	0	75,000
4383	North Central	2	McKean	T-437 Oswayo Creek	UTL	Carryover	581	10,000	0	0	0	0	0	0	0	0	0	10,000
4383	North Central	2	McKean	T-437 Oswayo Creek	CON	6/9/2022	581	0	100,000	0	0	0	0	0	0	0	0	100,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	UTL	Carryover	581	10,000	0	0	0	0	0	0	0	0	0	10,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	CON	6/9/2022	581	0	100,000	0	0	0	0	0	0	0	0	100,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	UTL	Carryover	581	10,000	0	0	0	0	0	0	0	0	0	10,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	CON	6/9/2022	581	0	150,000	0	0	0	0	0	0	0	0	150,000
95989	North Central	2	Cameron	T-330 Salt Run	UTL	Carryover	581	10,000	0	0	0	0	0	0	0	0	0	10,000
95989	North Central	2	Cameron	T-330 Salt Run	CON	6/9/2022	581	0	75,000	0	0	0	0	0	0	0	0	75,000
110175	SEDA-COG	2	Mifflin	T-420 over Kish Creek	UTL	Carryover	581	10,000	0	0	0	0	0	0	0	0	0	10,000
110175	SEDA-COG	2	Mifflin	T-420 over Kish Creek	CON	6/9/2022	581	0	250,000	0	0	0	0	0	0	0	0	250,000
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	UTL	Carryover	581	10,000	0	0	0	0	0	0	0	0	0	10,000
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	CON	6/9/2022	581	0	100,000	0	0	0	0	0	0	0	0	100,000
112784	Centre	2	Centre	State College Area Connector	PE	Carryover	581	0	5,000,000	0	0	0	0	0	0	0	0	5,000,000
112784	Centre	2	Centre	State College Area Connector	FD	Carryover	581	0	0	5,000,000	5,000,000	12,036,000	10,000,000	7,964,000	0	0	0	40,000,000
112784	Centre	2	Centre	State College Area Connector	UTL	Carryover	581	0	0	0	0	10,000,000	10,000,000	9,000,000	0	0	0	29,000,000
112784	Centre	2	Centre	State College Area Connector	ROW	Carryover	581	0	0	0	0	0	0	0	0	28,000,000	0	28,000,000
112784	Centre	2	Centre	State College Area Connector	CON	4/30/2028	581	0	0	0	0	0	0	0	0	179,000,000	371,000,000	550,000,000
7588	SEDA-COG	3	Snyder	CSVT Pre Con Phases	FD		581	11,500,000	0	0	0	0	0	0	0	0	0	11,500,000
7588	SEDA-COG	3	Snyder	CSVT Pre Con Phases	UTL		581	0	2,000,000	2,000,000	3,500,000	0	0	0	0	0	0	7,500,000
7588	SEDA-COG	3	Snyder	CSVT Pre Con Phases	ROW		581	0	0	0	3,000,000	0	0	0	0	0	0	3,000,000
7588	SEDA-COG	3	Snyder	CSVT Pre Con Phases	CON		581	0	0	0	2,300,000	0	0	0	0	0	0	2,300,000
76402	SEDA-COG	3	Snyder	CSVT Structures South Section	CON	9/1/2023	581	0	10,000,000	10,000,000	10,000,000	10,000,000	15,000,000	15,000,000	15,000,000	25,000,000	0	110,000,000
76403	SEDA-COG	3	Snyder	CSVT SS Paving-Southern Section Con #3	CON	9/1/2025	581	0	0	0	10,000,000	15,000,000	17,693,810	20,000,000	25,000,000	47,306,190	0	135,000,000
102810	SEDA-COG	3	Northumberland	CSVT - Ridge Road Improvements	CON	1/1/2024	581	0	5,000,000	5,000,000	5,070,562	0	0	0	0	0	0	15,070,562
102811	SEDA-COG	3	Snyder	CSVT ITS	CON	9/1/2025	581	0	0	0	8,000,000	8,603,297	0	0	0	0	0	16,603,297
110337	SEDA-COG	3	Union	T-357 ov N Branch of Buffalo Creek Bridge Removal	UTL	10/21/2022	581	10,000	0	0	0	0	0	0	0	0	0	10,000
110337	SEDA-COG	3	Union	T-357 ov N Branch of Buffalo Creek Bridge Removal	CON	10/21/2022	581	0	150,000	0	0	0	0	0	0	0	0	150,000
103841	SEDA-COG	3	Montour	T-308 over Beaver Run Bridge Removal	CON	10/21/2022	581	0	80,000	0	0	0	0	0	0	0	0	80,000
106671	SEDA-COG	3	Various	T-392 over Mud Run Bridge	CON	10/21/2022	581	0	585,000	0	0	0	0	0	0	0	0	585,000
114079	Northern Tier	4	Susquehanna	Susquehanna County Paving	CON		581	0	0	0	0	2,000,000	0	0	0	0	0	2,000,000
61972	Reading	5	Berks	US 222 Widening	CON	3/14/2024	581	0	0	0	0	0	2,929,331	0	0	0	0	2,929,331
114439	Reading	5	Berks	West Shore Bypass - Phase 1	CON	7/15/2027	581	0	0	0	0	0	0	12,000,000	16,240,000	33,069,731	0	61,309,731
96470	NEPA	5	Schuylkill	PA 61 St. Clair to Frackville Reconstruction	CON	4/27/2023	581	8,500,000	8,500,000	0	0	0	0	0	0	0	0	17,000,000
96423	Lehigh Valley	5	Northampton	Pave PA 33 I-78 to US 22	CON	4/1/2027	581	0	0	0	0	8,000,000	0	0	0	0	0	8,000,000
92931	Interstate	8	Dauphin	Eisenhower Interchange	UTL	6/22/2023	581	6,300,000	4,000,000	4,000,000	0	0	0	0	0	0	0	14,300,000
113378	Interstate	8	Dauphin	Eisenhower Interchange B	FD	1/8/2026	581	0	0	6,000,000	6,000,000	6,000,000	5,000,000	0	0	0	0	23,000,000
113380	Interstate	8	Dauphin	Eisenhower Interchange C	FD	1/13/2028	581	0	0	7,000,000	6,000,000	3,100,000	0	0	0	0	0	16,100,000
113381	Interstate	8	Dauphin	Eisenhower Interchange D	FD	1/10/2030	581	0	0	0	0	0	0	9,000,000	18,600,000	0	0	27,600,000
97828	Interstate	8	Dauphin	I-83 East Shore (Section 3)	ROW	8/11/2022	581	8,000,000	8,000,000	8,000,000	0	0	0	0	0	0	0	24,000,000
113357	Interstate	8	Dauphin	I-83 East Shore (Section 3B)	FD	10/10/2024	581	5,000,000	0	0	0	0	0	0	0	0	0	5,000,000
113357	Interstate	8	Dauphin	I-83 East Shore (Section 3B)	UTL	10/10/2024	581	0	2,200,000	0	0	0	0	0	0	0	0	2,200,000
113357	Interstate	8	Dauphin	I-83 East Shore (Section 3B)	ROW	10/10/2024	581	5,400,000	0	0	0	0	0	0	0	0	0	5,400,000
113376	Interstate	8	Dauphin	I-83 East Shore (Section 3C)	FD	1/1/2027	581	1,000,000	0	0	0	0	0	0	0	0	0	1,000,000
113376	Interstate	8	Dauphin	I-83 East Shore (Section 3C)	UTL	1/1/2027	581	0	0	0	2,400,000	0	0	0	0	0	0	2,400,000
113376	Interstate	8	Dauphin	I-83 East Shore (Section 3C)	ROW	1/1/2027	581	0	0	0	5,800,000	0	0	0	0	0	0	5,800,000
92924	Interstate	8	York	I-83, North York Widening	FD	10/5/2025	581	2,500,000	0	0	0	0	0	0	0	0	0	2,500,000
92924	Interstate	8	York	I-83, North York Widening	UTL	10/5/2025	581	5,000,000	4,300,000	0	0	0	0	0	0	0	0	9,300,000
112548	Interstate	8	York	Sherman Street & Eberts Lane	UTL	8/25/2022	581	2,000,000	1,300,000	0	0	0	0	0	0	0	0	3,300,000
112540	Interstate	8	York	Mill Creek Relocation	FD	9/28/2023	581	1,200,000	0	0	0	0	0	0	0	0	0	1,200,000
112540	Interstate	8	York	Mill Creek Relocation	UTL	9/28/2023	581	0	2,459,000	2,141,000	0	0	0	0	0	0	0	4,600,000
112540	Interstate	8	York	Mill Creek Relocation	ROW	9/28/2023	581	0	4,500,000	4,500,000	0	0	0	0	0	0	0	9,000,000
112550	Interstate	8	York	North York Widening #2 (Codorus Creek Bridge)	FD	9/28/2023	581	4,200,000	0	0	0	0	0	0	0	0	0	4,200,000
112550	Interstate	8	York	North York Widening #2 (Codorus Creek Bridge)	UTL	9/28/2023	581	4,100,000	4,000,000	0	0	0	0	0	0	0	0	8,100,000
112550	Interstate	8	York	North York Widening #2 (Codorus Creek Bridge)	ROW	9/28/2023	581	12,774,000	12,000,000	10,226,000	0	0	0	0	0	0	0	35,000,000
112549	Interstate	8	York	North York Widening #1 (Exit 19)	FD	10/1/2026	581	0	5,000,000	5,000,000	0	0	0	0	0	0	0	10,000,000
112549	Interstate	8	York	North York Widening #1 (Exit 19)	UTL	10/1/2026	581	0	0	0	0	6,453,297	7,346,703	0	0	0	0	13,800,000
112549	Interstate	8	York	North York Widening #1 (Exit 19)	ROW	10/1/2026	581	0	0	0	8,782,438	9,457,406	10,060,156	0	0	0	0	28,300,000
58137	Adams	8	Adams	Eisenhower Drive Extension	CON	1/2/2025	581	0	0	0	2,500,000	2,500,000	0	0	0	0	0	5,000,000
100343	Lebanon	8	Lebanon	Allentown Blvd/ Trib Racc	CON	6/6/2024	581	0	1,000,000	0	0	0	0	0	0	0	0	1,000,000
108154	Southern Alleghenies	9	Bedford	US 30 - Scenic Rd to SR 4010	CON	12/12/2024	581	0	0	2,000,000	1,300,000	0	0	0	0	0	0	3,300,000
98132	North Central	10	Jefferson	T-385 Dobson Road Bridge	CON	4/3/2023	581	80,000	0	0	0	0	0	0	0	0	0	80,000
25944	North Central	10	Jefferson	T-396 Seldom Seen Bridge	CON	4/3/2023	581	100,000	0	0	0	0	0	0	0	0	0	100,000
91796	SPC	11	Allegheny	Streets Run Road	CON	4/15/2028	581	0	0	0	0	0	6,000,000	6,000,000	8,000,000	0	0	20,000,000
100789	SPC	11	Allegheny	Saw Mill Run Blvd: PA 88 to US 19	CON	3/15/2028	581	0	0	0	0	0	9,000,000	9,000,000	0	0	0	18,000,000
100956	SPC	11	Allegheny	West End Bridge	CON	3/15/2028	581	0	0	0	0	0	0	5,000,000	10,000,000	50,000,000	0	65,000,000
105438	Interstate	11	Allegheny	I-376, Commercial Street Bridge	FD	2/15/2023	581	4,000,000	0	0	0	0	0	0	0	0	0	4,000,000
105438	Interstate	11	Allegheny	I-376, Commercial Street Bridge	UTL	2/15/2023	581	0	5,000,000	0	0	0	0	0	0	0	0	5,000,000
105438	Interstate	11	Allegheny	I-376, Commercial Street Bridge	ROW	2/15/2023	581	0	600,000	0	0	0	0	0	0	0	0	600,000
97027	Interstate	11	Allegheny	I-376/Carnegie Interchange	PE	10/10/2024	581	500,000	0	0	0	0	0	0	0	0	0	500,000
97029	Interstate	11	Allegheny	I-376/Greentree Interchange	PE	6/15/2024	581	800,000	0	0	0	0	0	0	0	0	0	800,000
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	PE	3/19/2026	581	0	0	6,000,000	0	0	0	0	0	0	0	6,000,000
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	FD	3/19/2026	581	0	0</									

2023 Rail-Highway Crossing Program

Dist	County	Planning Partner	Project	Title	2023 Tot	2024 Tot	2025 Tot	2026 Tot	2027 Tot	2028 Tot	2029 Tot	2030 Tot	2031-34 Tot	Total
6	Bucks	DVRPC	36475	Mill St. Grade Xing	-	230,000	84,871	-	-	-	-	-	-	314,871
6	Bucks	DVRPC	116082	Bellevue Ave Grade Xing	200,000	-	-	-	-	-	-	-	-	200,000
6	Delaware	DVRPC	113251	Highland Ave. Railroad Preemption	-	200,000	-	-	-	-	-	-	-	200,000
6	Montgomery	DVRPC	111129	Cannon Ave. Grade Xing	50,000	300,000	-	-	-	-	-	-	-	350,000
6	Delaware	DVRPC	115872	4th Street RR WD	-	-	-	-	-	-	335,000	-	-	335,000
6	Delaware	DVRPC	115873	Wanamaker St. RR WD	-	-	-	-	-	-	360,000	-	-	360,000
6	Chester	DVRPC	115876	Center St RR WD	-	-	-	-	-	-	315,000	-	-	315,000
6	Chester	DVRPC	115874	Jansen Ave. RR WD	-	-	-	-	-	325,000	-	-	-	325,000
6	Chester	DVRPC	115875	Reese St RR WD	-	-	-	-	-	315,000	-	-	-	315,000
6	Chester	DVRPC	TBD	Lake Road West RR Xing	-	-	-	-	-	100,000	200,000	-	-	300,000
6	Chester	DVRPC	TBD	Lake Road East Xing	-	-	-	-	-	-	300,000	-	-	300,000
6	Chester	DVRPC	TBD	Woodland Ave. Xing	-	-	-	-	-	-	300,000	-	-	300,000
6	Chester	DVRPC	TBD	Kimble Rd Xing	-	-	-	-	-	-	-	305,000	-	305,000
6	Montgomery	DVRPC	TBD	Central Ave. Xing	-	-	-	-	-	-	-	325,000	-	325,000
6	Chester	DVRPC	TBD	Mt Pleasant Rd Xing	-	-	-	-	-	-	-	315,000	-	315,000
6	Bucks	DVRPC	TBD	Crowl Toot Road - RR Xing	-	-	-	-	-	-	-	-	315,000	315,000
6	Delaware	DVRPC	TBD	Fairveiw Road RR Xing	-	-	-	-	-	-	-	-	325,000	325,000
8	Lancaster	Lancaster	114225	New Holland Borough Crossings	500,000	525,000	500,000	-	-	-	-	-	-	1,525,000
8	Cumberland	Harrisburg	115601	Old State Rd Crossing Closing	7,500	-	-	-	-	-	-	-	-	7,500
8	Dauphin	Harrisburg	115861	Inglenook X-ing	7,500	-	-	-	-	-	-	-	-	7,500
8	Franklin	Franklin	102974	South Third St Crossing	21,141	-	-	-	-	-	-	-	-	21,141
8	York	York	114226	Hokes Mill Road Crossing	-	-	-	-	425,000	-	-	-	-	425,000
8	Adans	Adams	95729	Peach Glen RR Crossing	100,000	100,000	-	-	-	-	-	-	-	200,000
8	York	York	117818	SR 921 Maple Street Crossing	100,000	75,000	-	-	-	-	-	-	-	175,000
9	Somerset	S. Alleghenies	103035	CSX Grade Xing Improvemnt	-	-	-	-	-	-	-	260,000	2,500,000	2,760,000
9	Blair	Altoona	106320	Church Street Railroad Grade Xing	-	300,000	300,000	300,000	300,000	300,000	-	-	-	1,500,000
9	Somerset	S. Alleghenies	106263	Mount Davis Road Grade Crossing	-	-	-	-	-	-	-	-	225,100	225,100
9	Somerset	S. Alleghenies	106261	Windber Borough 15th St Grade Crossing	-	-	-	-	-	-	-	50,000	150,000	200,000
9	Somerset	S. Alleghenies	106262	Somerset Ave Grade Crossing	-	-	-	-	-	-	-	50,000	200,000	250,000
10	Butler	SPC	110766	Maple Avenue Crossing	275,000	-	-	-	-	-	-	-	-	275,000
10	Jefferson	North Central	110767	Mitchell Avenue Crossing	200,000	-	-	-	-	-	-	-	-	200,000
10	Jefferson	North Central	105576	Rikers Road Crossing	-	225,000	-	-	-	-	-	-	-	225,000
10	Jefferson	North Central	109387	South Park Street Crossing	-	200,000	-	-	-	-	-	-	-	200,000
10	Butler	SPC	105574	Zelienople Railroad Corridor	-	-	300,000	282,851	202,149	-	-	-	-	785,000
10	Butler	SPC	109385	Slippery Rock Group	-	-	200,000	200,000	150,000	-	-	-	-	550,000
10	Butler	SPC	110768	Evans City Corridor	-	-	250,000	250,000	-	-	-	-	-	500,000
10	Indiana	SPC	105582	Olson Road Crossing	-	-	-	150,000	150,000	-	-	-	-	300,000
10	Jefferson	North Central	105583	Big Run Corridor	-	-	-	150,000	150,000	285,000	-	-	-	585,000
11	Beaver	SPC	106078	NS RR Crossings in Darlington and Big Beaver	-	-	-	-	100,000	500,000	-	-	-	600,000

2023 Rail-Highway Crossing Program

Dist	County	Planning Partner	Project	Title	2023 Tot	2024 Tot	2025 Tot	2026 Tot	2027 Tot	2028 Tot	2029 Tot	2030 Tot	2031-34 Tot	Total
12	Washington	SPC	106063	Elco Corridor	-	-	-	-	-	-	650,000	-	-	650,000
12	Westmoreland	SPC	103190	Vine Street Grade Xing	-	-	-	-	-	337,700	-	-	-	337,700
12	Washington	SPC	103187	Besco St. Grade Crossing	-	-	-	-	-	328,000	-	-	-	328,000
12	Westmoreland	SPC	113267	New Kensington Corridor	600,000	600,000	600,000	600,000	600,000	600,000	600,000	2,200,000	-	6,400,000
12	Washington	SPC	114584	Charleroi Corridor RRX	-	-	-	400,000	500,000	400,000	400,000	-	-	1,700,000
12	Washington	SPC	TBD	West Brownsville Corridor	-	-	-	200,000	200,000	300,000	300,000	-	-	1,000,000
99	Central Office	STWD Items	114537	Norfolk Southern Statewide LED Upgrades	500,000	500,000	500,000	500,000	500,000	500,000	250,000	-	-	3,250,000
99	Central Office	STWD Items	114543	Norfolk Southern Statewide Circuitry Upgrade	-	-	-	100,000	500,000	600,000	600,000	-	-	1,800,000
99	Central Office	STWD Items	98255	RRX Reserve	-	-	-	-	241,633	430,300	1,200,327	3,691,000	24,866,213	30,429,473
Total					7,196,000	7,196,000	7,196,000	7,196,000	7,196,000	7,196,000	7,196,000	7,196,000	28,784,000	86,352,000

Highlighted rows indicate new RRX projects

2023-2026 Transportation Program Fiscal Constraint

2023 - 2026 Transportation Program Development Checklist

Financial Constraint Tables

Compare the amount of funds programmed in each year of the TIP against Financial Guidance (FG) allocation, and explain any differences.

Fund Type	FFY 2023		FFY 2024		FFY 2025		FFY 2026		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP	\$8,993,000	\$8,993,000	\$8,492,000	\$8,492,000	\$8,039,000	\$8,039,000	\$7,594,000	\$7,594,000	
STP	\$7,360,000	\$7,360,000	\$7,518,000	\$7,518,000	\$7,739,000	\$7,739,000	\$7,965,000	\$7,965,000	
State Highway (581)	\$8,667,000	\$8,667,000	\$9,437,000	\$9,437,000	\$9,623,000	\$9,623,000	\$10,640,000	\$10,640,000	
State Bridge (185/183)	\$7,784,000	\$7,784,000	\$7,623,000	\$7,623,000	\$7,621,000	\$7,621,000	\$7,586,000	\$7,586,000	
BOF	\$7,124,000	\$7,124,000	\$7,124,000	\$7,124,000	\$7,124,000	\$7,124,000	\$7,124,000	\$7,124,000	
BRIP	\$7,659,000	\$7,659,000	\$7,659,000	\$7,659,000	\$7,659,000	\$7,659,000	\$7,659,000	\$7,659,000	
HSIP	\$1,634,000	\$1,634,000	\$1,675,000	\$1,675,000	\$1,717,000	\$1,717,000	\$1,759,000	\$1,759,000	
Total	\$49,221,000	\$49,221,000	\$49,528,000	\$49,528,000	\$49,522,000	\$49,522,000	\$50,327,000	\$50,327,000	

Identify the TOTAL amount and TYPES of additional funds programmed above FG allocations (i.e. Spike funds, Earmarks, Local, Other, etc.) by year:

Additional Funding Type	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Comments
HSIP		\$798,050			MPMS: 116673 - S Alleghenies Rumbles and HFST
State Highway - 581			\$2,000,000	\$1,300,000	MPMS: 108154 - US 30 - Scenic Rd to SR 4010
STP	\$115,000				MPMS: 117633 - I-70 Curve Warning System
STP	\$232,500	\$232,500			MPMS: 117634 - I-70 Intelligent Transportation System (ITS) Gap
HSIP	\$300,000				MPMS: 116670 - Stutzmantown Road Intersection Improvements
Total	\$647,500	\$1,030,550	\$2,000,000	\$1,300,000	

Southern Alleghenies RPO
2023-2026 Environmental Justice
Analysis

FY 2023-2026 Transportation Improvement Program (TIP) Environmental Justice (EJ) Analysis

Introduction

As a PennDOT Planning Partner, Southern Alleghenies Planning & Development Commission (SAP&DC) is required to follow federal Environmental Justice (EJ) mandates for transportation planning and programming. EJ ensures that disproportionately high and adverse effects on minority and low-income populations are avoided. Low-income and minority communities, who have historically been underserved by transportation investment decisions, are actively engaged in the transportation planning process.

Environmental Justice mandates address people belonging to any of the following groups:

- **Minority**
 - **Black** - A person having origins in any of the black racial groups of Africa.
 - **Hispanic** - A person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
 - **Asian** - A person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands.
 - **American Indian and Alaskan Native** - A person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.
- **Low-Income** - A person whose income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines.

Regional Population Overview

Minority Population Composition

According to the U.S. Census Bureau Population Estimate Program, the population of the Southern Alleghenies Region is 94.1% White, as compared to the Pennsylvania average, which is 80.5% and the United States average of 72.5%. Blacks or African Americans make up approximately 2.7% of the regional population, and other minorities account for the remaining 3.2%. These minority averages are considerably lower than the Pennsylvania and United States averages, indicating that the region has a relatively low amount of racial diversity. In Pennsylvania, African Americans make up approximately 11.1%; other minorities account for 7.8% of the population. Across the United States, there is a 12.7% African American population; other minorities account for 14.8%. **Table 1** shows the distribution of racial minorities in the Southern Alleghenies Region.

Table 1: Racial composition of the Southern Alleghenies Region. (U.S. Census Bureau, 2019 Population Estimates)

Race	Bedford County	Fulton County	Huntingdon County	Somerset County	Regional Totals
White alone	47,175	14,009	41,519	70,757	173,460
Black or African American alone	310	221	2,548	1,913	4,992
American Indian and Alaskan Native alone	72	42	75	67	256
Asian alone	191	38	269	251	749
Native Hawaiian and Other Pacific Islander alone	0	0	7	5	12
Two or more races	484	161	751	1,073	2,469
Some other race	105	35	200	295	635
Total	48,337	14,506	45,369	74,361	182,573

Low Income Population Distribution

According to the U.S. Census Bureau’s 2019 America Community Survey on Poverty 12.28% of individuals in the region are living below the poverty level. This was lower than the Pennsylvania average of 12.5% and lower than the United States average of 13.4 % during that same time period.

Table 2: Percent of individuals living in poverty, by county. (U.S. Census Bureau, 2019)

	Bedford County	Fulton County	Huntingdon County	Somerset County	Regional Average
% of population for whom poverty status is determined	13.6%	11.5%	13.6%	12.7%	12.3%

Table 3 shows county and regional income statistics. According to the U.S. Census Bureau American Community Survey (ACS) 2019 5-Year Estimates, the average median household income in the region was approximately \$50,443 in 2019 inflation adjusted dollars. This was lower than the Pennsylvania median of \$61,744 and United States median of \$62,843 the for the same timeframe. Fulton County had the highest estimated median household income, while Somerset County had the lowest. Per capita income for the region averaged \$25,979, which was lower than the Pennsylvania average of \$34,352 and the United States average of \$34,103. Fulton County had the highest estimated per capita income followed by Bedford County, while Huntingdon County had the lowest. All counties in the region had lower median household incomes and per capita incomes than both Pennsylvania and the United States estimates.

Table 3: Median household and per capita income, by county in 2019 Inflation-Adjusted Dollars. (U.S. Census Bureau, 2019, American Community Survey, 5-Year Estimates)

	Bedford County	Fulton County	Huntingdon County	Somerset County
Median Household Income	\$50,509	\$53,476	\$51,678	\$49,089
Per Capita Income	\$26,078	\$27,396	\$25,746	\$25,781

Identification of Environmental Justice Communities

The threshold approach was employed to identify potentially marginalized communities. This method involves identifying whether the population of a chosen geography meets or exceeds an established threshold for a specific demographic attribute, in which case the area is considered a potentially marginalized community. SAP&DC individually mapped Census Block Groups with high concentrations of minority and impoverished populations using 2019 American Community Survey (ACS) estimates from the U.S. Census Bureau. Copies of these maps are included in the Appendix.

Both minority-related and poverty-related data were included in the 2019 American Community Survey (ACS) estimates and available for all four RPO counties. Therefore, the most recently available ACS 5-Year Estimates at the chosen geography level were used. Data compiled at the smallest geography level, the Census Block, were not available from the American Community Survey, so Census Block Group level data were used to identify EJ areas.

Minority Communities

Minority populations were mapped at the Census Block Group level using 2019 ACS 5-Year estimates from the U.S. Census Bureau. A regional approach to determine a minority threshold was established. The classification of a community’s minority status was determined by the percentage of the RPO’s total population that identifies as minority. Minorities represent 5.87% of the RPO’s total population, therefore, any Census Block Group that superseded the regional average was considered.

As shown in **Table 4**, there are 33 Block Groups located in all four Counties of the RPO that meet or exceed the 5.87% minority population threshold. It is important to note that the minority populations in Somerset (Somerset 208.4 and 209.3) and Smithfield Townships (Huntingdon 9503.4) are due in large part to the state correctional facility group quarters population located there.

Table 4: Census Block Groups with at least an 5.87% minority population. (U.S. Census Bureau, 2019, American Community Survey Estimates)

County	Census Tract	Census Block Group	Minority Population Percentage
Bedford	9601	1	8.05%
Bedford	9605	3	10.1%
Bedford	9606	2	14.7%

County	Census Tract	Census Block Group	Minority Population Percentage
Bedford	9607	1	14.3%
Bedford	9607	4	5.9%
Bedford	9608	1	8.2%
Bedford	9611	4	6.1%
Fulton	9601	1	11.5%
Huntingdon	9502	1	14.8%
Huntingdon	9503	4	59.9%
Huntingdon	9503	5	44.4%
Huntingdon	9504	1	8.0%
Huntingdon	9504	3	10.2%
Huntingdon	9504	4	10.1%
Huntingdon	9504	6	14.2%
Huntingdon	9508	4	6.2%
Huntingdon	9509	1	34.7%
Huntingdon	9509	2	15.1%
Huntingdon	9509	3	11.4%
Huntingdon	9510	2	6.4%
Huntingdon	9510	3	7.3%
Somerset	201.01	2	7.7%
Somerset	201.02	1	9.2%
Somerset	201.02	3	12.2%
Somerset	201.02	4	6.3%
Somerset	203	3	6.7%
Somerset	204	3	9.0%
Somerset	208	1	8.6%
Somerset	208	4	44.2%
Somerset	209	3	23.4%
Somerset	210	2	6.5%
Somerset	210	3	9.3%
Somerset	211	2	8.9%

Low Income Communities

Low-income populations in the region were identified using Census Block Group level poverty data from the ACS 5-Year Estimates. Block Group level data were available for the 2019 ACS Estimates, so it was also used to identify low-income populations.

To identify communities where individuals living in poverty reside, a threshold of 12.14% of the total population was established based on the average percentage of persons below poverty across the RPO. All communities at or above that threshold were considered low-income populations. Regionally, 64 of the 165 block groups (38.8%) in the RPO were at or above this threshold. Bedford County had the highest percentage of Block Groups meeting the threshold, with 47.6%. Thirty five percent of Block Groups in Huntingdon County, 9% of Block Groups in Fulton County, and 40.2% of Block Groups in Somerset County met or exceeded the threshold. See **Appendix 1** for a detailed list of applicable Block Groups.

FY 2023-2026 Transportation Improvement Program (TIP) Evaluation

An evaluation was performed to assess the equitable distribution of planned TIP projects across the RPO. A Geographic Information Systems (GIS) analysis was conducted to evaluate potential impacts on the minority and low-income populations that were noted in the previous sections of this document. Projects were divided into seven categories: Bridge Restorations, Bridge Replacements, Highway Restorations, Safety, Intelligent Transportation System (ITS), Preventative Maintenance, and Study. Projects that do not have a specific location, such as line items and public transit vehicle purchases, were not included in the analysis. The GIS was used to determine whether each project was located partially or completely within one or more of the identified communities.

Potential Impacts to Minority Communities

The percentages of projects located within minority EJ communities are shown in **Table 5**. Based on 2019 ACS estimates, 22.2% of the total regional population lives in a minority community. Overall, 20.7% of projects are located either partially or completely within areas that meet or exceed the minority threshold. Given the relatively proportionate distribution of projects located both inside and outside of minority communities, it is unlikely that projects would have a disproportionate effect on these communities. The types of projects that are being planned in and around minority communities will be more likely to provide positive impacts to these regions.

Table 5: 2023-2026 Draft TIP projects partially or fully located within areas of at least an 5.58% minority population. (U.S. Census Bureau, 2019 American Community Survey Estimates)

Project Type	Total Projects	Number in Minority Areas	Percent in Minority Areas
Bridge Restoration	81	10	12.3%
Bridge Replacement	4	0	0%
Highway Restoration	26	12	46.2%
Safety	6	2	33.3%
ITS	2	0	0%
Preventative Maintenance	1	1	100%
Study	1	0	0%
Total	121	25	20.7%

Bridge Condition and IRI in Minority Communities

An evaluation was performed to assess the bridge conditions (state and locally owned), and the International Roughness Index (IRI) and the Overall Pavement Index (OPI) of Federal Aid System roads located in the identified minority communities. A new analysis approach was incorporated for the 2023-2026 TIP. The region was broken into five Minority Population Concentration Intervals. **Table 6** shows the methodology used to create the Minority Population Concentration Intervals. **Table 7** shows the population breakdown of the Minority Population Concentration Intervals in the Southern Alleghenies RPO. **Table 8** shows the location of bridges based on the Minority Population Concentration Intervals. The table also provides a breakdown of the condition of the bridges and deck area, providing a count of the “poor” rated bridges/deck area and their location relative to minority populations. Of the 2,652 bridges in the RPO, 368 bridges are located within areas where the percentage of minority population is greater than the regional average (Interval 3 or greater). Only 22 of these bridges, or 5.97%, are rated as poor or worse.

There is a total of 1,078,561.09 square feet of bridge deck area in areas with a minority population concentration that is greater than the regional average. 60,975.9 square feet, or 5.65%, of that bridge deck area is rated poor or worse.

Table 6: Definition of Minority Population Concentration Intervals.

Minority Intervals	Ratio of Minority Population Percentage in Census Block Group to Planning Partner Minority Population Percentage
1	Census Block Minority Population Percentage/County or Planning Partner Minority Population Percentage \leq 0.5 (Census block group minority population percentage less than or equal to half of countywide or regional minority population percentage)
2	Census Block Minority Population Percentage/County or Planning Partner Minority Population Percentage $>$ 0.5 and \leq 1 (Census block group minority population percentage greater than half and less than or equal to countywide or regional minority population percentage)
3	Census Block Minority Population Percentage/County or Planning Partner Minority Population Percentage $>$ 1 and \leq 2 (Census block group minority population percentage greater than County minority population percentage and less than or equal to twice the countywide or regional minority population percentage)
4	Census Block Minority Population Percentage/County or Planning Partner Minority Population Percentage $>$ 2 and \leq 4 (Census block group minority population percentage greater than twice and less than or equal to four times the countywide or regional minority population percentage)
5	Census Block Minority Population Percentage/County or Planning Partner Minority Population Percentage $>$ 4 (Census block group minority population percentage greater than four times the regional minority population percentage)

Table 7: Population statistics of Minority Population Intervals in the Southern Alleghenies RPO.

Minority Population Interval	Total Population	Minority Population	Percent Minority
1	96,237	1,190	1.24%
2	45,692	1,874	4.10%
3	22,650	1,888	8.34%
4	9,165	1,565	17.08%
5	8,829	4,207	47.65%
TOTAL	182,573	10,724	5.87%

Table 8: Bridge and Deck Area Condition based on Minority Population Concentration Interval.

Minority Population Interval	Total Bridges	Bridges in Poor Condition or Worse (%)	Bridges in Fair Condition or Better (%)	Total Bridge Deck Area	Deck Area in Poor Condition or Worse (%)	Deck Area in Fair Condition or Better (%)
1	1,565	173 (11.05%)	1,392 (88.95%)	3,333,008.1	185,431.41 (5.56%)	3,147,576.6 (94.44%)
2	719	69 (9.6%)	650 (90.4%)	1,792,563.06	89,004.8 (4.97%)	1,703,558.26 (95.03%)
3	226	16 (7.08%)	210 (92.92%)	537,250.47	39,890.6 (7.42%)	497,359.87 (92.58%)
4	99	5 (5.05%)	94 (94.95%)	322,207.71	19,283.5 (5.98%)	302,924.2 (94.02%)
5	43	1 (2.33%)	42 (97.67%)	219,102.91	1,801.8 (0.82%)	217,301.11 (99.18%)
TOTAL	2,652	264 (9.95%)	2,388 (90.05%)	6,204,132.15	335,412.11 (5.41%)	5,868,720.03 (94.59%)

The IRI evaluation was conducted by breaking down the mileage of Federal Aid roadways based on their location relative to Minority Population Intervals. **Table 9** shows the miles of roadways for each IRI quality range (rated as Excellent, Good, Fair, Poor, or other) and the percentage of each quality that occurs in the minority Block Group intervals. **Table 10** shows the miles of roadways for each OPI quality range (rated as Excellent, Good, Fair, Poor, or other) and the percentage of each quality that occurs in the minority Block Group intervals. A total of 168.41 miles (17.16%) of Federal Aid System roads are located within areas where the percentage of minority population is greater than the regional average (Interval 3 or greater). A total of 4.82 miles (2.86%) of Federal Aid System roadways in minority communities are rated to have a poor IRI. A total of 9.83 miles (5.83%) of Federal Aid System roadways in minority communities is rated to have a poor OPI.

Table 9: IRI of Federal Aid System road segments by Minority Population Interval.

Minority Population Interval	Total Federal Aid Segment Miles	Excellent IRI Miles (%)	Good IRI Mile (%)	Fair IRI Miles (%)	Poor IRI Miles (%)	Other IRI Miles (%)
1	499.98	255.8 (51.16%)	152.53 (30.51%)	31.25 (6.25%)	5.72 (1.14%)	54.68 (10.94%)
2	312.92	138.1 (44.13%)	112.5 (35.95%)	11.19 (3.58%)	2.23 (0.71%)	48.89 (15.63%)
3	104.35	37.55 (35.99%)	40.13 (38.46%)	9.29 (8.9%)	2.57 (2.46%)	14.8 (14.19%)
4	47.93	26.85 (56.02%)	10.16 (21.19%)	2.44 (5.09%)	1.1 (2.28%)	7.39 (15.42%)
5	16.13	5.23 (32.41%)	6.59 (40.86%)	3.16 (19.61%)	1.15 (7.12%)	0 (0%)
TOTAL	981.3	463.53 (47.2%)	321.91 (32.8%)	57.33 (5.84%)	12.76 (1.3%)	125.77 (12.82%)

Table 10: OPI of Federal Aid System Road Segment by Minority Population Interval.

Minority Population Interval	Total Federal Aid Segment Miles	Excellent OPI Miles (%)	Good OPI Mile (%)	Fair OPI Miles (%)	Poor OPI Miles (%)	Other OPI Miles (%)
1	499.98	146.46 (29.09%)	240.24 (48.05%)	51.36 (10.27%)	8.23 (1.65%)	54.68 (10.94%)
2	312.92	60.36 (19.29%)	169.04 (54.02%)	21.95 (10.21%)	5.13 (1.64%)	46.43 (14.84%)
3	104.35	13.22 (12.67%)	54.22 (51.97%)	19.4 (18.59%)	5.16 (4.94%)	12.34 (11.83%)
4	47.93	16.45 (34.33%)	18.59 (38.78%)	3.19 (6.65%)	2.31 (4.83%)	7.39 (15.42%)
5	16.13	3.89 (24.11%)	8.14 (50.48%)	1.74 (10.77%)	2.36 (14.64%)	0 (0%)
TOTAL	981.3	239.39 (24.4%)	490.23 (49.96%)	107.64 (10.97%)	23.19 (2.36%)	120.85 (12.31%)

Bicycle and Pedestrian Crash Data in Minority Communities

Motor vehicle and Bicycle/Pedestrian crash data from 2015-2019 was obtained through PennDOT's Pennsylvania Crash Information Tool (PCIT). **Table 11** shows the total crashes involving bicycles and/or pedestrians in the Southern Alleghenies RPO for each Minority Population Interval over the five-year period. A total of 2,381 (19%) reportable crashes occurred within areas where the percentage of minority population is greater than the regional average (Interval 3 or greater), with a total of 25 (14.6%) fatalities. Minority concentration areas saw a total of 9 (33.3%) crashes involving bicycles and 30 (31.6%) crashes involving pedestrians. There were no bicycle or pedestrian involved crash fatalities in minority concentration areas. The crash data analysis shows that there is not a disproportionate number or rate of crashes in areas with higher minority concentrations.

Table 11: Southern Alleghenies RPO Crash Statistics 2015-2019.

Minority Population Interval	Total Reportable Crashes	Crash Fatalities	Bicycle Involved Crashes	Bicycle Involved Crash Fatalities	Pedestrian Involved Crashes	Pedestrian Involved Crash Fatalities
1	6,232	95	12	2	39	5
2	3,866	51	6	0	26	2
3	1,495	11	5	0	21	0
4	600	9	1	0	6	0
5	286	5	3	0	3	0
TOTAL	12,479	171	27	2	95	7

Potential Impacts to Low-Income Communities

A similar analysis was conducted to determine the percentage of projects within low-income communities, shown in **Table 12**. **Table 13** shows the methodology used to create the Minority Population Concentration Intervals. Note, none of the Census Block Groups met the criteria to be placed in Interval 5. Based on 2019 ACS estimates, approximately 37% of the total regional population lives in a low-income community. Overall, 37.2% of TIP projects are located, either partially or completely, in one or more low-income community. Although it appears that projects are disproportionately located within areas that do not meet or exceed the low-income thresholds, this is due to the strong focus on asset management activities.

Table 12: 2023-2026 Draft TIP projects partially or fully located within areas of at least a 12.14% low-income population. (U.S. Census Bureau, 2019 American Community Survey Estimates)

Project Type	Total Projects	Number in Low-Income Areas	Percent in Low Income Areas
Bridge Restoration	81	23	28.4%
Bridge Replacement	4	2	50%
Highway Restoration	26	17	65.4%
Safety	6	3	50%
ITS	2	0	0%
Preventative Maintenance	1	0	0%
Study	1	0	0%
Total	121	45	37.2%

Table 13: Definition of Low-Income Population Concentration Intervals.

Low-Income Intervals	Ratio of Low-Income Population Percentage in Census Block Group to Planning Partner Low-Income Population Percentage
1	Census Block Low-Income Population Percentage/County or Planning Partner Low-Income Population Percentage ≤ 0.5 (Census block group low-income population percentage less than or equal to half of regional low-income population percentage)
2	Census Block Low-Income Population Percentage/County or Planning Partner Low-Income Population Percentage > 0.5 and ≤ 1 (Census block group low-income population percentage greater than half and less than or equal to regional low-income population percentage)
3	Census Block Low-Income Population Percentage/County or Planning Partner Low-Income Population Percentage > 1 and ≤ 2 (Census block group low-income population percentage greater than County low-income population percentage and less than or equal to twice the regional minority population percentage)
4	Census Block Low-Income Population Percentage/County or Planning Partner Low-Income Population Percentage > 2 and ≤ 4 (Census block group low-income population percentage greater than

	twice and less than or equal to four times the regional low-income population percentage)
5	Census Block Low-Income Population Percentage/County or Planning Partner Low-Income Population Percentage > 4 (Census block group low-income population percentage greater than four times the regional low-income population percentage)

Bridge Condition and IRI in Low-Income Communities

An evaluation was performed to assess the bridge conditions (state and locally owned), and the International Roughness Index (IRI) and the Overall Pavement Index (OPI) of Federal Aid System roads located in the identified low-income communities. Similar to the minority community analysis, the region was broken into four Low-Income Population Concentration Intervals. **Table 13** shows the methodology used to create the Low-Income Population Concentration Intervals. **Table 14** shows the location of bridges based on the percentage of low-income residents in the Census Block Group. The table also provides a breakdown of the condition of the bridges, providing a count of the “poor” rated bridges and their location relative to low-income populations. Of the 2,682 bridges in the region, 862 bridges are located in areas where the percentage of low-income population is greater than the regional average of 12.14%. Only 83 of these bridges, or 9.6%, are rated as poor. There is a bridge deck area total of 6,265,419 square feet in the region. A total of 2,451,870 (39.1%) square feet of bridge deck area is located in low-income areas. A total of 91,371 (3.72%) square feet of bridge deck area in low-income areas is rated as poor.

Table 14: Bridge and Deck Area Condition based on Low-Income Population Concentration Interval.

Low-Income Population Interval	Total Bridges	Bridges in Poor Condition or Worse (%)	Bridges in Fair Condition or Better (%)	Total Bridge Deck Area	Deck Area in Poor Condition or Worse (%)	Deck Area in Fair Condition or Better (%)
1	547	53 (9.69%)	494 (90.31%)	1,133,912	105,467 (9.3%)	3,147,576.6 (94.44%)
2	1,273	134 (10.53%)	1,139 (89.47%)	2,679,636	134,000 (5%)	1,703,558.26 (95.03%)
3	777	73 (9.4%)	704 (90.6%)	2,214,882	81,989 (3.7%)	497,359.87 (92.58%)
4	85	10 (11.76%)	75 (88.24%)	236,988	9,382 (3.96%)	302,924.2 (94.02%)
TOTAL	2,682	270 (10.07%)	2,412 (89.93%)	6,265,419	330,838 (5.28%)	5,868,720.03 (94.59%)

The IRI evaluation was conducted by breaking down the mileage of Federal Aid roadways based on their location relative to Low-Income Population Intervals. **Table 15** shows the miles of roadways for each IRI quality range (rated as Excellent, Good, Fair, Poor, or other) and the percentage of each quality that occurs in the low-income Block Group intervals. **Table 16** shows the miles of roadways for each OPI quality range (rated as Excellent, Good, Fair, Poor, or other) and the percentage of each quality that occurs in the low-income Block Group intervals. A total of 259.03 miles (26.28%) of Federal Aid System roads are located within areas where the percentage

of low-income population is greater than the regional average (Interval 3 or greater). A total of 9.28 miles (3.79%) of Federal Aid System roadways in low-income communities is rated to have a poor IRI. A total of 7.74 miles (2.98%) of Federal Aid System roadways in low-income communities is rated to have a poor OPI.

Table 15: IRI of Federal Aid System Road Segments by Low-Income Population Interval.

Low-Income Population Interval	Total Federal Aid Segment Miles	Excellent IRI Miles (%)	Good IRI Mile (%)	Fair IRI Miles (%)	Poor IRI Miles (%)	Other IRI Miles (%)
1	237.98	123.02 (51.69%)	72.28 (30.37%)	11.41 (4.8%)	2.09 (0.88%)	29.17 (12.26%)
2	488.61	229.07 (46.88%)	179.04 (36.64%)	21.13 (4.32%)	2.48 (0.51%)	56.89 (11.64%)
3	230.14	95.29 (41.4%)	66.33 (28.82%)	22.59 (9.82%)	5.65 (2.46%)	40.28 (17.5%)
4	28.89	12.17 (42.13%)	6.53 (22.59%)	4.04 (13.97%)	2.63 (9.09%)	3.53 (12.22%)
TOTAL	985.62	459.55 (46.63%)	324.17 (32.89%)	59.17 (6%)	12.85 (1.3%)	129.87 (13.18%)

Table 16: OPI of Federal Aid System Road Segment by Low-Income Population Interval.

Low-Income Population Interval	Total Federal Aid Segment Miles	Excellent OPI Miles (%)	Good OPI Mile (%)	Fair OPI Miles (%)	Poor OPI Miles (%)	Other OPI Miles (%)
1	237.98	78.08 (32.81%)	103.44 (43.46%)	23.75 (9.98%)	6.01 (2.52%)	26.71 (11.22%)
2	488.61	105.07 (21.5%)	263.81 (53.99%)	56.31 (11.52%)	8.98 (1.84%)	54.43 (11.14%)
3	230.14	46.2 (20.07%)	113.69 (49.4%)	24.45 (10.62%)	5.52 (2.4%)	40.28 (17.5%)
4	28.89	8.46 (29.29%)	10.69 (37%)	3.99 (13.8%)	2.22 (7.69%)	3.53 (12.22%)
TOTAL	985.62	237.81 (24.13%)	491.63 (49.88%)	108.49 (11.01%)	22.73 (2.31%)	124.95 (12.68%)

Bicycle and Pedestrian Crash Data in Low-Income Communities

Motor vehicle and Bicycle/Pedestrian crash data from 2015-2019 was obtained through PennDOT's Pennsylvania Crash Information Tool (PCIT). **Table 17** shows the total crashes involving bicycles and/or pedestrians in the Southern Alleghenies RPO for each Low-Income Population Interval over the five-year period. A total of 4,328 (34.38%) total reportable crashes occurred within areas where the percentage of low-income population is greater than the regional average (Interval 3 or greater), with a total of 41 (23.83%) fatalities. Low-income concentration areas saw a total of 18 (66.6%) crashes involving bicycles and 57 (59.4%) crashes involving pedestrians. There were no bicycle involved crash fatalities in low-income concentration areas, and there were 3 (37.5%) pedestrian involved fatalities. The crash data analysis shows that there

is not a disproportionate number or rate of crashes in areas with higher low-income concentrations, but there are disproportionate amount of bicycle and pedestrian involved crashes.

Table 17: Southern Alleghenies RPO Crash Statistics 2015-2019.

Low-Income Population Interval	Total Reportable Crashes	Crash Fatalities	Bicycle Involved Crashes	Bicycle Involved Crash Fatalities	Pedestrian Involved Crashes	Pedestrian Involved Crash Fatalities
1	2,775	38	4	1	16	2
2	5,484	93	5	1	23	3
3	3,609	40	13	0	35	3
4	719	1	5	0	22	0
TOTAL	12,587	172	27	2	96	8

Project Specific Benefits and Burdens

The majority of projects on the TIP are highway or bridge asset management projects, which were not analyzed for potential benefits or burdens. Only non-asset management projects were reviewed for potential benefits and burdens. There are seven safety related projects on the 2023-2026 Southern Alleghenies TIP that are near communities that are above the minority and/or low-income thresholds. One of the projects is located in a low-income community, and two projects are located in both a low-income and minority community.

Project number 114118 is a safety improvement project on PA 56 in West St. Clair Township, Bedford County. The project on PA 56 runs from Rouzer Road to Calvary Hollow Road (SR 4030). The project involves making general safety improvements along the PA 56 corridor and will benefit a low-income area in Bedford County.

Project 116670 is a safety improvement project at the intersection of Stutzmantown Road (SR 1001) and Pleasant Hill Road (T-546)) in Somerset Township, Somerset County. This project will involve safety improvements at the intersection including flashing beacons and flashing stop signs and will benefit both a minority and low-income area.

The final safety projects are a grouping of projects (116671) on PA 56 in Windber Borough, Somerset County. The safety improvements will be at the PA 56 and PA 160 intersection, the PA 56 and 24th Street intersection, and the curve east of 12th Street on PA 56. This project will involve signal upgrades, pavement markings, and delineation. This project will benefit both a minority and low-income area.

Interstate Management Program

There are currently two Interstate Management projects in the Southern Alleghenies RPO. The I-70 EB Amaranth to Bedford County Line, project number 91537, involves mill/overlay and bridge work from the I-70 Amaranth interchange east bound to the Bedford County line. The second project, titled I-70 Amaranth Interchange to Maryland State Line, project number 112244, will involve mill and resurface, and bridge preservation from the Amaranth interchange east bound to the Maryland state line. Both projects are located entirely within Fulton County and do not directly affect any minority or low-income areas. A low-income and a minority area exist west of the project in East Providence Township, Bedford County. This project will have a secondary

affect on these communities. The highway restoration and bridge work on I-70 will increase the safety of travel on the highway and maintain the mobility of populations in the area.

Future Analysis

In the future, SAP&DC will continue to refine the EJ analysis presented in this document. Additional refinement could expand the data sources and methods used for determining benefits and burdens. Some potential techniques for further refinement are outlined in the remainder of this section.

Identification of Minority Communities

To further refine the analysis on minority populations, an additional review of the group quarters populations could be conducted. This would help clarify the racial composition of the group quarters populations located in the region's correctional facilities. This information could be used to factor out group quarters populations from the minority composition, as they do not provide an accurate representation of the racial makeup of the communities in which they are housed.

Outreach and Involvement

SAP&DC distributed letters and information on the Draft FY 2023-2026 Transportation Improvement Program (TIP) to the county human services agencies as well as the municipalities identified in the EJ analysis. The letters explained the region's TIP, provided a link to the SAP&DC website where draft TIP documentation and maps could be reviewed, and provided information on public hearings, as well as how to provide comments.

As an additional effort to meet federal EJ requirements, SAP&DC also distributed informational letters to representatives from tribal groups that once resided in various areas of the Southern Alleghenies Region.

Those tribes identified include:

- Absentee-Shawnee Tribe of Oklahoma
- Delaware Nation
- Delaware Tribe of Indians
- Eastern Shawnee Tribe of Oklahoma
- Seneca-Cayuga Tribe of Oklahoma
- Seneca Nation of Indians
- Shawnee Tribe
- Tonawanda Band of Seneca

Conclusion

SAP&DC used data from the United States Census Bureau combined with GIS data to identify Environmental Justice communities in the region. An analysis was conducted to assess the equitable distribution of planned TIP projects across all communities in the region. Areas of potential impacts to identified EJ populations were reviewed further to determine where there may be burdens imposed or benefits realized by these communities. While there were few communities that met the minority threshold, a significant number of Census Block Groups were identified as low-income communities. That being said, due to the nature of the projects impacting these communities, SAP&DC has concluded that the FY 2023-2026 TIP will have minimal, if any, negative impacts. However, it will provide many positive benefits such as increased safety, mobility, access, and economic opportunity for the region. SAP&DC will continue to engage and involve these communities in all regional transportation initiatives moving forward.

Appendix

Block Groups Meeting or Exceeding the Regional Poverty Level (12.14%)

County	Census Tract	Census Block Group	Low Income Percentage
Bedford	9601	1	18.1%
Bedford	9601	3	13.2%
Bedford	9603	1	14.5%
Bedford	9603	3	21.8%
Bedford	9604	1	23.5%
Bedford	9604	2	12.4%
Bedford	9604	3	12.6%
Bedford	9605	1	15.6%
Bedford	9605	2	15.4%
Bedford	9605	4	13.3%
Bedford	9606	3	24.4%
Bedford	9607	2	25.2%
Bedford	9607	3	15.7%
Bedford	9608	1	32.6%
Bedford	9608	4	16.3%
Bedford	9609	1	15.2%
Bedford	9609	3	14.3%
Bedford	9610	1	13.6%
Bedford	9610	3	12.7%
Bedford	9610	4	12.3
Fulton	9601	2	30.3%
Huntingdon	9503	1	20.3%
Huntingdon	9503	5	13.0%
Huntingdon	9504	3	30.3%
Huntingdon	9504	4	37.7%
Huntingdon	9504	5	32.8%
Huntingdon	9504	6	23.3%
Huntingdon	9506	1	12.8%
Huntingdon	9508	1	20.3%
Huntingdon	9509	2	23.2%
Huntingdon	9509	3	40.0%
Huntingdon	9510	3	14.7%
Huntingdon	9511	1	14.0%
Huntingdon	9512	1	17.0%
Huntingdon	9512	2	16.7%
Somerset	201.02	1	13.5
Somerset	201.02	2	12.7
Somerset	202	1	13.7

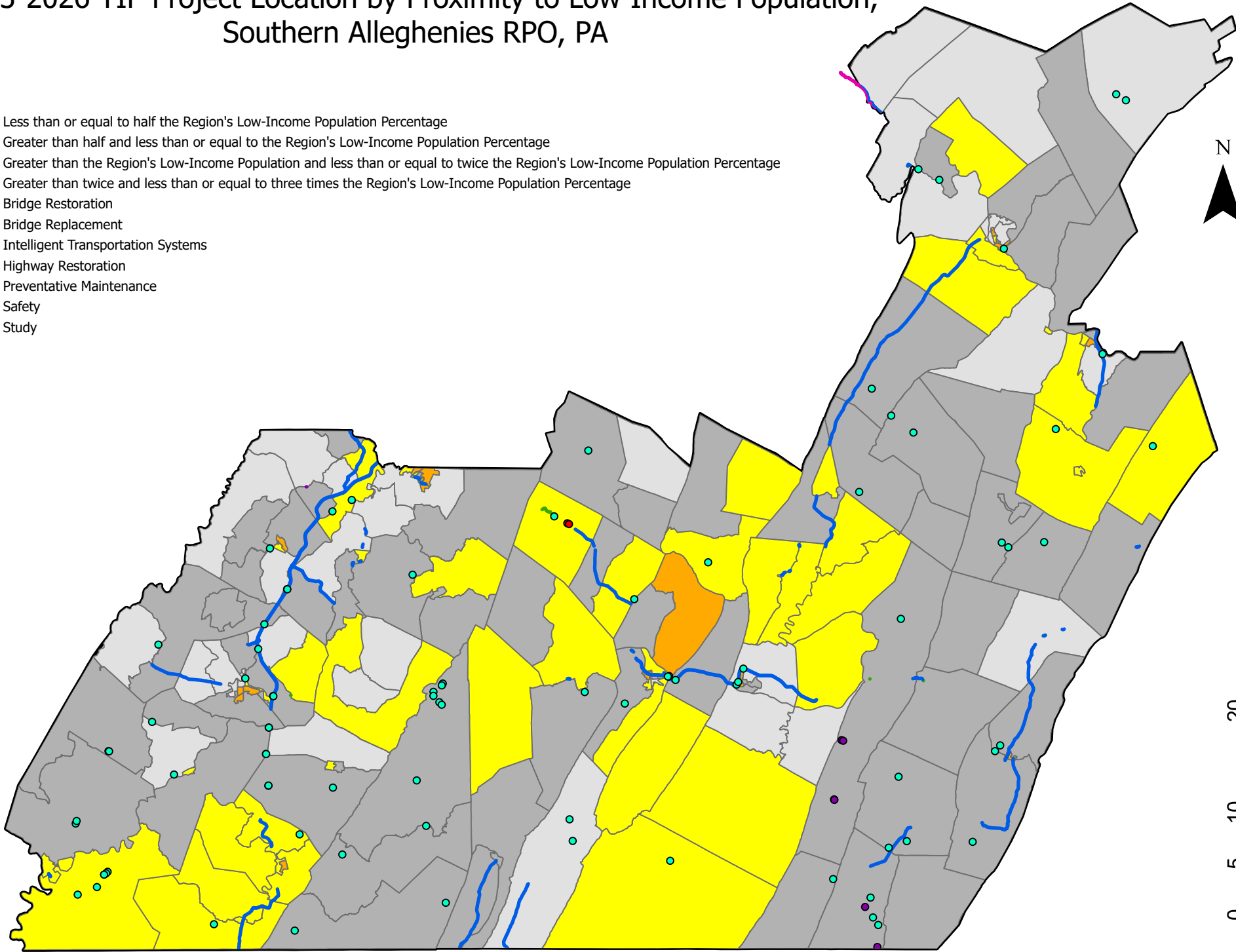
Appendix

Block Groups Meeting or Exceeding the Regional Poverty Level (12.14%)

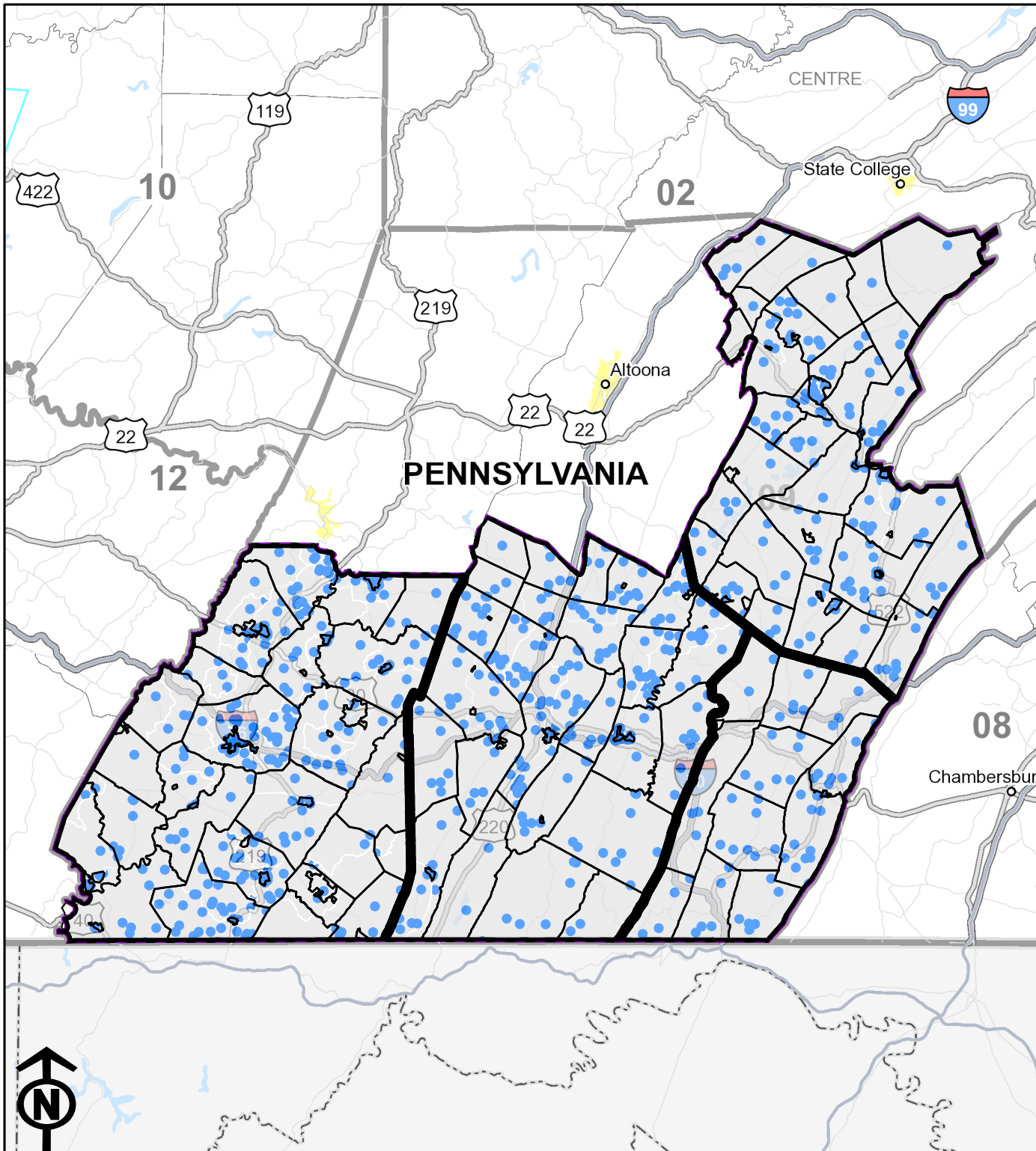
Somerset	203	1	31.6
Somerset	203	2	27.9
Somerset	203	4	17.1
Somerset	203	5	40.0
Somerset	204	3	13.6
Somerset	205	4	13.1
Somerset	206	1	13.4
Somerset	206	2	26.4
Somerset	209	2	13.6
Somerset	210	3	25.1
Somerset	210	4	45.4
Somerset	211	1	12.8
Somerset	211	2	42.7
Somerset	212	2	16.0
Somerset	214	3	20.2
Somerset	215	1	12.4
Somerset	215	2	19.2
Somerset	215	3	17.0
Somerset	216	1	12.8
Somerset	216	2	30.9
Somerset	217	1	23.9
Somerset	217	2	12.4
Somerset	217	3	21.9
Somerset	218	4	15.6
Somerset	219.02	1	15.6
Somerset	219.02	2	13.5

2023-2026 TIP Project Location by Proximity to Low-Income Population, Southern Alleghenies RPO, PA

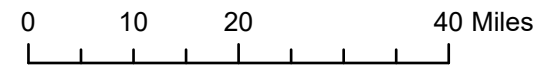
- Less than or equal to half the Region's Low-Income Population Percentage
- Greater than half and less than or equal to the Region's Low-Income Population Percentage
- Greater than the Region's Low-Income Population and less than or equal to twice the Region's Low-Income Population Percentage
- Greater than twice and less than or equal to three times the Region's Low-Income Population Percentage
- Bridge Restoration
- Bridge Replacement
- Intelligent Transportation Systems
- Highway Restoration
- Preventative Maintenance
- Safety
- Study



Southern Alleghenies Minority Populations



- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2019
- 1 Dot = 20 People
- Low Income Population
- Harrisburg 1155K
- PA Cities (2311K)
- MUNICIPALITY_PHILLY_PITTSBURGH
- Interstates (2311K)**
- Interstates
- Toll Roads
- US Routes
- RMSSEG_ORAW_att_1155K**
- INTERSTATE
- INTERSTATE - BUSINESS
- TURNPIKE-OTHER
- US ROUTE
- TRAFFIC ROUTE



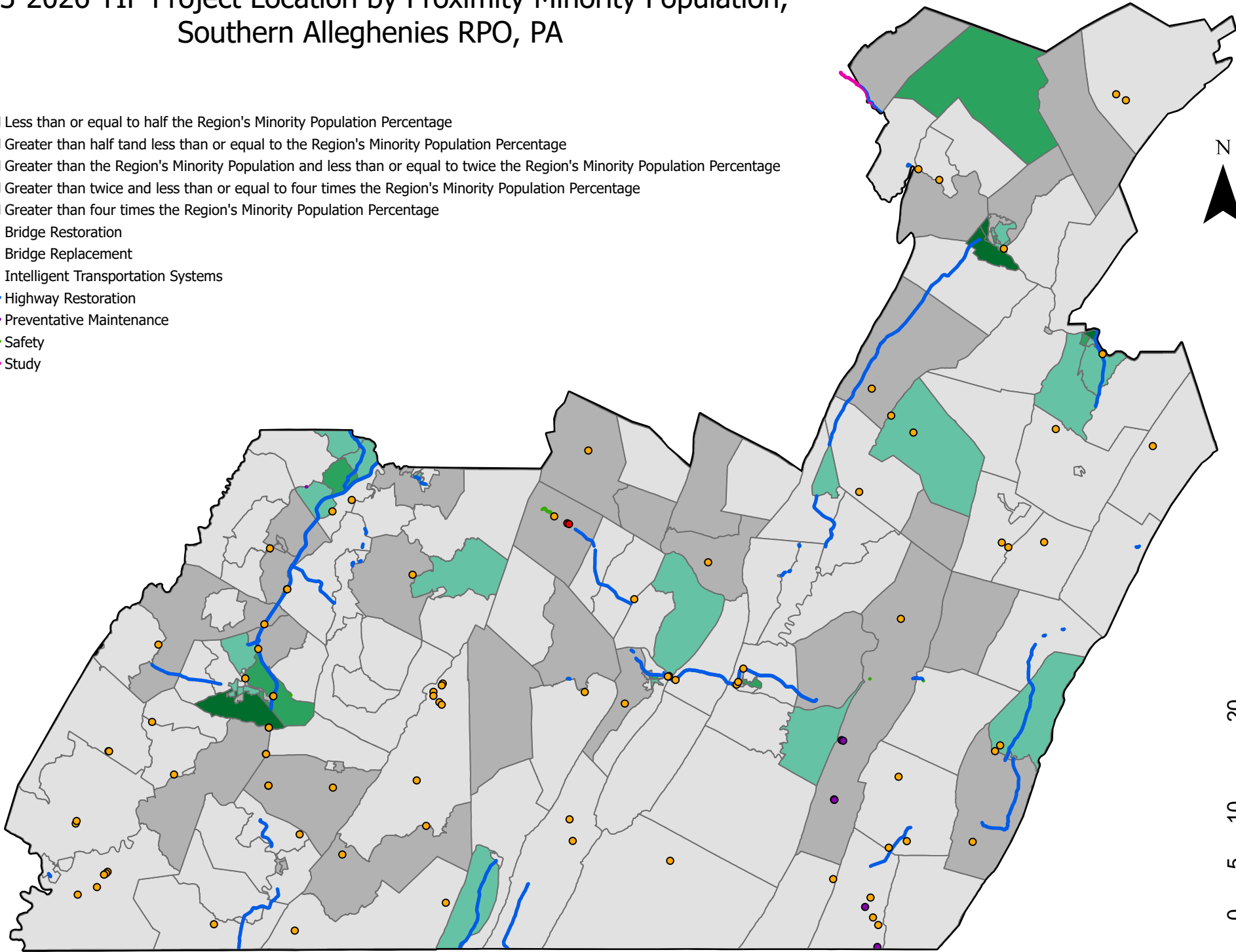
Source: US Census Bureau, 2010-2019 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO

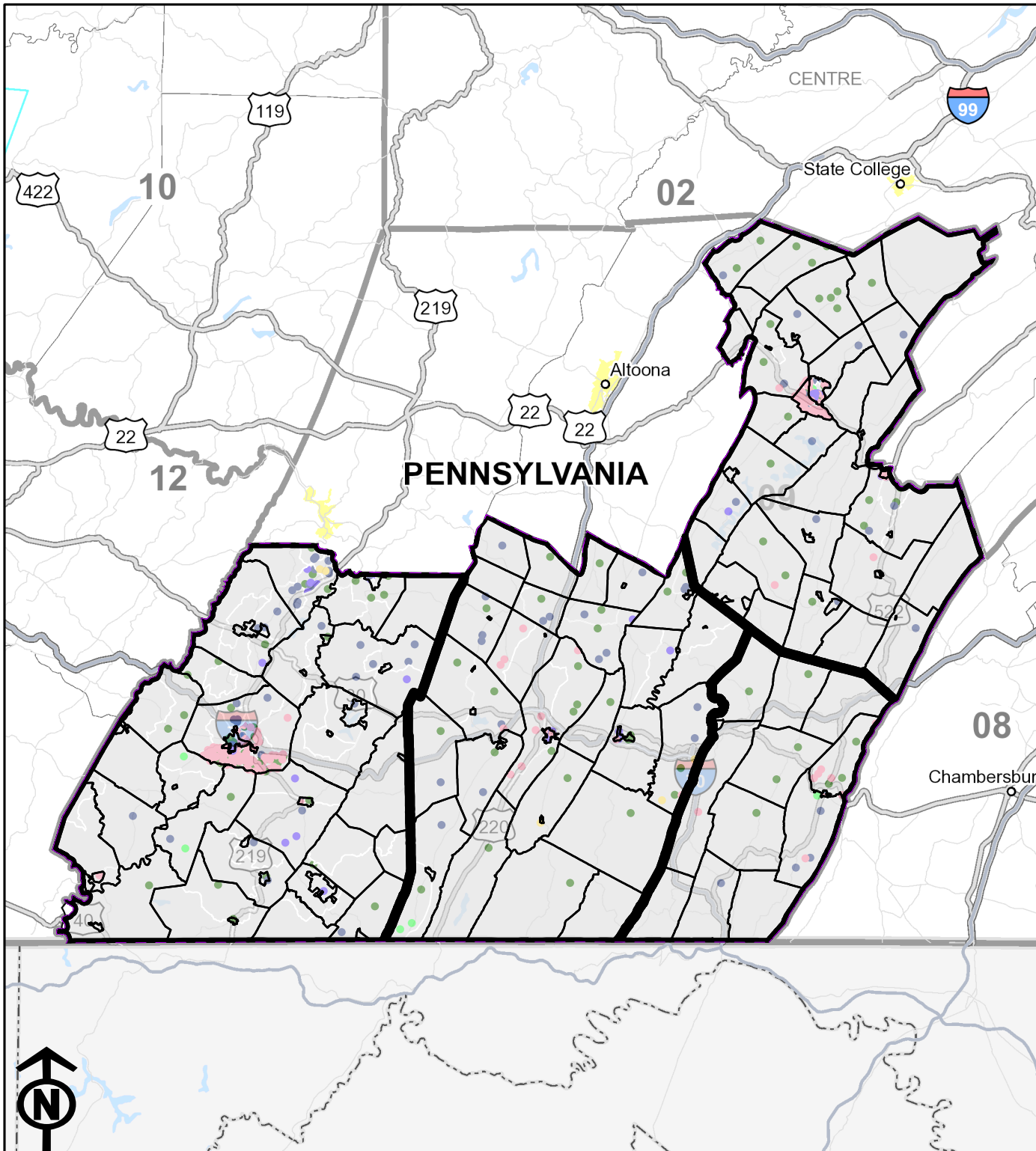


2023-2026 TIP Project Location by Proximity Minority Population, Southern Alleghenies RPO, PA

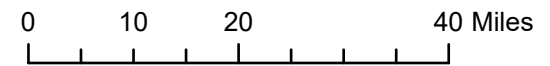
- Less than or equal to half the Region's Minority Population Percentage
- Greater than half and less than or equal to the Region's Minority Population Percentage
- Greater than the Region's Minority Population and less than or equal to twice the Region's Minority Population Percentage
- Greater than twice and less than or equal to four times the Region's Minority Population Percentage
- Greater than four times the Region's Minority Population Percentage
- Bridge Restoration
- Bridge Replacement
- Intelligent Transportation Systems
- Highway Restoration
- Preventative Maintenance
- Safety
- Study



Southern Alleghenies Minority Populations



- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2019
- 1 Dot = 20 People
- Black or African-American, Not Hispanic or Latino
- American Indian or Alaskan Native, Not Hispanic or Latino
- Asian, Not Hispanic or Latino
- Native Hawaiian or Pacific Islander, Not Hispanic or Latino
- Other Race, Not Hispanic or Latino
- Two or More Races, Not Hispanic or Latino
- Hispanic or Latino
- ★ Harrisburg 1155K
- PA Cities (2311K)
- MUNICIPALITY_PHILLY_PITTSBURGH
- Interstates (2311K)
- Interstates
- Toll Roads
- US Routes



Source: US Census Bureau, 2105-2019 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO

Southern Alleghenies RPO
Public Participation Documentation

Altoona Mirror

PROOF OF PUBLICATION OF NOTICE IN ALTOONA MIRROR

See Proof on Next Page

STATE OF Pennsylvania
COUNTY OF Blair

Daniel N. Slep, being duly sworn, says: That he is the Publisher of the Altoona Mirror, a newspaper of general circulation, published at Number 301 Cayuga Avenue, Township of Logan, City of Altoona, County of Blair, and State of Pennsylvania.

That said newspaper was established as a daily newspaper of general circulation the Thirteenth Day of June 1874, since which date said newspaper has been published daily in the City of Altoona; that copy of printed notice hereto attached, is exactly as the same was printed and published in the regular edition of the daily ALTOONA MIRROR published on the following date(s), viz.:

May 2, 2022

The affiant further deposes and declares that he is not interested in the subject matter of the aforesaid notice of publication and that all allegations in the foregoing statement as to time, place and character of publication are true.

Daniel N. Slep

Sworn to and subscribed before me this

18 day of May, 2022

Debra D. Miller

**Debra D. Miller, Notary
Public**

Commonwealth of Pennsylvania - Notary Seal
Debra D. Miller, Notary Public
Blair County
My commission expires July 25, 2025
Commission number 1112043
Member, Pennsylvania Association of Notaries

Notice

**Draft FY 2023-2026
Transportation Improvement Program (TIP)**

The Southern Alleghenies Planning & Development Commission (SAP&DC) serves as the Rural Planning Organization (RPO) for transportation planning and programming for the counties of Bedford, Fulton, Huntingdon, and Somerset. SAP&DC, in coordination with the Pennsylvania Department of Transportation (PennDOT) and the four rural counties, has prepared the region's Draft FY 2023-2026 Transportation Improvement Program (TIP).

The Draft TIP is available for a 30-day public review and comment period beginning on May 2, 2022, and ending on May 31, 2022. Copies of the documents are available for review via the SAP&DC website at <https://sapdc.org/2023-2026-draft-transportation-improvement-plan-tip/>. Hardcopies will also be available at the SAP&DC office, PennDOT District 9-0, and the four rural county offices.

In addition, the public is invited to view or discuss the Draft TIP at a series of public hearings in each RPO County as scheduled below. SAP&DC will be conducting a hybrid in-person/virtual hearing for the public to discuss the Draft TIP. The meetings will be held at:

Bedford County Draft TIP Public Hearing

DATE: May 19, 2022
TIME: 9:30 AM – 10:30 AM
PLACE: Bedford County Courthouse
Meeting Room 303
200 S. Juliana Street
Bedford, PA 15522

Fulton County Draft TIP Public Hearing

DATE: May 19, 2022
TIME: 1:30 PM – 2:30 PM
PLACE: Fulton County Planning Commission
219 North Second Street
McConnellsburg, PA 17233

Somerset County Draft TIP Public Hearing

DATE: May 20, 2022
TIME: 9:30 AM – 10:30 AM
PLACE: Somerset County Office Building,
Commissioner's Board Room 5th Floor
300 North Center Avenue
Somerset, PA 15501

Huntingdon County Draft TIP Public Hearing

DATE: May 20, 2022
TIME: 1:30 PM – 2:30 PM
PLACE: Huntingdon County Planning Com.
Courthouse Annex I
205 Penn Street
Huntingdon, PA 16652

Each meeting can also be accessed virtually and via telephone with the information below:

Zoom: <https://us02web.zoom.us/j/83190585335>
Meeting ID: 831 9058 5335
Dial in: (301) 715-8592

The Southern Alleghenies Rural Transportation Coordinating Committee is expected to approve the FY 2023-2026 TIP at a public meeting on July 13, 2022. The meeting begins at 10:00 AM at the PennDOT District 9 office, 1620 N. Juniata St., Hollidaysburg, PA 16648.

If you require special assistance to attend these meetings, or if you would like additional information or to provide comment on the Draft TIP, please contact Brandon Peters, Transportation Program Manager, at (814) 949-6543 or bpeters@sapdc.org. Comments can also be sent via mail at SAP&DC, 3 Sheraton Drive, Altoona, PA 16601. Comments will be accepted through May 31, 2022.

May 2, 2022



Southern Alleghenies Rural Planning Organization Public Participation Plan

Adopted: December 16, 2020

SAP&DC
SOUTHERN ALLEGHENIES PLANNING
& DEVELOPMENT COMMISSION

**Southern Alleghenies Rural Planning Organization (RPO)
Public Participation Plan (PPP)**

Prepared By

Southern Alleghenies Planning & Development Commission (SAP&DC)
3 Sheraton Drive
Altoona, PA 16601

Prepared For

Southern Alleghenies Rural Planning Organization (RPO)

Table of Contents

I.	Plan Purpose	1
II.	SAP&DC Background	1
III.	State and Federal Regulations and Requirements	2
	Public Laws	2
	Sunshine Law	2
	Pennsylvania Human Relations Act	3
	Title VI Civil Rights Act of 1964	3
	Section 504, Rehabilitation Act of 1973 and Americans with Disabilities Act of 1990 (ADA)	3
	Environmental Justice	3
IV.	Southern Alleghenies RPO Profile	4
	Regional Overview	4
	Population Change	4
	Age	5
	Minority Population	8
	Income	9
	Disability	11
	Language	12
V.	Outreach Methodology	15
	Objectives	15
	Advertisement Methods	15
	Public Participation Methods	16
VI.	Plan Evaluation and Update Procedure	17

Figures and Tables

Figure 1: Population change by county, 1980-2018	5
Table 1: Regional Age Cohorts 1990 to 2018	6
Figure 2: Regional elderly population by municipality	7
Table 2: Population by Race	8
Figure 3: Regional minority population by municipality	9
Table 3: Median Household Income	10
Figure 4: Median household income by municipality	10
Table 4: Disability Status of the Civilian Non-Institutionalized Population	11
Figure 5: Disabled population by municipality	12
Table 5: Language Spoken at Home	13
Figure 6: Percentage of individuals who speak English less than very well by municipality	14

Table of Contents

Appendices

Appendix I. Interested Parties

Appendix II. Public Participation Guidelines

This work was sponsored by the Pennsylvania Department of Transportation and Federal Highway Administration. The contents of this plan reflect the views of the author(s), who is (are) responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Commonwealth of Pennsylvania, The United States Department of Transportation, or the Federal Highway Administration at the time of publication. This plan does not constitute a standard, specification, or regulation.

Southern Alleghenies RPO Public Participation Plan

I. Plan Purpose

The purpose of the Southern Alleghenies Rural Planning Organization (RPO) Public Participation Plan (PPP) is to outline a series of standard procedures for informing the public and involving them in the transportation planning process. The PPP ensures that the Southern Alleghenies RPO has a proactive and meaningful public involvement process that provides complete information, timely public notice, and full public access by all segments of the population to key decisions. It serves as a guide to outline public participation activities for transportation-related public meetings, project-level outreach, the Long Range Transportation Plan (LRTP), and the Transportation Improvement Program (TIP).

II. Southern Alleghenies Planning and Development Commission Background

The Southern Alleghenies Planning and Development Commission (SAP&DC) is a Local Development District (LDD) that serves Bedford, Blair, Cambria, Fulton, Huntingdon, and Somerset Counties. Under contract with the Pennsylvania Department of Transportation (PennDOT), SAP&DC is responsible for transportation planning for the Southern Alleghenies RPO, which consists of Bedford, Fulton, Huntingdon, and Somerset Counties.

The Southern Alleghenies RPO is comprised of the following committees: Rural Transportation Coordinating Committee (RTCC) and the Rural Transportation Technical Committee (RTTC). The RTTC's role is to provide input and expertise to inform the RTCC and recommend specific development of regional transportation policy and priorities, including adoption of planning documents like the Southern Alleghenies Regional TIP. The diverse RTTC membership results in expanded regional involvement and ensures that the issues of the region are addressed. The RTCC serves as the policy committee for the RPO and reviews recommendations from the RTTC. The RTCC and RTTC, at a minimum, meet four (4) times a year in separate or joint meetings.

Representatives on the RTCC include:

- (4) County Commissioners, one from each rural county
 - (1) PennDOT District 9-0 District Executive
 - (1) Representative from SAP&DC (Executive Director)
 - (1) Representative from PennDOT Central Office
 - (1) RTTC Chairperson
- TOTAL: 8 voting members

Representatives on the RTTC include:

- (4) County Planning Directors, one from each rural county
- (4) At-large representatives, one from each RPO county
- (4) Municipal representatives, one from each RPO county
- (1) Representative from PennDOT District 9-0
- (1) Representative from PennDOT Central Office

Southern Alleghenies RPO Public Participation Plan

- (2) Representatives from SAP&DC
 - (1) Representative from public transportation/transit
 - (2) Representatives from aviation, rail, or freight
 - (1) Representative from non-motorized transportation
- TOTAL: 20 voting members

III. State and Federal Regulations and Requirements

Public Laws

Public involvement in the transportation planning and programming process has been a priority for federal, state, and local officials since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991; and public involvement has remained a hallmark of the transportation planning process in INSTEAs successors: The Transportation Efficiency Act for the 21st Century (TEA-21), SAFETEA-LU, and MAP-21.

Sunshine Law

Act 84 of 1986 (as amended in 1993, 1996, and 1998) established that all official actions and deliberations of municipal or agency governing bodies held for the purpose of making a decision take place at meetings that are open to the public. The openness keeps residents more informed and allows for increased public confidence in our governing bodies. The General Assembly of Pennsylvania finds that secrecy in public affairs undermines the faith of the public of government. Major provisions of the original Act are:

- All meetings or hearings of every agency at which formal action is taken are public meetings and shall be open to the public. The board or council has the option to accept all public comment at the beginning of the meeting.
- No formal action shall be valid unless formal action is taken during a public meeting.
- No public meeting of any agency shall be begun, adjourned, recessed, or interrupted for the purpose of an executive session except for labor negotiations and certain disciplinary actions.
- The minutes of a public meeting of an agency shall be promptly recorded and open for examination and inspection by citizens of the Commonwealth. A person attending a meeting of an agency shall have the right to use recording devices to record all the proceedings.
- Every agency shall hold public meetings at specified times and places of which previous notice must be given by posting notice of the public meetings at the principal office of the agency or the building where the meeting is to be held.
- Public notice of meeting times and locations shall be published in a newspaper of general circulation at least once each year.

Southern Alleghenies RPO Public Participation Plan

Pennsylvania Human Relations Act

The Pennsylvania Human Relations Act prohibits certain practices of discrimination because of race, color, religious creed, ancestry, age or national origin by employers, employment agencies, labor organizations and others as herein defined; creating the Pennsylvania Human Relations Commission in the Governor's Office; defining its functions, powers and duties; providing for procedure and enforcement; providing for formulation of an educational program to prevent prejudice; providing for judicial review and enforcement and imposing penalties.

Title VI of the Civil Rights Act

Title VI prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives Federal funds or other Federal financial assistance. Programs that receive Federal funds cannot distinguish among individuals on the basis of race, color or national origin, either directly or indirectly, in the types, quantity, quality or timeliness of program services, aids or benefits that they provide or the manner in which they provide them. Persons with limited English proficiency must be afforded a meaningful opportunity to participate in programs that receive Federal funds. Policies and practices may not deny or have the effect of denying persons with limited English proficiency equal access to Federally-funded programs for which such persons qualify.

Section 504, Rehabilitation Act of 1973 and Americans with Disabilities Act of 1990 (ADA)

Section 504 of the 1973 Rehabilitation Act was the first disability civil rights law to be enacted in the United States. It prohibits discrimination against people with disabilities in programs that receive federal financial assistance and set the stage for enactment of the Americans with Disabilities Act. Section 504 works together with the ADA and IDEA to protect children and adults with disabilities from exclusion, and unequal treatment in schools, jobs, and the community.

The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination on the basis of disability. Public entities are required to make services, programs, and activities accessible to individuals with disabilities. This includes conducting meetings and hearings in ADA-compliant buildings and providing special accommodations to ensure communications are equally effective for persons with disabilities in order to allow for full participation in meetings, planning, and programming activities.

Environmental Justice

Public involvement must also consider Presidential Executive Order 12898, Environmental Justice. The U.S. Environmental Protection Agency defines Environmental Justice as the "fair treatment of people of all races, cultures and income with respect to development, implementation and enforcement of environmental laws, regulations, programs and policies." Fair treatment means that no racial, ethnic, or socioeconomic group should bear a disproportionate share of the negative environmental consequences resulting from the operation of industrial, municipal, and commercial enterprises and from the execution

Southern Alleghenies RPO Public Participation Plan

of federal, state, local, and tribal programs and policies. As stated in 23 CFR § 450.316, “(1) The RPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for: (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.”

The Southern Alleghenies RPO has conducted a thorough Environmental Justice Analysis by completing various core activities: Identify EJ Populations, Assess Conditions and Identify Needs, and Evaluate Benefits and Burdens of the Program. Communities identified as having high minority and poverty concentrations will be engaged throughout the entire outreach process. The results of the analysis determine the equity of project investments throughout the region.

IV. Southern Alleghenies RPO Profile

Regional Overview

The Southern Alleghenies RPO Region is home to 149 municipalities across four rural counties that equates to approximately 3,425 square miles of land area. Within this region, there are 1,430 bridges on the State System of 8 feet or greater in length and 262 bridges on the Local System of 20 feet or greater in length, as well as roughly 5,753 miles of roadway. Among these miles of roadway are major transportation corridors such as: I-76 (PA Turnpike), US 219, US 22, US 220, US 522, and US 30. These corridors are a critical part of the transportation network of the region. Services provided by Human Services Agencies include Somerset County Transportation System, Fulton County Family Partnership, and Huntingdon, Bedford, Fulton Area Agency on Aging.

Population Change

According to the 2010 Decennial Census and the 2014-2018 American Community Survey 5-Year Estimates, just under 190,000 people live in the RPO region. **Figure 1** shows population change in each county between 1980 and 2010, as well as the ACS Estimates. Between the time period of 1980 to 2010 the region experienced a slight growth in total population, increasing by 1.68%. Fulton, Bedford, and Huntingdon Counties have experienced population growth since 1980, with Fulton County having the highest growth rate of 15.6%. However, according to the 2014-2018 ACS 5-Year Population Estimates, all four counties experienced decreases in population between 2010 and 2018. Somerset County experienced the largest loss in population with a rate of -3.59% or 2,793 individuals.

Southern Alleghenies RPO Public Participation Plan

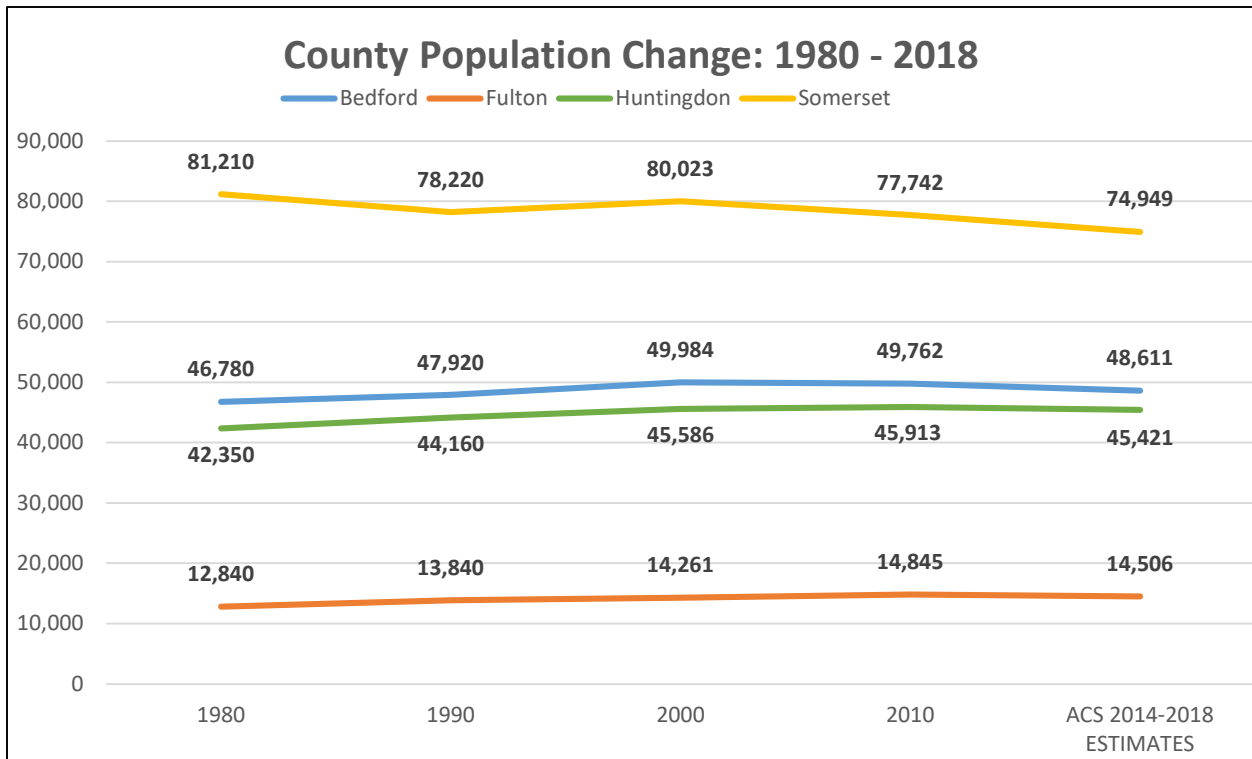


Figure 1: Population change by county, 1980-2018; *Source(s): U.S. Decennial Census 1980, 1990, 2000, 2010 / 2014-2018 ACS 5-Year Estimates*

Age

The population of the RPO region has been aging in recent decades. The region’s average median age has grown from 38.9 years in 2000 (US 2000 Decennial Census) to 42.8 years in 2010 (US 2010 Decennial Census) and to 45.1 years according to the 2014-2018 ACS 5-year Estimates. **Table 1** illustrates the region’s age composition. The U.S. Decennial Census indicates that between 1990 and 2010, the region has experienced a decrease in all age groups less than 45 years of age, with the largest decrease experienced in the 25 – 34-year age range. Conversely, those age cohorts over the age of 45 years have been increasing. The 2014-2018 ACS 5-year Estimates indicate that this trend has changed slightly among certain age groups since 2010. Individuals between the age of 20 and 34 have shown an increase, while individuals between 45 and 54 have started to decrease. However, the region is still trending towards an aging population. This aging population will have a significant impact on the future transportation needs of the region, including increased demand on transit and human services transportation providers.

Southern Alleghenies RPO Public Participation Plan

Table 1. Regional Age Cohorts 1990 to 2018

	<5 years	5-19 years	20-24 years	25-34 years	35-44 years	45-54 years	55-64 years	65-74 years	75-84 years	85 and over
1990	6.44%	21.31%	6.42%	15.12%	14.38%	10.71%	10.24%	9.17%	4.89%	1.31%
2000	5.65%	19.43%	5.73%	12.72%	15.55%	13.93%	10.39%	8.80%	5.94%	1.87%
2010	5.43%	18.08%	5.38%	10.90%	13.33%	15.45%	13.68%	9.65%	5.88%	2.23%
ACS Estimates	4.78%	16.75%	5.70%	10.98%	11.65%	14.25%	15.05%	11.70%	6.65%	2.65%
Change ('90-'10)	(1.01%)	(3.23%)	(1.04%)	(4.22%)	(1.05%)	4.74%	3.44%	0.48%	0.99%	0.92%
Change ('10-'18)	(0.65%)	(1.33%)	0.32%	0.08%	(1.68%)	(1.20%)	1.37%	2.05%	0.77%	0.42%

Source(s): U.S. Decennial Census 1990, 2000, 2010 / 2014-2018 ACS 5-year Estimates

Southern Alleghenies RPO Public Participation Plan

Figure 2 shows elderly population (age 65+) by municipality. Approximately 62% of the municipalities in the region have significant elderly populations (20% or greater). Notably, at least 40% of the residents of Paint and Seven Springs Boroughs in Somerset County, and Valley-Hi Borough in Fulton County were in the 65+ age range.

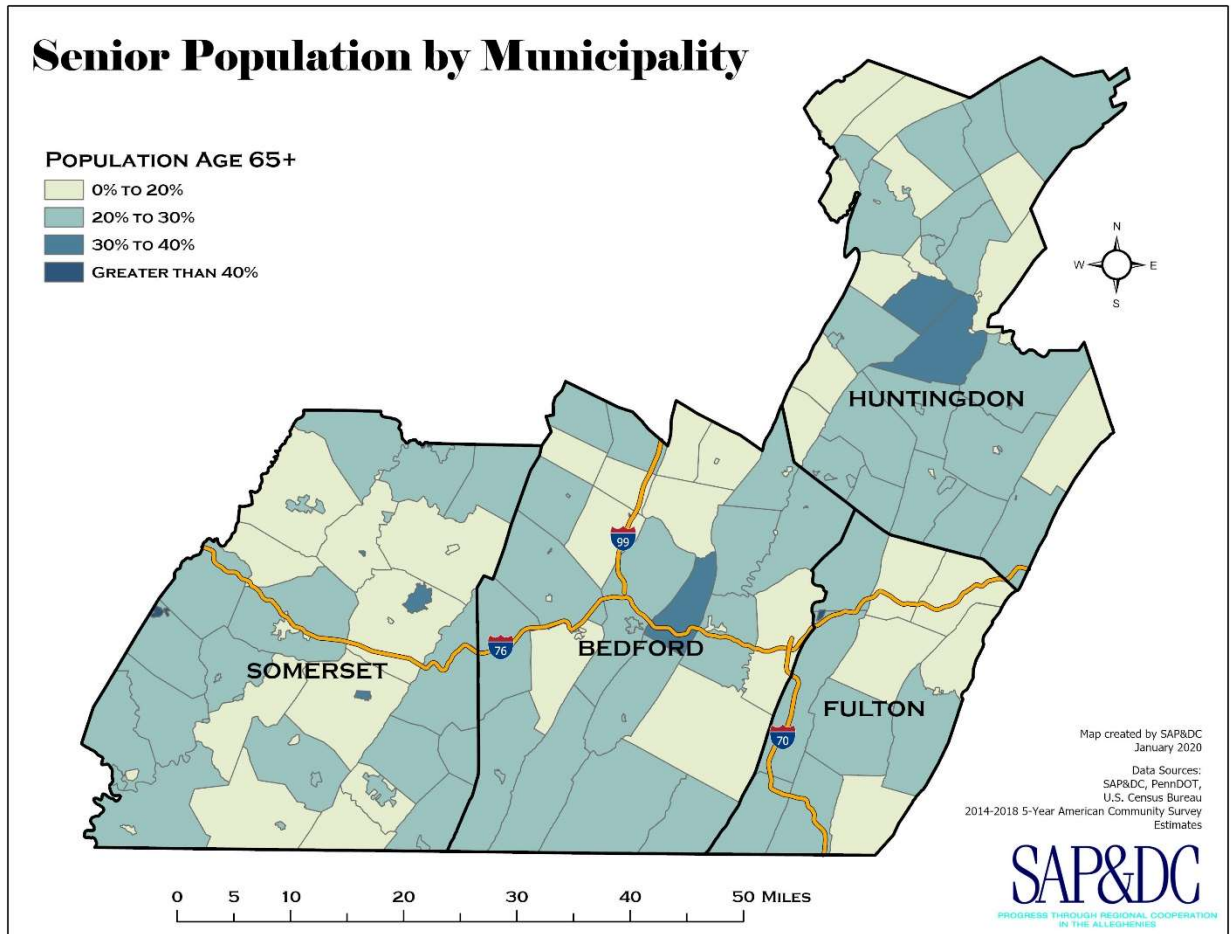


Figure 1: Regional elderly population by municipality; 2014-2018 American Community Survey 5-year Estimates

Southern Alleghenies RPO Public Participation Plan

Minority Population

The region is composed of nearly 96% White individuals. Black individuals, or African Americans, make up slightly more than 2.5% of the population. Other minorities, which include American Indian, Alaskan Native, Asian, Native Hawaiian, Other Pacific Islanders, Other Races, and Two or More Races, account for just over 2% of the regional population. The largest minority groups found in the region are Black/African American and those identifying as Two or More Races. **Table 2** details the racial composition of the region.

Table 2. Population by Race

	Bedford County	Fulton County	Huntingdon County	Somerset County	Regional Average
White alone	97.6%	96.4%	91.7%	95.2%	95.23%
Black or African American alone	0.5%	2.1%	5.5%	2.6%	2.68%
American Indian and Alaska Native alone	0.1%	0.3%	0.1%	0.1%	0.15%
Asian alone	0.4%	0.3%	0.5%	0.4%	0.4%
Native Hawaiian and Other Pacific Islander alone	0.0%	0.0%	0.02%	0.03%	0.01%
Some other race alone	0.2%	0.1%	0.5%	0.5%	0.33%
Two or more races	1.1%	0.9%	1.7%	1.2%	1.23%

Source: 2014-2018 5-Year American Community Survey Estimates

Among municipalities, the highest concentrations of minority populations are located in Mount Union Borough and Smithfield Township in Huntingdon County, as well as in Somerset Township in Somerset County and Todd Township in Fulton County. This can be seen on **Figure 3**.

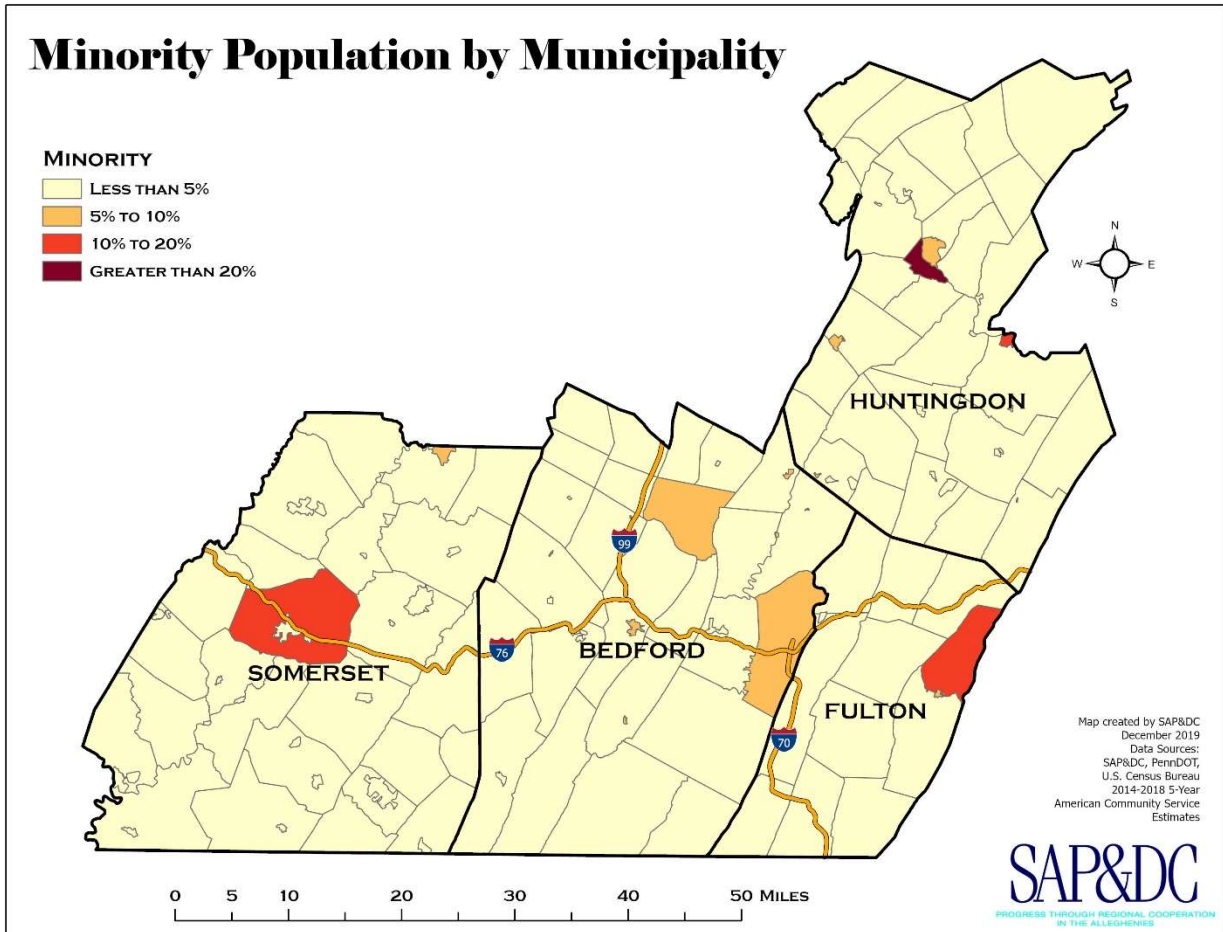


Figure 2: Regional minority population by municipality; 2014-2018 5-Year American Community Survey Estimates

Income

The Environmental Protection Agency defines low-income as “a reference to populations characterized by limited economic resources.” Although the EJ Core Elements guidance focuses on the federal poverty level, the RPO has also employed regional averages to enhance the analysis.

According to the 2014-2018 ACS 5-Year Estimates, the average median household income in the RPO region was \$49,640 (2018 inflation adjusted dollars), which was 16.5% below the Pennsylvania median of \$59,445 and 17.7% below the United States median of \$60,293. During this time period, Fulton was the only county to exceed the average median income for the region, at \$51,259. **Table 3** lists median household income by county and the percentage of municipalities within those counties that had median household incomes below the regional average.

Southern Alleghenies RPO Public Participation Plan

Table 3. Median Household Income

	Bedford County	Fulton County	Huntingdon County	Somerset County	Regional Average
Median Household Income	\$49,146	\$51,259	\$48,597	\$48,224	\$49,307
Percent of Municipalities Below Regional Median	57.9%	33.3%	51.1%	46.9%	47.3%

Source: 2014-2018 American Community Survey 5-year Estimates

The ACS Estimates indicate that about 67% of municipalities in Fulton County had a household median income exceeding the regional average. In contrast, only 42% of municipalities in Bedford County had a median household income above the regional average. **Figure 4** shows the distribution of municipalities within the region where the average median household income is below the regional average.

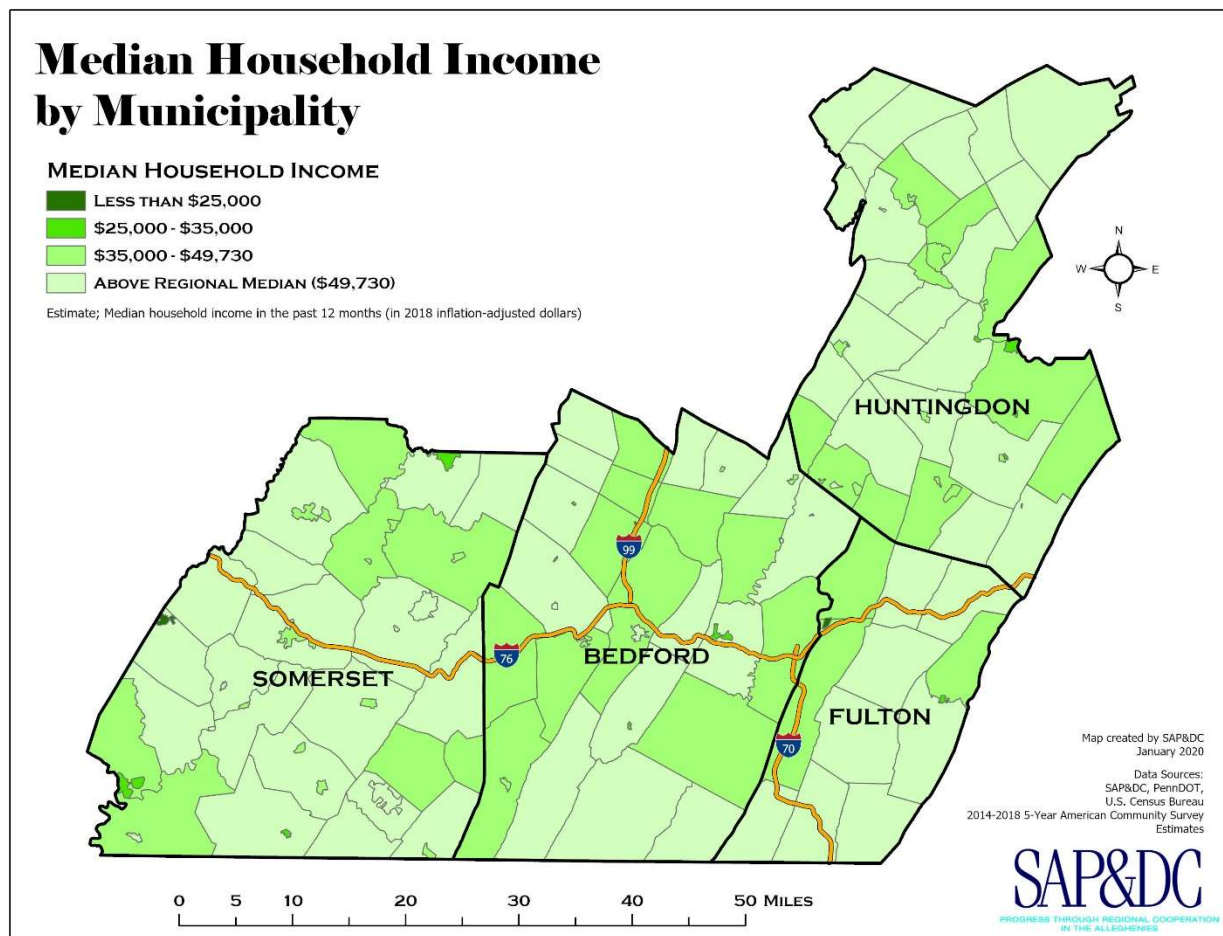


Figure 3: Median household income by municipality; 2014-2018 American Community Survey 5-year Estimates

Southern Alleghenies RPO Public Participation Plan

Disability

Approximately 16.7% of the region’s civilian non-institutionalized population has a reported disability, which is higher than the Pennsylvania average of 13.9% and the United States average of 12.6%. These disabilities include difficulty with hearing, vision, cognitive ability, ambulatory function, self-care, or independent living. **Table 4** shows the distribution of the disabled populations by county. The total percentage of disabled populations in Bedford and Huntingdon Counties exceeds the regional average.

Table 4. Disability Status of the Civilian Non-Institutionalized Population

	Bedford County	Fulton County	Huntingdon County	Somerset County	RPO Region
Total Population	48,611	14,506	45,421	74,949	183,487
Population with A Disability	8,403	2,342	6,904	11,538	29,187
Percent with A Disability	17.4%	16.2%	16.7%	16.5%	16.8%

Source: 2014-2018 American Community Survey 5-year Estimates

Among municipalities, nearly 78% of the region’s communities have disabled populations exceeding the Pennsylvania average of 13.9%. **Figure 5** shows the distribution of the municipalities reporting total disabled individuals in excess of the state average. As many of the communities in the region are very rural in nature, residents with disabilities are presented with significant transportation challenges, and their participation in public meetings is likely to be very limited.

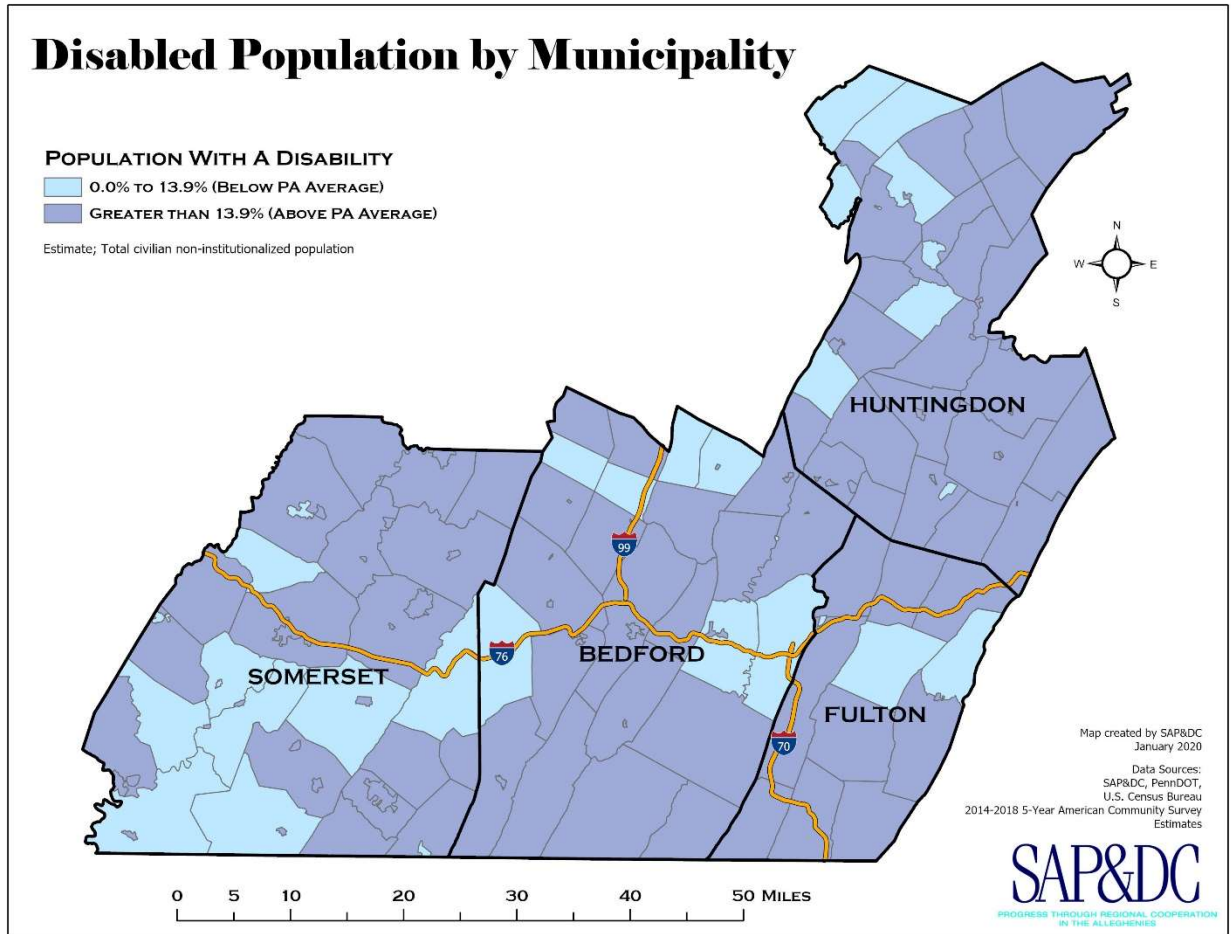


Figure 4: Disabled population by municipality; 2014-2018 American Community Survey 5-year Estimates

Language

The region is largely an English-speaking population (97%). The most common Non-English languages spoken at home are Other Indo-European Languages (1.5%), such as Dutch, Italian, Portuguese, French, or German, and Spanish (1.1%). **Table 5** summarizes the language spoken at home as a percentage of the population age five and older. Approximately one percent of the population aged five years and over speaks English less than “very well”. Of those who speak English less than “very well”, the most common language spoken is Spanish or Other Indo-European Languages. The RPO has a [Limited English Proficiency \(LEP\) Plan](#) and procedures in place to facilitate the needs of the LEP populations and afford them the opportunity to give meaningful input to the transportation planning process.

Southern Alleghenies RPO Public Participation Plan

Table 5. Language Spoken at Home

	Bedford County	Fulton County	Huntingdon County	Somerset County	Regional Average
Population 5 years and over	46,187	13,783	43,388	71,515	
% Speak only English	97.4%	98.7%	96.3%	95.7%	97%
% Speak English less than “very well”	0.8%	0.2%	1.2%	1.6%	1%
% Speak Spanish	0.7%	0.5%	1.6%	1.4%	1.1%
% Speak Other Indo-European Languages	1.6%	0.6%	1.4%	2.5%	1.5%
% Speak Asian and Pacific Island Languages	0.3%	0.2%	0.6%	0.1%	0.3%
% Speak Other Languages	0.0%	0.0%	0.2%	0.3%	0.1%

Source: 2014-2018 American Community Survey 5-year Estimates

Southern Alleghenies RPO Public Participation Plan

Figure 6 shows English proficiency trends among the region’s municipalities. The highest concentrations of individuals who speak English less than “very well” are found in Elk Lick and Greenville Townships in Somerset County. Over 75% of the region’s municipalities have less than 1% of residents that speak English less than “very well”.

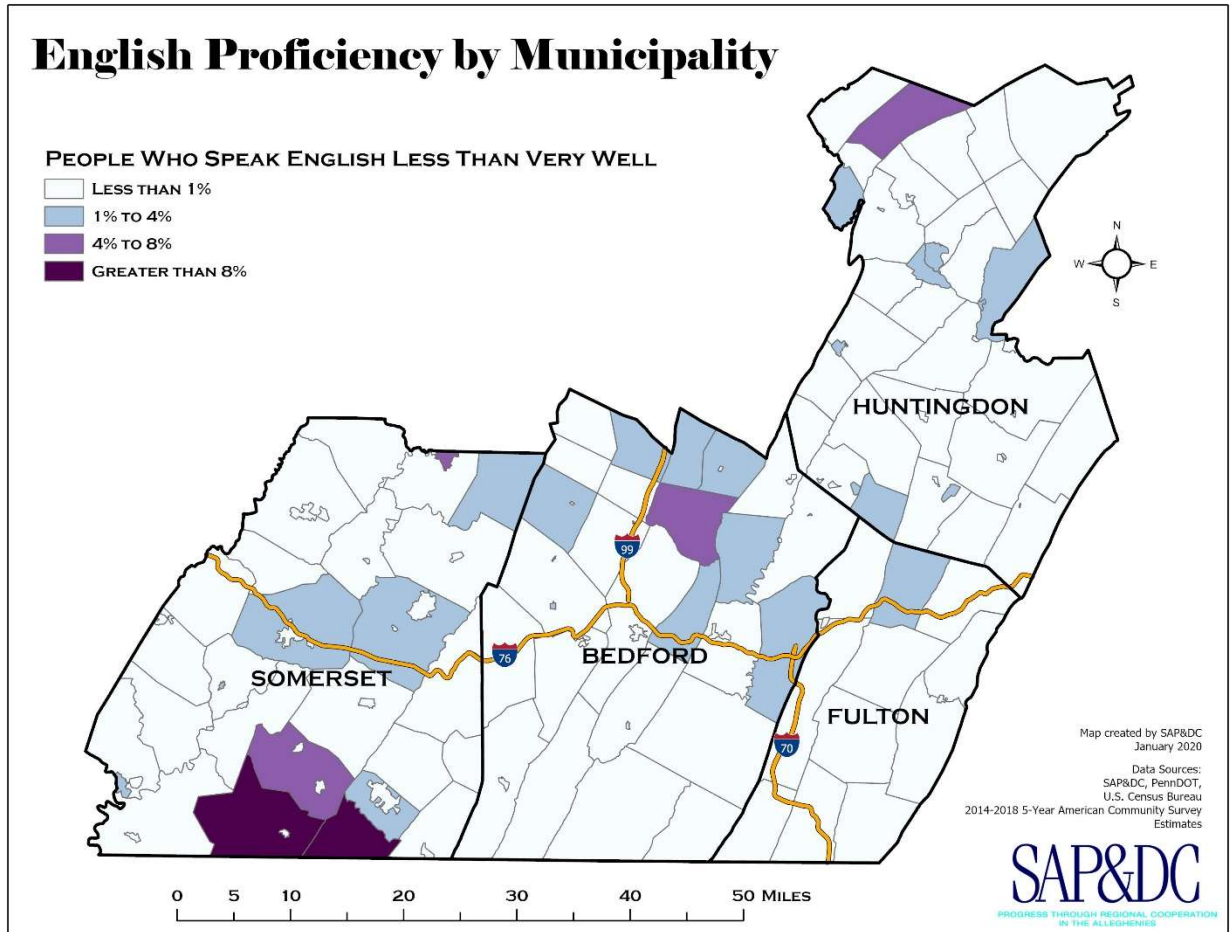


Figure 5: Percentage of individuals who speak English less than very well by municipality; 2014-2018 American Community Survey 5-year Estimates

Southern Alleghenies RPO Public Participation Plan

VI: Outreach Methodology

Objectives

The Southern Alleghenies RPO shall ensure that public participation is consistent with the following objectives during the development of all transportation plans and programs:

- Seek the active participation, consultation, and involvement of all interested parties in the transportation planning process. Interested parties are to include citizens, affected public agencies, representatives of public transportation employees, freight shippers and providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties.
- Hold all public meetings at convenient and accessible locations and times to encourage the participation of all interested parties as well as underrepresented groups including minorities, low income, and persons with disabilities.
- Ensure that all interested parties have reasonable opportunities to comment on all transportation plans and programs.
- Employ visualization techniques to present transportation plans and programs including charts, graphs, and Geographic Information Systems (GIS) technology.

Advertisement Methods

During the development of all transportation plans and programs, the Southern Alleghenies RPO will employ some or all of the following advertisement methods consistent with the objectives outlined above. The specific methods used for each activity will be outlined in Appendix II: Public Participation Guidelines.

- **Social Media:** Various social media platforms will be used to make the public aware of upcoming meetings, plan displays, or public comment opportunities. This method can be used to distribute information on a regional RPO-wide level or on a more granular level like individual communities. This method allows for advertisement of planning activities to be more detailed than traditional methods.
- **Newsletter:** The RPO will utilize the SAP&DC newsletter platform to distribute advertisements broadly to pre-determined and new contact lists. Newsletters usually cover several topics and afford the opportunity to provide information and solicit feedback from a reader originally seeking out an unrelated topic.
- **Email:** This method allows for the greatest ability to target advertisements to make the public aware of upcoming meetings, plan displays, or public comment opportunities. It's ubiquity and reliability ensure the target receives the advertisement and allows for follow up for all parties.

Southern Alleghenies RPO Public Participation Plan

- **Mobile Digital Messaging Systems (DMS):** PennDOT District offices typically employ DMS boards to make the public aware of project specific information. These boards will also be used to make the public aware of upcoming meetings, plan displays, or public comment opportunities.
- **Local and Regional Newspaper:** Regional distributed newspapers like the Altoona Mirror and the Tribune Democrat, and locally distributed newspapers in each of the RPO counties, like the Bedford Gazette, the Fulton County News, the Huntingdon Daily News, and the Somerset Daily American may be used to announce public meetings for recurring transportation committee meetings and public meetings and comment periods for draft and final plans.

Public Participation Methods

During the development of all transportation plans and programs, the Southern Alleghenies RPO will employ some or all following public participation activities consistent with the objectives outlined above. The specific methods used for each activity will be outlined in Appendix II: Public Participation Guidelines. All comments obtained through the methods outlined will be reviewed by the RTTC and RTCC at a scheduled quarterly meeting and included in an appendix of a final plan.

- **Public Comment Period:** These periods will be provided for a minimum of 30-45 calendar days, depending on the plan, to allow for review and comment by all interested parties. Any major amendments or updates to the plan must adhere to this requirement. Minor revisions, such as periodic data updates, are not subject to a public comment requirement. As stated above, all comments received through the public comment period(s) will be reviewed and considered by the RTTC and RTCC at a scheduled quarterly meeting and will be incorporated in an appendix within the final plan.
- **Supplemental Comment Period:** If the final plan differs significantly from the original document that went out for public comment, a supplemental comment period of 14 days will be provided for additional public input. Any minor revisions to these documents will not result in a supplemental comment period.
- **Public Display:** During any given public comment period, a final draft of the plan being reviewed will be made available to review at the four RPO county planning commissions, SAP&DC's website (www.sapdc.org) and at SAP&DC's office in Altoona, PA, as well as at PennDOT District 9-0's office in Hollidaysburg, PA. Additionally, the website will allow for comment via a webform on the page where the final draft plan is posted.
- **Public Meeting:** Public meetings to collect public input may be held at various stages during the development of a plan. Initial public meetings will be held to obtain input to help shape the plan in its formative stages, while meetings held during the public comment period may be used to identify plan improvements. Public meetings may also be scheduled on an as needed basis determined throughout the plan development process. These meetings may be held in each of the RPO counties or at SAP&DC's office in Altoona, PA. All additions, corrections, or deletions to the scheduled meeting will

Southern Alleghenies RPO Public Participation Plan

be published using the method determined by the public involvement matrix at least seven calendar days prior to the scheduled meeting time. Every effort will be made to accommodate persons with disabilities and to ensure that all meeting locations are handicapped accessible.

- **Email, Mail, or Phone:** Comments will continue to be accepted via these more traditional methods. The ubiquity of these methods makes them the most common and easiest way to submit and receive public comments.
- **Virtual Public Involvement (VPI):** VPI meetings will take place in similar fashion to traditional public meetings, except they will be conducted on a web-based platform. The platform will be chosen based on the needs of the specific planning effort. A simple platform with video, screensharing and conferencing capability when the feedback required is more general. A more robust platform maybe employed for projects or plans requiring more specific feedback.
- **Environmental Justice (EJ) Outreach:** High minority and poverty concentrations within communities identified through the Environmental Justice analysis will be engaged throughout the entire outreach process. A final draft of plans for which EJ analysis is required will be mailed to each municipal government with high minority and poverty concentrations, the human service agencies in RPO counties, and representatives for Native American Tribes that once resided in the region.
- **Online Survey Tools:** These tools will allow for more targeted and in-depth feedback. These tools also allow for the respondent to give as little or as much feedback as they like.
- **Mobile Texting/SMS Participation Platforms:** Mobile phone texting and SMS systems allow public involvement more spontaneously than traditional public involvement methods have allowed in the past. These platforms will provide a number that a participant can use to text comments or general suggested improvements. Those comments will be collected by the platform and incorporated in the planning activity being conducted.

VI. Plan Evaluation and Update Procedures

The Southern Alleghenies RPO will regularly evaluate the procedures outlined in the Public Participation Plan to assess their validity and efficacy. The Public Participation Plan (PPP) will be updated on a five-year cycle, concurrent with the Long Range Transportation Plan (LRTP) update. Additionally, the necessity of minor revisions, such as updates to data and maps, will be evaluated periodically. These minor revisions will not be subject to the public comment period and public meeting requirements of major plan updates or amendments and may take place more regularly than a full update of the plan.

Appendix I: Interested Parties

1. Area Agencies on Aging
2. Agricultural/Farming Interests
3. Airport Authorities
4. Ambulance Associations
5. Automobile Associations
6. Bicycle and Trail Interests
7. Citizens Groups
8. Community Action Organizations
9. County Partnerships
10. Economic Development Agencies
11. Emergency Management Agencies
12. Environmental Agencies
13. Fire Departments
14. Head Start Organizations
15. Highway Heritage Corridors
16. Local and State Elected Officials
17. MH/MR
18. Municipal Engineers
19. Municipalities
20. Old Order Mennonite Community – Horse and Carriage Transportation
21. Local Planning Commissions
22. School Districts
23. Solid Waste Authorities
24. State Police
25. Tribal Contacts
26. Trucking Agencies

Appendix II: Public Participation Guidelines

Public Involvement Matrix					Public Meeting		
Plan or Meeting Type	Potential Advertisement Methods <small>*Bolded selection indicates method(s) that will be used</small>	Advertisement Notice	Potential Public Participation Methods <small>*Bolded selection indicates method(s) that will be used</small>	Public Comment Period	Initial	During Public Comment Period	Regularly Occurring
Long Range Transportation Plan (LRTP)	Social Media Newsletter Email DMS Boards Local Newspaper Regional Newspaper	Prior to public meeting	Public Comment Period(s) Public Display Public Meeting Email/Mail/Phone VPI EJ Outreach Online Survey Mobile Texting	30 Days	One meeting in each RPO County	One meeting may coincide with RPO committee meeting	N/A
Transportation Improvement Program (TIP)	Social Media Newsletter Email DMS Boards Local Newspaper Regional Newspaper	Prior to public meeting	Public Comment Period(s) Public Display Public Meeting Email/Mail/Phone VPI EJ Outreach Online Survey Mobile Texting	30 Days	One meeting may coincide with RPO committee meeting	One meeting in each RPO County	N/A
Public Participation Plan (PPP)	Social Media Newsletter Email Local Newspaper	Prior to public meeting	Public Comment Period(s) Public Display Public Meeting Email/Mail/Phone VPI EJ Outreach Online Survey Mobile Texting	45 Days	N/A	One meeting may coincide with RPO committee meeting	N/A
Other Plans	Social Media Newsletter Email Local Newspaper	Prior to public meeting	Public Comment Period(s) Public Display Public Meeting Email/Mail/Phone VPI EJ Outreach Online Survey Mobile Texting	30 Days	As needed	One meeting may coincide with RPO committee meeting	N/A
Technical and Coordinating Committee Meetings	Social Media Newsletter Email Regional Newspaper	Before January 31	Public Meeting Email/Mail/Phone VPI	N/A	N/A	N/A	Quarterly meetings typically held at SAP&DC

Draft FY 2023-2026 Transportation Improvement Program (TIP)

The Southern Alleghenies Planning & Development Commission (SAP&DC) serves as the Rural Planning Organization (RPO) for transportation planning and programming for the counties of Bedford, Fulton, Huntingdon, and Somerset. SAP&DC, in coordination with the Pennsylvania Department of Transportation (PennDOT) and the four rural counties, has prepared the region's Draft FY 2023-2026 Transportation Improvement Program (TIP).

The Draft TIP is available for a 30-day public review and comment period beginning on May 2, 2022, and ending on May 31, 2022. Copies of the documents are available for review via the SAP&DC website at <https://sapdc.org/2023-2026-draft-transportation-improvement-plan-tip/>. Hardcopies will also be available at the SAP&DC office, PennDOT District 9-0, and the four rural county offices.

In addition, the public is invited to view or discuss the Draft TIP at a series of public hearings in each RPO County as scheduled below. SAP&DC will be conducting a hybrid in-person/virtual hearing for the public to discuss the Draft TIP. The meetings will be held at:

Bedford County Draft TIP Public Hearing
DATE: May 19, 2022
TIME: 9:30 AM – 10:30 AM
PLACE: Bedford County Courthouse
Meeting Room 303
200 S. Juliana Street
Bedford, PA 15522

Somerset County Draft TIP Public Hearing
DATE: May 20, 2022
TIME: 9:30 AM – 10:30 AM
PLACE: Somerset County Office Building,
Commissioner's Board Room 5th Floor
300 North Center Avenue
Somerset, PA 15501

Fulton County Draft TIP Public Hearing
DATE: May 19, 2022
TIME: 1:30 PM – 2:30 PM
PLACE: Fulton County Planning Commission
219 North Second Street
McConnellsburg, PA 17233

Huntingdon County Draft TIP Public Hearing
DATE: May 20, 2022
TIME: 1:30 PM – 2:30 PM
PLACE: Huntingdon County Planning Com.
Courthouse Annex I
205 Penn Street,
Huntingdon, PA 16652

Each meeting can also be accessed virtually and via telephone with the information below:

Zoom: <https://us02web.zoom.us/j/83190585335>
Meeting ID: 831 9058 5335
Dial In: (301) 715-8592

The Southern Alleghenies Rural Transportation Coordinating Committee is expected to approve the FY 2023-2026 TIP at a public meeting on July 13, 2022. The meeting begins at 10:00 AM at the PennDOT District 9 office, 1620 N. Juniata St., Hollidaysburg, PA 16648.

If you require special assistance to attend these meetings, or if you would like additional information or to provide comment on the Draft TIP, please contact Brandon Peters, Transportation Program Manager, at (814) 949-6543 or bpeters@sapdc.org. Comments can also be sent via mail at SAP&DC, 3 Sheraton Drive, Altoona, PA 16601. Comments will be accepted through May 31, 2022.

Bedford County Draft TIP Public Hearing

Participants: Brandon Peters (SAP&DC), Matthew Bjorkman (SAP&DC), Rick Suder (Bedford County Planning Commission), Chris Twigg (Southampton Township Supervisor), Donald Schwartz (Bedford County Planning Commission), Anne Stich (PennDOT District 9), Cristy Shumac (PennDOT District 9), Frank Hampton (PennDOT Central Office).

Comments: Brandon Peters and Matthew Bjorkman gave the 2023 TIP presentation to those in attendance. Following the presentation, the floor was open for comments and discussion. Chris Twigg mentioned the bridge restoration on Miller's Corner Road in Southampton Township. He noted that a PennDOT connects has already been completed for the project. He mentioned that west of the project location, there is mountain slippage that is occurring. The slippage has caused the road to essentially be down to a lane and a half in width near one of the curves on the road. Miller's Corner Road is a State Road (SR 2002). Anne Stich noted that the road has an AADT of 27 according to most recent traffic counts, and recorded the issue. PennDOT will reach out to a geotechnical engineer to access the issue. Rick Suder commented on the incorporation of local bridge projects on the 2023 TIP. He stated that getting County bridge priorities on the TIP is always important. The meeting was adjourned with no further comments.

Fulton County Draft TIP Public Hearing

Participants: Brandon Peters (SAP&DC), Matthew Bjorkman (SAP&DC), Justin Evans (Fulton County Planning Commission), Rodney Walters (Dublin Township Huntingdon County), Cristy Shumac (PennDOT District 9), Frank Hampton (PennDOT Central Office).

Comments: Brandon Peters and Matthew Bjorkman gave the 2023 TIP presentation to those in attendance. Following the presentation, the floor was open for comments and discussion. Rodney mentioned the need to smooth local roads. He stated that they are "tar and chipped" when possible, but it does not fix the "waviness." There was discussion on the decrease in Liquid Fuels funds to municipalities and possible alternative revenue options. Rodney mentioned that he would like to see a toll on I-80, citing that people in the north of the state are able to avoid tolls with I-80, while those in the south have to take the PA Turnpike to travel east-west and pay the ever-increasing tolls. The meeting was adjourned with no further comments.

Somerset County Draft TIP Public Hearing

Participants: Brandon Peters (SAP&DC), Matthew Bjorkman (SAP&DC), Brad Zearfoss (Somerset County Planning Commission), Gerald Walker (Somerset County Commissioner), Cristy Shumac (PennDOT District 9), Frank Hampton (PennDOT Central Office).

Comments: Brandon Peters and Matthew Bjorkman gave the 2023 TIP presentation to those in attendance. Following the presentation, the floor was open for comments and discussion. Brad mentioned that Somerset County has been submitting aviation requests because of the County Airport and asked if they should stop. It was noted that the aviation TIP is different, and Southern Alleghenies has not involved itself due to having no commercial airports in the RPO. The meeting was adjourned with no further comments.

Huntingdon County Draft TIP Public Hearing

Participants: Brandon Peters (SAP&DC), Matthew Bjorkman (SAP&DC), James Lettiere (Huntingdon County Planning Commission), James Watt (Juniata College), Stewart Neff (Warriors Mark Township), Pete Liese (Warriors Mark Township), Larry Matti (Huntingdon County Planning Commission), Judy Scott (Alexandria Borough Council), Walter Russell (Representative Rich Irvin's Office), Laurie Nearhood (Huntingdon County Planning Commission), Matt Price (Huntingdon County Active Transportation Committee), Carey Lightner (HCCD), Laura White (Huntingdon County Active Transportation Committee), Anne Stich (PennDOT District 9), Cristy Shumac (PennDOT District 9), Frank Hampton (PennDOT Central Office).

Comments: Brandon Peters and Matthew Bjorkman gave the 2023 TIP presentation to those in attendance. Following the presentation, the floor was open for comments and discussion. Stewart Neff mentioned issues with SR 641 in Neelytown. There is a curve with a number of accidents, including vehicles striking homes that are close to the road. PennDOT is aware of the issue and has funded safety related projects. Anne Stich said that it was added with construction to begin this year and is currently out for bid. Stewart also brought up Route 350 in Warriors Mark. An issue with the route was submitted to the 2025-2028 TIP Municipal Outreach survey. There is a blind turn with sight distance issues where trucks often cross the center line into the oncoming lane. Cars can not easily see trucks crossing over the center line until the turn. Judy Scott brought up a speeding issue on Main Street in Alexandria. The street is a State Road. There are speed issues as well as a fair amount of truck traffic from the Acco Brands facility. The trucks use Main Street and come through the Borough instead of using Route 22. This raises a potential pedestrian safety concern. Judy also mentioned the desire and potential need for a bike lane in Alexandria from the Alfarata trailhead of the Lower Trail to Canal Street or Main Street in Alexandria. She mentioned a bike lane would benefit the walking and biking environment in the Borough. Matt Price made a comment about considering scenic bike routes and Bike Route G when doing improvement projects. He suggested prioritizing wide shoulders, bike lanes, wide bridges and bridge shoulders etc. when in the planning stages of projects. James Watt commented on the recreational needs of students and faculty at Juniata College. He said students and staff who want to engage in biking/walking have to leave Huntingdon Borough to enjoy the amenities the county has to offer, such as the Lower Trail and Raystown Lake. Jim Lettiere suggested adding a Juniata College representative to the Huntingdon County Active Transportation Committee. There was discussion about the addition of a 2nd daily stop of Amtrak in Huntingdon and the benefits it would create. It was mentioned that the community would like to see "Roll on/Roll off" of bicycles allowed on the Amtrak trains in Huntingdon. A concern was brought up about the construction of a new Rutter's store near the Route 22 and Route 26 interchange. The tentative plans are to put in a traffic light that would bring traffic near the interchange to a stop. There is concern that this would cause a safety issue due to the lack of sight visibility, the elevation changes, and the heavy traffic on the routes. Cristy Shumac of PennDOT District 9 noted that traffic studies were done in multiple areas for the Rutter's construction, and the location would be vetted for the needs of all travelers, not just the company. She mentioned that to see the traffic studies that were conducted a Right-to-Know request would need to be filed with the Department of Transportation. The meeting was adjourned with no further comments.



**EASTERN SHAWNEE
CULTURAL PRESERVATION DEPARTMENT**

70500 East 128 Road, Wyandotte, OK 74370

May 24, 2022
SAP&DC
3 Sheraton Drive
Altoona, PA 16601

RE: *Draft 2023-2026 Transportation Program Update Public Comment, Bedford, Fulton, Huntingdon and Somerset County, Pennsylvania*

Dear Mr. Peters,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Bedford, Fulton, Huntingdon and Somerset County, Pennsylvania. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

A handwritten signature in blue ink that reads "Paul Barton".

Paul Barton, Tribal Historic Preservation Officer (THPO)

Eastern Shawnee Tribe of Oklahoma
(918) 666-5151 Ext:1833
THPO@estoo.net

Southern Alleghenies RPO
Title VI Policy Statement

SAP&DC

Title VI Complaint Processing Procedures

It is the policy of Southern Alleghenies Planning & Development Commission (SAP&DC) to comply with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, E.O. 12898, and related statutes and regulations in all programs and activities and requires that no person in the United States shall on the grounds of race, color, national origin, sex, age or disability be excluded from the participation in, denied the benefits of or otherwise subjected to discrimination under any program or activity for which SAP&DC receives Federal financial assistance.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with SAP&DC. Any such complaint must be in writing and signed by the complaining person(s) or representative and filed with SAP&DC's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. The Title VI Discrimination Complaint form can be obtained from SAP&DC's Title VI Coordinator, Ms. Deborah E. Shaffer, 814-949-6513/800-258-4533, dshaffer@sapdc.org, 3 Sheraton Drive, Altoona, PA 16601 or by visiting our website, www.sapdc.org. For assistance completing the form or translation and interpretation services please contact the Title VI Coordinator at 814-949-6513 or 800-458-2533.

Narrative

The SAP&DC Title VI Complaint Procedures are written to specify the process employed by SAP&DC to investigate complaints while ensuring due process for complainants and respondents. The process does not preclude SAP&DC from attempting to informally resolve complaints.

The procedure applies to all external complaints relating to any program or activity administered by SAP&DC and/or its subrecipients, consultants and contractors filed under Title VI of the Civil Rights Act of 1964, as amended (including Disadvantage Business Enterprise and Equal Employment Opportunity components), as well as other related laws that prohibit discrimination on the basis of race, color, disability, sex, age, low income, nationality or Limited English Proficiency. Additional statutes include, but are not limited to, Section 504 of the Rehabilitation Act of 1973, the Civil Rights Restoration Act of 1987 and the Americans with Disability Act of 1990.

The procedures are part of an administrative process that does not provide for remedies that include punitive damages or compensatory remuneration for the complainant. Intimidation or retaliation of any kind is prohibited by law.

Process

An individual, or his/her representative, who believes that he/she has been subject to discrimination or retaliation prohibited by Title VI and other nondiscrimination provisions, has the right to file a complaint. Complaints need to be filed within 180 calendar days of alleged occurrence, when the alleged discrimination became known to the complainant or when there has been a continuing course of conduct, the date on which the conduct was discontinued or latest instance of the conduct.

Complaints may be mailed to or delivered to:

Ms. Deborah E. Shaffer
Title VI Compliance Officer
SAP&DC
3 Sheraton Drive
Altoona, PA 16601
Phone: 814-949-6513/800-458-2533
FAX: 814-949-6582
Email: dshaffer@sapdc.org

Equal Opportunity Specialist
Federal Highway Administration
228 Walnut Street, Room 508
Harrisburg, PA 17105-1720

United States Department of Justice
Civil Rights Division
950 Pennsylvania Avenue, NW
Office of the Assistant Attorney General, Main
Washington, DC 20530

Civil Rights Officer
United States Department of Transportation
Federal Transit Administration
1760 Market Street, Suite 500
Philadelphia, PA 19103-4124

Title VI Specialist
Bureau of Equal Opportunity
Pennsylvania Department of Transportation
PO Box 3251
Harrisburg, PA 17105

Title VI Coordinator
Office of Civil Rights
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Complaints shall be in writing and signed by the complainant(s). If complaints are received by telephone or in person, the Title VI Coordinator or other authorized representative shall formally interview the person to provide the basis for the written complaint. If necessary, the authorized person will assist the complainant(s) in writing the complaint.

If SAP&DC receives a complaint, the Title VI Coordinator will acknowledge receipt of the complaint by notifying the complainant and immediately transmitting the complaint to the proper state and federal agency (e.g. Federal Highway Administration, Federal Transit Administration

and Penn DOT) for investigation and disposition pursuant to that agency's Title VI complaint procedures.

If the complainant elects to attempt resolution at the local level, the Title VI Coordinator will conduct a fact finding investigation. The Title VI Coordinator will meet with the complainant or his/her representative within ten (10) business days from the date of receipt of the written allegations, to conduct a fact finding investigation of the circumstances underlying the allegations and attempt to informally resolve the issue(s). The Title VI Coordinator's findings will be submitted in writing to the complainant not later than ten (10) business days following the fact finding investigation. The written notification shall include notice of the complainant's right to request a formal investigation at the state or federal level, if a satisfactory resolution is not accomplished at the local level.

If the complainant is dissatisfied with the attempted informal resolution, he/she must inform the Title VI Coordinator within five (5) business days of receipt of the unsatisfactory decision and request a formal investigation at the state or federal level.

The written complaint must include the following information:

- Name, address and telephone number of complainant
- Bases of the complaint (e.g. race, color, national origin, sex, age, disability or retaliation)
- A detailed description of the circumstances of the incident that lead the complainant to believe the discrimination occurred.
- Names, address and phone numbers of people who may have knowledge of the alleged incident or are perceived as parties in the complained of incident.
- Date or dates on which the alleged discrimination occurred.
- If crossed filed, the name of other agencies where the complaint was filed.

As the investigation moves forward, additional information may be required.

The SAP&DC Title VI Coordinator will maintain a log of all complaints received by SAP&DC.

**Southern Alleghenies Planning & Development Commission
TITLE VI COMPLAINT FORM**

Please Print All Information Below

Complainant Name:

Name of Individual Assisting Complainant:

Complainant Address:

Assisting Individual Address:

Complainant Phone #

Assisting Individual Phone # {Home or Cell}

Basis of Complaint: (e.g., Race, Color, National Origin, Sex, Age, Disability, Retaliation)

Date(s) of alleged discrimination:

Please provide a detailed description of the circumstances of the incident(s), including any additional information supporting your complaint (please use additional pages as necessary):

Please provide the name(s), title and address of the person who discriminated against the Complainant.

Please provide, if applicable, names and contact information of people who may have knowledge of the alleged incident(s) or are perceived as parties in the complained-of incident(s):

Please list any other agency where complaint has been filed:

Complainant Signature:

Date:

Date Received: _____

Docket Number: _____

Next Action: _____

FFY 2023-2026
Southern Alleghenies RPO
TIP Revision Procedures

MEMORANDUM OF UNDERSTANDING

Cooperating Parties include PennDOT, Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and transit agencies.

Fiscal Constraint Chart is an Excel spreadsheet, or a chart generated by the Multimodal Project Management System (MPMS) that depicts the transfer of funds from one source of funding to a project or projects and that nets to zero.

Interstate Management (IM) Program is PennDOT's four-year listing of statewide interstate maintenance projects.

Investment Plan is PennDOT's ongoing assessments and re-evaluation of data associated with the Transportation Investment decisions ensuring that each dollar invested is being directed to meet the strategic decisions and that enhances the overall performance of the Commonwealth's Transportation system. The regional targets were set with a continued focus on maintaining assets with the following priorities: Bridges on the NHS, Roadway conditions on the NHS, Bridges on the balance of the system; and Roadway conditions on the balance of the system.

Long Range Transportation Plan (LRTP) Expiration is where a Planning Partner's LRTP has not been updated in accordance with the cycles defined in the federal planning regulations [23 CFR § 450.324 (c)].

New Project is a project that is not programmed in the current STIP/TIP and does not have previous obligations from a prior STIP/TIP.

Planning Partner is one of the following: Metropolitan Planning Organizations (MPO) or Rural Planning Organizations (RPO)

Public Participation Plan (PPP) is a documented broad-based public involvement process that describes how the RPO will involve and engage the public in the transportation planning process to ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.

Rapid Bridge Replacement (RBR) Initiative (developed via a Public Private Partnership-P3) will follow the Statewide Managed Program guidance in the administration of the program. For example, the RBR Initiative project rollouts, independent of time intervals, will be considered an amendment on the STIP. Placement of RBR projects and or line items on regional TIPs will be considered as an administrative action for each MPO/RPO.

Reserve Line Item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add a new project or project phase(s).

Revision is either an Amendment or an Administrative Modification to the STIP/TIP.

Statewide Managed Program (Statewide Program) includes those transportation improvements or projects that are managed on the STIP including project selection, at the PennDOT Central office level, with possible regional Planning Partner input and solicitation. Examples include but are not limited to HSIP, RRX, "TAP", Green Light Go, ARLE, Multi-modal, Recreational Trails and Keystone Corridor projects. The Interstate Management Program will remain its own individual program.

MEMORANDUM OF UNDERSTANDING

TIP Administration

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

The Federal Statewide and Metropolitan Planning regulations contained in 23 CFR § 450 govern the provisions of the STIP and of individual MPO TIPs, related to STIP and TIP revisions, and other actions taken to revise the TIP. The intent of this Federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming actions. Federal Transportation Planning Regulations 23 CFR § 450.328 permits the use of alternative procedures by the cooperating parties to effectively manage actions encountered during a given TIP cycle. Cooperating parties include PennDOT, MPOs, RPOs, FHWA, FTA, and transit agencies. Any alternative procedures must be agreed upon and documented in the TIP.

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

TIP revisions must correspond to the adopted provisions of RPO's Public Participation Plans (PPP) [23 CFR § 450.316 (c)]. A PPP is a documented broad-based public involvement process that describes how the RPO will involve and engage the public in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the TIP.

The federal planning regulations, 23 CFR 450.324(c), define update cycles for the RPO's LRTPs. If the RPO's LRTP expires because it has not been updated according to the required planning cycle or updated to reflect changes in federal transportation planning regulations, then the provisions of this MOU will not be utilized for the RPO. During a LRTP expiration, all TIP revisions that involve projects with federal funds within the RPO, where the LRTP expiration occurred, will be treated as an amendment, and require federal approval. There will be no administrative modifications to projects with any federal funds until the RPO's LRTP is in compliance with the federal planning regulations.

MEMORANDUM OF UNDERSTANDING

Southern Alleghenies RPO TIP Revisions

In accordance with the federal transportation planning regulations [23 CFR § 450], revisions to the TIP will be handled as either an *Amendment* or an *Administrative modification* based on agreed upon procedures detailed below:

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

- 1.) Affects air quality conformity regardless of the cost of the project or the funding source.
- 2.) Adds a new project or deletes a project that utilizes Federal funds or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current TIP and does not have previous obligations from a prior TIP.
- 3.) Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.
- 4.) Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds that exceeds the following thresholds:
 - \$2 million for the Southern Alleghenies RPO
- 5.) Involves a Change in the Scope of Work to a project(s) that would:
 - Result in an air quality conformity reevaluation,
 - Result in a revised total project estimate that exceeds the thresholds established between PennDOT and the RPO (not to exceed any Federally funded threshold contained in this MOU),
 - Results in a Change in the Scope of Work on any Federally funded project that is significant enough to essentially constitute a New Project.

Approval by the RPO is required for *Amendments*. The RPO must then request PennDOT Central Office approval using the e-STIP process. A Fiscal Constraint Chart (FCC) must be provided that depicts the transfer of funds from one source to another, demonstrating fiscal constraint. The FCC summarizes the before, requested adjustments, after changes, and detailed comments explaining the reason for the adjustment(s), and provides any PMC materials that may have been prepared, along with an updated TIP. PennDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with a courtesy copy to the other federal agency.

The initial submission and approval process of the federally funded Statewide Program or increases/decreases exceeding the thresholds above will be considered an amendment (subsequent placement of these individual projects or line items on respective planning partner TIPs will be considered an administrative modification). In the case of Statewide Programs, including the IM Program and other federally funded statewide programs, approval by PennDOT's Program Management Committee (PMC) and FHWA is required.

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

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above;
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding;

MEMORANDUM OF UNDERSTANDING

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

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

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

Fiscal Constraint

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

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

TIP Financial Reporting

PennDOT will provide reports to the Southern Alleghenies RPO and FHWA no later than 30 days after the end of each quarter and each Federal Fiscal Year (FFY). At a minimum, this report will include the actual federal obligations and state encumbrances for highway/bridge projects by the RPO and Statewide. In addition, PennDOT will provide the Transit Federal Capital Projects report at the end of each FFY to

MEMORANDUM OF UNDERSTANDING

all of the parties listed above and FTA. The reports can be used by the RPO as the basis for compiling information to meet the federal annual listing of obligated projects requirement 23 CFR 450.334. Additional content and any proposed changes to the report will be agreed upon by PennDOT, FHWA and FTA.

TIP Transportation Performance Management

In accordance with 23 CFR § 450.326 (c), PennDOT and the RPO will ensure TIP revisions promote progress toward achievement of performance targets.

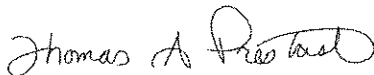
TIP Revision Procedures

As the RPO's TIP is adopted, the respective MOU will be included with the TIP documentation. The MOU will clarify how RPO will address all TIP revisions. **In all cases, the RPO's revision procedures will be developed under the guidance umbrella of this document.** If the RPO elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures.

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

This Memorandum of Understanding will begin October 1, 2022, and remain in effect until September 30, 2024, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

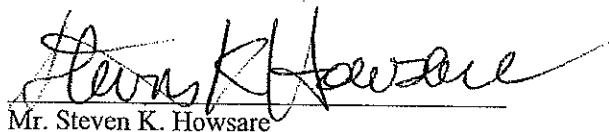
We, the undersigned hereby agree to the above procedures and principles:



7/14/2022

Mr. Tom Prestash
District 9-0 District Executive
Pennsylvania Department of Transportation

Date



7/13/22

Mr. Steven K. Howsare
Executive Director
Southern Alleghenies Planning and
Development Commission

Date

**Southern Alleghenies RPO
Self-Certification Resolution**

2023-2026 Southern Alleghenies Rural Planning Organization (RPO) Transportation Improvement Program (TIP)

RPO Self-Certification Resolution

Title VI/Environmental Justice Requirements

The Southern Alleghenies RPO assures full compliance with Title VI of the Civil Rights Act of 1964 and Executive Order 12898 regarding Environmental Justice. To this end, the Southern Alleghenies RPO adopted its Public Participation Plan (PPP) on December 16, 2020. The Southern Alleghenies PPP details the methods and practices the RPO will employ to engage and solicit feedback from all populations, including those considered to be underserved. Since the PPP's adoption, the Southern Alleghenies RPO has ensured adherence to the policies and practices set forth by the PPP in all planning and public involvement activities. The 2023-2026 Southern Alleghenies RPO TIP employed the aforementioned outreach activities as well. The outreach process for the 2023-2026 Southern Alleghenies RPO TIP can be viewed in the TIP's Public Involvement Summary.

Disadvantaged Business Enterprise (DBE) Requirements

The Southern Alleghenies Planning & Development Commission (SAP&DC) has established a Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the U.S. Department of Transportation (DOT). The SAP&DC has received Federal financial assistance from the Department of Transportation, and as a condition of receiving this assistance, the SAP&DC has signed an assurance that it will comply with regulations.

It is the policy of the SAP&DC to ensure that DBEs have an equal opportunity to receive and participate in DOT-assisted contracts. It is also the Commission's policy:

1. To ensure nondiscrimination in the award and administration of DOT-assisted contracts;
2. To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
3. To ensure that the DBE program is narrowly tailored in accordance with applicable law;
4. To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
5. To help remove barriers to the participation of DBEs in DOT assisted contracts;
6. To assist the development of firms that can compete successfully in the marketplace outside the DBE program.

A member of the SAP&DC staff has been delegated as the DBE Liaison Officer. In that capacity, the staff member is responsible for implementing all aspects of the DBE program. Implementation of the DBE program is accorded the same priority as compliance with all other legal obligations incurred by the SAP&DC in its financial assistance agreements with the Department of Transportation.

SAP&DC has disseminated this policy statement to the SAP&DC Board of Directors and all of the components of our organization. This statement has been distributed to DBE and non-DBE business communities that perform work for the Commission on DOT-assisted contracts. SAP&DC provides this policy statement as an attachment to all contracts for services.

Americans with Disabilities Act (ADA) Requirements

The Southern Alleghenies RPO ensures that all requirements are met to satisfy the Americans with Disabilities Act of 1990. Any agency office(s) that provides staff services or assistance to the Southern Alleghenies RPO is ADA-compliant. Additionally, all committee or subcommittee meetings, and public meetings are held in ADA-compliant buildings. Meeting advertisements suggest those requiring special assistance of any kind should call the RPO's Transportation Program Manager.

Transportation Improvement Program (TIP) Financial Constraint and Capacity Requirements

The Southern Alleghenies RPO's 2021-2024 TIP was adopted in July 2020 and has been modified several times since the original adoption. The RPO and PennDOT utilize approved Procedures for TIP Revisions, which specify the revisions that must be formally approved by the Southern Alleghenies RPO, and revisions that can be completed by administrative action of the project sponsor. For each amendment that required formal action by the RPO, and for administrative actions made by the project sponsors, a fiscal constraint chart was prepared illustrating the transfer of funds and verifying that annual funding was financially constrained. Similar processes and procedures were approved and will be utilized to administer the 2023-2026 TIP.

Southern Alleghenies RPO
Important Regional Projects
Implemented from the Previous TIP

Southern Alleghenies Rural Planning Organization (RPO)

Important Regional Projects

Implemented from the Previous TIP

MPMS #: 105978- US 22 Resurfacing from Mifflin County Line to Penn Street.

- Resurfacing on US 22 from the Mifflin County Line to Penn Street (SR 1010) in Henderson, Mill Creek, and Brady Townships in Huntingdon County.

MPMS #: 92702- PA 31 Tributary to Stonycreek Bridge 1.

- Replacement of bridge carrying PA 31 over Tributary to Stonycreek near the intersection of Beulah Road (SR 2033) in Stonycreek Township, Somerset County.

MPMS #: 96607- PA 403 – Wilbur Road to US 219.

- Resurfacing on PA 403 from Wilbur Road (SR 1012) to Davidsville Interchange in Shade, Quemahoning, Paint, and Conemaugh Townships, Hooversville and Benson Boroughs, Somerset County.

MPMS #: 105996- Tributary Barefoot Run

- Replacement of culvert carrying Quaker Valley Road (PA 56) over Tributary to Barefoot Run approximately 250 feet west of the intersection with PA 96. Improvements at the Quaker Valley Road (PA 56) and School Street (PA 96) intersection including signal upgrade, curbing, and widening radii in Pleasantville Borough, Bedford County.

Southern Alleghenies RPO
Delayed Major Projects from the
Previous TIP

No major projects in the previous TIP incurred delays.

Southern Alleghenies RPO TIP Checklist

2023-2026 Transportation Program Submission Checklist

Planning Partner: Southern Alleghenies RPO

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: Yes No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
Information Items <small>Green highlighted items require documentation be submitted.</small>		Response	CPDM	FHWA	FTA
1. Cover Letter:	Cover Letter which documents organization and date of TIP adoption	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Date TIP adopted by Planning Partner:	07/13/22	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. TIP Development:	TIP Development/Project Selection Process Documentation	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	MPO/RPO Specific TIP Development Timeline	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the documentation explain the project selection process, roles, responsibilities and/or project evaluation criteria procedures?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Performance Based Planning and Programming:	PM1 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM2 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM3 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Transit Performance Measures Documentation	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	TAMP narrative documentation demonstrates consistency with the TYP/TIP	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Highway-Bridge Program Projects:	Highway and Bridge Listing with public narrative	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Public Transportation Program:	Public Transportation Listing with public narrative	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Interstate & Statewide Program Projects:	Regional Portion of Interstate TIP Listing with public narrative	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Regional Portion of Statewide TIP Listing (Spike, TAP, RRX, HSIP, other)	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Financial Constraint:	Complete the tables in the Financial Constraint tab.	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the TIP financially constrained, by year and by allocations?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were the TIP projects screened against the federal/state funding program eligibility requirements?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are estimated total costs to complete projects that extend beyond the TIP years shown in the TYP and LRTP?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2023-2026 Transportation Program Submission Checklist

Planning Partner: Southern Alleghenies RPO

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: Yes No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
		Response	CPDM	FHWA	FTA
		Information Items <small>Green highlighted items require documentation be submitted.</small>			
8. Public Transportation:	Public Transportation Financial Capacity Analysis (MPO Only)	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Documentation of Transit Asset Management (TAM) Plan	No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Environmental Justice Evaluation of Benefits and Burdens:	EJ Documentation (demographic profile, conditions data, TIP project map, TIP benefits/burdens analysis)	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Was EJ analysis incorporated into your TIP development process?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Air Quality:	Air Quality Conformity Determination Report	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Air Quality Resolution	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the area in an AQ non-attainment or maintenance area?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Have all projects been screened through an interagency consultation process?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Most recent air quality conformity determination date:	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Do projects contain sufficient detail for air quality analysis?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Public Participation Documentation:	Public Comment Period Advertisement	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public comment period:	5/2/22 - 5/31/22	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting(s)-Date/Time/Location:	5/19/22 - 5/20/22	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting notices contain info about special needs/ADA Compliance?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	STIP/TIP public involvement outreach activities consistent with Public Participation Plan?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were any public comments (written or verbal) received?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Documentation of Public Comments received	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were public comments addressed?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Title VI:	Has the MPO included information regarding Title VI and its applicability to the TIP, including the protections against discrimination and the availability of the TIP document in alternative formats upon request?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. TIP Revision Procedures:	MPO/RPO TIP Modification Procedures (MOU)	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2023-2026 Transportation Program Submission Checklist

Planning Partner: Southern Alleghenies RPO

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: Yes No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items <small>Green highlighted items require documentation be submitted.</small>	Response	CPDM	FHWA	FTA
14. MPO/RPO Self-Certification Resolution:	Self-Certification Resolution	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	For the Non-TMAs, does the self certification contain documentation to indicate compliance?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Other Requirements:	List of regionally important projects from the previous TIP that were implemented, and projects impacted by significant delays.	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the TIP contain regional system level estimates of state & local revenue sources beyond financial guidance?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	List of annual obligated projects on website for FFY 2022	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. PennDOT Connects:	Municipal outreach/PIF forms initiated/completed for all TIP projects?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Long Range Transportation Plan:	Is the TIP consistent with the LRTP?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP air quality conformity determination date:	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP end year:	2041	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Anticipated MPO/RPO LRTP adoption date:	10/17/2022	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Completed/Reviewed by:	MPO/RPO: <i>Matthew Björk</i>		Date: 7/14/22		
	PennDOT CPDM:		Date:		
	FHWA:		Date:		
	FTA:		Date:		
19. Comments:	Note any noteworthy practices, issues or improvements that should be addressed by the next TIP update, or any other comments/questions here:				