

Southern Alleghenies Rural Planning Organization
Annual Listing of Obligated Projects Report
Federal Fiscal Year 2024



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A. Report Background

The Fixing America’s Surface Transportation Act (FAST Act) was signed into law on December 4, 2015. This federal transportation funding bill authorizes federal highway, highway safety, transit, and rail programs. The FAST Act also establishes that planning organizations must publish a list of projects that have been obligated annually. The federal regulation states that: “An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which federal funds have been obligated in the preceding program year shall be published or otherwise made available through the cooperative effort of the state, public transportation operator(s), and metropolitan planning organization. The listing shall be consistent with the categories identified in the TIP.”

B. Purpose of the Report

The purpose of the report is to outline Federally funded obligations in the Southern Alleghenies Rural Planning Organization (RPO) region that transpired during the period of October 1, 2023, to September 30, 2024, or Federal Fiscal Year (FFY) 2024.

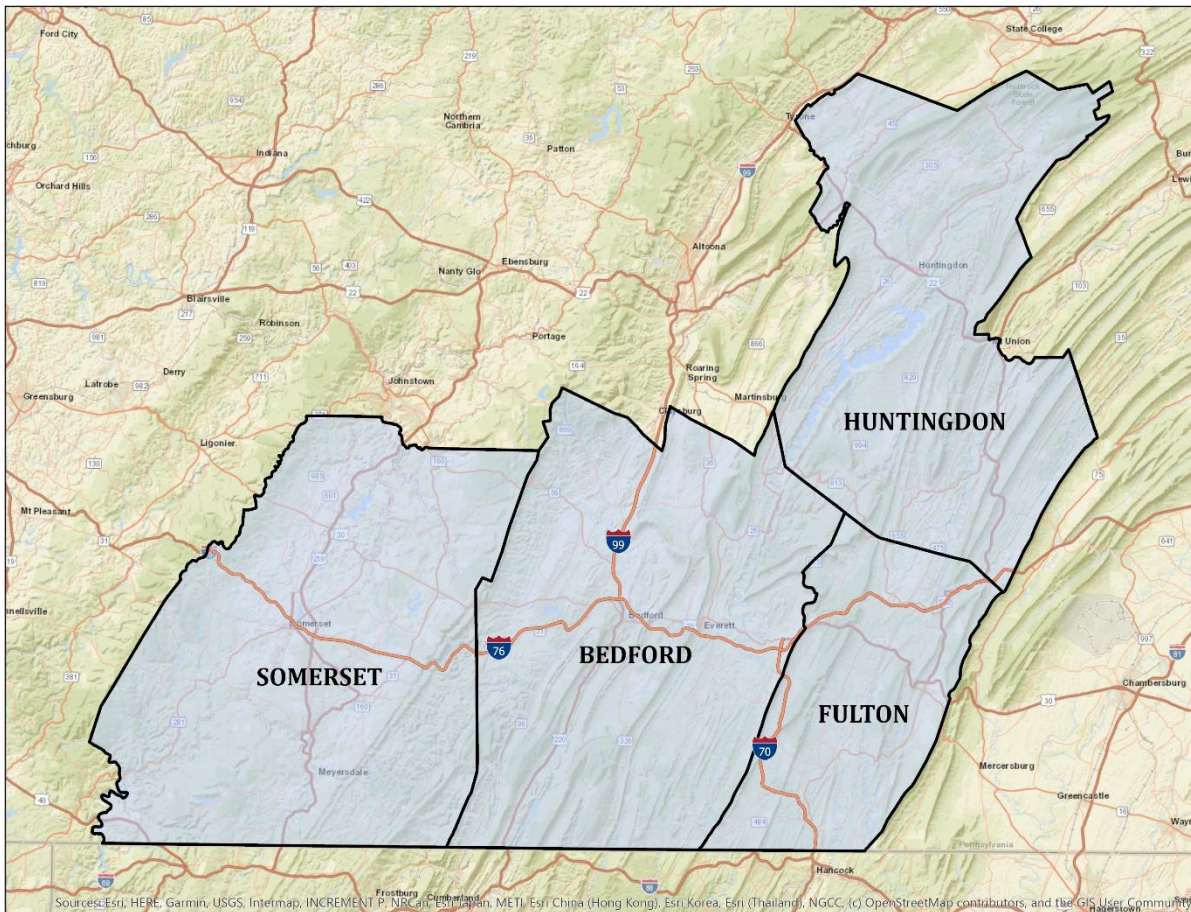
The Federal Highway Administration (FHWA) defines “obligation” as a legal commitment by the Federal government “to pay or reimburse a State or other entity for the Federal share of a project’s eligible costs.” Obligation occurs when FHWA approves the project and executes the project agreement, not when cash (or an electronic payment) is transferred. The obligation of funds for projects does not necessarily mean that projects are initiated or completed during this year, but that the legal commitment was made to reimburse State DOTs for eligible costs. Also, the obligated amounts reflected in this report may not be equal to the final or total project costs as federal funds are but only one source of funds and other funds such as State and Local funds may likely be involved as well.

Funding can also be “de-obligated” from projects in response to lower-than-expected costs, project cancellation, or other factors, and these released resources are often redirected to other projects. De-obligation occurs when PennDOT reduces or removes a project’s federal funds. De-obligation can occur for several reasons:

- Bids come in lower than the amount obligated for a project. If so, after the project bid is accepted, the federal funds are reduced and shown as a negative obligation.
- On Advance Constructed projects, amounts being obligated on such projects may need to be adjusted, resulting in the de-obligation of funds. Advance construction allows projects to be funded with Federal-aid dollars later.
- A project phase (e.g. right-of-way, design, construction) is closed out causing funds remaining in that phase to be de-obligated. This action must happen before the funds can be obligated to another phase of the same project.
- After a project has been completed and all bills have been paid, any remaining obligation authority is returned to the Federal government and shown as a de-obligation, or negative number.
- If a project will not be completed, previously obligated funds for the project are de-obligated.

C. Southern Alleghenies RPO Overview

The Southern Alleghenies Planning and Development Commission (SAP&DC) is a Local Development District (LDD) that implements a Rural Transportation Work Program for the counties of Bedford, Fulton, Huntingdon, and Somerset. On April 2, 2003, an Intergovernmental Agreement was signed between the Pennsylvania Department of Transportation (PennDOT) and SAP&DC designating SAP&DC as a Regional Planning Organization (RPO).



The RPO has established a Rural Transportation Technical Committee and a Rural Transportation Coordinating Committee to develop and oversee the development of the region’s Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and other transportation planning documents. The Technical Committee is responsible for the creation and analysis of transportation plans and programs and makes recommendations to the Coordinating Committee. The Coordinating Committee establishes transportation policy and makes final decisions on courses of action. The Southern Alleghenies RPO Policies and Procedures, which includes committee membership, can be found in the appendices.

D. Long Range Transportation Plan (LRTP)

This plan is financially constrained and is a springboard for identifying and recommending projects for inclusion in the state’s Twelve-Year Transportation Program and the Statewide Transportation

Improvement Program. The Transportation Improvement Program (TIP) is derived from the Long Range Transportation Plan and is a listing of federally funded projects to be completed during the first four-year period of the plan.

The 2022-2042 LRTP was adopted in October of 2022. The Southern Alleghenies RPO delineates how available and projected transportation funds will be spent over a 20-year period. The Long Range Transportation Plan serves the following purposes:

- Outlines the “vision” of the future transportation picture through a series of goals and objectives
- Describes the transportation projects that make up the Plan
- Outlines a financial plan that describes the proposed source of funding and establishes a time frame for implementation
- Includes projects that are expected to be left with the current available funding and often includes other regional needs and wants in the form of projects that may currently be unfunded
- Describes how the plan will be updated and provides for new initiatives to be undertaken
- Provides for inclusion of comments, concerns, and the vision of the public

E. Transportation Improvement Program (TIP)

Every two years, the Southern Alleghenies RPO works in partnership with PennDOT, local transit providers, and area local officials to identify priority transportation needs and develop a new 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. To be included on the TIP, programs and projects must be included on the Southern Alleghenies 2042 LRTP or addressed through reserve line items included on the 2042 LRTP. The TIP years are based on the federal fiscal year, which extends from October 1 to September 30. The Southern Alleghenies RPO works to educate the public on transportation programs and regularly solicits public input on transportation priorities through public meetings, press releases, comment forms on websites, and other methods.

Projects placed on 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. Consideration for all new projects on the TIP is initiated through the PennDOT Connects, Southern Alleghenies RPO, and County municipal and public involvement processes.

F. Summary of Obligated Projects

During the period of October 1, 2023, to September 30, 2024, the Southern Alleghenies RPO saw a total of **\$36,909,650** in obligated funding for projects, as well as \$880,138 in de-obligated funding. The investments were made in projects in the following phases:

| FY 2024 Funding Obligated by Project Source | |
|---|---------------------|
| Project Phase | Funding Obligated |
| Preliminary Engineering (PE) | \$5,426,497 |
| Construction (CON) | \$29,416,429 |
| Right of Way (ROW) | \$497,724 |
| Utilities (UTL) | \$944,000 |
| Final Design (FD) | \$625,000 |
| Study | \$0 |
| Planning/Research/Administrator (PRA) | \$0 |
| Total Obligated | \$36,909,650 |

G. Funding Sources

National Highway Performance Program (NHPP) Funds: Used for construction of new facilities, maintenance, and support of the National Highway System (NHS).

Highway Safety Improvement Program (HSIP) Funds: Used for roadway design features or hardware, such as guiderails, traffic signals, rumble strips, signage, etc., that help reduce crashes or minimize their severity. The Highway Safety Improvement Program (HSIP) requires a data-driven, strategic approach to improving safety on all public roads that focuses on performance.

Surface Transportation Block Grant Program Set-Aside (former Transportation Alternatives Program) (TAP, TAU): Used for projects that provide access for pedestrians, bicycles, and other non-motorized forms of transportation including off-road trails or on-street bicycle/pedestrian facilities.

Highway-Rail Grade Crossing Safety (RRX): Funding for this program will continue to be managed on a statewide basis with the programming of funds occurring centrally by the Department of Transportation. Centralized management of this program allows for a formalized project selection process and promotes higher utilization of funding and the ability to initiate higher cost projects.

Surface Transportation Program (STP) Funds: Flexible funding used for federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Off System Bridges (BOF) Funds: Used for bridges greater than 20 feet that are located on Rural Minor Collectors, Rural Local Roads or Urban Local Roads.

Appalachia Development Highway (APD/APL): A balance of federal funds from SAFETEA-LU remain available and may only be used for eligible capital improvements on routes that have been designated as Appalachia highway corridors and that are included in the most recent Appalachia Development Highway System (ADHS) Cost to Complete Estimate. Funding may also be utilized for Local Access Road projects that are identified and approved in coordination with the Department of Community and Economic Development (DCED) and the Appalachian Regional Commission (ARC).

Transportation Infrastructure Investment Fund (TIIF): Reserve \$25 million per year in state funds for transportation improvements associated with economic development opportunities.

Decisions on how to utilize this funding will be at the discretion of the Secretary of Transportation in consultation with the Governor.

Statewide Transit Flex: Reserve \$25 million per year in federal funds to flex to transit in accordance with agreements reached in conjunction with the enactment of Pennsylvania Act 3 of 1997.

Statewide Line Items: Reserve an average of \$41 million per year in federal and state highway and bridge funds for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.

Interstate Management (IM) Program: This program provides funding to rehabilitate, restore, and resurface the Interstate System. Reconstruction is also eligible if it does not add capacity.

Discretionary Funding (Spike): Twenty percent of the Surface Transportation Block Grant Program (STP) funding and 15% of available state highway (capital) and bridge funds (required by Act 89) will be held in reserve. The Secretary of Transportation, in consultation with the State Transportation Commission (STC), will distribute the funding to offset the impact of high-cost projects or programs ("spikes") that are beyond a region's allocation, or other statewide priorities.

Bridge Funding Formula (State): Bridge funding will be allocated to planning regions based on square feet of deck area of poor condition bridges and square feet of deck area for all bridges. Federally funded bridge projects will continue to utilize NHPP and STP funds, which is reflected in the bridge factors in the distribution formulas for those categories. Bridge rehabilitation, replacement, and preservation remain a Department priority.

Highway (Capital) Funding (State): After the 15% discretionary funding set aside, remaining highway funds will be distributed based upon each region's share of highway needs.

Surface Transportation Block Grant Program-Urban (STU): Funding is allocated to each region with populations greater than 200,000 based on the current federal formula. The federal formula sub-allocates STP funds within each state between urbanized areas with populations greater than 200,000 and the rest of the state in proportion to their relative share of the total state population as well as the total state urbanized area population in proportion to all other states total urbanized area population.

Congestion Mitigation and Air Quality (CMAQ): Provides a funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas), as well as former nonattainment areas that are now in compliance (maintenance areas).

National Highway Freight Program (NFP): Funding for this program will be reserved for the Interstate Management Program.

The following are categories of funding that have limitations on how and where they may be used and will be considered as additional funds to the region:

Special Federal Funding (SXF): Earmarked for specific projects that were authorized by ISTEA, TEA-21, SAFETEA-LU, and other federal legislation.

All Discretionary Federal Funding: Most discretionary programs were not continued in MAP-21 or the FAST Act. Carryover funds exist in some categories that can be used for the specific awarded projects as long as funds remain available for obligation.

Appropriation 179: State revenue was established under Act 26 of 1991. The funds were provided to PennDOT for distribution. A policy was established to provide funds to underprivileged counties to cover the local match on county owned bridges. Act 89 of 2013 changed the distribution of these funds. Funds now go directly to the Counties through liquid fuels payments under a new Appropriation code. This began in Calendar Year (CY) 2014. The governor's budget office has allowed PennDOT to lapse the remaining balance of Appropriation 179 funds to be utilized on existing projects with agreements already in place until the balance is exhausted.

Local and Private Funding: Local and private funding is not included in the tables and can be considered additional funding above that which is shown, if documentation supports, the funds are reasonably expected to be made available.

H. Table Definitions

All obligated projects are listed in ascending order by county and the State Route number:

MPMS stands for Multi-modal Project Management System number. It is an inventory of Highway/Bridge and Rail/Freight projects containing information about project phases, funding, and status. Additional project information can be found on PennDOT's One Map interactive online map and searching by the MPMS # as the Asset ID.

Project Title is the title of the project.

Project Desc is a brief description of the project developed by MPMS.

Project Admin indicates the entity that will administer the project.

Phase

- PE (Preliminary Engineering)
- CON (Construction)
- ROW (Right of Way)
- UTL (Utilities)
- FD (Final Design)
- Study
- PRA (Planning/Research/Administrator)

County is the county in which the project is located.

SR is the State Route number.

Obligation is the amount of obligated federal funds for the FFY in this report.

Prog. Total is the amount of federal funds programmed on the TIP for the project.

Fed. Funds Remaining is the amount of federal funding remaining and available for subsequent years.

Abbreviations used in Project Titles:

BCT – Breakaway Cable Terminal

Br or Brdg – Bridge

Bus. Dist. – Business District

Clvrt - Culvert

CMB – Cable Median Barrier

Co – County

Env. - Environmental

GR – Guiderail

HFST – High Friction Surface Treatment

HSIP – Highway Safety Improvement Program

Imp – Improvement

ITS – Intelligent Transportation System

NS – Norfolk Southern Railroad

Ph – Phase

Rd – Road

RPO – Rural Planning Organization

RS – Rumble strips

SB – Southbound

SR – State Route

Tpike – Turnpike

Trib – Tributary

Trk – Truck

TSMO – Transportation Systems Management and Operations

Xing – Crossing

Annual Listing of Obligations Report, Federal Fiscal Year 2024

| MPMS | PROJECT TITLE | PROJECT DESCRIPTION | PROJECT ADMIN | PHASE ** | COUNTY | STATE ROUTE | OBLIGATION* | PROG. TOTAL | FED FUNDS REMAINING |
|--------|--|--|--------------------------|-------------------------|---------|-------------|-------------|------------------|---------------------|
| | | | | | | | FFY 2024 | FFY 2023 TO 2026 | |
| 116153 | Everett Bus. Park – Industrial Blvd Ext. | Extend roadway on Industrial Boulevard in West Providence Township, Bedford County to provide a secondary access to/from PA 26 and eliminate the cul-de-sac that currently exists on the southern end of Industrial Boulevard. The proposed alignment will require replacement of an existing culvert that carries Armory Street over an unnamed tributary to Blood Run. | West Providence Township | Final Design | Bedford | | \$150,000 | \$150,000 | \$0 |
| 116153 | Everett Bus. Park – Industrial Blvd Ext. | Extend roadway on Industrial Boulevard in West Providence Township, Bedford County to provide a secondary access to/from PA 26 and eliminate the cul-de-sac that currently exists on the southern end of Industrial Boulevard. The proposed alignment will require replacement of an existing culvert that carries Armory Street over an unnamed tributary to Blood Run. | West Providence Township | Right of Way | Bedford | | \$250,000 | \$250,000 | \$0 |
| 116673 | S Alleghenies Rumbles and HFST | High Friction Surface Treatment on various State Routes in the Southern Alleghenies RPO Region in Bedford, Fulton, Huntingdon, and Somerset Counties | PENNDOT | Construction | Bedford | 26 | \$80,000 | \$925,000 | \$845,000 |
| 21588 | PA 26 over Ravers Run | Bridge replacement on PA 26 over Ravers Run in Liberty Township, Bedford County | PENNDOT | Preliminary Engineering | Bedford | 26 | \$150,000 | \$300,000 | \$150,000 |
| 21588 | PA 26 over Ravers Run | Bridge replacement on PA 26 over Ravers Run in Liberty Township, Bedford County | PENNDOT | Final Design | Bedford | 26 | \$225,000 | \$225,000 | \$0 |
| 21588 | PA 26 over Ravers Run | Bridge replacement on PA 26 over Ravers Run in Liberty Township, Bedford County | PENNDOT | Utility | Bedford | 26 | \$30,000 | \$30,000 | \$0 |
| 21588 | PA 26 over Ravers Run | Bridge replacement on PA 26 over Ravers Run in Liberty Township, Bedford County | PENNDOT | Right of Way | Bedford | 26 | \$30,000 | \$30,000 | \$0 |

Annual Listing of Obligations Report, Federal Fiscal Year 2024

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|--------|---|---|---------|--------------|---------|----|-------------|-------------|-------------|
| 116671 | S. Alleghenies HFST and Signal Enhancements | Signal upgrades, pavement markings, delineation, and high friction surface treatment on PA 56 at PA 160 Intersection; 24th St Intersection and curve east of 12th St., in Windber Borough, Somerset County. High friction surface treatment on PA 26 near the intersection with SR 1019 (Woodcock Valley Road) in Hopewell Township, Bedford County. On US 30 over Raystown Branch Juniata River in Bedford Township, Bedford County. On PA 31 near the intersection with PA 96 in Harris Township, Bedford County. On SR 1019 (Woodcock Valley Road) near the intersection with PA 26 in Hopewell Township, Bedford County. On US 522 near Ten Mile Run in Dublin Township, Fulton County. On US 22 at the intersection with PA 453 in Morris Township, Blair County. On PA 453 at the intersection with US 22 in Morris Township, Blair County. | PENNDOT | Construction | Bedford | 30 | \$40,000 | \$1,811,000 | \$1,771,000 |
| 21480 | US 30 over Former RR | Bridge preservation on US 30 over former railroad in Everett Borough and West Providence Township, Bedford County | PENNDOT | Construction | Bedford | 30 | \$394,240 | \$971,109 | \$576,869 |
| 21481 | US 30 over PA 26 | Bridge preservation on US 30 over PA 26 in Everett Borough and West Providence Township, Bedford County | PENNDOT | Construction | Bedford | 30 | \$448,000 | \$1,423,149 | \$975,149 |
| 117771 | US 30 over SR 8014 | Bridge preservation on US 30 over SR 8014 (US 30 WB Ramp) in Everett Borough, Bedford County | PENNDOT | Construction | Bedford | 30 | \$706,690 | \$706,691 | \$1 |
| 96517 | Reynoldsdale Rd-Red Oak Rd | Resurfacing on PA 56 from SR 4032 (Reynoldsdale Road) to Wolfe Lane and from SR 4028 (Old Quaker Church Road) to Red Oak Road in East St. Clair Township, Bedford County | PENNDOT | Construction | Bedford | 56 | \$2,235,576 | \$5,293,212 | \$3,057,636 |
| 107205 | PA 56 – PA 96 to SR 4032 | Resurfacing on PA 56 from PA 96 to SR 4032 (Reynoldsdale Road) in West St. Clair Township, Bedford County | PENNDOT | Utility | Bedford | 56 | \$810,000 | \$1,875,000 | \$1,065,000 |

Annual Listing of Obligations Report, Federal Fiscal Year 2024

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|--------|---|---|---------|--------------|---------|-----|-------------|-------------|-------------|
| 107205 | PA 56 – PA 96 to SR 4032 | Resurfacing on PA 56 from PA 96 to SR 4032 (Reynoldsdale Road) in West St. Clair Township, Bedford County | PENNDOT | Construction | Bedford | 56 | \$3,560,897 | \$3,560,897 | \$0 |
| 110422 | PA 56 Tributary to Barefoot Run Bridge | Bridge replacement on PA56 over Barefoot Run tributary approximately 1,742 feet West of Pleasantville Borough in West St. Clair Township, Bedford Count | PENNDOT | Construction | Bedford | 56 | \$290,677 | \$1,796,081 | \$1,505,404 |
| 118419 | 2024 SA Interchange Lighting | Upgrading to LED lighting on the I-99 Imler interchange, US 219 Jerome interchange, US 219 Hollsopple interchange, and I-70 Fulton Rest Stop in Brush Creek Township, Fulton County, Conemaugh Township, Somerset County, and King Township, Bedford County. The project will replace street lighting with energy-efficient alternatives. | PENNDOT | Construction | Bedford | 99 | \$1,516,531 | \$1,914,247 | \$397,716 |
| 108163 | US 220 – MD State Line to Narrow Lane | Resurfacing on US 220 from Maryland State Line to T-337 (Narrow Lane) in Cumberland Valley Township, Bedford County | PENNDOT | Construction | Bedford | 220 | \$4,956,000 | \$5,356,000 | \$400,000 |
| 117770 | 2023 Bedford County Bridge Preservation | Bridge preservation activities: US 220 over Evitts Creek in Cumberland Valley Township, Bedford County. Preservation activities over Evitts Creek include full paint of steel superstructure, Latex Modified Concrete (LMC) overlay, minor roadway paving, and guide rail upgrades. PA 915 over Raystown Branch of Juniata River in Broad Top and Hopewell Borough, Bedford County. Preservation activities over Raystown Branch of Juniata River include pedestrian railing repair. SR 2002 (Millers Corner Road) over Wilson Creek in Southampton Township, Bedford County. Preservation activities over Wilson Creek include Latex Modified Concrete (LMC) overlay, minor roadway paving, and guide rail upgrades. | PENNDOT | Construction | Bedford | 220 | \$167,629 | \$1,587,869 | \$1,420,240 |

Annual Listing of Obligations Report, Federal Fiscal Year 2024

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|--------|--|---|---------|-------------------------|---------|------|-------------|-------------|-----------|
| 119248 | 2024 SA RPO ICWS Improvements | Intersection conflict warning system and LED stop signs on SR 4009 (William Penn Road) at the intersection with SR 4034 (Sarah Furnace Road) in King Township, on US 220 at the intersection with SR 3009 (White Church Lane) in Cumberland Valley Township, Bedford County, and on PA 281 at the in with PA 653 and SR 3029 (Copper Kettle Highway) in New Centerville Borough, Somerset County. | PENNDOT | Construction | Bedford | 220 | \$1,454,880 | \$1,454,880 | \$0 |
| 21570 | Bobs Creek Bridge | Bridge improvement on PA 869 (Burnt House Road) over Bobs Creek in Pavia Township, Bedford County | PENNDOT | Preliminary Engineering | Bedford | 869 | \$224,948 | \$474,948 | \$250,000 |
| 116998 | SR 1004 Ashcom Cove Creek Bridge | Bridge preservation activities on SR 1004 (Ashcom Road) over Cove Creek in Snake Spring Township, Bedford County | PENNDOT | Construction | Bedford | 1004 | \$160,000 | \$160,000 | \$0 |
| 91677 | SR 4034 over I-99 | Bridge preservation activities on SR 4034 (Sarah Furnace Road) over I-99 in King Township, Bedford County | PENNDOT | Construction | Bedford | 4034 | \$300,000 | \$300,000 | \$0 |
| 111789 | T-383 Barkley Rd over Little Wills Creek | Bridge Replacement on T-383 (Barkley Road) over Little Wills Creek near the intersection of SR 3008 (Bard Hollow Road) in Juniata Township, Bedford County | PENNDOT | Right of Way | Bedford | 7210 | \$1,724 | \$1,724 | \$0 |
| 111789 | T-383 Barkley Rd over Little Wills Creek | Bridge Replacement on T-383 (Barkley Road) over Little Wills Creek near the intersection of SR 3008 (Bard Hollow Road) in Juniata Township, Bedford County | PENNDOT | Construction | Bedford | 7210 | \$6,400 | \$6,400 | \$0 |
| 117087 | T-705 over Three Springs Run 2 | Bridge replacement on T-705 (Pine Hill Road) over Three Springs Run in South Woodbury Township, Bedford County | PENNDOT | Preliminary Engineering | Bedford | 7221 | \$117,215 | \$367,040 | \$249,825 |
| 22846 | PA 915 over UNT Laurel Fork | Bridge replacement on PA 915 over an unnamed tributary to Laurel Fork in Wells Township, Fulton County | PENNDOT | Final Design | Fulton | 915 | \$250,000 | \$250,000 | \$0 |
| 22846 | PA 915 over UNT Laurel Fork | Bridge replacement on PA 915 over an unnamed tributary to Laurel Fork in Wells Township, Fulton County | PENNDOT | Utility | Fulton | 915 | \$20,000 | \$20,000 | \$0 |

Annual Listing of Obligations Report, Federal Fiscal Year 2024

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|--------|-------------------------------------|---|---------|-------------------------|------------|------|-----------|-------------|-------------|
| 22846 | PA 915 over UNT Laurel Fork | Bridge replacement on PA 915 over an unnamed tributary to Laurel Fork in Wells Township, Fulton County | PENNDOT | Right of Way | Fulton | 915 | \$50,000 | \$50,000 | \$0 |
| 22846 | PA 915 over UNT Laurel Fork | Bridge replacement on PA 915 over an unnamed tributary to Laurel Fork in Wells Township, Fulton County | PENNDOT | Construction | Fulton | 915 | \$524,783 | \$1,812,032 | \$1,287,249 |
| 22790 | Barnett's Run | Bridge improvement on SR 3013 (Sipes Mill Road) over Barnetts Run in Belfast Township, Fulton County | PENNDOT | Preliminary Engineering | Fulton | 3013 | \$200,000 | \$200,000 | \$0 |
| 50725 | Jackson Corner Slide | Slide/sinkhole repair under roadway, roadway construction on PA 26 north of the intersection of East Branch Road (SR 1019) to south of the Cumminsville Road (T-516) intersection in Miller Township, Huntingdon County | PENNDOT | Right of Way | Huntingdon | 26 | \$1,000 | \$0 | \$(1000) |
| 121472 | PA 103 Beacon Lodge Slide | Permanent slide repair on PA 103 between SR 2019 (Germany Valley Road) and the Mifflin County Line in Shirley Township, Huntingdon County | PENNDOT | Utility | Huntingdon | 103 | \$25,000 | \$25,000 | \$0 |
| 121472 | PA 103 Beacon Lodge Slide | Permanent slide repair on PA 103 between SR 2019 (Germany Valley Road) and the Mifflin County Line in Shirley Township, Huntingdon County | PENNDOT | Right of Way | Huntingdon | 103 | \$25,000 | \$25,000 | \$0 |
| 121472 | PA 103 Beacon Lodge Slide | Permanent slide repair on PA 103 between SR 2019 (Germany Valley Road) and the Mifflin County Line in Shirley Township, Huntingdon County | PENNDOT | Construction | Huntingdon | 103 | \$350,000 | \$350,000 | \$0 |
| 49336 | Lick Run Bridge | Bridge replacement on SR 2004 (Meadow Gap Road) over Lick Run near the intersection of T-334 (Fleck Road) in Springfield Township, Huntingdon County | PENNDOT | Right of Way | Huntingdon | 2004 | \$30,000 | \$30,000 | \$0 |
| 114181 | T-573 Wilson Road | Bridge replacement on T-573 (Wilson Road) over Three Springs Creek in Cromwell Township Huntingdon County | PENNDOT | Construction | Huntingdon | 7206 | \$748,216 | \$1,162,400 | \$414,184 |
| 117085 | T-316 Appleby Rd Shade Creek Bridge | Bridge Improvement on T-316 (Appleby Road) over Shade Creek in Dublin Township, Huntingdon County | PENNDOT | Preliminary Engineering | Huntingdon | 7207 | \$100,000 | \$300,000 | \$200,000 |

Annual Listing of Obligations Report, Federal Fiscal Year 2024

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|--------|--|--|---------|-------------------------|------------|------|-------------|-------------|-----------|
| 117085 | T-316 Appleby Rd Shade Creek Bridge | Bridge Improvement on T-316 (Appleby Road) over Shade Creek in Dublin Township, Huntingdon County | PENNDOT | Construction | Huntingdon | 7207 | \$424,000 | \$1,140,000 | \$716,000 |
| 108263 | PA 31 – Barn Swallow Rd to Somerset Borough Line | Resurfacing on PA 31 from T-557 (Barn Swallow Road) to the Somerset Borough Line in Jefferson and Somerset Townships, Somerset County | PENNDOT | Construction | Somerset | 31 | \$3,751,005 | \$3,905,214 | \$154,209 |
| 118337 | 2021 Main Street School Safe Route | Project Sponsor: Berlin Borough Project selected during 2021 Statewide TA Set-Aside Round Sidewalk and curbing on PA 160 from Hay Street to Tenth Avenue in Berlin Borough, Somerset County | PENNDOT | Construction | Somerset | 160 | \$245,000 | \$845,000 | \$600,000 |
| 105110 | US 2019 Salisbury Rockfall | Perform presplit blasting, remove rock, place shotcrete, and excavate catch areas to eliminate rockfall problems on US 219 from T-446 (Oester Lane) to T-444 (Old Route 219 Road), from SR 2014 (Coal Run Road) northward 2,000 LF, and from T-325 (Engles Mil Road) southward 1,000 LF, in Salisbury and Boynton Boroughs, Somerset County. | PENNDOT | Construction | Somerset | 219 | \$131,514 | \$350,000 | \$218,486 |
| 23478 | US 30 to N Somerset | Resurfacing and bridge improvement on US 219 from SR 601 interchange to US 30 interchange in Somerset, Lincoln, Quemahoning, and Jenner Townships, Somerset County | PENNDOT | Construction | Somerset | 219 | \$140,243 | \$175,000 | \$34,757 |
| 115845 | US 219 Meyersdale to Old Salisbury Rd | This 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 | PENNDOT | Preliminary Engineering | Somerset | 219 | \$3,500,000 | \$3,500,000 | \$0 |
| 114121 | US 219 NB over T-685 Miller Road | Bridge replacement with minor substructure repairs of the bridge carrying US 219 NB over T-685 (Miller Road) in Quemahoning Township, Somerset County | PENNDOT | Construction | Somerset | 219 | \$2,953,632 | \$3,259,297 | \$305,665 |
| 114122 | US 219 SB over T-685 Miller Road | Bridge replacement on US 219 SB over T-685 (Miller Road) in Quemahoning Township, Somerset County | PENNDOT | Construction | Somerset | 219 | \$2,761,464 | \$3,126,988 | \$365,524 |

Annual Listing of Obligations Report, Federal Fiscal Year 2024

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|--------|---------------------------------|---|---------|-------------------------|----------|------|-----------|-----------|-------------|
| 117345 | US 219 Bridge Pres | Bridge preservation on US 219 Northbound Lane over Quemahoning Creek in Jenner Township, Somerset County | PENNDOT | Construction | Somerset | 219 | \$1,792 | \$15,000 | \$13,208 |
| 116295 | PA 601 – Ranch Lane to PA 985 | Resurfacing on PA 601 (North Center Avenue) from Ranch Lane to PA 985 (Somerset Pike) in Lincoln and Somerset Townships, Somerset County | PENNDOT | Construction | Somerset | 601 | \$218,486 | \$0 | \$(218,486) |
| 117015 | PA 601 Barclay Run Bridge | Bridge Improvement of the bridge carrying PA 601 over Barclay Run in Somerset Borough, Somerset County | PENNDOT | Preliminary Engineering | Somerset | 601 | \$200,000 | \$300,000 | \$100,000 |
| 121541 | PA 601 Hollsopple Slope Failure | Slide correction on PA 601 between SR 4037 (Veterans Street) and PA 403 in Conemaugh Township, Somerset County | PENNDOT | Right of Way | Somerset | 601 | \$50,000 | \$50,000 | \$0 |
| 121541 | PA 601 Hollsopple Slope Failure | Slide correction on PA 601 between SR 4037 (Veterans Street) and PA 403 in Conemaugh Township, Somerset County | PENNDOT | Construction | Somerset | 601 | \$517,500 | \$900,000 | \$382,500 |
| 88162 | Hillegas Run Bridge | Bridge improvement on SR 2017 (Brush Creek Road) over Tributary of Hillegas Run near the intersection of T-469 (Miller Road) in Allegheny Township, Somerset County | PENNDOT | Preliminary Engineering | Somerset | 2017 | \$380,000 | \$380,000 | \$0 |
| 74481 | Poorbaugh Run BR | Bridge improvement on SR 2020 (Poorbaugh Road) over Poorbaugh Run near the intersection of Glen Savage Road in Northampton Township, Somerset County | PENNDOT | Preliminary Engineering | Somerset | 2020 | \$339,000 | \$339,000 | \$0 |
| 74487 | Smith Run Br | Bridge replacement on SR 3007 (Humbert Road) over Smith Run in Lower Turkeyfoot Township, Somerset County. | PENNDOT | Preliminary Engineering | Somerset | 3007 | \$97,000 | \$197,000 | \$100,000 |
| 74487 | Smith Run Br | Bridge replacement on SR 3007 (Humbert Road) over Smith Run in Lower Turkeyfoot Township, Somerset County. | PENNDOT | Utility | Somerset | 3007 | \$30,000 | \$30,000 | \$0 |
| 74487 | Smith Run Br | Bridge replacement on SR 3007 (Humbert Road) over Smith Run in Lower Turkeyfoot Township, Somerset County. | PENNDOT | Right of Way | Somerset | 3007 | \$30,000 | \$30,000 | \$0 |
| 91446 | Humbert Red Run 1 | Bridge Replacement of the bridge carrying SR 3007 (Humbert Road) over Red Run near the intersection of T-446 (Wine-O Road) in Lower Turkeyfoot Townships, Somerset County | PENNDOT | Preliminary Engineering | Somerset | 3007 | \$182,500 | \$282,500 | \$100,000 |

Annual Listing of Obligations Report, Federal Fiscal Year 2024

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|--------|----------------------------|--|---------|--------------|----------|------|------------|-----------|----------|
| 91446 | Humbert Red Run 1 | Bridge Replacement of the bridge carrying SR 3007 (Humbert Road) over Red Run near the intersection of T-446 (Wine-O Road) in Lower Turkeyfoot Townships, Somerset County | PENNDOT | Utility | Somerset | 3007 | \$30,000 | \$30,000 | \$0 |
| 91446 | Humbert Red Run 1 | Bridge Replacement of the bridge carrying SR 3007 (Humbert Road) over Red Run near the intersection of T-446 (Wine-O Road) in Lower Turkeyfoot Townships, Somerset County | PENNDOT | Right of Way | Somerset | 3007 | \$30,000 | \$30,000 | \$0 |
| 116924 | SR 3015 – SR 3010 to PA 31 | Resurfacing on SR 3015 (Water Level Road) from SR 3010 (Mud Pike) to PA 31 (Main Street) in Milford Township and Somerset Borough, Somerset County | PENNDOT | Construction | Somerset | 3015 | \$75,000 | \$75,000 | \$0 |
| 116995 | SR 4102 over US 219 | Bridge preservation on SR 4102 (Sechler Road) over 219 in Somerset Township, Somerset County | PENNDOT | Construction | Somerset | 4102 | \$595,835 | \$635,300 | \$39,465 |
| 114123 | SR 4104 over US 219 | Bridge preservation activities on SR 4104 (Critchfield Road) over US 219 in Lincoln Township, Somerset County | PENNDOT | Construction | Somerset | 4104 | \$455,411 | \$485,715 | \$30,304 |
| 111660 | Shuster Way Heritage Trail | Project Sponsor: Bedford Joint Municipal Authority (BJMA) Project selected using... This project will construct the extension of the Bedford Heritage Trail (a bicycle/pedestrian) trail extending from Fort Bedford Park in downtown Bedford Borough to Old Bedford Village (a living history museum), and Friendship Village (a popular campground). | PENNDOT | Construction | Bedford | | \$(58,691) | \$0 | \$0 |
| 105996 | Trib Barefoot Run | Replacement of culvert carrying Quaker Valley Rd (PA 56) over Tributary to Barefoot Run approximately 250 feet west of the intersection with PA 96. Improvements at the Quaker Valley Rd (PA 56) and School Street (PA 96) intersection including signal upgrade, curbing, and widening radii in Pleasantville Borough, Bedford County. | PENNDOT | Construction | Bedford | 56 | \$(68,655) | \$0 | \$0 |

Annual Listing of Obligations Report, Federal Fiscal Year 2024

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|--------|--------------------------------------|---|---------|-------------------------|------------|------|-------------|-----------|-----|
| 110499 | PA 913 – PA 26 to Huntingdon Co Line | Resurfacing on PA 913 from PA 26 to Huntingdon County Line, Saxton Borough and Liberty Township, Bedford County | PENNDOT | Construction | Bedford | 913 | \$(779) | \$0 | \$0 |
| 88098 | T-575 Cold Spring Road Bridge | Remove and Replace Existing Superstructure with Full Width Construction of bridge on Cold Spring Rd (T-575) over Six Mile Run near the intersection of Six Mile Run Rd (SR 1036) in Broad Top Township, Bedford County | PENNDOT | Construction | Bedford | 7203 | \$(27,035) | \$0 | \$0 |
| 88101 | T-317 Mtn Road Bridge | Bridge replacement on T-317 (Mountain Road) over Fifteen Mile Run approximately 528 feet West of the Village of Artemas in Mann Township, Bedford County | PENNDOT | Construction | Bedford | 7216 | \$(85,599) | \$681,505 | \$0 |
| 50725 | Jackson Corner Slide | Slide/sink hole repair under roadway, roadway reconstruction on PA 26 north of the intersection of East Branch Road (SR 1019) to south of the Cumminsville Road (T-516) intersection in Miller Township, Huntingdon County. | PENNDOT | Utility | Huntingdon | 26 | \$(1,000) | \$0 | \$0 |
| 118181 | PA 641 Safety Improvements | Safety improvements on PA 641 (Nelyton Rd) from Gifford Road (T-314) to Mountain Foot Road (T-311) in Dublin Township, Huntingdon County | PENNDOT | Construction | Huntingdon | 641 | \$(173,206) | \$0 | \$0 |
| 112568 | PA 31 and PA 3029 Under 8ft Culverts | Replacement of under 8ft culverts on SR 31 (Glades Pike) in Jefferson Township, Somerset County and SR 3029 (Copper Kettle Hwy) in Milford Township, Somerset County | PENNDOT | Construction | Somerset | 31 | \$(46,649) | \$0 | \$0 |
| 92711 | Addison Resurface | Resurfacing of US Route 40 from the Maryland line to Fayette County Line in Addison Township and Addison Borough, Somerset County | PENNDOT | Construction | Somerset | 40 | \$(270,111) | \$720,950 | \$0 |
| 75357 | US 219 Garrett Paving | Construction of a new 4-lane highway | PENNDOT | Construction | Somerset | 219 | \$(5,628) | \$0 | \$0 |
| 109208 | T-800 Abex Road Bridge | Bridge rehabilitation on T-800 (Abex Road) over Quemahoning Creek near the intersection of PA 601 in Conemaugh Township, Somerset County | PENNDOT | Preliminary Engineering | Somerset | 7205 | \$(4,166) | \$0 | \$0 |

Annual Listing of Obligations Report, Federal Fiscal Year 2024

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|---|--------------------------------|---|---------|-------------------------|------------|------|--------------|--------------|--------------|
| 96056 | T-773 Crescent Drive Bridge | Bridge rehabilitation on T-773 (Crescent Drive) over Clear Shade Creek near the intersection of T-820 (Hollow Road) in Ogle Township, Somerset County | PENNDOT | Preliminary Engineering | Somerset | 7217 | \$(20,000) | \$0 | \$0 |
| 96060 | T-519 Walters Mill Road Bridge | Bridge rehabilitation on T-519 (Walters Mill Road) over East Branch Coxes Creek near the intersection of SR 3015 (Water Level Road) in Somerset Township, Somerset County | PENNDOT | Preliminary Engineering | Somerset | 7221 | \$(20,000) | \$0 | \$0 |
| 109211 | T-539 Baltzer Bridge Road | Bridge rehabilitation on T-539 (Baltzer Road) over Stonycreek River near the intersection of SR 1007 (Shanksville Road) in Stonycreek Township, Somerset County | PENNDOT | Preliminary Engineering | Somerset | 7223 | \$(20,000) | \$0 | \$0 |
| 23357 | T-504 Fike Bridge | Bridge Replacement on T-504 (Bender Bridge Road) over Elk Lick Run just south of SR 2004 (Mount Davis Road) in Summit Township, Somerset County | PENNDOT | Construction | Huntingdon | 7224 | \$(58,619) | \$1,061,600 | \$0 |
| 96062 | Walnut St Bridge Rahab | Bridge rehabilitation on Walnut Street over Flaugherty Creek between Large Street and Keystone Street in Meyersdale Borough, Somerset County | PENNDOT | Preliminary Engineering | Somerset | 7411 | \$(20,000) | \$0 | \$0 |
| * Negative amounts in the obligation column are a result of de-obligating unused funds for a project. De-obligation is the release of funds due to either the cancelation or completion of a project. | | | | | | | \$36,909,650 | \$57,789,748 | \$17,535,905 |