



July 8, 2024

Mr. Frank Hampton
Department of Transportation
Commonwealth of Pennsylvania
Center for Program Development and Management
P.O. Box 3365
Harrisburg, PA 17105-3365

Dear Mr. Hampton:

On June 26, 2024, the Southern Alleghenies Rural Planning Organization (RPO) adopted the FFY 2025-2025 Southern Alleghenies Highway and Bridge TIP and FFY 2025-2028 Southern Alleghenies Public Transit TIP.

Enclosed, please find copies of the following documents:

- Southern Alleghenies RPO Project Selection Process
- FFY 2025-2028 Southern Alleghenies Highway and Bridge TIP
- FFY 2025-2028 Southern Alleghenies Public Transportation TIP
- FFY 2025-2028 TIP Fiscal Constraints
- Southern Alleghenies RPO Transit Asset Management Plan
- Environmental Justice Summary
- Documentation of the 30-day public comment period and comments summary
- SAP&DC Title VI Procedures
- Procedures for TIP modification and amendments
- A listing of important regional projects implemented from previous TIPs
- A listing of major projects from previous TIP that experienced significant delays

If you have any questions or require further information regarding the FFY 2025-2028 TIP approval process, please call me at (814) 949-6553 or email mbjorkman@sapdc.org.

Sincerely,

A handwritten signature in black ink that reads 'Matthew Bjorkman'.

Matthew Bjorkman
Transportation Program Manager

c: Vince Greenland, PennDOT
File



Southern Alleghenies Rural Planning Organization
Transportation Improvement Program (TIP)
2025-2028

Adopted June 26, 2024



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கவனம்: நீங்கள் தமிழ் பேசினால், இலவச உதவி பெறலாம். அழைப்புக்கு 814.949.6507 (TTY: 711)

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ໂປດຊາບ: ຖ້າວ່າ ທ່ານເວົ້າພາສາ ລາວ, ການບໍລິການຊ່ວຍເຫຼືອດ້ານພາສາ, ໂດຍບໍ່ເສັຽຄ່າ, ແມ່ນມີຮ່ວມໃຫ້ທ່ານ. ໂທ 814.949.6507 (TTY: 711)

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ગુજરાતી

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2025 Program Development Schedule

Revised March 27, 2024

DATE (2023)	MILESTONE
February-April	Statewide Financial and General & Procedural Workgroups meet
March-April	PennDOT Connects collaboration meetings begin for carry-over and 2025 TIP projects
May 23 rd	RPO, District 9, and the Counties hold the first meeting of the Local Bridge Subcommittee
May	PennDOT Program Center issues final General & Procedural Guidance and Financial Guidance documents to Planning Partners
May	Local Bridge Subcommittee conference call to discuss the RPO local bridge risk assessment and initial county priorities for local bridges
June	State Transportation Commission (STC) conduct public outreach to support development of the 2025-2036 Twelve Year Program (TYP)
July - August	PennDOT District 9-0 meets with county planners to discuss initial project priorities
July	EJ conditions data made available to the RPO
August	RPO Meetings - 2025 TIP development schedule and milestones reviewed
October-November	Program Center provides final "spike" funding decisions to Planning Partners and District Offices
December	District provides updated scopes, costs, and schedules for carryover projects and candidate projects to RPO
December 6 th	RTTC Meeting - Initial Draft Highway & Bridge TIP and Transit TIP recommended to RTCC for submission to the Program Center, FHWA, and FTA
December 13 th	RTCC Meeting - Initial Draft Highway & Bridge TIP and Transit TIP recommended for submission to the Program Center, FHWA, and FTA
By December 31 st	Draft TIPs are due to the Program Center

DATE (2024)	MILESTONE
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	Central Office sends Draft TIPs to FHWA for eligibility review
April 10 th	RTTC Meeting - Draft TIP reviewed and recommended to RTCC for public comment period approval
April 24 th	RTCC Meeting - Draft TIP reviewed and approved for 30-day public comment period
May 1 st -May 30 th	30-day public comment period
By May 30 th	RPO conducts TIP public outreach meetings
June 12 th	RTTC Meeting - Recommend the adoption of the Highway & Bridge TIP and Transit TIP
June 26 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	2025 Program begins

FFY 2025-2028

Southern Alleghenies RPO

Project Prioritization and Selection

Process

Southern Alleghenies Rural Planning Organization

2025-2028 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 2042 Long Range Transportation Plan (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 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 2025-2028 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 2042 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 13, 2023, the Southern Alleghenies RPO adopted supporting Pennsylvania’s Statewide Safety Performance Measure Targets. The following shows the CY 2022 Statewide Targets established based on 2% reduction of five-year average (2018-2022) and aggregated supporting regional Southern Alleghenies RPO Targets:

Safety Performance Measure	Statewide Baseline (2018-2022)	Statewide Target (2020-2024)	Southern Alleghenies RPO Baseline (2018-2022)	Southern Alleghenies RPO Target (2020-2024)
Number of fatalities	1157.4	1165.1	31	29.1
Rate of fatalities per 100 million VMT	1.182	1.219	1.164	1.120
Number of serious injuries	4682.4	4721.0	96.0	96.4
Rate of serious injuries per 100 million VMT	4.783	4.939	3.604	3.709
Number of non-motorized fatalities and non-motorized serious injuries	804.6	817.6	5.8	6.1

The Southern Alleghenies 2025-2028 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 Statewide Targets in February 2023. On February 22, 2023, the Southern Alleghenies RPO adopted supporting Pennsylvania’s Statewide Performance Measure Targets for PM-2.

PM-2 4-Year Performance Assessment for 2019-2021 Performance Period

Measure Category	Performance Measure	Urbanized Area	2021 4-Year Performance	2021 4-Year Target	Target Met
PM-2	Percentage of pavements of the Interstate System in Good Condition	Statewide	68.8%	69.0%	Yes
	Percentage of pavements of the Interstate System in Poor Condition	Statewide	0.4%	2.0%	Yes
	Percentage of Pavements of the Non-Interstate NHS in Good Condition	Statewide	49.0%	33.0%	Yes
	Percentage of Pavements of the Non-Interstate NHS in Poor Condition	Statewide	15.2%	5.0%	Yes
	Percentage of NHS Bridges Classified as in Good Condition	Statewide	27.5%	26.0%	Yes
	Percentage of NHS Bridges Classified as in Good Condition	Statewide	4.4%	6.0%	Yes

PM-2 Baseline and Target Values for Pavement and Bridge Performance Measures for 2022-2025

Measure Category	Performance Measure	Urbanized Area	2021 Baseline	2023 2-Year Target	2025 4-year Target
PM-2	Percentage of pavements of the Interstate System in Good Condition	Statewide	68.8%	69.0%	65.0%
	Percentage of pavements of the Interstate System in Poor Condition	Statewide	0.4%	2.0%	2.0%
	Percentage of Pavements of the Non-Interstate NHS in Good Condition	Statewide	37.2%	31.0%	29.0%
	Percentage of Pavements of the Non-Interstate NHS in Poor Condition	Statewide	1.5%	6.0%	6.5%
	Percentage of NHS Bridges Classified as in Good Condition	Statewide	27.5%	28.0%	28.0%
	Percentage of NHS Bridges Classified as in Good Condition	Statewide	4.4%	7.5%	7.5%

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 2025-2028 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 February 2023. On February 22, 2023, 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	2020	2021	2017 Baseline	2018	2019	2020	2021	2017 Baseline	2018	2019	2020	2021
Statewide Total	89.8%	89.6%	89.9%	96.2%	92.8%	87.4%	88.2%	88.4%	92.6%	92.6%	1.34	1.39	1.36	1.23	1.30
Statewide Target	89.5% 2 & 4-Year Target					87.4% 4-Year Target					1.40 2 & 4-Year Target				
<i>Targets only Apply to Statewide Total - MPO Numbers Provided for Informational Purposes Only</i>															
Adams	<i>Not Applicable</i>					86.2%	89.8%	93.4%	95.8%	91.4%	<i>Not Applicable</i>				
Altoona	100.0%	100.0%	100.0%	100.0%	100.0%	82.7%	83.9%	84.4%	87.9%	90.0%	1.21	1.25	1.18	1.12	1.15
Centre	100.0%	100.0%	100.0%	100.0%	100.0%	91.3%	93.2%	94.9%	97.2%	96.3%	1.13	1.33	1.15	1.17	1.22
DVRPC	65.5%	66.0%	66.6%	90.6%	83.5%	81.2%	82.6%	83.2%	94.2%	93.1%	2.01	2.04	1.99	1.54	1.62
Erie	100.0%	100.0%	100.0%	100.0%	100.0%	83.8%	86.7%	88.2%	91.1%	84.5%	1.25	1.23	1.29	1.16	1.15
Franklin	100.0%	100.0%	100.0%	100.0%	100.0%	93.8%	96.5%	94.6%	95.6%	92.7%	1.08	1.11	1.09	1.09	1.11
Harrisburg	91.3%	92.7%	92.4%	99.7%	96.0%	91.0%	92.4%	90.3%	95.7%	94.9%	1.32	1.33	1.31	1.18	1.29
Johnstown	<i>Not Applicable</i>					93.0%	94.5%	95.6%	96.3%	96.6%	<i>Not Applicable</i>				
Lancaster	100.0%	100.0%	100.0%	100.0%	100.0%	95.2%	95.3%	92.1%	97.0%	95.2%	1.09	1.12	1.17	1.11	1.14
Lebanon	100.0%	100.0%	100.0%	100.0%	100.0%	97.5%	97.7%	95.4%	98.3%	93.8%	1.12	1.14	1.15	1.07	1.13
Lehigh Valley	100.0%	100.0%	99.5%	100.0%	100.0%	86.4%	84.6%	85.4%	95.7%	88.7%	1.32	1.34	1.35	1.14	1.30
NEPA	100.0%	100.0%	99.9%	100.0%	100.0%	91.9%	90.9%	93.1%	93.1%	93.2%	1.26	1.25	1.28	1.17	1.23
North Central	100.0%	100.0%	100.0%	100.0%	100.0%	93.0%	95.7%	95.6%	94.4%	93.9%	1.10	1.11	1.50	1.17	1.17
Northern Tier	100.0%	100.0%	100.0%	100.0%	100.0%	98.8%	99.1%	94.7%	97.6%	95.2%	1.24	1.17	1.18	1.13	1.16
Northwest	100.0%	100.0%	100.0%	100.0%	93.3%	87.5%	91.5%	91.8%	85.3%	82.0%	1.18	1.32	1.17	1.13	1.46
Reading	100.0%	100.0%	100.0%	100.0%	100.0%	93.2%	94.2%	95.0%	95.4%	94.3%	1.12	1.38	1.19	1.12	1.19
S. Alleghenies	100.0%	100.0%	100.0%	100.0%	100.0%	95.9%	96.7%	94.2%	96.8%	93.1%	1.11	1.13	1.16	1.12	1.15
Scranton	98.3%	98.3%	98.2%	100.0%	100.0%	87.4%	90.3%	90.1%	93.5%	92.1%	1.39	1.28	1.35	1.24	1.24
SEDA-COG	100.0%	100.0%	100.0%	100.0%	96.0%	95.7%	96.4%	96.2%	97.5%	94.3%	1.11	1.11	1.12	1.11	1.24
SPC	92.9%	91.6%	92.1%	98.0%	95.9%	87.0%	87.7%	88.9%	93.8%	93.8%	1.42	1.49	1.46	1.29	1.32
SVTS	99.3%	99.2%	100.0%	100.0%	100.0%	95.1%	96.7%	95.9%	95.3%	95.8%	1.18	1.59	1.14	1.13	1.23
Wayne	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	1.11	1.12	1.17	1.15	1.16
Williamsport	100.0%	100.0%	100.0%	100.0%	100.0%	98.4%	98.3%	97.4%	98.7%	97.5%	1.16	1.18	1.19	1.14	1.16
York	100.0%	97.5%	94.9%	100.0%	100.0%	90.0%	89.6%	90.7%	93.8%	93.4%	1.22	1.32	1.28	1.15	1.17

Table Notes:

- The 2- and 4-year reliability targets only apply statewide. MPO/RPO values are provided for informational purposes only.
- 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.

PM-3 Baseline and Target Values for 2022-2025

Measure Category	Performance Measure	Urbanized Area	2021 Baseline	2023 2-Year Target	2025 4-year Target
PM-3	Percentage of Person-Miles traveled on the Interstate That Are Reliable	Statewide	92.8%	89.5%	89.5%
	Percentage of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	Statewide	92.6%	88.0%	88.0%
	Truck Travel Time Reliability (TTTR) Index	Statewide	1.30	1.40	1.40
	Total Emission Reductions (kg/day): PM2.5	Statewide	269.080	18.000	36.000
	Total Emission Reductions (kg/day): NOX	Statewide	1644.620	392.000	785.000
	Total Emission Reductions (kg/day): VOC	Statewide	360.220	46.000	93.000
	Total Emission Reductions (kg/day): PM10	Statewide	0.000	0.000	0.000
	Total Emission Reductions (kg/day): CO	Statewide	3791.360	0.000	0.000

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.

Southern Alleghenies RPO Greenhouse Gas (GHG) Targets

Federal regulations require MPOs to establish a declining carbon dioxide (CO₂) target for this new GHG performance measure within 180 days of PennDOT establishing a statewide target. PennDOT established the initial Statewide Target on January 31, 2024. On April 24, 2024, the Southern Alleghenies RPO adopted supporting Pennsylvania's Statewide GHG Target.

The GHG performance measure is new and was established after the project selection process for the Southern Alleghenies RPO 2025-2028 TIP. The GHG performance measure was not considered during project selection due to the timing of the establishment of the performance measure. The GHG performance measure will be considered in future modifications and amendments to the 2025-2028 TIP.

Southern Alleghenies RPO Public Transportation Projects

The TIP includes public transportation projects and line items being carried forward from the previous 2023-2026 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 2042 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.

FFY 2025-2028

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 Planning Organizations (MPOs) collectively invest Federal transportation funds efficiently towards achieving national goals. In Pennsylvania, the Rural Planning Organizations (RPOs) follow the same requirements as MPOs.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. [23 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 (L RTPs)
- 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

- Public Transportation Agency Safety Plans (PTASP)
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)
- Regional Operations Plans (ROPs)

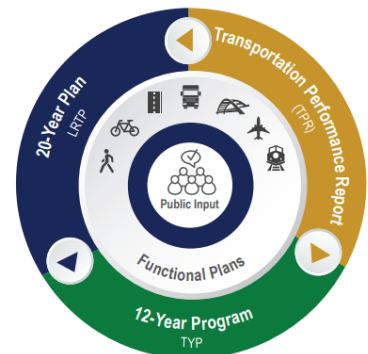
The above documents in combination with data resources including PennDOT’s bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based 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 in this document. 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 in this document.

Evaluating 2025-2028 STIP Performance

The Federal Fiscal Year (FFY) 2025-2028 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 and how the current project selection process for the FY2025-2028 STIP supports 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 the federal 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		
<p>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) (81 FR 13881 and 81 FR 13722) 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.</p>		
Data Source		
<p>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).</p>		
2024 Safety Measures and Targets (Statewide)		
Measure	Baseline (2018-2022)	Target (2020-2024)
Number of fatalities	1,157.4	1,164.1
Rate of fatalities per 100 million VMT	1.182	1.219
Number of serious injuries	4682.4	4,721.0
Rate of serious injuries per 100 million VMT	4.783	4.939
Number of non-motorized fatalities & serious injuries	804.6	817.6
Methods for Developing Targets		
<p>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 the five-year average value for each measure from 2020-2024. The 2023 and 2024 values are projected from the actual 2022 values. A determination of having met or made significant progress toward meeting the 2022 safety targets will be issued by the FHWA in April 2024.</p>		

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and L RTPs are developed and managed to support progress toward the achievement of the statewide safety targets. At this time, only the Delaware Valley Regional Planning Commission (DVRPC) has elected to establish their own regional safety targets. All other MPOs/RPOs have adopted the statewide 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 2021 targets, the FHWA determined in April 2023 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) 2024 an amount equal to the FFY 2020 HSIP apportionment.

The FHWA has established certain special rules for HSIP under [23 U.S.C. 148\(g\)](#). Among them is the Vulnerable Road User Safety special rule created by IIJA-BIL [23 U.S.C. 148\(g\)\(3\)](#). This new special rule provides that the total annual fatalities of vulnerable road users in a state represents not less than 15% of the total annual crash fatalities in the state. [Additional guidance](#) on the Vulnerable Road Users Safety special rule was released by FHWA on February 2, 2022.

PennDOT was notified by FHWA in April 2023 that Pennsylvania triggered the Vulnerable Road Users Safety special rule. For calendar year 2021, the number of Vulnerable Road Users fatalities exceeded 15% of the total annual crash fatalities. PennDOT is therefore required to obligate in FFY 2024 not less than 15% of the amount apportioned under 23 U.S.C. 104(b)(3) for highway safety improvement projects to address the safety of vulnerable road users.

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 2025-2028 STIP includes \$534 million of HSIP funding. The Department distributes over 60% 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 statewide safety initiatives.
- 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. A data-driven safety analysis is generated through an HSM analysis is required as part of PennDOT's HSIP application process. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the STIP will support the fatality and serious injury reductions goals established under PM1.
- The process for selecting safety projects for inclusion in the STIP 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 FHWA's Every Day Counts round 5 (EDC-5) to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These new strategies are to be 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 restoration or reconstruction 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.

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

- The Southern Alleghenies RPO 2025-2028 TIP has approximately \$29.9 million allocated across seven safety projects. 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 safety 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 safety projects in the TIP, TYP, and LRTP.

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 (82 FR 5886) 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. This STIP includes projects that will impact future performance periods based on when projects are constructed or completed.			
Data Source			
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)			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of Interstate pavements in Good condition	68.8%	69.0%	65.0%
% of Interstate pavements in Poor condition	0.4%	2.0%	2.0%
% of non-Interstate NHS pavements in Good condition	37.2%	31.0%	29.0%
% of non-Interstate NHS pavements in Poor condition	1.5%	6.0%	6.5%
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	27.5%	28.0%	28.0%
% of NHS bridges by deck area in Poor condition	4.4%	7.5%	7.5%
Methods for Developing Targets			
Pennsylvania's pavement and bridge targets were established in late 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 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. ² Targets were calculated based on general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the STIP along with planned state funded maintenance projects.			

Progress Towards Target Achievement and Reporting:

Improving Pennsylvania's pavement and bridges is a critical part of the strategic investment strategy for Pennsylvania's transportation network at the State and Federal level. Improving the condition and performance of transportation assets is another goal area of the 2045 Statewide LRTP. With limitations on available resources, the preservation of pavement and bridge assets using sound asset management practices is critical. Asset management is a key piece of FHWA's TPM program and is a vital force behind infrastructure performance.

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

Within its asset management framework, it was necessary for PennDOT to transition away from a “worst-first” programming methodology to a true overall risk-based prioritization and selection of projects for its system assets based on LLCC. “Worst-first” prioritization focuses work on the poorest condition assets at the expense of rehabilitation and preventative maintenance on other assets in better condition. PennDOT’s revised strategy reflects its asset management motto and guiding principle: “The right treatment at the right time.” This is reflective of Federal TAMP requirements that are centered on investing limited funding resources in the right place at the right time to produce the most cost-effective life cycle performance for a given investment.

PennDOT’s [TAMP](#) formally defines its framework for asset management, which is a data-driven approach coupled with a risk-based methodology. It outlines the investment strategies for infrastructure condition targets and documents asset management objectives for addressing risk, maintaining the system at the desired state of good repair, managing to LLCC, and achieving national and state transportation goals. The TAMP is developed by the PennDOT Asset Management Division (AMD) in consultation with PennDOT Executive leadership, Center for Program Development and Management (CPDM), Bureau of Planning and Research (BPR), PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), the MPOs/RPOs and FHWA.

With each program update, PennDOT has made substantial advances in its asset management tools and practices. A risk-based, data-driven approach to project selection helps ensure that the right projects are prioritized, and the transportation system is managed optimally to the lowest practical life-cycle cost. PennDOT’s Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) are the foundations for this asset management approach. These systems forecast condition and investment needs by asset class using deterioration models and treatment matrices developed for PennDOT infrastructure and based on historical data. PennDOT has developed both predictive and deterministic models that support multi-objective decision-making based on current average work costs and estimated treatment lifespans. These models allow PennDOT to predict infrastructure investment needs and future conditions under a range of scenarios.

As part of its asset management strategy, PennDOT strives to maintain as many highway and bridge assets as possible in a state of good repair. PennDOT defines its desired state of good repair as meeting the FHWA minimum condition thresholds for pavements and bridges: no more than 5 percent of NHS Interstate lane-miles shall be rated in poor condition and no more than 10 percent of total NHS bridge deck area shall be rated as poor. However, the ability to achieve these condition thresholds is funding dependent.

PennDOT uses its PAMS and BAMS systems to assist with prioritizing preservation activities to extend asset life. This methodology allows PennDOT to manage assets to the lowest practical life-cycle cost and help it to make progress toward achieving its targets for asset condition and performance. Implementation of these improved asset management practices should be applied on all state and local networks.

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 bridges 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 in the TIP, TYP, and LRTP.

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 2025 Twelve Year Program (TYP) and 2025-2028 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.
- In support of the STIP development, PennDOT and MPOs/RPOs jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents.³ 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.
- PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT's PAMS and BAMS. PennDOT AMD provides any necessary support. For the 2025 Program Update, as PennDOT integrates PAMS and BAMS into the STIP and TYP development, AMD provides the PAMS and BAMS outputs for any District or MPO/RPO that requests them. Those areas that have the capability may produce their own outputs. PAMS and BAMS outputs define recommended treatments and forecasted conditions, but not necessarily complete project scopes and limits. These outputs serve as a guide to assist in the prioritization and selection of new projects to be considered for the program. Performance can be compared if projects are considered that do not align with PAMS and BAMS outputs.
- As part of the regional TIP development process mentioned above, the MPOs/RPOs and PennDOT Districts must document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information is used by PennDOT AMD to improve future asset management policy and procedures, sharing of information and tools, and system functionality.

³ The 2025 Financial Guidance can be found at: <https://talkpatransportation.com/how-it-works/tip>

[Southern Alleghenies RPO 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.

The Southern Alleghenies RPO 2025-2028 Tip includes a total of \$4.8 million in SPIKE/Discretionary funds allocated for highway improvements in the first two fiscal years.

Southern Alleghenies RPO 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 2025-2028 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> (82 FR 5970) became effective on May 20, 2017. This rule established six measures related to transportation performance (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. 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 emissions measures.</p>			
Travel Time and Annual Peak Hour Excessive Delay Targets			
Measure	Area	2-year Target 2023	4-year Target 2025
Interstate Reliability	Statewide	89.5%	89.5%
Non-Interstate Reliability		88.0%	88.0%
Truck Reliability Index		1.40	1.40
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	Philadelphia	15.2	15.1
	Pittsburgh	10.5	10.5
	Reading	6.5	6.5
	Allentown	8.4	8.4
	Harrisburg	9.1	9.1
	York	6.4	6.4
	Lancaster	3.7	3.7
Non-SOV Travel Measure Targets			
Measure	Area	2-year Target 2023	4-year Target 2025
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	Philadelphia	30.0%	30.0%
	Pittsburgh	27.0%	27.0%
	Reading	20.2%	20.2%
	Allentown	18.6%	18.6%
	Harrisburg	20.2%	20.2%
	York	15.8%	15.8%
	Lancaster	21.9%	21.9%
CMAQ Emission Targets			
Measure	Area	2-year Target 2023	4-year Target 2025
VOC Emissions (kg/day)	Statewide	18.000	36.000
NOx Emissions (kg/day)		392.000	785.000
PM2.5 Emissions (kg/day)		46.000	93.000
CO and PM10 Emissions (kg/day)		0.000	0.000
Methods for Developing Targets			
<p>The System Performance measure targets were established in early 2023 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 MPOs/RPOs work to ensure that the STIP, regional TIPs, and LRTP are crafted and managed to support the improvement of the reliability and Congestion Mitigation and Air Quality (CMAQ) performance measures. These efforts are further supported by auxiliary plans such as the Regional Operations Plans (ROPs), Congestion Management Processes (CMPs), and CMAQ Performance Plans.

For each biennial report, the Bureau of Operations (BOO) within PennDOT scrutinizes statewide reliability and delay data, examining it for overarching trends. Working in synergy, BOO and CPDM pool their efforts to construct statewide and regional performance summaries (in the form of tables or maps) to be shared with the MPOs/RPOs. These summaries may be enriched by supplemental data, such as insights on the root causes of congestion. Such detailed information helps MPOs/RPOs, in collaboration with each PennDOT District, to assess progress and pinpoint areas for capacity or traffic flow improvements in order to meet the established targets more effectively. These initiatives are coordinated with the LRTP, ROP, and CMP (where applicable) in each respective region.

Tracking performance trends also supports assessing the influence of completed investments on performance measures, provided that data is accessible pre and post-project construction. These project impacts offer invaluable insights into the efficacy of historical funding, as well as potential benefits of future investments on traffic congestion and reliability.

Despite a significant portion of funding being allocated towards infrastructure repair and maintenance, PennDOT remains steadfast in its commitment to improve system mobility and enhance modal connections. PennDOT's LRTP lays out objectives aimed at fostering mobility across the transportation system, thereby steering investment decisions. Federal systems performance measures will be harnessed to evaluate future advancements 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.)
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Southern Alleghenies RPO PM-3 Performance Targets:

Federal reliability and air quality performance measures were implemented in 2017. PennDOT established initial Statewide Targets in February 2023. On February 22, 2023, 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	2020	2021	2017 Baseline	2018	2019	2020	2021	2017 Baseline	2018	2019	2020	2021
Statewide Total	89.8%	89.6%	89.9%	96.2%	92.8%	87.4%	88.2%	88.4%	92.6%	92.6%	1.34	1.39	1.36	1.23	1.30
Statewide Target	89.5% 2 & 4-Year Target					87.4% 4-Year Target					1.40 2 & 4-Year Target				
<i>Targets only Apply to Statewide Total - MPO Numbers Provided for Informational Purposes Only</i>															
Adams	<i>Not Applicable</i>					86.2%	89.8%	93.4%	95.8%	91.4%	<i>Not Applicable</i>				
Altoona	100.0%	100.0%	100.0%	100.0%	100.0%	82.7%	83.9%	84.4%	87.9%	90.0%	1.21	1.25	1.18	1.12	1.15
Centre	100.0%	100.0%	100.0%	100.0%	100.0%	91.3%	93.2%	94.9%	97.2%	96.3%	1.13	1.33	1.15	1.17	1.22
DVRPC	65.5%	66.0%	66.6%	90.6%	83.5%	81.2%	82.6%	83.2%	94.2%	93.1%	2.01	2.04	1.99	1.54	1.62
Erie	100.0%	100.0%	100.0%	100.0%	100.0%	83.8%	86.7%	88.2%	91.1%	84.5%	1.25	1.23	1.29	1.16	1.15
Franklin	100.0%	100.0%	100.0%	100.0%	100.0%	93.8%	96.5%	94.6%	95.6%	92.7%	1.08	1.11	1.09	1.09	1.11
Harrisburg	91.3%	92.7%	92.4%	99.7%	96.0%	91.0%	92.4%	90.3%	95.7%	94.9%	1.32	1.33	1.31	1.18	1.29
Johnstown	<i>Not Applicable</i>					93.0%	94.5%	95.6%	96.3%	96.6%	<i>Not Applicable</i>				
Lancaster	100.0%	100.0%	100.0%	100.0%	100.0%	95.2%	95.3%	92.1%	97.0%	95.2%	1.09	1.12	1.17	1.11	1.14
Lebanon	100.0%	100.0%	100.0%	100.0%	100.0%	97.5%	97.7%	95.4%	98.3%	93.8%	1.12	1.14	1.15	1.07	1.13
Lehigh Valley	100.0%	100.0%	99.5%	100.0%	100.0%	86.4%	84.6%	85.4%	95.7%	88.7%	1.32	1.34	1.35	1.14	1.30
NEPA	100.0%	100.0%	99.9%	100.0%	100.0%	91.9%	90.9%	93.1%	93.1%	93.2%	1.26	1.25	1.28	1.17	1.23
North Central	100.0%	100.0%	100.0%	100.0%	100.0%	93.0%	95.7%	95.6%	94.4%	93.9%	1.10	1.11	1.50	1.17	1.17
Northern Tier	100.0%	100.0%	100.0%	100.0%	100.0%	98.8%	99.1%	94.7%	97.6%	95.2%	1.24	1.17	1.18	1.13	1.16
Northwest	100.0%	100.0%	100.0%	100.0%	93.3%	87.5%	91.5%	91.8%	85.3%	82.0%	1.18	1.32	1.17	1.13	1.46
Reading	100.0%	100.0%	100.0%	100.0%	100.0%	93.2%	94.2%	95.0%	95.4%	94.3%	1.12	1.38	1.19	1.12	1.19
S. Alleghenies	100.0%	100.0%	100.0%	100.0%	100.0%	95.9%	96.7%	94.2%	96.8%	93.1%	1.11	1.13	1.16	1.12	1.15
Scranton	98.3%	98.3%	98.2%	100.0%	100.0%	87.4%	90.3%	90.1%	93.5%	92.1%	1.39	1.28	1.35	1.24	1.24
SEDA-COG	100.0%	100.0%	100.0%	100.0%	96.0%	95.7%	96.4%	96.2%	97.5%	94.3%	1.11	1.11	1.12	1.11	1.24
SPC	92.9%	91.6%	92.1%	98.0%	95.9%	87.0%	87.7%	88.9%	93.8%	93.8%	1.42	1.49	1.46	1.29	1.32
SVTS	99.3%	99.2%	100.0%	100.0%	100.0%	95.1%	96.7%	95.9%	95.3%	95.8%	1.18	1.59	1.14	1.13	1.23
Wayne	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	1.11	1.12	1.17	1.15	1.16
Williamsport	100.0%	100.0%	100.0%	100.0%	100.0%	98.4%	98.3%	97.4%	98.7%	97.5%	1.16	1.18	1.19	1.14	1.16
York	100.0%	97.5%	94.9%	100.0%	100.0%	90.0%	89.6%	90.7%	93.8%	93.4%	1.22	1.32	1.28	1.15	1.17

Table Notes:

- The 2- and 4-year reliability targets only apply statewide. MPO/RPO values are provided for informational purposes only.
- 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).

The Southern Alleghenies RPO, in coordination with PennDOT District 9-0, has continued to monitor trends in support of the PM3 statewide targets. Examination of the trends of CMAQ emission 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 projects in the TIP, TYP, and LRTP.

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 ROPs that integrate with the MPO CMP to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2025-2028 STIP includes over \$459 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.
- The statewide CMAQ program and Carbon Reduction Program (CRP) provides over \$700 million of funding on the STIP for projects that benefit regional air quality or greenhouse gases. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ/CRP project selection procedures to maximize the air quality and carbon reduction benefits from these projects.
- Over \$393 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 PM3 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.

Per [82 FR 5970](#), the FHWA clarifies that only the CMAQ traffic congestion measures are only applicable to urbanized areas for State DOTs and MPOs. Thus, the Southern Alleghenies RPO is not required to conduct air quality studies as part of the PM3 procedures. However, the RPO has adopted the statewide PM3 targets and uses its project selection process (discussed in the previous section) to help the State meet its statewide targets over the performance period. A total of \$4.2 million of CMAQ funds has been allocated on the 2025-2028 TIP to help the State reach its PM3 emissions targets.

Transit Asset Management Performance Measures

Background

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 \(dot.gov\)](#)

Data Source

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.

Transit Asset Management Targets (for all agencies in PennDOT Group Plan)

Performance Measure	Asset Class	FY2022-23 Target	Current Performance	FY 2023-24 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	29%	15%	15%
	BR-Over-the-road Bus	20%	38%	38%
	BU – Bus	31%	28%	28%
	CU-Cutaway	53%	60%	60%
	VN-Van	62%	62%	62%
	SV-Sports Utility Vehicle	36%	70%	70%
Equipment (Non-Revenue Vehicles)				
Age % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	45%	46%	46%
	Trucks / Rubber Tire Vehicles	21%	24%	24%
Facilities				
Condition % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	14%	11%	11%
	Passenger / Parking Facilities	66%	31%	31%

Methods for Developing Targets

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.

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 Bureau of Public Transit (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.

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.

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
 - Annually agencies are responsible for supplying estimates of directly awarded federal and local funding for capital projects
 - PennDOT works with agencies to facilitate the efficient use of dollars towards maintaining a state of good repair, filling project shortfalls with available state funding
- 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.

The Southern Alleghenies RPO has no fixed-route transit in the region. The RPO does have TAM agreements with the two public transit agencies in the region, the Somerset County Transportation System (SCTS) and the Huntingdon-Bedford-Fulton Area Agency on Aging (HBFAAA). The RPO and the transit agencies collaborate to create the public transit TIP to identify transit agency needs and to ensure proper transit asset management. The TAM agreements between the RPO and the transit agencies are included in this section.

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 CFR 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 Section 5307](#) funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS). At this time, recipients which receive 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
4. System Reliability

All applicable public transit agencies in the Commonwealth have written safety plans compliant with [49 CFR 673](#). 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 2023-2026 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 2042 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.

FFY 2025-2028

Southern Alleghenies RPO

Highway and Bridge Program Project
Listing

RPT# TIP200

FFY 2025 S. Alleghenies TIP

Project Information						FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs									
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals		
Fulton	522		120460	Fort Littleton Intersection Improvement	R	SAMI																						581	200,000		200,000	200,000.00	
Fulton	522		120460	Fort Littleton Intersection Improvement	C	SAMI																						581	1,045,000		1,045,000	1,045,000.00	
Fulton	522	014	91650	Dott to Needmore Resurf	+C	HRST													STP	2,925,172					2,925,172	STP	675,588			675,588	3,600,760.00		
Fulton	655		22786	SR 655 over Owl Run	P	BRDG																185	50,000		50,000		185	50,000		50,000	100,000.00		
Fulton	655		22786	SR 655 over Owl Run	U	BRDG																					185	15,000		15,000	15,000.00		
Fulton	655		22786	SR 655 over Owl Run	R	BRDG																					185	15,000		15,000	15,000.00		
Fulton	655	08B	22830	PA 655/Barnett's Run	+C	BRDG							BRIP	1,203,000																	1,203,000.00		
Fulton	928	04B	74377	S Big Cove Tannery Rd over Esther Run	+C	BRDG	BOF	1,400,000				1,400,000																			1,400,000.00		
Fulton	1003	01B	117352	SR 1003 Peach Orchard Rd over US 30	+C	BRDG	BOF	945,000				945,000																			945,000.00		
Fulton	1004	02B	117004	SR 1004 Over US 30	+C	BRDG	BRIP	200,000				200,000																			200,000.00		
Fulton	1005		22860	SR 1005 over Aughwick Creek	P	BRDG																185	185,000		185,000						185,000.00		
Fulton	1005		22860	SR 1005 over Aughwick Creek	F	BRDG																185	100,000		100,000						100,000.00		
Fulton	3011		22835	SR 3011 over Barnett's Run	P	BRDG																185	125,000		125,000						125,000.00		
Fulton	3013	03B	22802	Sipes Mill Bridge	U	BRDG			185	50,000		50,000																			50,000.00		
Fulton	3013	03B	22802	Sipes Mill Bridge	R	BRDG			185	30,000		30,000																			30,000.00		
Fulton	3013	03B	22802	Sipes Mill Bridge	+C	BRDG							BOF	378,160																	378,160.00		
Fulton	3013	04B	22790	Barnett's Run	+U	BRDG							BRIP	30,000																	30,000.00		
Fulton	3013	04B	22790	Barnett's Run	+R	BRDG							BRIP	30,000																	30,000.00		
Fulton	3013	04B	22790	Barnett's Run	+C	BRDG													BOF	278,000					278,000	BOF	675,000			675,000	953,000.00		
Fulton	3017	01B	106491	SR 3017 over S Brush Creek	P	BRDG									185	100,000															100,000.00		
Fulton	4001	000	22757	SR 4001 over Sindeldecker Branch	P	BRDG																						185	120,000		120,000	120,000.00	
Fulton	4015	01B	102781	SR 4015 over Roaring Run	P	BRDG																						185	125,000		125,000	125,000.00	
Fulton	7203	313	22812	T-313 Sawmill Hollow	F	BRDG	BOF	160,000	183	30,000	10,000.00	200,000																			200,000.00		
Fulton	7203	313	22812	T-313 Sawmill Hollow	U	BRDG	BOF	24,000	183	4,500	1,500.00	30,000																			30,000.00		
Fulton	7203	313	22812	T-313 Sawmill Hollow	R	BRDG	BOF	24,000	183	4,500	1,500.00	30,000																			30,000.00		
Fulton	7203	313	22812	T-313 Sawmill Hollow	C	BRDG							BOF	560,000	183	105,000	35,000	700,000													700,000.00		
Fulton	7207	428	22767	T-428 over Wooden Bridge Creek	P	BRDG							BOF	200,000	183	37,500	12,500	250,000													250,000.00		
Fulton	7207	428	22767	T-428 over Wooden Bridge Creek	F	BRDG													BOF	160,000	183	30,000	10,000	200,000							200,000.00		
Fulton	7207	428	22767	T-428 over Wooden Bridge Creek	U	BRDG																				BOF	20,000	183	3,750	1,250	25,000	25,000.00	
Fulton	7207	428	22767	T-428 over Wooden Bridge Creek	R	BRDG																				BOF	20,000	183	3,750	1,250	25,000	25,000.00	
Fulton	7207	428	22767	T-428 over Wooden Bridge Creek	C	BRDG																				BOF	320,000	183	80,000	20,000	420,000	420,000.00	
Fulton	7210	330	114179	T-330 Zachs Ridge Road	F	BRDG	BOF	160,000	183	30,000	10,000.00	200,000																			200,000.00		
Fulton	7210	330	114179	T-330 Zachs Ridge Road	U	BRDG	BOF	24,000	183	4,500	1,500.00	30,000																			30,000.00		
Fulton	7210	330	114179	T-330 Zachs Ridge Road	R	BRDG	BOF	24,000	183	4,500	1,500.00	30,000																			30,000.00		
Fulton	7210	330	114179	T-330 Zachs Ridge Road	C	BRDG							BOF	844,000	183	158,250	53,750	1,056,000													1,056,000.00		
Totals for: Fulton								3,811,000		708,000	26,000	4,545,000									7,925,172		990,000	10,000	25,463,312			3,063,588		1,907,500	22,500	4,993,588	22,310,920
Huntingdon	26	035	91663	Bedford Co. Line-Mtn Rd	U	HRST									581	50,000															50,000.00		
Huntingdon	26	035	91663	Bedford Co. Line-Mtn Rd	R	HRST									581	100,000															100,000.00		
Huntingdon	26	035	91663	Bedford Co. Line-Mtn Rd	C	HRST			581	2,530,000		2,530,000			581	5,398,750															7,928,750.00		
Huntingdon	26	036	96568	US 22 to Mtn Road	U	HRST									581	750,000															750,000.00		
Huntingdon	26	036	96568	US 22 to Mtn Road	R	HRST									581	35,000															35,000.00		
Huntingdon	26	036	96568	US 22 to Mtn Road	C	HRST															581	2,500,000		2,500,000			581	3,130,000		3,130,000	5,630,000.00		
Huntingdon	35	04B	88145	PA 35 Trough Spring Bridge	F	BRDG			185	160,000		160,000																			160,000.00		
Huntingdon	35	04B	88145	PA 35 Trough Spring Bridge	U	BRDG			185	50,000		50,000																			50,000.00		
Huntingdon	35	04B	88145	PA 35 Trough Spring Bridge	R	BRDG			185	50,000		50,000																			50,000.00		
Huntingdon	35	04B	88145	PA 35 Trough Spring Bridge	C	BRDG									185	345,155															345,155.00		
Huntingdon	45	02B	92714	PA45 Spruce Creek Bridge	+U	BRDG							BRIP	25,000																	25,000.00		
Huntingdon	45	02B	92714	PA45 Spruce Creek Bridge	+R	BRDG							BRIP	30,000																	30,000.00		
Huntingdon	45	02B	92714	PA45 Spruce Creek Bridge	+C	BRDG													BRIP	1,600,000					1,600,000	BRIP	1,600,000			1,600,000	3,200,000.00		
Huntingdon	103	02B	23133	PA 103/Barnes Run	U	BRDG			185	25,000		25,000																			25,000.00		
Huntingdon	103	02B	23133	PA 103/Barnes Run	R	BRDG			185	50,000		50,000																			50,000.00		
Huntingdon	103	02B	23133	PA 103/Barnes Run	C	BRDG									185	618,000															618,000.00		
Huntingdon	305		116959	PA 305 - SR 1029 to PA 26	P	HRST															581	150,000		150,000							150,000.00		
Huntingdon	305	015	120878	SR 0305 Seg 0170 D/B Under 8ft Clvt	+R	HRST	STP	10,000				10,000																			10,000.00		
Huntingdon	305	015	120878	SR 0305 Seg 0170 D/B Under 8ft Clvt	+C	HRST	STP	100,000				100,000																			100,000.00		
Huntingdon	305	12B	74436	Derry Run Bridge Seg 20	C	BRDG			185	670,800		670,800			185	651,200															651,200.00		
Huntingdon	350		23031	SR 350 over Warriors Mark Run	P	BRDG																						185	100,000		100,000	100,000.00	

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

RPT# TIP200

Project Information							FFY 2025 Costs					FFY 2026 Costs					FFY 2027 Costs					FFY 2028 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		
Huntingdon	350	000	105999	PA 350 over Tributary to Warriors Mark Run	+P	BRDG							BRIP	250,000				250,000													250,000.00		
Huntingdon	350	000	105999	PA 350 over Tributary to Warriors Mark Run	+F	BRDG													BRIP	225,000				225,000							225,000.00		
Huntingdon	350	000	105999	PA 350 over Tributary to Warriors Mark Run	+U	BRDG													BRIP	25,000				25,000							25,000.00		
Huntingdon	350	000	105999	PA 350 over Tributary to Warriors Mark Run	+R	BRDG													BRIP	25,000				25,000							25,000.00		
Huntingdon	350	000	105999	PA 350 over Tributary to Warriors Mark Run	+C	BRDG															BRIP	700,000				700,000					700,000.00		
Huntingdon	453	004	96573	SR 453 from SR 1017 to Blair Co. Line	F	HRST			581	450,000		450,000																			450,000.00		
Huntingdon	453	004	96573	SR 453 from SR 1017 to Blair Co. Line	U	HRST									581	10,000		10,000													10,000.00		
Huntingdon	453	004	96573	SR 453 from SR 1017 to Blair Co. Line	R	HRST									581	11,000		11,000													11,000.00		
Huntingdon	453	004	96573	SR 453 from SR 1017 to Blair Co. Line	C	HRST															581	1,204,000		1,204,000			581	1,604,000	1,604,000		2,808,000.00		
Huntingdon	522		120477	Shade Gap Intersection Safety Improvements	+P	SAMI	HSIP	850,000				850,000																			850,000.00		
Huntingdon	522		120477	Shade Gap Intersection Safety Improvements	+F	SAMI													HSIP	650,000				650,000							650,000.00		
Huntingdon	522		120477	Shade Gap Intersection Safety Improvements	+U	SAMI													HSIP	150,000				150,000							150,000.00		
Huntingdon	522		120477	Shade Gap Intersection Safety Improvements	+R	SAMI													HSIP	200,000				200,000							200,000.00		
Huntingdon	655	01B	92732	PA655 Trb Mill Crk Bridge	F	BRDG			185	150,000		150,000																			150,000.00		
Huntingdon	655	01B	92732	PA655 Trb Mill Crk Bridge	U	BRDG									185	25,000		25,000													25,000.00		
Huntingdon	655	01B	92732	PA655 Trb Mill Crk Bridge	R	BRDG									185	25,000		25,000													25,000.00		
Huntingdon	655	01B	92732	PA655 Trb Mill Crk Bridge	C	BRDG									185	250,000		250,000			185	250,000		250,000						500,000.00			
Huntingdon	747	06B	56686	TR Sugar Run Bridge	U	BRDG			185	25,000		25,000																			25,000.00		
Huntingdon	747	06B	56686	TR Sugar Run Bridge	R	BRDG			185	25,000		25,000																			25,000.00		
Huntingdon	747	06B	56686	TR Sugar Run Bridge	C	BRDG									185	390,000		390,000													390,000.00		
Huntingdon	913	08B	91441	PA 913 Sugar Camp Run	U	BRDG			185	60,000		60,000																			60,000.00		
Huntingdon	913	08B	91441	PA 913 Sugar Camp Run	R	BRDG			185	90,000		90,000																			90,000.00		
Huntingdon	913	08B	91441	PA 913 Sugar Camp Run	C	BRDG									185	450,000		450,000													450,000.00		
Huntingdon	994		23109	PA 994 over Jordans Creek	P	BRDG									185	250,000		250,000													250,000.00		
Huntingdon	994		23109	PA 994 over Jordans Creek	F	BRDG															185	100,000		100,000			185	50,000	50,000		150,000.00		
Huntingdon	994		23109	PA 994 over Jordans Creek	U	BRDG																						185	25,000	25,000		25,000.00	
Huntingdon	994		23109	PA 994 over Jordans Creek	R	BRDG																						185	25,000	25,000		25,000.00	
Huntingdon	994		23109	PA 994 over Jordans Creek	C	BRDG																						185	500,000	500,000		500,000.00	
Huntingdon	994	14B	56687	PA 994 Trib to Great Trough Creek	U	BRDG			185	25,000		25,000																			25,000.00		
Huntingdon	994	14B	56687	PA 994 Trib to Great Trough Creek	R	BRDG			185	25,000		25,000																			25,000.00		
Huntingdon	994	14B	56687	PA 994 Trib to Great Trough Creek	C	BRDG			185	915,000		915,000																			915,000.00		
Huntingdon	2004	04B	49336	Lick Run Bridge	C	BRDG			185	700,000		700,000			185	700,000		700,000														1,400,000.00	
Huntingdon	2005	02B	56689	Elliot's Run Bridge #1	U	BRDG															185	30,000		30,000							30,000.00		
Huntingdon	2005	02B	56689	Elliot's Run Bridge #1	R	BRDG															185	30,000		30,000							30,000.00		
Huntingdon	2005	02B	56689	Elliot's Run Bridge #1	C	BRDG															185	370,000		370,000							370,000.00		
Huntingdon	2005	03B	88152	Elliot's Run Bridge #2	U	BRDG															185	30,000		30,000							30,000.00		
Huntingdon	2005	03B	88152	Elliot's Run Bridge #2	R	BRDG															185	30,000		30,000							30,000.00		
Huntingdon	2005	03B	88152	Elliot's Run Bridge #2	C	BRDG															185	645,000		645,000							645,000.00		
Huntingdon	2009		22963	T-409 over Tuscarora Creek	+P	BRDG							BRIP	250,000				250,000													250,000.00		
Huntingdon	2009		22963	T-409 over Tuscarora Creek	+F	BRDG													BOF	225,000				225,000							225,000.00		
Huntingdon	2009		22963	T-409 over Tuscarora Creek	+U	BRDG																				BOF	25,000			25,000		25,000.00	
Huntingdon	2009		22963	T-409 over Tuscarora Creek	+R	BRDG																				BOF	25,000			25,000		25,000.00	
Huntingdon	2009		22963	T-409 over Tuscarora Creek	+C	BRDG																				BOF	800,000			800,000		800,000.00	
Huntingdon	2009		23130	SR 2009 over Parsons Run	P	BRDG			185	50,000		50,000																			50,000.00		
Huntingdon	2009		23130	SR 2009 over Parsons Run	U	BRDG																						185	10,000	10,000		10,000.00	
Huntingdon	2009		23130	SR 2009 over Parsons Run	R	BRDG																						185	20,000	20,000		20,000.00	
Huntingdon	2009	000	23115	Tuscarora Creek Br.	P	BRDG			185	50,000		50,000																			50,000.00		
Huntingdon	2009	000	23115	Tuscarora Creek Br.	+U	BRDG																				BOF	10,000			10,000		10,000.00	
Huntingdon	2009	000	23115	Tuscarora Creek Br.	+R	BRDG																				BOF	10,000			10,000		10,000.00	
Huntingdon	2009	000	23129	SR 2009 over Tuscarora Creek Br. 4	P	BRDG			185	50,000		50,000																			50,000.00		
Huntingdon	2009	000	23129	SR 2009 over Tuscarora Creek Br. 4	+U	BRDG																					BOF	10,000			10,000		10,000.00

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

RPT# TIP200

FFY 2025 S. Alleghenies TIP

Project Information							FFY 2025 Costs					FFY 2026 Costs					FFY 2027 Costs					FFY 2028 Costs										
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	
Huntingdon	2009	000	23129	SR 2009 over Tuscarora Creek Br. 4	+R	BRDG																				BOF	10,000				10,000	10,000.00
Huntingdon	3001	004	120879	SR 3001 Seg 0110 D/B Under 8ft Clvt	+C	HRST	STP	65,000				65,000																			65,000.00	
Huntingdon	3005	01B	110431	Entriken SR 3005 Coffee Run Bridge	U	BRDG			185	20,000		20,000																			20,000.00	
Huntingdon	3005	01B	110431	Entriken SR 3005 Coffee Run Bridge	R	BRDG			185	20,000		20,000																			20,000.00	
Huntingdon	3005	01B	110431	Entriken SR 3005 Coffee Run Bridge	+C	BRDG							BRIP	390,000				390,000													390,000.00	
Huntingdon	3011	000	96587	Upper Cmn Rd-Trky Frm Rd	P	HRST			581	100,000		100,000																			100,000.00	
Huntingdon	3011	000	96587	Upper Cmn Rd-Trky Frm Rd	C	HRST										581	1,200,000		1,200,000												1,200,000.00	
Huntingdon	3027	000	23112	SR 3027 over Little Trough Creek	P	BRDG															185	100,000		100,000							100,000.00	
Huntingdon	3029		74468	SR 3029 over Hares Valley Creek	P	BRDG															185	50,000		50,000							50,000.00	
Huntingdon	3029		74468	SR 3029 over Hares Valley Creek	U	BRDG															185	50,000		50,000							50,000.00	
Huntingdon	3029		74468	SR 3029 over Hares Valley Creek	R	BRDG															185	25,000		25,000							25,000.00	
Huntingdon	3035		116919	SR 3035 - PA 26 to PA 26	P	HRST							581	100,000				100,000													100,000.00	
Huntingdon	3035		116919	SR 3035 - PA 26 to PA 26	C	HRST										581	1,171,440		1,171,440							581	800,000		800,000	1,971,440.00		
Huntingdon	3051	01B	111993	Hawns Bridge Road Culvert	P	BRDG			185	100,000		100,000																			100,000.00	
Huntingdon	3051	01B	111993	Hawns Bridge Road Culvert	U	BRDG															185	25,000		25,000							25,000.00	
Huntingdon	3051	01B	111993	Hawns Bridge Road Culvert	R	BRDG															185	25,000		25,000							25,000.00	
Huntingdon	3051	01B	111993	Hawns Bridge Road Culvert	C	BRDG															185	341,048		341,048			185	258,952		258,952	600,000.00	
Huntingdon	4019		120459	SR 4019 over Arch Spring Run	P	BRDG																					185	240,000		240,000	240,000.00	
Huntingdon	7203		120383	T-354 over Shoups Run	P	BRDG	BOF	200,000	183	37,500	12,500.00	250,000																			250,000.00	
Huntingdon	7203		120383	T-354 over Shoups Run	F	BRDG													BOF	160,000	183	30,000	10,000	200,000							200,000.00	
Huntingdon	7203		120383	T-354 over Shoups Run	U	BRDG																			BOF	20,000	183	3,750	1,250	25,000	25,000.00	
Huntingdon	7203		120383	T-354 over Shoups Run	R	BRDG															BOF	20,000	183	3,750	1,250	25,000					25,000.00	
Huntingdon	7203		120383	T-354 over Shoups Run	C	BRDG															BOF	560,000	183	105,000	35,000	700,000					700,000.00	
Huntingdon	7207	316	117085	T-316 Appleby Rd Shade Creek Bridge	U	BRDG	BOF	16,000	183	3,000	1,000.00	20,000																			20,000.00	
Huntingdon	7207	316	117085	T-316 Appleby Rd Shade Creek Bridge	R	BRDG	BOF	12,000	183	2,250	750.00	15,000																			15,000.00	
Huntingdon	7207	316	117085	T-316 Appleby Rd Shade Creek Bridge	C	BRDG							BOF	436,000	183	81,750	27,250	545,000	BOF	436,000	183	81,750	27,250	545,000							1,090,000.00	
Huntingdon	7225	368	23009	T-368 Gr Trough Cr 1	C	BRDG							BOF	400,000	183	75,000	25,000	500,000	BOF	400,000	183	75,000	25,000	500,000							1,000,000.00	
Totals for: Huntingdon								1,253,000	6,433,550	14,250	7,700,800		1,781,000	10,315,855	52,250	12,149,105		4,096,000	9,278,238	62,250	38,899,800		3,790,000	7,100,452	37,500	10,927,952	44,214,345					
Somerset	30		116934	US 30 - Westmoreland County Line to PA 985	P	HRST															581	150,000		150,000							150,000.00	
Somerset	31		116932	PA 31 - US 219 Bridge to PA 160	P	HRST																				581	100,000		100,000	100,000.00		
Somerset	31		116935	PA 31 - Westmoreland County Line to SR 3037	P	HRST															581	250,000		250,000							250,000.00	
Somerset	40	003	120881	US 40 Seg 0010 D/B Under 8ft Clvt	+R	HRST	STP	10,000				10,000																			10,000.00	
Somerset	40	003	120881	US 40 Seg 0010 D/B Under 8ft Clvt	+C	HRST	STP	200,000				200,000																			200,000.00	
Somerset	40	004	120884	US 40 Seg 0040 D/B Under 8ft Clvt	+R	HRST	STP	10,000				10,000																			10,000.00	
Somerset	40	004	120884	US 40 Seg 0040 D/B Under 8ft Clvt	+C	HRST	STP	330,000				330,000																			330,000.00	
Somerset	40	005	120885	US 40 Seg 0100 D/B Under 8ft Clvt	+R	HRST	STP	10,000				10,000																			10,000.00	
Somerset	40	005	120885	US 40 Seg 0100 D/B Under 8ft Clvt	+C	HRST	STP	360,000				360,000																			360,000.00	
Somerset	56	000	23402	PA 56 over Clear Shade Creek	P	BRDG																					185	375,000		375,000	375,000.00	
Somerset	160	000	91442	PA 160 over Branch of Blue Lick Creek	P	BRDG										185	100,000		100,000												100,000.00	
Somerset	160	29B	110427	South Berlin PA 160 Buffalo Creek Bridge	+F	BRDG	BRIP	230,000				230,000																			230,000.00	
Somerset	160	29B	110427	South Berlin PA 160 Buffalo Creek Bridge	+U	BRDG	BRIP	30,000				30,000																			30,000.00	
Somerset	160	29B	110427	South Berlin PA 160 Buffalo Creek Bridge	+R	BRDG	BRIP	30,000				30,000																			30,000.00	
Somerset	160	29B	110427	South Berlin PA 160 Buffalo Creek Bridge	+C	BRDG							BRIP	1,000,000				1,000,000													1,000,000.00	
Somerset	219	041	105980	US 219 - MD line to Meyersdale Bypass	+C	HRST							NHPP	6,142,000				6,142,000	NHPP	2,266,000					2,266,000	NHPP	2,500,000		2,500,000	10,908,000.00		
Somerset	219	050	115845	US 219 Meyersdale to Old Salisbury Rd	F	HCON	APD	17,000,000				17,000,000																			17,000,000.00	
Somerset	219	050	115845	US 219 Meyersdale to Old Salisbury Rd	U	HCON							APD	8,000,000				8,000,000													8,000,000.00	
Somerset	219	050	115845	US 219 Meyersdale to Old Salisbury Rd	R	HCON													APD	25,000,000				25,000,000							25,000,000.00	
Somerset	219	050	115845	US 219 Meyersdale to Old Salisbury Rd	C	HCON															APD	17,000,000								17,000,000	17,000,000.00	

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Project Information							FFY 2025 Costs					FFY 2026 Costs					FFY 2027 Costs					FFY 2028 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	
Somerset	219	057	116802	US 219 - Jennerstown to Cambria County	C	HRST	STP	4,317,000				4,317,000																			4,317,000.00	
Somerset	219	057	116802	US 219 - Jennerstown to Cambria County	C	HRST	NHPP	8,090,000	581	2,506,750		10,596,750	NHPP	1,500,000				1,500,000													12,096,750.00	
Somerset	219	058	116949	US 219 - Berlin-Somerset Int to Somerset Tpk Int	F	HRST									581	800,000		800,000													800,000.00	
Somerset	219	058	116949	US 219 - Berlin-Somerset Int to Somerset Tpk Int	U	HRST									581	100,000		100,000													100,000.00	
Somerset	219	058	116949	US 219 - Berlin-Somerset Int to Somerset Tpk Int	R	HRST									581	100,000		100,000													100,000.00	
Somerset	219	058	116949	US 219 - Berlin-Somerset Int to Somerset Tpk Int	+C	BRDG																			BRIP	500,000				500,000	500,000.00	
Somerset	219	058	116949	US 219 - Berlin-Somerset Int to Somerset Tpk Int	+C	HRST																				STP	221,412			221,412	221,412.00	
Somerset	219	058	116949	US 219 - Berlin-Somerset Int to Somerset Tpk Int	+C	HRST								NHPP	1,000,000				1,000,000	NHPP	3,613,000								3,613,000	4,613,000.00		
Somerset	601		110428	PA 601 over Trib to Quemahoning Creek	P	BRDG			185	100,000		100,000																		100,000.00		
Somerset	601		110428	PA 601 over Trib to Quemahoning Creek	U	BRDG										185	20,000		20,000												20,000.00	
Somerset	601		110428	PA 601 over Trib to Quemahoning Creek	R	BRDG										185	15,000		15,000												15,000.00	
Somerset	601		110428	PA 601 over Trib to Quemahoning Creek	C	BRDG																					185	500,000		500,000	500,000.00	
Somerset	601		116940	PA 601 - US 30 to US 219	P	HRST			581	100,000		100,000																			100,000.00	
Somerset	601		116940	PA 601 - US 30 to US 219	C	HRST										581	2,000,000		2,000,000								581	2,000,000		2,000,000	4,000,000.00	
Somerset	601	15B	117015	PA 601 Barclay Run Bridge	+U	BRDG	BRIP	30,000				30,000																			30,000.00	
Somerset	601	15B	117015	PA 601 Barclay Run Bridge	+R	BRDG	BRIP	30,000				30,000																			30,000.00	
Somerset	601	15B	117015	PA 601 Barclay Run Bridge	+C	BRDG							BRIP	250,000				250,000													250,000.00	
Somerset	653	09B	23462	PA653 Laurel Hill Crk Brg	F	BRDG			185	550,000		550,000																			550,000.00	
Somerset	653	09B	23462	PA653 Laurel Hill Crk Brg	U	BRDG			185	30,000		30,000																			30,000.00	
Somerset	653	09B	23462	PA653 Laurel Hill Crk Brg	R	BRDG			185	30,000		30,000																			30,000.00	
Somerset	653	09B	23462	PA653 Laurel Hill Crk Brg	C	BRDG													185	755,000				755,000			185	1,930,748		1,930,748	2,685,748.00	
Somerset	653	RSI	118339	Rockwood Streetscape Improvements	+C	TENH	TAP	1,390,000				1,390,000																			1,390,000.00	
Somerset	985	019	120886	SR 0985 Seg 0010 D/B Under 8ft Clvt	+R	HRST	STP	10,000				10,000																			10,000.00	
Somerset	985	019	120886	SR 0985 Seg 0010 D/B Under 8ft Clvt	+C	HRST	STP	800,000				800,000																			800,000.00	
Somerset	985	020	120887	SR 0985 Seg 0120 D/B Under 8ft Clvt	+R	HRST	STP	10,000				10,000																			10,000.00	
Somerset	985	020	120887	SR 0985 Seg 0120 D/B Under 8ft Clvt	+C	HRST	STP	430,000				430,000																			430,000.00	
Somerset	1003	000	120398	SR 1003 over Glade Creek	P	BRDG			185	100,000		100,000																			100,000.00	
Somerset	1003	000	120398	SR 1003 over Glade Creek	U	BRDG																						185	25,000		25,000	25,000.00
Somerset	1003	000	120398	SR 1003 over Glade Creek	R	BRDG																						185	25,000		25,000	25,000.00
Somerset	1003	000	120398	SR 1003 over Glade Creek	C	BRDG																						185	600,000		600,000	600,000.00
Somerset	1017	01B	23590	Breastwork Run Br#1	+C	BRDG							BRIP	1,150,000				1,150,000													1,150,000.00	
Somerset	1017	02B	23591	Breastwork Run Br #2	+C	BRDG							BRIP	1,150,000				1,150,000													1,150,000.00	
Somerset	1017	03B	116999	SR 1017 Segment 70 Over Breastwork Run	F	BRDG			185	185,000		185,000																			185,000.00	
Somerset	1017	03B	116999	SR 1017 Segment 70 Over Breastwork Run	U	BRDG			185	10,000		10,000																			10,000.00	
Somerset	1017	03B	116999	SR 1017 Segment 70 Over Breastwork Run	R	BRDG			185	30,000		30,000																			30,000.00	
Somerset	1017	03B	116999	SR 1017 Segment 70 Over Breastwork Run	+C	BRDG							BRIP	850,000				850,000													850,000.00	
Somerset	1017	04B	117000	SR 1017 Segment 80 Over Breastwork Run	F	BRDG			185	220,000		220,000																			220,000.00	
Somerset	1017	04B	117000	SR 1017 Segment 80 Over Breastwork Run	U	BRDG			185	10,000		10,000																			10,000.00	
Somerset	1017	04B	117000	SR 1017 Segment 80 Over Breastwork Run	R	BRDG			185	30,000		30,000																			30,000.00	
Somerset	1017	04B	117000	SR 1017 Segment 80 Over Breastwork Run	+C	BRDG							BRIP	500,000				500,000	BOF	500,000									500,000	1,000,000.00		
Somerset	1017	05B	117001	SR 1017 Segment 50 Over Tributary Breastwork Run	F	BRDG			185	100,000		100,000																			100,000.00	
Somerset	1017	05B	117001	SR 1017 Segment 50 Over Tributary Breastwork Run	U	BRDG			185	25,000		25,000																			25,000.00	
Somerset	1017	05B	117001	SR 1017 Segment 50 Over Tributary Breastwork Run	R	BRDG			185	25,000		25,000																			25,000.00	
Somerset	1017	05B	117001	SR 1017 Segment 50 Over Tributary Breastwork Run	C	BRDG													185	380,000				380,000			185	100,000		100,000	480,000.00	
Somerset	1017	06B	117002	SR 1017 Over Wills Run	F	BRDG			185	145,000		145,000																			145,000.00	
Somerset	1017	06B	117002	SR 1017 Over Wills Run	U	BRDG			185	25,000		25,000																			25,000.00	
Somerset	1017	06B	117002	SR 1017 Over Wills Run	R	BRDG			185	25,000		25,000																			25,000.00	

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Project Information							FFY 2025 Costs					FFY 2026 Costs					FFY 2027 Costs					FFY 2028 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
Somerset	1017	06B	117002	SR 1017 Over Wills Run	C	BRDG															185	675,000		675,000						675,000.00	
Somerset	1021		120458	SR 1021 over Miller Run	P	BRDG															185	100,000		100,000						100,000.00	
Somerset	1021	01B	74460	Miller Run BR	F	BRDG			185	225,000		225,000																		225,000.00	
Somerset	1021	01B	74460	Miller Run BR	U	BRDG			185	10,000		10,000																		10,000.00	
Somerset	1021	01B	74460	Miller Run BR	R	BRDG			185	15,000		15,000																		15,000.00	
Somerset	1021	01B	74460	Miller Run BR	C	BRDG									185	1,577,750		1,577,750			185	322,250		322,250						1,900,000.00	
Somerset	1033		88103	SR 1033 over Berwind-White Mine Drift	P	BRDG															185	50,000		50,000						50,000.00	
Somerset	2001	01B	88159	SR2001 Laurel Crk Bridge	F	BRDG			185	200,000		200,000																		200,000.00	
Somerset	2001	01B	88159	SR2001 Laurel Crk Bridge	U	BRDG			185	30,000		30,000																		30,000.00	
Somerset	2001	01B	88159	SR2001 Laurel Crk Bridge	R	BRDG			185	30,000		30,000																		30,000.00	
Somerset	2001	01B	88159	SR2001 Laurel Crk Bridge	C	BRDG									185	550,000		550,000												550,000.00	
Somerset	2010	02B	74469	Little Piney Run BR	U	BRDG			185	30,000		30,000																		30,000.00	
Somerset	2010	02B	74469	Little Piney Run BR	R	BRDG			185	30,000		30,000																		30,000.00	
Somerset	2010	02B	74469	Little Piney Run BR	C	BRDG									185	350,000		350,000												350,000.00	
Somerset	2013	04B	74470	Gladdens Run BR	+F	BRDG	BOF	300,000				300,000																		300,000.00	
Somerset	2013	04B	74470	Gladdens Run BR	+U	BRDG	BOF	50,000				50,000																		50,000.00	
Somerset	2013	04B	74470	Gladdens Run BR	+R	BRDG	BOF	50,000				50,000																		50,000.00	
Somerset	2013	04B	74470	Gladdens Run BR	+C	BRDG							BOF	550,000				550,000	BOF	550,000				550,000						1,100,000.00	
Somerset	2017	04B	88162	Hillegas Run Bridge	+F	BRDG	BRIP	223,000				223,000																		223,000.00	
Somerset	2017	04B	88162	Hillegas Run Bridge	+U	BRDG	BRIP	25,000				25,000																		25,000.00	
Somerset	2017	04B	88162	Hillegas Run Bridge	+R	BRDG	BRIP	25,000				25,000																		25,000.00	
Somerset	2017	04B	88162	Hillegas Run Bridge	+C	BRDG									BRIP	600,000					600,000	BRIP	600,000					600,000	1,200,000.00		
Somerset	2017	05B	91448	Mance Trib Wills Crk	F	BRDG			185	300,000		300,000																		300,000.00	
Somerset	2017	05B	91448	Mance Trib Wills Crk	U	BRDG			185	25,000		25,000																		25,000.00	
Somerset	2017	05B	91448	Mance Trib Wills Crk	R	BRDG			185	25,000		25,000																		25,000.00	
Somerset	2017	05B	91448	Mance Trib Wills Crk	C	BRDG															185	520,000		520,000			185	350,000	350,000	870,000.00	
Somerset	2020	02B	74481	Poorbaugh Run BR	+F	BRDG	BRIP	275,000				275,000																		275,000.00	
Somerset	2020	02B	74481	Poorbaugh Run BR	+U	BRDG	BRIP	25,000				25,000																		25,000.00	
Somerset	2020	02B	74481	Poorbaugh Run BR	+R	BRDG	BRIP	25,000				25,000																		25,000.00	
Somerset	2020	02B	74481	Poorbaugh Run BR	+C	BRDG									BRIP	515,000					515,000	BRIP	515,000					515,000	1,030,000.00		
Somerset	2022	000	23416	SR 2022 over Brush Creek	+P	BRDG									BOF	100,000								100,000						100,000.00	
Somerset	2026	01B	23596	Blue Lick Ck Trib Br	+C	BRDG	BRIP	980,000				980,000																		980,000.00	
Somerset	2047	009	113884	Meyersdale Bypass to Garrett Curve	R	HRST									581	15,000		15,000												15,000.00	
Somerset	2047	009	113884	Meyersdale Bypass to Garrett Curve	+C	HRST							STP	2,485,000				2,485,000	STP	300,000				300,000						2,785,000.00	
Somerset	2047	009	113884	Meyersdale Bypass to Garrett Curve	+C	BRDG							BRIP	750,000				750,000	BRIP	750,000				750,000						1,500,000.00	
Somerset	3006	01B	117003	SR 3006 Over South Glade Creek	U	BRDG															185	30,000		30,000						30,000.00	
Somerset	3006	01B	117003	SR 3006 Over South Glade Creek	R	BRDG															185	30,000		30,000						30,000.00	
Somerset	3006	01B	117003	SR 3006 Over South Glade Creek	C	BRDG															185	300,000		300,000	BOF	1,400,000			1,400,000	1,700,000.00	
Somerset	3007	03B	74487	Smith Run Br	+C	BRDG	BRIP	920,000				920,000																		920,000.00	
Somerset	3007	04B	91446	Humbert Red Run 1	C	BRDG									185	547,300		547,300			185	402,700		402,700						950,000.00	
Somerset	3008		116964	SR 3008 over S Glade Run	+P	BRDG	BRIP	250,000				250,000																		250,000.00	
Somerset	3008		116964	SR 3008 over S Glade Run	+F	BRDG														BOF	225,000				225,000					225,000.00	
Somerset	3008		116964	SR 3008 over S Glade Run	+U	BRDG																				BRIP	25,000			25,000.00	
Somerset	3008		116964	SR 3008 over S Glade Run	+R	BRDG																				BRIP	25,000			25,000.00	
Somerset	3008		116964	SR 3008 over S Glade Run	+C	BRDG																				BRIP	700,000			700,000.00	
Somerset	3010		23405	SR 3010 over Middle Creek	P	BRDG									185	100,000		100,000												100,000.00	
Somerset	3010		23405	SR 3010 over Middle Creek	U	BRDG																						185	25,000	25,000	25,000.00
Somerset	3010		23405	SR 3010 over Middle Creek	R	BRDG																						185	25,000	25,000	25,000.00
Somerset	3014		120461	SR 3014 over Laurel Hill Creek	P	BRDG															185	100,000		100,000						100,000.00	
Somerset	3029	04B	23458	Middle Creek Bridge	+C	BRDG							BRIP	1,130,000				1,130,000												1,130,000.00	
Somerset	4004		120462	SR 4004 over Quemahoning Creek	+P	BRDG																			BOF	215,000				215,000	215,000.00
Somerset	4015	000	94341	SR 4015 over Quemahoning Creek	P	BRDG																						185	310,000	310,000	310,000.00
Somerset	4029	000	74497	SR 4029 over North Fork Bens Creek	+P	BRDG																			BOF	250,000				250,000	250,000.00
Somerset	4033		120463	SR 4033 over Roaring Run	P	BRDG																						185	225,000	225,000	225,000.00
Somerset	4035	02B	105604	SR4035 Trib Quemahoning Crk Bridge	U	BRDG																						185	30,000	30,000	30,000.00
Somerset	4035	02B	105604	SR4035 Trib Quemahoning Crk Bridge	R	BRDG																						185	30,000	30,000	30,000.00

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Project Information							FFY 2025 Costs					FFY 2026 Costs					FFY 2027 Costs					FFY 2028 Costs										
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	
Somerset	4035	02B	105604	SR4035 Trib Quemahoning Crk Bridge	C	BRDG																						185	550,000		550,000	550,000.00
Somerset	4041	07B	23551	Stony Creek Trib Br	U	BRDG			185	60,000		60,000																			60,000.00	
Somerset	4041	07B	23551	Stony Creek Trib Br	R	BRDG			185	60,000		60,000																			60,000.00	
Somerset	4041	07B	23551	Stony Creek Trib Br	+C	BRDG	BRIP	1,050,000				1,050,000																			1,050,000.00	
Somerset	7209	364	23460	T-364 Gardner Bridge	F	BRDG	BOF	180,000	183	33,750	11,250.00	225,000																			225,000.00	
Somerset	7209	364	23460	T-364 Gardner Bridge	U	BRDG	BOF	20,000	183	3,750	1,250.00	25,000																			25,000.00	
Somerset	7209	364	23460	T-364 Gardner Bridge	R	BRDG	BOF	20,000	183	3,750	1,250.00	25,000																			25,000.00	
Somerset	7209	364	23460	T-364 Gardner Bridge	C	BRDG	BOF	699,200	183	174,800	43,700.00	917,700	BOF	865,840	183	162,345	54,115	1,082,300													2,000,000.00	
Somerset	7216	719	23508	T-719 Over Brush Creek	F	BRDG	BOF	208,000	183	39,000	13,000.00	260,000																			260,000.00	
Somerset	7216	719	23508	T-719 Over Brush Creek	U	BRDG	BOF	22,400	183	4,200	1,400.00	28,000																			28,000.00	
Somerset	7216	719	23508	T-719 Over Brush Creek	R	BRDG	BOF	22,400	183	4,200	1,400.00	28,000																			28,000.00	
Somerset	7216	719	23508	T-719 Over Brush Creek	C	BRDG							BOF	320,000	183	60,000	20,000	400,000	BOF	640,000	183	120,000	40,000	800,000							1,200,000.00	
Somerset	7220		120382	T-706 over Oven Run	P	BRDG	BOF	200,000	183	37,500	12,500.00	250,000																			250,000.00	
Somerset	7220		120382	T-706 over Oven Run	F	BRDG							BOF	160,000	183	30,000	10,000	200,000													200,000.00	
Somerset	7220		120382	T-706 over Oven Run	U	BRDG													BOF	20,000	183	3,750	1,250	25,000							25,000.00	
Somerset	7220		120382	T-706 over Oven Run	R	BRDG													BOF	20,000	183	3,750	1,250	25,000							25,000.00	
Somerset	7220		120382	T-706 over Oven Run	C	BRDG													BOF	800,000	183	150,000	50,000	1,000,000							1,000,000.00	
Somerset	7220	712	72477	T-712 Rockingham Bridge	F	BRDG	BOF	200,000	183	37,500	12,500.00	250,000																			250,000.00	
Somerset	7220	712	72477	T-712 Rockingham Bridge	U	BRDG	BOF	80,000	183	15,000	5,000.00	100,000																			100,000.00	
Somerset	7220	712	72477	T-712 Rockingham Bridge	R	BRDG	BOF	80,000	183	15,000	5,000.00	100,000																			100,000.00	
Somerset	7220	712	72477	T-712 Rockingham Bridge	C	BRDG							BOF	1,000,000	183	187,500	62,500	1,250,000	BOF	1,000,000	183	187,500	62,500	1,250,000							2,500,000.00	
Somerset	7422	22S	23534	S. 22nd Street Brdg	C	BRDG	BOF	520,000	183	97,500	32,500.00	650,000																			650,000.00	
Somerset	7422	24S	23532	24th Street Bridge	C	BRDG	BOF	900,000	183	168,750	56,250.00	1,125,000																			1,125,000.00	
Totals for: Somerset								40,667,000		5,921,450	197,000	46,785,450		26,452,840		4,679,895	146,615	31,279,350		35,136,000		6,564,950	155,000	80,755,750		28,064,412		7,200,748		35,265,160	155,185,910	
Overall Totals:								53,431,960		22,643,700	403,500	76,479,160		41,558,000		23,394,000	355,865	65,307,865		57,679,000		22,805,000	271,750	80,755,750		49,024,000		24,207,000	85,000	73,316,000	295,858,775	

RPT# TIP200

Project Information							FFY 2029 Costs					FFY 2030 Costs					FFY 2031 Costs					FFY 2032 Costs										
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	
Bedford			117024	SA Bridge PM Reserve Line Item	C	BRDG							BRIP	998,000				998,000	BRIP	1,000,000				1,000,000	BRIP	1,000,000				1,000,000	2,998,000.00	
Bedford			117024	SA Bridge PM Reserve Line Item	C	BRDG	BRIP	1,000,000	185	900,000		1,900,000	BOF	1,015,000				1,015,000	BOF	1,000,000	185	1,000,000		2,000,000	BOF	1,000,000	185	997,000		1,997,000	6,912,000.00	
Bedford			119331	Southern Alleghenies CRP Line Item	C	HRST	CRP	1,073,000				1,073,000	CRP	1,073,000				1,073,000	CRP	1,073,000				1,073,000	CRP	1,073,000				1,073,000	4,292,000.00	
Bedford		LBR	22594	Local Bridge Reserve	C	BRDG	BOF	400,000	183	75,000	25,000.00	500,000	BOF	711,000	183	135,000	45,000	891,000	BOF	1,000,000	183	150,000	50,000	1,200,000	BOF	1,000,000	183	150,000	50,000	1,200,000	3,791,000.00	
Bedford		RLI	72234	SA Bridge & Hwy Reserve	C	HRST													STP	1,515,000				1,515,000	STP	1,001,094	581	1,000,000		2,001,094	3,516,094.00	
Bedford		RLI	72234	SA Bridge & Hwy Reserve	C	BRDG													BOF	1,000,000				1,000,000	BOF	1,000,000				1,000,000	2,000,000.00	
Bedford	26	000	94346	PA 26 over Piney Creek	P	BRDG									185	100,000		100,000													100,000.00	
Bedford	26	000	94346	PA 26 over Piney Creek	U	BRDG															185	25,000		25,000							25,000.00	
Bedford	26	000	94346	PA 26 over Piney Creek	R	BRDG															185	25,000		25,000							25,000.00	
Bedford	26	000	94346	PA 26 over Piney Creek	C	BRDG																						185	2,000,000		2,000,000	2,000,000.00
Bedford	26	021	98773	PA26 Riddlesburg - Saxton	C	HRST			581	2,000,000		2,000,000			581	1,010,000		1,010,000													3,010,000.00	
Bedford	30		120464	US 30 over US 220	P	BRDG			185	250,000		250,000																			250,000.00	
Bedford	30		120464	US 30 over US 220	U	BRDG									185	100,000		100,000													100,000.00	
Bedford	30		120464	US 30 over US 220	R	BRDG									185	100,000		100,000													100,000.00	
Bedford	30		120464	US 30 over US 220	+C	BRDG													BRIP	3,420,000				3,420,000							3,420,000.00	
Bedford	30	000	63857	US 30 - SR 4010 to Somerset Co Line	+C	HRST	NHPP	1,973,000				1,973,000	NHPP	1,113,000				1,113,000	NHPP	5,113,000				5,113,000	NHPP	2,000,000			2,000,000	10,199,000.00		
Bedford	30	046	116960	US 30 - SR 4010 to SR 8014	C	HRST			581	3,303,000		3,303,000			581	1,000,000		1,000,000													4,303,000.00	
Bedford	31		21443	US 30 over Raystown Branch Juniata River	+P	BRDG	BRIP	100,000				100,000																			100,000.00	
Bedford	31		21443	US 30 over Raystown Branch Juniata River	+U	BRDG													BRIP	25,000				25,000							25,000.00	
Bedford	31		21443	US 30 over Raystown Branch Juniata River	+R	BRDG													BRIP	25,000				25,000							25,000.00	
Bedford	31		21443	US 30 over Raystown Branch Juniata River	+C	BRDG																				BRIP	1,025,000			1,025,000	1,025,000.00	
Bedford	31		84878	PA 31 over Finn Run	+C	BRDG	BRIP	815,000				815,000	BRIP	385,000				385,000													1,200,000.00	
Bedford	36		120316	PA 36 - PA 26 to PA 868	P	HRST			581	100,000		100,000																			100,000.00	
Bedford	36		120316	PA 36 - PA 26 to PA 868	C	HRST															581	1,510,000		1,510,000			581	3,490,000		3,490,000	5,000,000.00	
Bedford	56		120310	PA 56 - Trib Dunnings Creek to SR 4009	+C	HRST													STP	700,000				700,000							700,000.00	
Bedford	56	028	114118	PA 56 - Rouzer Rd to SR 4030	C	SAMI	STP	1,791,412				1,791,412	STP	2,492,912				2,492,912													4,284,324.00	
Bedford	56	028	114118	PA 56 - Rouzer Rd to SR 4030	C	SAMI	NHPP	1,000,000				1,000,000	NHPP	5,000,000				5,000,000													6,000,000.00	
Bedford	56	028	114118	PA 56 - Rouzer Rd to SR 4030	C	SAMI	HSIP	1,584,000				1,584,000	HSIP	832,000	581	4,000,000		4,832,000	NHPP	1,000,000				1,000,000							7,416,000.00	
Bedford	220		21589	US 220 over Oster Run	P	BRDG																						185	100,000		100,000	100,000.00
Bedford	220		21589	US 220 over Oster Run	U	BRDG																						185	25,000		25,000	25,000.00
Bedford	220		21589	US 220 over Oster Run	R	BRDG																						185	25,000		25,000	25,000.00
Bedford	220		110492	US 220 - Cumberland Valley Rd to Turnpike Inter	P	HRST															581	100,000		100,000							100,000.00	
Bedford	866		120313	PA 866 - PA 36 to Blair County Line	P	HRST															581	100,000		100,000							100,000.00	
Bedford	869		120315	PA 869 - PA 867 to PA 36	P	HRST			581	100,000		100,000																				100,000.00
Bedford	869		120315	PA 869 - PA 867 to PA 36	C	HRST															581	2,180,000		2,180,000			581	1,730,000		1,730,000	3,910,000.00	
Bedford	869	01B	21449	Osterburg Scrubgrass Crk	C	BRDG			185	1,159,000		1,159,000			185	500,000		500,000														1,659,000.00
Bedford	869	10B	21570	Bobs Creek Bridge	+C	BRDG	BRIP	400,000				400,000																				400,000.00
Bedford	1005		116991	SR 1005 over Snake Spring Valley Run	U	BRDG			185	25,000		25,000																				25,000.00
Bedford	1005		116991	SR 1005 over Snake Spring Valley Run	R	BRDG			185	25,000		25,000																				25,000.00
Bedford	1005		116991	SR 1005 over Snake Spring Valley Run	C	BRDG			185	500,000		500,000			185	500,000		500,000														1,000,000.00
Bedford	1005	000	21366	SR 1005 over Beaver Creek	R	BRDG			185	20,000		20,000																				20,000.00
Bedford	1005	000	21366	SR 1005 over Beaver Creek	C	BRDG									185	255,000		255,000			185	1,444,000		1,444,000							1,699,000.00	
Bedford	1007		120319	SR 1007 - SR 8004 to PA 26	P	HRST															581	100,000		100,000							100,000.00	
Bedford	1014		120469	SR 1014 over Tributary Dunnings Creek	P	BRDG																						185	100,000		100,000	100,000.00
Bedford	1014		120469	SR 1014 over Tributary Dunnings Creek	U	BRDG																						185	25,000		25,000	25,000.00
Bedford	1014		120469	SR 1014 over Tributary Dunnings Creek	R	BRDG																						185	25,000		25,000	25,000.00
Bedford	1015	05B	111988	SR 1015 over Potter Creek	+U	BRDG							BRIP	10,000				10,000														10,000.00
Bedford	1015	05B	111988	SR 1015 over Potter Creek	+R	BRDG							BRIP	20,000				20,000														20,000.00
Bedford	1015	05B	111988	SR 1015 over Potter Creek	+C	BRDG							BRIP	900,000				900,000	BRIP	100,000				100,000							1,000,000.00	
Bedford	1020		120455	SR 1020 over Sherman Valley Run 2	+U	BRDG	BRIP	15,000				15,000																				15,000.00
Bedford	1020		120455	SR 1020 over Sherman Valley Run 2	+R	BRDG	BRIP	15,000				15,000																				15,000.00
Bedford	1020		120455	SR 1020 over Sherman Valley Run 2	+C	BRDG							BRIP	750,000				750,000														750,000.00

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

RPT# TIP200

Project Information							FFY 2029 Costs					FFY 2030 Costs					FFY 2031 Costs					FFY 2032 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	
Bedford	1027		116966	SR 1027 over Beaver Creek	U	BRDG			185	25,000		25,000																			25,000.00	
Bedford	1027		116966	SR 1027 over Beaver Creek	R	BRDG			185	25,000		25,000																			25,000.00	
Bedford	1027		116966	SR 1027 over Beaver Creek	+C	BRDG	BRIP	953,000				953,000	BRIP	400,000				400,000												1,353,000.00		
Bedford	1036		120456	SR 1036 over Six Mile Run	F	BRDG									185	250,000		250,000												250,000.00		
Bedford	1036		120456	SR 1036 over Six Mile Run	U	BRDG									185	25,000		25,000												25,000.00		
Bedford	1036		120456	SR 1036 over Six Mile Run	R	BRDG									185	25,000		25,000												25,000.00		
Bedford	1036		120456	SR 1036 over Six Mile Run	C	BRDG													185	750,000		750,000				185	750,000		750,000	1,500,000.00		
Bedford	2010		116993	SR 2010 over Chapmans Run	C	BRDG			185	400,000		400,000																		400,000.00		
Bedford	2025		21576	SR 2025 over Clear Water Creek	+C	BRDG	BOF	1,000,000				1,000,000																		1,000,000.00		
Bedford	3013	000	120401	SR 3013 over Cole Trout Run	C	BRDG			185	590,000		590,000			185	310,000		310,000												900,000.00		
Bedford	4009		120625	SR 4009 - Concrete to Concrete	+C	HRST	STP	2,015,000				2,015,000	STP	2,322,088				2,322,088												4,337,088.00		
Bedford	4010		120318	SR 4010 - US 30 to US 30	P	HRST														581	100,000		100,000							100,000.00		
Bedford	4010	000	74415	SR 4010 over Shobers Run	P	BRDG									185	254,000		254,000			185	746,000		746,000						1,000,000.00		
Bedford	4010	000	74415	SR 4010 over Shobers Run	F	BRDG																						185	700,000	700,000	700,000.00	
Bedford	4010	000	74415	SR 4010 over Shobers Run	U	BRDG																						185	100,000	100,000	100,000.00	
Bedford	4010	000	74415	SR 4010 over Shobers Run	R	BRDG																						185	100,000	100,000	100,000.00	
Bedford	4027		21523	SR 4027 over Scrubgrass Creek	+F	BRDG	BRIP	200,000				200,000																		200,000.00		
Bedford	4027		21523	SR 4027 over Scrubgrass Creek	+U	BRDG							BRIP	25,000				25,000												25,000.00		
Bedford	4027		21523	SR 4027 over Scrubgrass Creek	+R	BRDG							BRIP	25,000				25,000												25,000.00		
Bedford	4027		21523	SR 4027 over Scrubgrass Creek	+C	BRDG							BRIP	1,500,000				1,500,000												1,500,000.00		
Bedford	4034	03B	111996	SR 4034 over Mud Run	P	BRDG																						185	100,000	100,000	100,000.00	
Bedford	4034	03B	111996	SR 4034 over Mud Run	U	BRDG																							185	25,000	25,000	25,000.00
Bedford	4034	03B	111996	SR 4034 over Mud Run	R	BRDG																							185	25,000	25,000	25,000.00
Totals for: Bedford								14,334,412		9,497,000	25,000	23,856,412		19,572,000		8,564,000	45,000	28,181,000		16,971,000		8,230,000	50,000	25,251,000		9,099,094		11,467,000	50,000	20,616,094	97,904,506	
Fulton	484		116985	PA 484 over Trough Creek	U	BRDG			185	25,000		25,000																		25,000.00		
Fulton	484		116985	PA 484 over Trough Creek	R	BRDG			185	25,000		25,000																		25,000.00		
Fulton	484		116985	PA 484 over Trough Creek	C	BRDG			185	400,000		400,000			185	500,000		500,000												900,000.00		
Fulton	522		22828	US 522 over Kendall's Run	+C	BRDG	BRIP	100,000				100,000																		100,000.00		
Fulton	522		120348	US 522 - SR 3019 to PA 643	P	HRST														581	100,000		100,000							100,000.00		
Fulton	522		120349	SR 522 - PA 655 to SR 1001	+C	HRST									STP	1,072,500								1,072,500	STP	2,607,500			2,607,500	3,680,000.00		
Fulton	522		120460	Fort Littleton Intersection Improvement	C	SAMI			581	1,585,000		1,585,000			581	1,410,000		1,410,000												2,995,000.00		
Fulton	655		22786	SR 655 over Owl Run	+C	BRDG							BRIP	700,000				700,000												700,000.00		
Fulton	655		22858	PA 655 over Wooden Bridge Creek	P	BRDG														185	300,000		300,000							300,000.00		
Fulton	655		22858	PA 655 over Wooden Bridge Creek	F	BRDG																					185	215,000	215,000	215,000.00		
Fulton	655		22858	PA 655 over Wooden Bridge Creek	U	BRDG																					185	25,000	25,000	25,000.00		
Fulton	655		22858	PA 655 over Wooden Bridge Creek	R	BRDG																					185	25,000	25,000	25,000.00		
Fulton	655	000	96545	SR 655 Barnetts Rn-US 522	P	HRST														581	100,000		100,000							100,000.00		
Fulton	655	000	96548	Pitt St - Dublin Mills Rd	P	HRST			581	100,000		100,000																		100,000.00		
Fulton	655	000	96548	Pitt St - Dublin Mills Rd	+C	HRST									STP	1,250,000								1,250,000	STP	1,225,000			1,225,000	2,475,000.00		
Fulton	655	000	96550	Dublin Mills Road-Huntingdon County	P	HRST			581	100,000		100,000																		100,000.00		
Fulton	655	000	96550	Dublin Mills Road-Huntingdon County	C	HRST														581	1,400,000		1,400,000							1,400,000.00		
Fulton	1005		22860	SR 1005 over Aughwick Creek	U	BRDG			185	25,000		25,000																		25,000.00		
Fulton	1005		22860	SR 1005 over Aughwick Creek	R	BRDG			185	25,000		25,000																		25,000.00		
Fulton	1005		22860	SR 1005 over Aughwick Creek	+C	BRDG							BOF	2,500,000				2,500,000												2,500,000.00		
Fulton	1011	000	108199	SR 1011 - US 522 to Huntingdon Co Line	P	HRST														581	100,000		100,000							100,000.00		
Fulton	3011		22835	SR 3011 over Barnett's Run	F	BRDG			185	100,000		100,000																		100,000.00		
Fulton	3011		22835	SR 3011 over Barnett's Run	U	BRDG			185	25,000		25,000																			25,000.00	
Fulton	3011		22835	SR 3011 over Barnett's Run	R	BRDG			185	25,000		25,000																			25,000.00	
Fulton	3011		22835	SR 3011 over Barnett's Run	+C	BRDG							BRIP	700,000				700,000													700,000.00	
Fulton	3017	01B	106491	SR 3017 over S Brush Creek	+U	BRDG	BOF	80,000				80,000																		80,000.00		
Fulton	3017	01B	106491	SR 3017 over S Brush Creek	+R	BRDG	BOF	25,000				25,000																			25,000.00	
Fulton	3017	01B	106491	SR 3017 over S Brush Creek	+C	BRDG	BOF	1,600,000				1,600,000																			1,600,000.00	
Fulton	4001	000	22757	SR 4001 over Sindeldecker Branch	F	BRDG									185	90,000		90,000												90,000.00		
Fulton	4001	000	22757	SR 4001 over Sindeldecker Branch	U	BRDG									185	25,000		25,000													25,000.00	
Fulton	4001	000	22757	SR 4001 over Sindeldecker Branch	R	BRDG									185	25,000		25,000													25,000.00	


d Discretionary
e Economic Development
f Flex
fd Flexed
s Spike
+ Indicates phase qualifies for TOLL funds
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RPT# TIP200

Project Information						FFY 2029 Costs						FFY 2030 Costs						FFY 2031 Costs						FFY 2032 Costs									
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals		
Fulton	4001	000	22757	SR 4001 over Sindeldecker Branch	+C	BRDG														BOF	500,000				500,000	BOF	550,000				550,000	1,050,000.00	
Fulton	4015	01B	102781	SR 4015 over Roaring Run	F	BRDG								185	100,000			100,000														100,000.00	
Fulton	4015	01B	102781	SR 4015 over Roaring Run	U	BRDG								185	25,000			25,000														25,000.00	
Fulton	4015	01B	102781	SR 4015 over Roaring Run	R	BRDG								185	25,000			25,000														25,000.00	
Fulton	4015	01B	102781	SR 4015 over Roaring Run	+C	BRDG														BOF	500,000				500,000	BOF	550,000				550,000	1,050,000.00	
Fulton	7207	428	22767	T-428 over Wooden Bridge Creek	C	BRDG	BOF	320,000	183	80,000	20,000.00	420,000																			420,000.00		
Totals for: Fulton								2,125,000	2,515,000	20,000	4,660,000			3,900,000	2,200,000	6,100,000			3,322,500	2,000,000	30,573,500	4,932,500	265,000	5,197,500	21,280,000								
Huntingdon	26		120356	SR 26 - Boro Line to SR 1009	P	HRST															581	100,000		100,000							100,000.00		
Huntingdon	26	036	96568	US 22 to Mtn Road	C	HRST			581	6,510,000		6,510,000																			6,510,000.00		
Huntingdon	305		116959	PA 305 - SR 1029 to PA 26	C	HRST			581	1,280,000		1,280,000			581	3,520,000		3,520,000														4,800,000.00	
Huntingdon	305		120357	SR 305 - SR 4009 to SR 1029	P	HRST																					581	100,000		100,000		100,000.00	
Huntingdon	350		23102	SR 350 over Warriors Mark Run 2	P	BRDG																					185	100,000		100,000		100,000.00	
Huntingdon	350		23102	SR 350 over Warriors Mark Run 2	U	BRDG																					185	25,000		25,000		25,000.00	
Huntingdon	350		23102	SR 350 over Warriors Mark Run 2	R	BRDG																					185	25,000		25,000		25,000.00	
Huntingdon	350		23031	SR 350 over Warriors Mark Run	U	BRDG								185	25,000			25,000														25,000.00	
Huntingdon	350		23031	SR 350 over Warriors Mark Run	R	BRDG								185	25,000			25,000														25,000.00	
Huntingdon	350		23031	SR 350 over Warriors Mark Run	C	BRDG															185	1,200,000		1,200,000								1,200,000.00	
Huntingdon	350	000	105999	PA 350 over Tributary to Warriors Mark Run	+C	BRDG	BRIP	700,000				700,000																				700,000.00	
Huntingdon	522		109604	US 522 - Cromwell St to PA 35	P	HRST								581	100,000			100,000														100,000.00	
Huntingdon	522		109604	US 522 - Cromwell St to PA 35	+C	HRST																					NHPP	2,600,000		2,600,000		2,600,000.00	
Huntingdon	522		116947	US 522 - Fulton County Line to PA 35	P	HRST								581	100,000			100,000														100,000.00	
Huntingdon	522		116947	US 522 - Fulton County Line to PA 35	+C	HRST																					NHPP	1,513,000		1,513,000		1,513,000.00	
Huntingdon	522		120477	Shade Gap Intersection Safety Improvements	+C	SAMI								HSIP	752,000			752,000									HSIP	1,584,000		1,584,000		1,584,000.00	
Huntingdon	550		23103	PA 550 over Logan Spring Run	+P	BRDG	BRIP	285,000				285,000																				285,000.00	
Huntingdon	550		23103	PA 550 over Logan Spring Run	+F	BRDG														BRIP	210,000				210,000							210,000.00	
Huntingdon	550		23103	PA 550 over Logan Spring Run	+U	BRDG														BRIP	25,000				25,000							25,000.00	
Huntingdon	550		23103	PA 550 over Logan Spring Run	+R	BRDG														BRIP	25,000				25,000							25,000.00	
Huntingdon	550		23103	PA 550 over Logan Spring Run	+C	BRDG																				BRIP	2,000,000		2,000,000		2,000,000.00		
Huntingdon	641		116952	PA 641 - US 522 to Franklin County Line	P	HRST			581	100,000		100,000																				100,000.00	
Huntingdon	641		116952	PA 641 - US 522 to Franklin County Line	+C	HRST														STP	1,057,500				1,057,500	STP	2,981,406		2,981,406		4,038,906.00		
Huntingdon	994		23109	PA 994 over Jordans Creek	C	BRDG			185	375,000		375,000			185	500,000		500,000														875,000.00	
Huntingdon	994		116939	PA 994 - SR 3031 to SR 3017	P	HRST																					581	100,000		100,000		100,000.00	
Huntingdon	994		116941	PA 994 - PA 26 to SR 3031	P	HRST															581	100,000		100,000								100,000.00	
Huntingdon	994		116943	PA 994 - PA 747 to US 522	P	HRST																										100,000.00	
Huntingdon	994		116943	PA 994 - PA 747 to US 522	C	HRST																						581	3,900,000		3,900,000		3,900,000.00
Huntingdon	2009		22963	T-409 over Tuscarora Creek	+C	BRDG	BOF	800,000				800,000																				800,000.00	
Huntingdon	2009		23054	SR 2009 over Tuscarora Creek	+P	BRDG																					BOF	350,000		350,000		350,000.00	
Huntingdon	2009		23130	SR 2009 over Parsons Run	C	BRDG			185	350,000		350,000			185	450,000		450,000														800,000.00	
Huntingdon	2009	000	23115	Tuscarora Creek Br.	+C	BRDG	BOF	800,000				800,000	BOF	800,000																		1,600,000.00	
Huntingdon	2009	000	23129	SR 2009 over Tuscarora Creek Br. 4	+C	BRDG	BOF	600,000				600,000	BOF	600,000																		1,200,000.00	
Huntingdon	2019	000	56678	SR 2019 over West Licking Creek	+P	BRDG																					BOF	150,000		150,000		150,000.00	
Huntingdon	2019	000	56678	SR 2019 over West Licking Creek	+U	BRDG																					BOF	25,000		25,000		25,000.00	
Huntingdon	2019	000	56678	SR 2019 over West Licking Creek	+R	BRDG																					BOF	25,000		25,000		25,000.00	
Huntingdon	3006		21861	SR 3006 over Great Trough Creek	+P	BRDG																					BOF	200,000		200,000		200,000.00	
Huntingdon	3006		21861	SR 3006 over Great Trough Creek	+F	BRDG																					BOF	150,000		150,000		150,000.00	
Huntingdon	3006		21861	SR 3006 over Great Trough Creek	+U	BRDG																					BOF	25,000		25,000		25,000.00	
Huntingdon	3006		21861	SR 3006 over Great Trough Creek	+R	BRDG																					BOF	25,000		25,000		25,000.00	
Huntingdon	3027	000	23112	SR 3027 over Little Trough Creek	U	BRDG									185	25,000		25,000														25,000.00	
Huntingdon	3027	000	23112	SR 3027 over Little Trough Creek	R	BRDG									185	25,000		25,000														25,000.00	
Huntingdon	3027	000	23112	SR 3027 over Little Trough Creek	C	BRDG																											

RPT# TIP200

Project Information						FFY 2029 Costs						FFY 2030 Costs						FFY 2031 Costs						FFY 2032 Costs								
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	
Totals for: Huntingdon								3,185,000		8,615,000		11,800,000		3,952,000		5,095,000		9,047,000		3,401,500		2,400,000		36,375,000		12,176,406		5,250,000		17,426,406	44,074,906	
Somerset	30		116930	US 30 - PA 281 to PA 160	P	HRST										581		100,000					100,000								100,000.00	
Somerset	30		116934	US 30 - Westmoreland County Line to PA 985	F	HRST								581		250,000		250,000													250,000.00	
Somerset	30		116934	US 30 - Westmoreland County Line to PA 985	C	HRST								581		590,000		590,000			581		3,000,000		3,000,000						3,590,000.00	
Somerset	31		116929	PA 31 - PA160 to Bedford County Line	P	HRST																				581		100,000		100,000	100,000.00	
Somerset	31		116932	PA 31 - US 219 Bridge to PA 160	C	HRST								581		343,000		343,000			581		4,530,000		4,530,000						4,873,000.00	
Somerset	31		116935	PA 31 - Westmoreland County Line to SR 3037	C	HRST			581		250,000		250,000	581		3,000,000		3,000,000													3,250,000.00	
Somerset	31		120360	PA 31 - Borough Line to US 219 Bridge	P	HRST																				581		100,000		100,000	100,000.00	
Somerset	56	000	23402	PA 56 over Clear Shade Creek	U	BRDG								185		50,000		50,000													50,000.00	
Somerset	56	000	23402	PA 56 over Clear Shade Creek	R	BRDG								185		50,000		50,000													50,000.00	
Somerset	56	000	23402	PA 56 over Clear Shade Creek	+C	BRDG													BRIP		2,383,000				2,383,000	BRIP		650,000		650,000	3,033,000.00	
Somerset	56	000	96600	PA 160 - SR 1033 to Bedford Co Line	P	HRST																				581		100,000		100,000	100,000.00	
Somerset	160		110495	PA 160 - US 30 to State Route 1016	P	HRST																				581		100,000		100,000	100,000.00	
Somerset	160		116937	PA 160 - SR 1016 to SR 1029	P	HRST			581		100,000		100,000																		100,000.00	
Somerset	160		116937	PA 160 - SR 1016 to SR 1029	C	HRST															581		1,800,000		1,800,000		581		1,195,000		1,195,000	2,995,000.00
Somerset	160		120361	PA 160 - SR 1029 to Cambria County	P	HRST																				581		100,000		100,000	100,000.00	
Somerset	160	000	91442	PA 160 over Branch of Blue Lick Creek	U	BRDG			185		25,000		25,000																		25,000.00	
Somerset	160	000	91442	PA 160 over Branch of Blue Lick Creek	R	BRDG			185		25,000		25,000																		25,000.00	
Somerset	160	000	91442	PA 160 over Branch of Blue Lick Creek	C	BRDG			185		500,000		500,000		185		200,000		200,000												700,000.00	
Somerset	219	050	115845	US 219 Meyersdale to Old Salisbury Rd	C	HCON	APD	17,000,000				17,000,000	APD	17,000,000					17,000,000	APD				17,000,000	APD		17,000,000		17,000,000	68,000,000.00		
Somerset	219	058	116949	US 219 - Berlin-Somerset Int to Somerset Tpk Int	+C	HRST	STP	1,708,588				1,708,588																			1,708,588.00	
Somerset	219	058	116949	US 219 - Berlin-Somerset Int to Somerset Tpk Int	+C	HRST	NHPP	3,140,000				3,140,000																			3,140,000.00	
Somerset	219	058	116949	US 219 - Berlin-Somerset Int to Somerset Tpk Int	+C	BRDG	BRIP	2,200,000				2,200,000																			2,200,000.00	
Somerset	281	000	93144	PA 281 - SR 1033 to PA 653	P	HRST															581		100,000		100,000						100,000.00	
Somerset	601		110428	PA 601 over Trib to Quemahoning Creek	C	BRDG			185		500,000		500,000																		500,000.00	
Somerset	653	000	96610	PA 653 - Fayette Co Line to PA 281	P	HRST								581		100,000		100,000													100,000.00	
Somerset	653	000	96610	PA 653 - Fayette Co Line to PA 281	C	HRST																				581		3,500,000		3,500,000	3,500,000.00	
Somerset	653	09B	23462	PA653 Laurel Hill Crk Brg	C	BRDG			185		500,000		500,000																		500,000.00	
Somerset	985		23453	SR 985 over South Fork Bens Creek	P	BRDG			185		310,000		310,000																		310,000.00	
Somerset	985		23453	SR 985 over South Fork Bens Creek	F	BRDG															185		230,000		230,000						230,000.00	
Somerset	985		23453	SR 985 over South Fork Bens Creek	U	BRDG															185		25,000		25,000						25,000.00	
Somerset	985		23453	SR 985 over South Fork Bens Creek	R	BRDG															185		25,000		25,000						25,000.00	
Somerset	985		23453	SR 985 over South Fork Bens Creek	C	BRDG																				185		2,000,000		2,000,000	2,000,000.00	
Somerset	1003	000	120398	SR 1003 over Glade Creek	C	BRDG			185		550,000		550,000																		550,000.00	
Somerset	1021		120458	SR 1021 over Miller Run	U	BRDG			185		25,000		25,000																		25,000.00	
Somerset	1021		120458	SR 1021 over Miller Run	R	BRDG			185		25,000		25,000																		25,000.00	
Somerset	1021		120458	SR 1021 over Miller Run	C	BRDG								185		600,000		600,000													600,000.00	
Somerset	1033		88103	SR 1033 over Berwind-White Mine Drift	R	BRDG								185		15,000		15,000													15,000.00	
Somerset	1033		88103	SR 1033 over Berwind-White Mine Drift	C	BRDG								185		831,000		831,000													831,000.00	
Somerset	2004		120519	SR 2004 over Elk Lick Creek	+P	BRDG															BOF		200,000		200,000					200,000	200,000.00	
Somerset	2004		120519	SR 2004 over Elk Lick Creek	+F	BRDG															BOF		119,000		119,000					119,000	119,000.00	
Somerset	2004		120519	SR 2004 over Elk Lick Creek	+U	BRDG															BOF		25,000		25,000					25,000	25,000.00	
Somerset	2004		120519	SR 2004 over Elk Lick Creek	+R	BRDG															BOF		25,000		25,000					25,000	25,000.00	
Somerset	2021	000	23595	SR 2021 over Shaffers Run	P	BRDG			185		165,000		165,000																		165,000.00	
Somerset	2021	000	23595	SR 2021 over Shaffers Run	F	BRDG								185		120,000		120,000													120,000.00	
Somerset	2021	000	23595	SR 2021 over Shaffers Run	U	BRDG								185		25,000		25,000													25,000.00	
Somerset	2021	000	23595	SR 2021 over Shaffers Run	R	BRDG								185		25,000		25,000													25,000.00	
Somerset	2021	000	23595	SR 2021 over Shaffers Run	C	BRDG															185		946,000		946,000						946,000.00	
Somerset	2022	000	23416	SR 2022 over Brush Creek	+U	BRDG	BOF	25,000				25,000																			25,000.00	

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

RPT# TIP200

Project Information							FFY 2029 Costs					FFY 2030 Costs					FFY 2031 Costs					FFY 2032 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	
Somerset	2022	000	23416	SR 2022 over Brush Creek	+R	BRDG	BOF	25,000				25,000																			25,000.00	
Somerset	2022	000	23416	SR 2022 over Brush Creek	+C	BRDG	BOF	1,100,000				1,100,000																			1,100,000.00	
Somerset	2047	010	113885	Garrett Curve to Berlin	+C	HRST	STP	2,300,000				2,300,000	STP	3,000,000				3,000,000	STP	2,220,000				2,220,000							7,520,000.00	
Somerset	2047	010	113885	Garrett Curve to Berlin	+C	BRDG	BRIP	500,000				500,000																			500,000.00	
Somerset	3003		23482	SR 3003 over Laurel Hill Creek	P	BRDG									185	810,000		810,000													810,000.00	
Somerset	3003		23482	SR 3003 over Laurel Hill Creek	F	BRDG															185	600,000		600,000							600,000.00	
Somerset	3003		23482	SR 3003 over Laurel Hill Creek	U	BRDG															185	100,000		100,000							100,000.00	
Somerset	3003		23482	SR 3003 over Laurel Hill Creek	R	BRDG															185	100,000		100,000							100,000.00	
Somerset	3003		23482	SR 3003 over Laurel Hill Creek	+C	BRDG																					BRIP	3,538,000		3,538,000	3,538,000.00	
Somerset	3008		116964	SR 3008 over S Glade Run	+C	BRDG	BRIP	700,000				700,000																			700,000.00	
Somerset	3010		23405	SR 3010 over Middle Creek	+C	BRDG	BOF	451,000				451,000																			451,000.00	
Somerset	3014		120461	SR 3014 over Laurel Hill Creek	U	BRDG			185	25,000		25,000																			25,000.00	
Somerset	3014		120461	SR 3014 over Laurel Hill Creek	R	BRDG			185	25,000		25,000																			25,000.00	
Somerset	3014		120461	SR 3014 over Laurel Hill Creek	C	BRDG									185	610,000		610,000													610,000.00	
Somerset	4004		120462	SR 4004 over Quemahoning Creek	F	BRDG									185	165,000		165,000														165,000.00
Somerset	4004		120462	SR 4004 over Quemahoning Creek	U	BRDG									185	25,000		25,000														25,000.00
Somerset	4004		120462	SR 4004 over Quemahoning Creek	R	BRDG									185	25,000		25,000														25,000.00
Somerset	4004		120462	SR 4004 over Quemahoning Creek	+C	BRDG													BOF	1,226,000				1,226,000	BOF	274,000			274,000	1,500,000.00		
Somerset	4013	000	88166	SR 4013 over Spruce Run	+P	BRDG																				BOF	250,000		250,000	250,000.00		
Somerset	4013	000	88166	SR 4013 over Spruce Run	+F	BRDG																				BOF	185,000		185,000	185,000.00		
Somerset	4013	000	88166	SR 4013 over Spruce Run	+U	BRDG																				BOF	25,000		25,000	25,000.00		
Somerset	4013	000	88166	SR 4013 over Spruce Run	+R	BRDG																				BOF	25,000		25,000	25,000.00		
Somerset	4015	000	94341	SR 4015 over Quemahoning Creek	F	BRDG									185	230,000		230,000													230,000.00	
Somerset	4015	000	94341	SR 4015 over Quemahoning Creek	U	BRDG									185	25,000		25,000													25,000.00	
Somerset	4015	000	94341	SR 4015 over Quemahoning Creek	R	BRDG									185	25,000		25,000													25,000.00	
Somerset	4015	000	94341	SR 4015 over Quemahoning Creek	+C	BRDG													BOF	1,500,000				1,500,000							1,500,000.00	
Somerset	4021		120483	SR 4021 over Higgins Run	+P	BRDG																				BOF	260,000		260,000	260,000.00		
Somerset	4021		120483	SR 4021 over Higgins Run	+F	BRDG																				BOF	190,000		190,000	190,000.00		
Somerset	4021		120483	SR 4021 over Higgins Run	+U	BRDG																				BOF	25,000		25,000	25,000.00		
Somerset	4021		120483	SR 4021 over Higgins Run	+R	BRDG																				BOF	25,000		25,000	25,000.00		
Somerset	4029	000	74497	SR 4029 over North Fork Bens Creek	+F	BRDG	BRIP	200,000				200,000																			200,000.00	
Somerset	4029	000	74497	SR 4029 over North Fork Bens Creek	+U	BRDG	BRIP	15,000				15,000																			15,000.00	
Somerset	4029	000	74497	SR 4029 over North Fork Bens Creek	+R	BRDG	BRIP	15,000				15,000																			15,000.00	
Somerset	4029	000	74497	SR 4029 over North Fork Bens Creek	+C	BRDG							BOF	1,600,000				1,600,000													1,600,000.00	
Somerset	4033		120463	SR 4033 over Roaring Run	F	BRDG									185	170,000		170,000													170,000.00	
Somerset	4033		120463	SR 4033 over Roaring Run	U	BRDG									185	25,000		25,000													25,000.00	
Somerset	4033		120463	SR 4033 over Roaring Run	R	BRDG									185	25,000		25,000													25,000.00	
Somerset	4033		120463	SR 4033 over Roaring Run	+C	BRDG													BRIP	1,000,000				1,000,000							1,000,000.00	
Somerset	4035	02B	105604	SR4035 Trib Quemahoning Crk Bridge	C	BRDG			185	550,000		550,000																			550,000.00	
Totals for: Somerset								29,379,588		3,575,000		32,954,588		21,600,000		8,334,000		29,934,000		25,329,000		11,556,000		73,260,000		22,816,000		7,195,000		30,011,000	129,784,588	
Overall Totals:								49,024,000		24,202,000	45,000	73,271,000		49,024,000		24,193,000	45,000	73,262,000		49,024,000		24,186,000	50,000	73,260,000		49,024,000		24,177,000	50,000	73,251,000	293,044,000	

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

Bedford

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)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$200	\$0	\$160	\$400	\$3111	\$3200	
State:	\$38	\$0	\$30	\$75	\$510	\$625	
Local/Other:	\$13	\$0	\$10	\$25	\$170	\$250	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$251	\$0	\$200	\$500	\$3,791	\$4,075	
Total FFY 2025-2036 Cost	\$8,817						

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)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$334	\$0	\$4516	\$9736	
State:	\$0	\$0	\$0	\$0	\$1000	\$2000	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$334	\$0	\$5,516	\$11,736	
Total FFY 2025-2036 Cost	\$17,586						

PennDOT Project Id: 116153

Project Administrator: West Providence Township

Title: Everett Bus. Park - Industrial Blvd Ext.

Improvement Type: New Roadway

State Route: 0

Municipality: West Providence (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2025

Location: On Industrial Boulevard in West Providence Township, Bedford County

Project Description: 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.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$1327	\$0	\$0	\$0	\$0	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$1,327	\$0	\$0	\$0	\$0	\$0	
Total FFY 2025-2036 Cost	\$1,327						

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$270	\$0	\$140	\$0	\$7013	\$5200
State:	\$0	\$0	\$0	\$0	\$2897	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$270	\$0	\$140	\$0	\$9,910	\$5,200
Total FFY 2025-2036 Cost	\$15,520					

PennDOT Project Id: 118412

Project Administrator: PennDOT

Title: 2025 RPM Installation Southern Alleghenies

Improvement Type: Safety Improvement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/13/2025

Location: On 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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$200	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$200	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$200					

PennDOT Project Id: 119331

Project Administrator: PennDOT

Title: Southern Alleghenies CRP 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 RPO

Project Description: Carbon Reduction Program Line Item, Southern Alleghenies RPO - Bedford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1046	\$714	\$1073	\$1073	\$4292	\$4291
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$1,046	\$714	\$1,073	\$1,073	\$4,292	\$4,291
Total FFY 2025-2036 Cost	\$12,489					

PennDOT Project Id: 120825

Project Administrator: PennDOT

Title: 2026 RPM Installation Southern Alleghenies

Improvement Type: Safety Improvement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/12/2026

Location: On 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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$200	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$200	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$200					

PennDOT Project Id: 120854

Project Administrator: PennDOT

Title: Southern Alleghenies Environmental Monitoring

Improvement Type: Environmental Mitigation

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Various sites within Southern Alleghenies RPO

Project Description: Regional set-a-side for monitoring, maintenance and repairs of constructed wetlands on approved highway and bridge projects from past and current Transportation Programs as well as identifying potential sites for environmental mitigation requirements in Southern Alleghenies RPO.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$50	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$50	\$50	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$100					

PennDOT Project Id: 120856

Project Administrator: PennDOT

Title: 2025 S Alleghenies HFST

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 routes in Bedford, Fulton, Huntingdon, and Somerset Counties

Project Description: High friction surface treatment on various routes in Bedford, Fulton, Huntingdon, and Somerset Counties

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$693	\$1584	\$250	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$693	\$1,584	\$250	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,527					

PennDOT Project Id: 21588

Project Administrator: PennDOT

Title: PA 26 over Ravers Run

Improvement Type: Bridge Replacement

State Route: 26

Municipality: Liberty (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/30/2025

Location: On PA 26 over Ravers Run in Liberty Township, Bedford County

Project Description: Bridge replacement on PA 26 over Ravers Run in Liberty Township, Bedford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1345	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,345	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,345					

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: 11/1/2027

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$1350	\$3010	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$1,350	\$3,010	\$0
Total FFY 2025-2036 Cost	\$4,360					

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: 12/15/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$865	\$0	\$0	\$0
State:	\$0	\$248	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$248	\$865	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,113					

PennDOT Project Id: 63857

Project Administrator: PennDOT

Title: US 30 - SR 4010 to Somerset Co Line

Improvement Type: Resurface

State Route: 30

Municipality: Juniata (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: US 30 from SR 4010 (Lincoln Highway) to the Somerset County Line in Schellsburg Borough and Juniata, Napier and Bedford Townships, Bedford County

Project Description: Resurfacing on US 30 from SR 4010 (Lincoln Highway) to the Somerset County Line in Schellsburg Borough and Juniata, Napier and Bedford Townships, Bedford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$10199	\$0
State:	\$0	\$250	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$250	\$0	\$0	\$10,199	\$0
Total FFY 2025-2036 Cost	\$10,449					

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: 1/1/2025

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$4403	\$2100	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$4,403	\$2,100	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$6,503					

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: 12/15/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$660	\$570	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$660	\$570	\$0	\$0
Total FFY 2025-2036 Cost	\$1,230					

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: 12/15/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$750	\$750	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$750	\$750	\$0	\$0
Total FFY 2025-2036 Cost	\$1,500					

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: 12/11/2025

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$5694	\$4592	\$0	\$0	\$0
State:	\$1110	\$1236	\$1148	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,110	\$6,930	\$5,740	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$13,780					

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: 4/1/2027

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$112	\$3791	\$4303	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$112	\$3,791	\$4,303	\$0
Total FFY 2025-2036 Cost	\$8,206					

PennDOT Project Id: 120464

Project Administrator: PennDOT

Title: US 30 over US 220

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:

Location: On US 30 over US 220 in Bedford Township, Bedford County

Project Description: Bridge Improvement on US 30 over US 220 in Bedford Township, Bedford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$3420	\$0
State:	\$0	\$0	\$0	\$250	\$450	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$250	\$3,870	\$0
Total FFY 2025-2036 Cost	\$4,120					

PennDOT Project Id: 84878

Project Administrator: PennDOT

Title: PA 31 over Finn Run

Improvement Type: Bridge Improvement

State Route: 31

Municipality: Harrison (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: PA 31 (Allegheny Road) over Finn Run at the intersection with T-432 (Turner Road) in Harrison Township, Bedford County

Project Description: Bridge Improvement on PA 31 (Allegheny Road) over Finn Run at the intersection with T-432 (Turner Road) in Harrison Township, Bedford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$250	\$0	\$230	\$1200	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$250	\$0	\$230	\$1,200	\$0
Total FFY 2025-2036 Cost	\$1,680					

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: 1/16/2025

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$2000	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$2,000	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,000					

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: 9/11/2025

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$1584	\$13700	\$0
State:	\$0	\$0	\$0	\$265	\$4000	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$1,849	\$17,700	\$0
Total FFY 2025-2036 Cost	\$19,549					

PennDOT Project Id: 120310

Project Administrator: PennDOT

Title: PA 56 - Trib Dunnings Creek to SR 4009

Improvement Type: Resurface

State Route: 56

Municipality: Bedford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On PA 56 from Tributary to Dunnings Creek to SR 4009 (William Penn Road) in Bedford Township, Bedford County

Project Description: Resurfacing on PA 56 from Tributary to Dunnings Creek to SR 4009 (William Penn Road) in Bedford Township, Bedford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$700	\$0
State:	\$0	\$0	\$0	\$50	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$50	\$700	\$0
Total FFY 2025-2036 Cost	\$750					

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: 1/29/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$105	\$3247	\$2859	\$945	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$105	\$3,247	\$2,859	\$945	\$0	\$0
Total FFY 2025-2036 Cost	\$7,156					

PennDOT Project Id: 120874

Project Administrator: PennDOT

Title: SR 0867 Seg 0180 D/B Under 8ft Clvt

Improvement Type: Drainage Improvement

State Route: 867

Municipality: Bloomfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/30/2025

Location: On SR 867 (Lafayette Rd) near Sheepskin Flat Road in Bloomfield Township

Project Description: Drainage improvement on SR 4015 (Lafayette Rd) near Sheepskin Flat Road in Bloomfield Township, Bedford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$110	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$110	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$110					

PennDOT Project Id: 21449

Project Administrator: PENNDOT

Title: Osterburg Scrubgrass Crk

Improvement Type: Bridge Replacement

State Route: 869

Municipality: King (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/3/2026

Location: On PA 869 (Heritage Road) over Scrubgrass Creek in King Township Bedford County

Project Description: Bridge replacement on PA 869 (Heritage Road) over Scrubgrass Creek in King Township Bedford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$290	\$422	\$1659	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$290	\$422	\$1,659	\$0
Total FFY 2025-2036 Cost	\$2,371					

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: 1/6/2028

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$325	\$648	\$545	\$400	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$325	\$648	\$545	\$400	\$0
Total FFY 2025-2036 Cost	\$1,918					

PennDOT Project Id: 21366

Project Administrator:

Title: SR 1005 over Beaver Creek

Improvement Type: Bridge Improvement

State Route: 1005

Municipality: South Woodbury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 1005 (Churchview Road) over Beaver Creek near the intersection of Bull Run Road in South Woodbury Township, Bedford County

Project Description: Bridge Improvement on SR 1005 (Churchview Road) over Beaver Creek near the intersection of Bull Run Road in South Woodbury Township, Bedford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$100	\$0	\$1719	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$100	\$0	\$1,719	\$0
Total FFY 2025-2036 Cost	\$1,819					

PennDOT Project Id: 116991

Project Administrator: PennDOT

Title: SR 1005 over Snake Spring Valley Run

Improvement Type: Bridge Improvement

State Route: 1005

Municipality: Snake Spring (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: SR 1005 (Lower Snake Spring Road) over Snake Spring Valley Run in Snake Spring Township, Bedford County

Project Description: Bridge improvement on SR 1005 (Lower Snake Spring Road) over Snake Spring Valley Run in Snake Spring Township, Bedford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$100	\$0	\$0	\$1050	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$100	\$0	\$0	\$1,050	\$0
Total FFY 2025-2036 Cost	\$1,150					

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: 11/5/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$60	\$140	\$461	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$60	\$140	\$461	\$0	\$0
Total FFY 2025-2036 Cost	\$661					

PennDOT Project Id: 111988

Project Administrator: PennDOT

Title: SR 1015 over Potter Creek

Improvement Type: Bridge Improvement

State Route: 1015

Municipality: Woodbury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 1015 (Replogle School Road) over Potter Creek near the intersection of SR 868 in Bloomfield Township, Bedford County

Project Description: Bridge Improvement on SR 1015 (Replogle School Road) over Potter Creek near the intersection of SR 868 (Potter Creek Road) in Bloomfield Township, Bedford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$100	\$1030	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$100	\$1,030	\$0
Total FFY 2025-2036 Cost	\$1,130					

PennDOT Project Id: 120455

Project Administrator: PennDOT

Title: SR 1020 over Sherman Valley Run 2

Improvement Type: Bridge Improvement

State Route: 1020

Municipality: Broadtop (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 1020 (Cypher Road) over Sherman Valley Run in Broad Top Township, Bedford County

Project Description: Bridge improvement on SR 1020 (Cypher Road) over Sherman Valley Run in Broad Top Township, Bedford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$780	\$0
State:	\$0	\$0	\$0	\$100	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$100	\$780	\$0
Total FFY 2025-2036 Cost	\$880					

PennDOT Project Id: 116966

Project Administrator: PennDOT

Title: SR 1027 over Beaver Creek

Improvement Type: Bridge Improvement

State Route: 1027

Municipality: South Woodbury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 1027 (Kings Road) over Beaver Creek in South Woodbury Township, Bedford County

Project Description: Bridge Improvement on SR 1027 (Kings Road) over Beaver Creek at the intersection of Golden Rule Drive (T-561) in South Woodbury Township, Bedford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$250	\$225	\$1353	\$0
State:	\$0	\$0	\$0	\$0	\$50	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$250	\$225	\$1,403	\$0
Total FFY 2025-2036 Cost	\$1,878					

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: 1/1/2025

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$234	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$234	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$234					

PennDOT Project Id: 120456

Project Administrator: PennDOT

Title: SR 1036 over Six Mile Run

Improvement Type: Bridge Improvement

State Route: 1036

Municipality: Broadtop (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 1036 (Six Mile Run) over Six Mile Run in Broad Top Township, Bedford County

Project Description: Bridge improvement on SR 1036 (Six Mile Run) over Six Mile Run in Broad Top Township, Bedford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$250	\$1800	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$250	\$1,800	\$0
Total FFY 2025-2036 Cost	\$2,050					

PennDOT Project Id: 116993

Project Administrator: PennDOT

Title: SR 2010 over Chapmans Run

Improvement Type: Bridge Improvement

State Route: 2010

Municipality: Monroe (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/4/2029

Location: SR 2010 (Pleasant Union Road) over Chapmans Run in Monroe Township, Bedford County

Project Description: Bridge improvement on SR 2010 (Pleasant Union Road) over Chapmans Road in Monroe Township, Bedford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$100	\$0	\$450	\$400	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$100	\$0	\$450	\$400	\$0
Total FFY 2025-2036 Cost	\$950					

PennDOT Project Id: 21576

Project Administrator:

Title: SR 2025 over Clear Water Creek

Improvement Type: Bridge Improvement

State Route: 2025

Municipality: West Providence (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 2025 (Milk and Water Road) over Clear Water Creek in West Providence Township, Bedford County

Project Description: Bridge improvement on SR 2025 (Milk and Water Road) over Clear Water Creek in West Providence Township, Bedford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$1000	\$1000	\$0
State:	\$250	\$0	\$250	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$250	\$0	\$250	\$1,000	\$1,000	\$0
Total FFY 2025-2036 Cost	\$2,500					

PennDOT Project Id: 120875

Project Administrator: PennDOT

Title: SR 2035 Seg 0020 D/B Under 8ft Clvt

Improvement Type: Drainage Improvement

State Route: 2035

Municipality: East Providence (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/30/2025

Location: On SR 2035 (South Breezewood Rd) between I-76 overpass and SR 2029 (East Mattie Road) in East Providence Township, Bedford County

Project Description: Drainage improvement on SR 2035 (Breezewood Rd) between I-76 overpass and SR 2029 (East Mattie Road) in East Providence Township, Bedford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$165	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$165	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$165					

PennDOT Project Id: 74407

Project Administrator: PennDOT

Title: Evitts Creek Trib

Improvement Type: Bridge Replacement

State Route: 3011

Municipality: Cumberland Valley (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/9/2025

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$525	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$525	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$525					

PennDOT Project Id: 120401

Project Administrator: PennDOT

Title: SR 3013 over Cole Trout Run

Improvement Type: Bridge Improvement

State Route: 3013

Municipality: Colerain (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: SR 3013 (Rainsburg Mountain Road) over Cole Trout Run in Colerain Township, Bedford County

Project Description: Bridge Improvement on SR 3013 (Rainsburg Mountain Road) over Cole Trout Run in Colerain Township, Bedford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$200	\$200	\$50	\$900	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$50	\$200	\$200	\$50	\$900	\$0
Total FFY 2025-2036 Cost	\$1,400					

PennDOT Project Id: 88131

Project Administrator: PennDOT

Title: Cumberland Villy Run Br

Improvement Type: Bridge Replacement

State Route: 3021

Municipality: Bedford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/30/2025

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$570	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$570	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$570					

PennDOT Project Id: 120625

Project Administrator: PennDOT

Title: SR 4009 - Concrete to Concrete

Improvement Type: Resurface

State Route: 4009

Municipality: Bedford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 4009 (Business 220) from end of concrete to end of concrete in Bedford Township, Bedford County

Project Description: Concrete rehabilitation on SR 4009 (Business 220) from end of concrete to end of concrete in Bedford Township, Bedford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$6918	\$4337	\$0
State:	\$1460	\$0	\$880	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,460	\$0	\$880	\$6,918	\$4,337	\$0
Total FFY 2025-2036 Cost	\$13,595					

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: 3/13/2025

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$25	\$560	\$108	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$25	\$560	\$108	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$693					

PennDOT Project Id: 120876

Project Administrator: PennDOT

Title: SR 4019 Seg 0120 D/B under 8ft Clvt

Improvement Type: Drainage Improvement

State Route: 4019

Municipality: East St Clair (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/30/2025

Location: On SR 4019 (Bob's Creek Road) approximately 1/2 mile east of intersection with T-570 (Pine Knob Road) in East St Clair Township, Bedford County

Project Description: Drainage improvement on SR 4019 (Bob's Creek Road) approximately 1/2 mile east of intersection with T-570 (Pine Knob Road) in East St Clair Township, Bedford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$60	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$60	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$60					

PennDOT Project Id: 21523

Project Administrator: PENNDOT

Title: SR 4027 over Scrubgrass Creek

Improvement Type: Bridge Improvement

State Route: 4027

Municipality: Kimmel (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 4027 (Scrubgrass Road) over Scrubgrass Creek in Kimmel Township, Bedford County

Project Description: Bridge Improvement on SR 4027 (Scrubgrass Road) over Scrubgrass Creek in Kimmel Township, Bedford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$250	\$1750	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$250	\$1,750	\$0
Total FFY 2025-2036 Cost	\$2,000					

PennDOT Project Id: 117084

Project Administrator: PennDOT

Title: T-526 over Yellow Creek

Improvement Type: Bridge Improvement

State Route: 7209

Municipality: Hopewell (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On T-526 (Polecat Hollow Road) over Yellow Creek in Hopewell Township, Bedford County

Project Description: Bridge improvement on T-526 (Polecat Hollow Road) over Yellow Creek in Hopewell Township, Bedford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$500	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$125	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$625	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$625					

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: 12/4/2025

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$240	\$552	\$552	\$0	\$0	\$0
State:	\$46	\$103	\$103	\$0	\$0	\$0
Local/Other:	\$16	\$35	\$35	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$302	\$690	\$690	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,682					

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: 12/4/2025

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$220	\$340	\$0	\$0	\$0	\$0
State:	\$42	\$64	\$0	\$0	\$0	\$0
Local/Other:	\$14	\$21	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$276	\$425	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$701					

Fulton

PennDOT Project Id: 96546

Project Administrator: PennDOT

Title: US 30 - Bedford County to SR 4001

Improvement Type: Resurface

State Route: 30

Municipality: Brush Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On US 30 from the Bedford County Line to Sipes Mill Road (SR 4001) in Brush Creek and Licking Creek Townships, Fulton County

Project Description: Resurfacing on US 30 from the Bedford County Line to Sipes Mill Road (SR 4001) in Brush Creek and Licking Creek Townships, Fulton County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$3500	\$0	\$0	\$0
State:	\$50	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$50	\$0	\$3,500	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$3,550					

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: 1/9/2025

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 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.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$600	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$600	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$600					

PennDOT Project Id: 116985

Project Administrator: PennDOT

Title: PA 484 over Trough Creek

Improvement Type: Bridge Improvement

State Route: 484

Municipality: Union (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: PA 484 over Trough Creek in Union Township, Fulton County

Project Description: Bridge improvement on PA 484 (Buck Valley Road) over Trough Creek in Union Township, Fulton County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$100	\$0	\$0	\$950	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$100	\$0	\$0	\$950	\$0
Total FFY 2025-2036 Cost	\$1,050					

PennDOT Project Id: 22828

Project Administrator: PENNDOT

Title: US 522 over Kendall's Run

Improvement Type: Bridge Improvement

State Route: 522

Municipality: Ayr (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/5/2030

Location: On US 522 (Great Cove Road) over Kendall Run Ayr Township, Fulton County

Project Description: Bridge improvement on US 522 (Great Cove Road) over Kendall Run Ayr Township, Fulton County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$250	\$0	\$200	\$1353	\$100	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$250	\$0	\$200	\$1,353	\$100	\$0
Total FFY 2025-2036 Cost	\$1,903					

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: 7/6/2028

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$2925	\$676	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$2,925	\$676	\$0	\$0
Total FFY 2025-2036 Cost	\$3,601					

PennDOT Project Id: 120349

Project Administrator: PennDOT

Title: SR 522 - PA 655 to SR 1001

Improvement Type: Resurface

State Route: 522

Municipality: Belfast (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 522 from PA 655 to SR 1001 (Cito Road) in Belfast Township and Ayr Township, Fulton County

Project Description: Resurfacing on SR 522 from PA 655 to SR 1001 (Cito Road) in Belfast Township and Ayr Township, Fulton County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$3680	\$2580
State:	\$0	\$0	\$0	\$100	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$100	\$3,680	\$2,580
Total FFY 2025-2036 Cost	\$6,360					

PennDOT Project Id: 120460

Project Administrator: PennDOT

Title: Fort Littleton Intersection Improvement

Improvement Type: Intersection Improvement

State Route: 522

Municipality: Dublin (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On US 522, SR 1011(Sinoquipe Road), SR 1012 (Plum Hollow Road), and T-433 (Brown Road) in Dublin Township, Fulton County

Project Description: Intersection improvement on US 522, SR 1011(Sinoquipe Road), SR 1012 (Plum Hollow Road), and T-433(Brown Road) in Dublin Township, Fulton County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$500	\$0	\$500	\$1395	\$2995	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$500	\$0	\$500	\$1,395	\$2,995	\$0
Total FFY 2025-2036 Cost	\$5,390					

PennDOT Project Id: 22786

Project Administrator: PENNDOT

Title: SR 655 over Owl Run

Improvement Type: Bridge Replacement

State Route: 655

Municipality: Licking Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 655 over Owl Run in Licking Creek Township, Fulton County

Project Description: Bridge Replacement on SR 655 over Owl Run in Licking Creek Township, Fulton County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$700	\$0
State:	\$0	\$0	\$50	\$80	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$50	\$80	\$700	\$0
Total FFY 2025-2036 Cost	\$830					

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: 1/29/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$1203	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$1,203	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,203					

PennDOT Project Id: 74377

Project Administrator: PennDOT

Title: S Big Cove Tannery Rd over Esther Run

Improvement Type: Bridge Replacement

State Route: 928

Municipality: Ayr (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/30/2025

Location: On PA 928 over Esther Run in Ayr Township, Fulton County

Project Description: Bridge replacement on PA 928 over Esther Run in Ayr Township, Fulton County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1400	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,400	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,400					

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: 3/13/2025

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$945	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$945	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$945					

PennDOT Project Id: 117004

Project Administrator: PennDOT

Title: SR 1004 Over US 30

Improvement Type: Bridge Preservation Activities

State Route: 1004

Municipality: Ayr (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/13/2025

Location: On SR 1004 (Lincoln Way West) over US 30 in Ayr Township, Fulton County

Project Description: Bridge preservation activities on SR 1004 (Lincoln Way West) over US 30 in Ayr Township, Fulton County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$200	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$200	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$200					

PennDOT Project Id: 22860

Project Administrator: PENNDOT

Title: SR 1005 over Aughwick Creek

Improvement Type: Bridge Improvement

State Route: 1005

Municipality: Dublin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 1005 (Aughwick Road) over Aughwick Creek in Dublin Township, Fulton County

Project Description: Bridge improvement on SR 1005 (Aughwick Road) over Aughwick Creek in Dublin Township, Fulton County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$2500	\$0
State:	\$0	\$0	\$285	\$0	\$50	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$285	\$0	\$2,550	\$0
Total FFY 2025-2036 Cost	\$2,835					

PennDOT Project Id: 22835

Project Administrator: PENNDOT

Title: SR 3011 over Barnett's Run

Improvement Type: Bridge Replacement

State Route: 3011

Municipality: Belfast (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 3011 over Barnett's Run in Licking Creek Township, Fulton County

Project Description: Bridge Replacement on SR 3011 over Barnett's Run in Licking Creek Township, Fulton County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$700	\$0
State:	\$0	\$0	\$125	\$0	\$150	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$125	\$0	\$850	\$0
Total FFY 2025-2036 Cost	\$975					

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: 7/6/2028

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$60	\$278	\$675	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$60	\$278	\$675	\$0	\$0
Total FFY 2025-2036 Cost	\$1,013					

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: 1/29/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$378	\$862	\$0	\$0	\$0
State:	\$80	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$80	\$378	\$862	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,320					

PennDOT Project Id: 106491

Project Administrator: PennDOT

Title: SR 3017 over S Brush Creek

Improvement Type: Bridge Improvement

State Route: 3017

Municipality: Brush Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 3017 (Old 126 Road) over South Brush Creek near the intersection of T-376 (Spade Road) in Brush Creek Township, Fulton County

Project Description: Bridge improvement on SR 3017 (Old 126 Road) over South Brush Creek near the intersection of T-376 (Spade Road) in Brush Creek Township, Fulton County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$1705	\$0
State:	\$0	\$100	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$100	\$0	\$0	\$1,705	\$0
Total FFY 2025-2036 Cost	\$1,805					

PennDOT Project Id: 22757

Project Administrator: PENNDOT

Title: SR 4001 over Sindeldecker Branch

Improvement Type: Bridge Improvement

State Route: 4001

Municipality: Licking Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 4001 (Sipes Mill Road) over Sindeldecker Branch in Licking Creek Township, Fulton County

Project Description: Bridge improvement on SR 4001 (Sipes Mill Road) over Sindeldecker Branch in Licking Creek Township, Fulton County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$1050	\$0
State:	\$0	\$0	\$0	\$120	\$140	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$120	\$1,190	\$0
Total FFY 2025-2036 Cost	\$1,310					

PennDOT Project Id: 102781

Project Administrator: PennDOT

Title: SR 4015 over Roaring Run

Improvement Type: Bridge Replacement

State Route: 4015

Municipality: Wells (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 4015 (Hoover Road) over Roaring Run near the intersection of PA 913 in Wells Township, Fulton County

Project Description: Replacement of structure carrying SR 4015 (Hoover Road) over Roaring Run near the intersection of PA 913 in Wells Township, Fulton County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$1050	\$0
State:	\$0	\$0	\$0	\$125	\$150	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$125	\$1,200	\$0
Total FFY 2025-2036 Cost	\$1,325					

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: 7/30/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$208	\$560	\$0	\$0	\$0	\$0
State:	\$40	\$105	\$0	\$0	\$0	\$0
Local/Other:	\$14	\$35	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$262	\$700	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$962					

PennDOT Project Id: 22767

Project Administrator: PENNDOT

Title: T-428 over Wooden Bridge Creek

Improvement Type: Bridge Improvement

State Route: 7207

Municipality: Taylor (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On T-428 (Pump Station Road) over Wooden Bridge Creek in Taylor Township, Fulton County

Project Description: Bridge improvement on T-428 (Pump Station Road) over Wooden Bridge Creek in Taylor Township, Fulton County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$200	\$160	\$360	\$320	\$0
State:	\$0	\$38	\$30	\$88	\$80	\$0
Local/Other:	\$0	\$13	\$10	\$22	\$20	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$251	\$200	\$470	\$420	\$0
Total FFY 2025-2036 Cost	\$1,341					

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: 3/12/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$208	\$844	\$0	\$0	\$0	\$0
State:	\$40	\$158	\$0	\$0	\$0	\$0
Local/Other:	\$14	\$54	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$262	\$1,056	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,318					

Huntingdon

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: 12/11/2025

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$2530	\$5549	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$2,530	\$5,549	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$8,079					

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: 12/27/2029

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$785	\$2500	\$3130	\$6510	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$785	\$2,500	\$3,130	\$6,510	\$0
Total FFY 2025-2036 Cost	\$12,925					

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: 8/13/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$260	\$345	\$350	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$260	\$345	\$350	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$955					

PennDOT Project Id: 92714

Project Administrator: PennDOT

Title: PA45 Spruce Creek Bridge

Improvement Type: Bridge Improvement

State Route: 45

Municipality: Franklin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/27/2029

Location: On PA 45 (Spruce Creek Road) over Spruce Creek in Franklin Township, Huntingdon County

Project Description: Bridge improvement on PA 45 (Spruce Creek Road) over Spruce Creek in Franklin Township, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$55	\$1600	\$1600	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$55	\$1,600	\$1,600	\$0	\$0
Total FFY 2025-2036 Cost	\$3,255					

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: 1/9/2025

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$75	\$618	\$590	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$75	\$618	\$590	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,283					

PennDOT Project Id: 74436

Project Administrator: PennDOT

Title: Derry Run Bridge Seg 20

Improvement Type: Bridge Replacement

State Route: 305

Municipality: Porter (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/16/2025

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$671	\$651	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$671	\$651	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,322					

PennDOT Project Id: 116959

Project Administrator: PennDOT

Title: PA 305 - SR 1029 to PA 26

Improvement Type: Resurface

State Route: 305

Municipality: Barree (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On PA 305 from SR 1029 (Charter Oak Road) to PA 26 in West, Barree, and Jackson Townships, Huntingdon County,

Project Description: Resurfacing on PA 305 from SR 1029 (Charter Oak Road) to PA 26 in West, Barree, and Jackson Townships, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$150	\$0	\$4800	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$150	\$0	\$4,800	\$0
Total FFY 2025-2036 Cost	\$4,950					

PennDOT Project Id: 120878

Project Administrator: PennDOT

Title: SR 0305 Seg 0170 D/B Under 8ft Clvt

Improvement Type: Drainage Improvement

State Route: 305

Municipality: Logan (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/30/2025

Location: On SR 305 (Shavers Creek Rd) in Logan Township, Huntingdon County

Project Description: Drainage improvements on SR 305 (Shavers Creek Rd) in Logan township, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$110	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$110	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$110					

PennDOT Project Id: 23031

Project Administrator: PENNDOT

Title: SR 350 over Warriors Mark Run

Improvement Type: Bridge Replacement

State Route: 350

Municipality: Franklin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 350 over Warriors Mark Run in Franklin Township, Huntingdon County

Project Description: Bridge Replacement on SR 350 over Warriors Mark Run in Franklin Township, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$100	\$1250	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$100	\$1,250	\$0
Total FFY 2025-2036 Cost	\$1,350					

PennDOT Project Id: 105999

Project Administrator: PennDOT

Title: PA 350 over Tributary to Warriors Mark Run

Improvement Type: Bridge Improvement

State Route: 350

Municipality: Warriors Mark (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/12/2030

Location: On PA 350 over Tributary to Warriors Mark Run in Warriors Mark Township, Huntingdon County

Project Description: Bridge improvement on PA 350 over Tributary to Warriors Mark Run in Warriors Mark Township, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$250	\$275	\$700	\$700	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$250	\$275	\$700	\$700	\$0
Total FFY 2025-2036 Cost	\$1,925					

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: 4/1/2027

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$450	\$21	\$1204	\$1604	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$450	\$21	\$1,204	\$1,604	\$0	\$0
Total FFY 2025-2036 Cost	\$3,279					

PennDOT Project Id: 120477

Project Administrator: PennDOT

Title: Shade Gap Intersection Safety Improvements

Improvement Type: Safety Improvement

State Route: 522

Municipality: Dublin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On US 522, PA 35, PA 641, T-409 (Town Hill Street) in Dublin Township, Huntingdon County

Project Description: Safety improvement on US 522, PA 35, PA 641, T-409 (Town Hill Street) in Dublin Township, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$850	\$0	\$1000	\$0	\$3920	\$1600
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$850	\$0	\$1,000	\$0	\$3,920	\$1,600
Total FFY 2025-2036 Cost	\$7,370					

PennDOT Project Id: 92732

Project Administrator: PennDOT

Title: PA655 Trb Mill Crk Bridge

Improvement Type: Bridge Improvement

State Route: 655

Municipality: Brady (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: PA 655 over Tributary of Mill Creek near the Village of Fousetown in Brady Township, Huntingdon County

Project Description: Bridge Improvement carrying PA 655 over Tributary of Mill Creek near the Village of Fousetown in Brady Twp, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$150	\$300	\$250	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$150	\$300	\$250	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$700					

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: 5/21/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$390	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$50	\$390	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$440					

PennDOT Project Id: 91441

Project Administrator: PennDOT

Title: 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: 8/13/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$150	\$450	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$150	\$450	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$600					

PennDOT Project Id: 23109

Project Administrator: PENNDOT

Title: PA 994 over Jordans Creek

Improvement Type: Bridge Improvement

State Route: 994

Municipality: Rockhill (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/5/2028

Location: On PA 994 over Jordans Creek in Rockhill Borough, Huntingdon County

Project Description: Bridge improvement on PA 994 over Jordans Creek in Rockhill Borough, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$250	\$100	\$600	\$875	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$250	\$100	\$600	\$875	\$0
Total FFY 2025-2036 Cost	\$1,825					

PennDOT Project Id: 56687

Project Administrator: PennDOT

Title: PA 994 Trib to Great Trough Creek

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: 12/4/2025

Location: On PA 994 (Old Plank Road) over unnamed tributary to Great Trough Creek near the intersection of Newburg School Road (T-361) in Todd Township, Huntingdon County

Project Description: Bridge improvement on PA 994 (Old Plank Road) over unnamed tributary to Great Trough Creek near the intersection of Newburg School Road (T-361) in Todd Township, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$965	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$965	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$965					

PennDOT Project Id: 49336

Project Administrator: PENNDOT

Title: Lick Run Bridge

Improvement Type: Bridge Replacement

State Route: 2004

Municipality: Springfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/25/2025

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 replacement 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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$700	\$700	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$700	\$700	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,400					

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: 7/1/2027

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$430	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$430	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$430					

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: 7/1/2027

Location: On SR 2005 (Elliotts Run Road) over Elliotts Run near T-332 (Owl Hollow Road) in Clay Township, Huntingdon County

Project Description: Bridge improvement on SR 2005 (Elliotts Run Road) over Elliotts Run near T-332 (Owl Hollow Road) in Clay Township, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$705	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$705	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$705					

PennDOT Project Id: 22963

Project Administrator: PENNDOT

Title: T-409 over Tuscarora Creek

Improvement Type: Bridge Improvement

State Route: 2009

Municipality: Tell (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/5/2030

Location: On T-409 (Tuscarora Creek Road) over Tuscarora Creek in Tell Township, Huntingdon County

Project Description: Bridge Improvement on T-409 (Tuscarora Creek Road) over Tuscarora Creek in Tell Township, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$250	\$225	\$850	\$800	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$250	\$225	\$850	\$800	\$0
Total FFY 2025-2036 Cost	\$2,125					

PennDOT Project Id: 23115

Project Administrator: PENNDOT

Title: Tuscarora Creek Br.

Improvement Type: Bridge Improvement

State Route: 2009

Municipality: Tell (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 2009 (Tuscarora Creek Road) over Tuscarora Creek near the intersection of T-354 (Yocum Road) in Tell Township, Huntingdon County

Project Description: Bridge improvement on SR 2009 (Tuscarora Creek Road) over Tuscarora Creek near the intersection of T-354 (Yocum Road) in Tell Township, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$20	\$1600	\$0
State:	\$50	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$50	\$0	\$0	\$20	\$1,600	\$0
Total FFY 2025-2036 Cost	\$1,670					

PennDOT Project Id: 23129

Project Administrator: PENNDOT

Title: SR 2009 over Tuscarora Creek Br. 4

Improvement Type: Bridge Replacement

State Route: 2009

Municipality: Tell (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 2009 (Tuscarora Creek Road) over Tuscarora Creek near Mt Foot Road in Tell Township, Huntingdon County

Project Description: Bridge replacement on SR 2009 (Tuscarora Creek Road) over Tuscarora Creek near Mt Foot Road in Tell Township, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$20	\$1200	\$0
State:	\$50	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$50	\$0	\$0	\$20	\$1,200	\$0
Total FFY 2025-2036 Cost	\$1,270					

PennDOT Project Id: 23130

Project Administrator: PENNDOT

Title: SR 2009 over Parsons Run

Improvement Type: Bridge Improvement

State Route: 2009

Municipality: Tell (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 2009 (Tuscarora Creek Road) over Parsons Run in Tell Township, Huntingdon County

Project Description: Bridge Improvement on SR 2009 (Tuscarora Creek Road) over Parsons Run in Tell Township, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$0	\$0	\$30	\$800	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$50	\$0	\$0	\$30	\$800	\$0
Total FFY 2025-2036 Cost	\$880					

PennDOT Project Id: 120879

Project Administrator: PennDOT

Title: SR 3001 Seg 0110 D/B Under 8ft Clvt

Improvement Type: Drainage Improvement

State Route: 3001

Municipality: Todd (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/30/2025

Location: On SR 3001 (Little Valley Road) approximately 1/4 mile north of intersection with T-378 (Bunn Mountain Road) in Todd Township, Huntingdon County

Project Description: Drainage improvement on SR 3001 (Little Valley Road) approximately 1/4 mile north of intersection with T-378 (Bunn Mountain Road) in Todd Township, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$65	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$65	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$65					

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: 2/12/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$390	\$0	\$0	\$0	\$0
State:	\$40	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$40	\$390	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$430					

PennDOT Project Id: 96587

Project Administrator: PennDOT

Title: Upper Cmr Rd-Trky Frm Rd

Improvement Type: Resurface

State Route: 3011

Municipality: Penn (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/4/2031

Location: On SR 3011 (Seven Points Road) from T-450 (Upper Corners Road) to SR 3037 (Turkey Farm Road) in Penn Township, Huntingdon County

Project Description: Resurfacing on SR 3011 (Seven Points Road) from T-450 (Upper Corners Road) to SR 3037 (Turkey Farm Road) in Penn Township, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$0	\$1200	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$100	\$0	\$1,200	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,300					

PennDOT Project Id: 23112

Project Administrator: PENNDOT

Title: SR 3027 over Little Trough Creek

Improvement Type: Bridge Improvement

State Route: 3027

Municipality: Cass (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 3027 (Beavertown Road) over Little Trough Creek near the intersection of Wright Road (T-387) in Cass Twp, Huntingdon County

Project Description: Bridge Improvement on SR 3027 (Beavertown Road) over Little Trough Creek near the intersection of Wright Road (T-387) in Cass Twp, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$100	\$2050	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$100	\$2,050	\$0
Total FFY 2025-2036 Cost	\$2,150					

PennDOT Project Id: 74468

Project Administrator: PennDOT

Title: SR 3029 over Hares Valley Creek

Improvement Type: Bridge Improvement

State Route: 3029

Municipality: Union (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 3029 (Callohill Street) over Hares Valley Creek in Mapleton Borough, Huntingdon County

Project Description: Bridge improvement on SR 3029 (Callohill Street) over Hares Valley Creek in Mapleton Borough, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$1800	\$0
State:	\$0	\$0	\$50	\$125	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$50	\$125	\$1,800	\$0
Total FFY 2025-2036 Cost	\$1,975					

PennDOT Project Id: 116919

Project Administrator: PennDOT

Title: SR 3035 - PA 26 to PA 26

Improvement Type: Resurface

State Route: 3035

Municipality: Smithfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/2/2031

Location: On SR 3035 (Fairgrounds Road) from PA 26 to PA 26 in Walker and Smithfield Townships, Huntingdon County.

Project Description: Resurfacing on SR 3035 (Fairgrounds Road) from PA 26 to PA 26 in Walker and Smithfield Townships, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$100	\$1171	\$800	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$100	\$1,171	\$800	\$0	\$0
Total FFY 2025-2036 Cost	\$2,071					

PennDOT Project Id: 111993

Project Administrator: PennDOT

Title: Hawns Bridge Road Culvert

Improvement Type: Bridge Improvement

State Route: 3051

Municipality: Union (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 3051 (Hawns Bridge Road) over Little Trough Creek Union Township, Huntingdon County

Project Description: Bridge improvement on SR 3051 (Hawns Bridge Road) over Little Trough Creek Union Township, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$0	\$391	\$259	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$100	\$0	\$391	\$259	\$0	\$0
Total FFY 2025-2036 Cost	\$750					

PennDOT Project Id: 120459

Project Administrator: PennDOT

Title: SR 4019 over Arch Spring Run

Improvement Type: Bridge Improvement

State Route: 4019

Municipality: Morris (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 4019 over Arch Spring Run in Morris Township, Huntingdon County

Project Description: Bridge Improvement on SR 4019 over Arch Spring Run in Morris Township, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$1048	\$0
State:	\$0	\$0	\$0	\$240	\$225	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$240	\$1,273	\$0
Total FFY 2025-2036 Cost	\$1,513					

PennDOT Project Id: 120383

Project Administrator: PennDOT

Title: T-354 over Shoups Run

Improvement Type: Bridge Improvement

State Route: 7203

Municipality: Carbon (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On T-354 (Minersville Road) over Shoups Run in Carbon Township, Huntingdon County

Project Description: Bridge improvement on T-354 (Minersville Road) over Shoups Run in Carbon Township, Huntingdon County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$200	\$0	\$160	\$600	\$0	\$0
State:	\$38	\$0	\$30	\$113	\$0	\$0
Local/Other:	\$13	\$0	\$10	\$37	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$251	\$0	\$200	\$750	\$0	\$0
Total FFY 2025-2036 Cost	\$1,201					

PennDOT Project Id: 117085

Project Administrator: PennDOT

Title: T-316 Appleby Rd Shade Creek Bridge

Improvement Type: Bridge Replacement

State Route: 7207

Municipality: Dublin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/22/2024

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$28	\$436	\$436	\$0	\$0	\$0
State:	\$5	\$82	\$82	\$0	\$0	\$0
Local/Other:	\$2	\$27	\$27	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$35	\$545	\$545	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,125					

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: 2/12/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$400	\$400	\$0	\$0	\$0
State:	\$0	\$75	\$75	\$0	\$0	\$0
Local/Other:	\$0	\$25	\$25	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$500	\$500	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,000					

Somerset

PennDOT Project Id: 116934

Project Administrator: PennDOT

Title: US 30 - Westmoreland County Line to PA 985

Improvement Type: Resurface

State Route: 30

Municipality: Jenner (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/11/2030

Location: On US 30 from the Westmoreland County Line to PA 985 in Jenner Township and Jennerstown Borough, Somerset County.

Project Description: Resurfacing on US 30 from the Westmoreland County Line to PA 985 in Jenner Township and Jennerstown Borough, Somerset County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$150	\$0	\$3840	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$150	\$0	\$3,840	\$0
Total FFY 2025-2036 Cost	\$3,990					

PennDOT Project Id: 116932

Project Administrator: PennDOT

Title: PA 31 - US 219 Bridge to PA 160

Improvement Type: Resurface

State Route: 31

Municipality: Somerset (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On PA 31 from the US 219 Bridge to PA 160 (Huckleberry Highway) in Somerset, Stonycreek, and Brothersvalley Townships in Somerset County.

Project Description: Resurfacing on PA 31 from the US 219 Bridge to PA 160 (Huckleberry Highway) in Somerset, Stonycreek, and Brothersvalley Townships in Somerset County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$100	\$4873	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$100	\$4,873	\$0
Total FFY 2025-2036 Cost	\$4,973					

PennDOT Project Id: 116935

Project Administrator: PennDOT

Title: PA 31 - Westmoreland County Line to SR 3037

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:

Location: On PA 31 from the Westmoreland County line to SR 3037 (Trent Road) in Jefferson Township, Somerset County.

Project Description: Resurfacing on PA 31 from the Westmoreland County line to SR 3037 (Trent Road) in Jefferson Township, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$250	\$0	\$3250	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$250	\$0	\$3,250	\$0
Total FFY 2025-2036 Cost	\$3,500					

PennDOT Project Id: 120881

Project Administrator: PennDOT

Title: US 40 Seg 0010 D/B Under 8ft Clvt

Improvement Type: Drainage Improvement

State Route: 40

Municipality: Addison (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/30/2025

Location: On US 40 (National Pike) approximately 1/10 west of T-858 (Braddock's Run Road) in Addison Township, Somerset County

Project Description: Drainage improvements on US 40 (National Pike) approximately 1/10 west of T-858 (Braddock's Run Road) in Addison Township, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$210	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$210	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$210					

PennDOT Project Id: 120884

Project Administrator: PennDOT

Title: US 40 Seg 0040 D/B Under 8ft Clvt

Improvement Type: Drainage Improvement

State Route: 40

Municipality: Addison (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/30/2025

Location: On US 40 (National Pike) approximately 1/10 mile east of the intersection with SR 3002 (Main Street) in Addison Township, Somerset County

Project Description: Drainage improvements on US 40 (National Pike) approximately 1/10 mile east of the intersection with SR 3002 (Main Street) in Addison Township, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$340	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$340	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$340					

PennDOT Project Id: 120885

Project Administrator: PennDOT

Title: US 40 Seg 0100 D/B Under 8ft Clvt

Improvement Type: Drainage Improvement

State Route: 40

Municipality: Addison (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/30/2025

Location: On US 40 (National Pike) at the Addison Borough/Township line in Addison Township, Somerset County

Project Description: Drainage improvement on US 40 (National Pike) at the Addison Borough/Township line in Addison Township, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$370	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$370	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$370					

PennDOT Project Id: 23402

Project Administrator: PENNDOT

Title: PA 56 over Clear Shade Creek

Improvement Type: Bridge Improvement

State Route: 56

Municipality: Ogle (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On PA 56 over Clear Shade Creek in the Village of Ogletown in Ogle Township, Somerset County

Project Description: Bridge Improvement of structure carrying PA 56 over Clear Shade Creek in the Village of Ogletown in Ogle Township, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$3033	\$0
State:	\$0	\$0	\$0	\$375	\$100	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$375	\$3,133	\$0
Total FFY 2025-2036 Cost	\$3,508					

PennDOT Project Id: 91442

Project Administrator: PennDOT

Title: PA 160 over Branch of Blue Lick Creek

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:

Location: On PA 160 over Branch of Blue Lick Creek near the intersection of SR 2023 (Salco Road) in Brothers Valley Twp, Somerset County

Project Description: Bridge Improvement of the bridge carrying PA 160 over Branch of Blue Lick Creek near the intersection of SR 2023 (Salco Road) in Brothers Valley Twp, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$100	\$0	\$0	\$750	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$100	\$0	\$0	\$750	\$0
Total FFY 2025-2036 Cost	\$850					

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: 8/27/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$290	\$1000	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$290	\$1,000	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,290					

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: 5/22/2025

Location: On US 219 from the Maryland Line to the end of the Meyersdale Bypass in Summit and Elk Lick Townships and Salisbury Borough, Somerset County

Project Description: Resurfacing on US 219 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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$6142	\$2266	\$2500	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$6,142	\$2,266	\$2,500	\$0	\$0
Total FFY 2025-2036 Cost	\$10,908					

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: 11/5/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$17000	\$8000	\$25000	\$17000	\$68000	\$68000
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$17,000	\$8,000	\$25,000	\$17,000	\$68,000	\$68,000
Total FFY 2025-2036 Cost	\$203,000					

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: 7/10/2025

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$12407	\$1500	\$0	\$0	\$0	\$0
State:	\$2507	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$14,914	\$1,500	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$16,414					

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: 8/12/2027

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 and bridge improvement 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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$1000	\$4334	\$7049	\$0
State:	\$0	\$1000	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$1,000	\$1,000	\$4,334	\$7,049	\$0
Total FFY 2025-2036 Cost	\$13,383					

PennDOT Project Id: 110428

Project Administrator: PennDOT

Title: PA 601 over Trib to Quemahoning Creek

Improvement Type: Bridge Improvement

State Route: 601

Municipality: Jenner (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/7/2027

Location: On PA 601 over a tributary of Quemahoning Creek north of the intersection of US 30 in Jenner Township, Somerset County

Project Description: Bridge improvement on PA 601 over a tributary of Quemahoning Creek north of the intersection of US 30 in Jenner Township, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$0	\$35	\$500	\$500	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$100	\$0	\$35	\$500	\$500	\$0
Total FFY 2025-2036 Cost	\$1,135					

PennDOT Project Id: 116940

Project Administrator: PennDOT

Title: PA 601 - US 30 to US 219

Improvement Type: Resurface

State Route: 601

Municipality: Jenner (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/10/2031

Location: On PA 601 from US 30 to US 219 in Jenner and Conemaugh Townships and Boswell Borough, Somerset County.

Project Description: Resurfacing on PA 601 from US 30 to US 219 in Jenner and Conemaugh Townships and Boswell Borough, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$0	\$2000	\$2000	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$100	\$0	\$2,000	\$2,000	\$0	\$0
Total FFY 2025-2036 Cost	\$4,100					

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: 7/2/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$60	\$250	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$60	\$250	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$310					

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: 12/10/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$610	\$0	\$755	\$1931	\$500	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$610	\$0	\$755	\$1,931	\$500	\$0
Total FFY 2025-2036 Cost	\$3,796					

PennDOT Project Id: 118339

Project Administrator: PennDOT

Title: Rockwood Streetscape Improvements

Improvement Type: Pedestrian Facilities

State Route: 653

Municipality: Rockwood (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/10/2024

Location: On PA 653 (Main Street) from Chestnut Street to Rock Street in Rockwood Borough, Somerset County

Project Description: Project Sponsor: Redevelopment Authority of Somerset County

Project selected during the 2021 Statewide TA Set-Aside Round

Sidewalk, curbing, and ADA curb ramps on PA 653 (Main Street) from Chestnut Street to Rock Street in Rockwood Borough, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1390	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,390	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,390					

PennDOT Project Id: 120886

Project Administrator: PennDOT

Title: SR 0985 Seg 0010 D/B Under 8ft Clvt

Improvement Type: Drainage Improvement

State Route: 985

Municipality: Lincoln (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/30/2025

Location: On SR 985 (Somerset Pk) near SR 601 exit in Lincoln Township, Somerset County

Project Description: Drainage improvement on SR 985 (Somerset Pk) near SR 601 exit in Lincoln Township, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$810	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$810	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$810					

PennDOT Project Id: 120887

Project Administrator: PennDOT

Title: SR 0985 Seg 0120 D/B Under 8ft Clvt

Improvement Type: Drainage Improvement

State Route: 985

Municipality: Jenner (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/30/2025

Location: On SR 985 (Somerset Pk) parallel to Jenner Street in Jenner Township, Somerset County

Project Description: Drainage improvement on SR 985 (Somerset Pk) parallel to Jenner Street in Jenner Township, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$440	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$440	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$440					

PennDOT Project Id: 120398

Project Administrator: PennDOT

Title: SR 1003 over Glade Creek

Improvement Type: Bridge Improvement

State Route: 1003

Municipality: Stonycreek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 1003 (Coleman Station Road) over Glade Creek in Stonycreek Township, Somerset County

Project Description: Bridge Improvement on SR 1003 (Coleman Station Road) over Glade Creek in Stonycreek Township, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$0	\$0	\$650	\$550	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$100	\$0	\$0	\$650	\$550	\$0
Total FFY 2025-2036 Cost	\$1,300					

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: 8/7/2025

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$1150	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$1,150	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,150					

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: 8/7/2025

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$1150	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$1,150	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,150					

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: 8/12/2027

Location: On SR 1017 (New Baltimore Road)(Segment 70) over Breastwork Run in Allegheny Township, Somerset County.

Project Description: Bridge Improvement on SR 1017 (New Baltimore Road)(Segment 70) over Breastwork Run in Allegheny Township, Somerset County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$850	\$0	\$0	\$0
State:	\$225	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$225	\$0	\$850	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,075					

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: 8/12/2027

Location: On SR 1017 (New Baltimore Road)(Segment 80) over Breastwork Run in Allegheny Township, Somerset County.

Project Description: Bridge replacement on SR 1017 (New Baltimore Road)(Segment 80) over Breastwork Run in Allegheny Township, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$500	\$500	\$0	\$0
State:	\$260	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$260	\$0	\$500	\$500	\$0	\$0
Total FFY 2025-2036 Cost	\$1,260					

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: 8/12/2027

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$150	\$0	\$380	\$100	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$150	\$0	\$380	\$100	\$0	\$0
Total FFY 2025-2036 Cost	\$630					

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: 8/12/2027

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$195	\$0	\$675	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$195	\$0	\$675	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$870					

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: 2/12/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$250	\$1578	\$322	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$250	\$1,578	\$322	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,150					

PennDOT Project Id: 120458

Project Administrator: PennDOT

Title: SR 1021 over Miller Run

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:

Location: On SR 1021 (School Road) over Miller Road in Shade Township, Somerset County

Project Description: Bridge improvement on SR 1021 (School Road) over Miller Road in Shade Township, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$100	\$0	\$650	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$100	\$0	\$650	\$0
Total FFY 2025-2036 Cost	\$750					

PennDOT Project Id: 88103

Project Administrator: PennDOT

Title: SR 1033 over Berwind-White Mine Drift

Improvement Type: Bridge Improvement

State Route: 1033

Municipality: Windber (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 1033 (Railroad Street) over Berwind-White Mine Drift near the intersection of 17th Street in Windber Borough, Somerset County

Project Description: Bridge Improvement on SR 1033 (Railroad Street) over Berwind-White Mine Drift near the intersection of 17th Street in Windber Borough, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$50	\$0	\$846	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$50	\$0	\$846	\$0
Total FFY 2025-2036 Cost	\$896					

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: 1/15/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$260	\$550	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$260	\$550	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$810					

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: 1/8/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$60	\$350	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$60	\$350	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$410					

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: 8/13/2026

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$400	\$550	\$550	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$400	\$550	\$550	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,500					

PennDOT Project Id: 88162

Project Administrator: PennDOT

Title: Hillegas Run Bridge

Improvement Type: Bridge Improvement

State Route: 2017

Municipality: Allegheny (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/12/2027

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$273	\$0	\$600	\$600	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$273	\$0	\$600	\$600	\$0	\$0
Total FFY 2025-2036 Cost	\$1,473					

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: 8/12/2027

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$350	\$0	\$520	\$350	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$350	\$0	\$520	\$350	\$0	\$0
Total FFY 2025-2036 Cost	\$1,220					

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: 8/12/2027

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$325	\$0	\$515	\$515	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$325	\$0	\$515	\$515	\$0	\$0
Total FFY 2025-2036 Cost	\$1,355					

PennDOT Project Id: 23416

Project Administrator: PENNDOT

Title: SR 2022 over Brush Creek

Improvement Type: Bridge Improvement

State Route: 2022

Municipality: Northampton (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 2022 (Leister Road) over Brush Creek near the intersection of SR 2017 (Brush Creek Road) in Northampton Township, Somerset County

Project Description: Bridge improvement on SR 2022 (Leister Road) over Brush Creek near the intersection of SR 2017 (Brush Creek Road) in Northampton Township, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$100	\$0	\$1150	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$100	\$0	\$1,150	\$0
Total FFY 2025-2036 Cost	\$1,250					

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: 8/7/2025

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$980	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$980	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$980					

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: 1/8/2026

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

Project Description: Resurfacing and bridge improvement 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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$3235	\$1050	\$0	\$0	\$0
State:	\$0	\$15	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$3,250	\$1,050	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$4,300					

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: 2/11/2027

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$1400	\$0	\$0
State:	\$0	\$0	\$360	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$360	\$1,400	\$0	\$0
Total FFY 2025-2036 Cost	\$1,760					

PennDOT Project Id: 74487

Project Administrator: PennDOT

Title: Smith Run Br

Improvement Type: Bridge Replacement

State Route: 3007

Municipality: Lower Turkeyfoot (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/30/2025

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$920	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$920	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$920					

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: 7/10/2025

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$547	\$403	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$547	\$403	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$950					

PennDOT Project Id: 116964

Project Administrator: PennDOT

Title: SR 3008 over S Glade Run

Improvement Type: Bridge Improvement

State Route: 3008

Municipality: Milford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 3008 (West Mud Pike) over South Glade Run in Milford Township, Somerset County

Project Description: Bridge Improvement on SR 3008 (West Mud Pike) over South Glade Run 0.2 miles east of SR 3017 (Chickentown Road) in Milford Township, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$250	\$0	\$225	\$750	\$700	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$250	\$0	\$225	\$750	\$700	\$0
Total FFY 2025-2036 Cost	\$1,925					

PennDOT Project Id: 23405

Project Administrator:

Title: SR 3010 over Middle Creek

Improvement Type: Bridge Improvement

State Route: 3010

Municipality: Milford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 3010 (Indiantown Road) over Middle Creek in Milford Township, Somerset County

Project Description: Bridge improvement on SR 3010 (Indiantown Road) over Middle Creek in Milford Township, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$451	\$0
State:	\$0	\$100	\$0	\$50	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$100	\$0	\$50	\$451	\$0
Total FFY 2025-2036 Cost	\$601					

PennDOT Project Id: 120461

Project Administrator: PennDOT

Title: SR 3014 over Laurel Hill Creek

Improvement Type: Bridge Improvement

State Route: 3014

Municipality: Middlecreek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 3014 over Laurel Hill Creek in Middlecreek Township, Somerset County

Project Description: Bridge Improvement on SR 3014 over Laurel Hill Creek in Middlecreek Township, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$100	\$0	\$660	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$100	\$0	\$660	\$0
Total FFY 2025-2036 Cost	\$760					

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: 12/4/2025

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$1130	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$1,130	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,130					

PennDOT Project Id: 120462

Project Administrator:

Title: SR 4004 over Quemahoning Creek

Improvement Type: Bridge Improvement

State Route: 4004

Municipality: Lincoln (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 4004 (Bluebird Spring Road) over Quemahoning Creek in Lincoln Township, Somerset County

Project Description: Bridge Improvement on SR 4004 (Bluebird Spring Road) over Quemahoning Creek in Lincoln Township, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$215	\$1500	\$0
State:	\$0	\$0	\$0	\$0	\$215	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$215	\$1,715	\$0
Total FFY 2025-2036 Cost	\$1,930					

PennDOT Project Id: 94341

Project Administrator:

Title: SR 4015 over Quemahoning Creek

Improvement Type: Bridge Improvement

State Route: 4015

Municipality: Lincoln (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 4015 (Quecreek Road) over Quemahoning Creek in Lincoln Township, Somerset County

Project Description: Bridge improvement on SR 4015 (Quecreek Road) over Quemahoning Creek in Lincoln Township, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$1500	\$0
State:	\$0	\$0	\$0	\$310	\$280	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$310	\$1,780	\$0
Total FFY 2025-2036 Cost	\$2,090					

PennDOT Project Id: 74497

Project Administrator:

Title: SR 4029 over North Fork Bens Creek

Improvement Type: Bridge Improvement

State Route: 4029

Municipality: Conemaugh (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 4029 (Saylor School Road) over North Fork Bens Creek in Conemaugh Township, Somerset County

Project Description: Bridge improvement on SR 4029 (Saylor School Road) over North Fork Bens Creek in Conemaugh Township, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$250	\$1830	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$250	\$1,830	\$0
Total FFY 2025-2036 Cost	\$2,080					

PennDOT Project Id: 120463

Project Administrator: PennDOT

Title: SR 4033 over Roaring Run

Improvement Type: Bridge Improvement

State Route: 4033

Municipality: Jenner (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On SR 4033 (Commonwealth Road) over Roaring Run near the intersection of SR 0601 SH (Penn Avenue) in Jenner Township, Somerset County.

Project Description: Bridge Improvement on SR 4033 (Commonwealth Road) over Roaring Run near the intersection of SR 0601 SH (Penn Avenue) in Jenner Township, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$1000	\$0
State:	\$0	\$0	\$0	\$225	\$220	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$225	\$1,220	\$0
Total FFY 2025-2036 Cost	\$1,445					

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: 11/4/2027

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$610	\$550	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$610	\$550	\$0
Total FFY 2025-2036 Cost	\$1,160					

PennDOT Project Id: 23551

Project Administrator: PENNDOT

Title: Stony Creek Trib Br

Improvement Type: Bridge Replacement

State Route: 4041

Municipality: Conemaugh (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/15/2026

Location: On SR 4041 (Soap Hollow Road) over unnamed Tributary to Stony Creek in Conemaugh Township, Somerset County

Project Description: Bridge replacement on SR 4041 (Soap Hollow Road) over Tributary to Stony Creek in Conemaugh Township, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1050	\$0	\$0	\$0	\$0	\$0
State:	\$120	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,170	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,170					

PennDOT Project Id: 23460

Project Administrator:

Title: T-364 Gardner Bridge

Improvement Type: Bridge Replacement

State Route: 7209

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/11/2025

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$919	\$866	\$0	\$0	\$0	\$0
State:	\$217	\$162	\$0	\$0	\$0	\$0
Local/Other:	\$57	\$54	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,193	\$1,082	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,275					

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: 7/9/2026

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$252	\$320	\$640	\$0	\$0	\$0
State:	\$47	\$60	\$120	\$0	\$0	\$0
Local/Other:	\$15	\$20	\$40	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$314	\$400	\$800	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,514					

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: 1/1/2025

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$360	\$1000	\$1000	\$0	\$0	\$0
State:	\$68	\$188	\$188	\$0	\$0	\$0
Local/Other:	\$23	\$63	\$63	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$451	\$1,251	\$1,251	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,953					

PennDOT Project Id: 120382

Project Administrator:

Title: T-706 over Oven Run

Improvement Type: Bridge Improvement

State Route: 7220

Municipality: Shade (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On T-706 (Barta Road) over Oven Run in Shade Township, Somerset County

Project Description: Bridge Improvement on T-706 (Barta Road) over Oven Run in Shade Township, Somerset County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$200	\$160	\$840	\$0	\$0	\$0
State:	\$38	\$30	\$158	\$0	\$0	\$0
Local/Other:	\$13	\$10	\$52	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$251	\$200	\$1,050	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,501					

PennDOT Project Id: 23532

Project Administrator: PENNDOT

Title: 24th Street Bridge

Improvement Type: Bridge Replacement

State Route: 7422

Municipality: Windber (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2025

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$900	\$0	\$0	\$0	\$0	\$0
State:	\$169	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$56	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,125	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,125					

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: 9/11/2025

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)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$520	\$0	\$0	\$0	\$0	\$0
State:	\$98	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$33	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$651	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$651					

HB TIP

Southern Alleghenies RPO
2025-2028 TIP
Project Maps

SOUTHERN ALLEGHENIES RURAL PLANNING ORGANIZATION FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS (DRAFT)

Bedford County

Bridge Restoration

- 1 PA 31 over Buffalo Run
- 2 US 30 over Raystown Branch
- 3 US 30 over Raystown Branch
- 4 US 30 over SR 4010
- 5 SR 4019 over Oppenheimer Run
- 6 SR 1005 over Snake Spring Valley Run
- 7 SR 1027 over Beaver Creek
- 8 SR 2010 over Chapmans Run
- 9 PA 869 over Bobs Creek
- 10 SR 1015 over Beaver Creek
- 11 SR 1036 over Six Mile Run
- 12 SR 2025 over Clear Water Creek
- 13 SR 1005 over Beaver Creek
- 14 SR 4027 over Scrubgrass Creek
- 15 SR 1015 over Potter Creek
- 16 US 30 over US 220
- 17 SR 1020 over Sherman Valley Run
- 18 PA 31 over Finn Run
- 19 SR 3013 over Cole Trout Run

Highway Restoration

- 1 US 30 from Bedford Co. Line to SR 2004
- 2 US 30 from Breezewood to Juniata River Bridge
- 3 PA 96 from Maryland State Line to Center St
- 4 SR 1033 from US 30 to SR 1001
- 5 PA 26 from SR 1036 to PA 913
- 6 US 30 from T-706 to SR 4010
- 7 US 30 from SR 4010 to Somerset Co. Line
- 8 PA 26 from T-369
- 9 US 30 from SR 4010 to SR 8014
- 10 PA 56 from Tributary to Dunnings Creek to SR 4009
- 11 SR 4009

Bridge Replacement

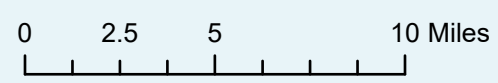
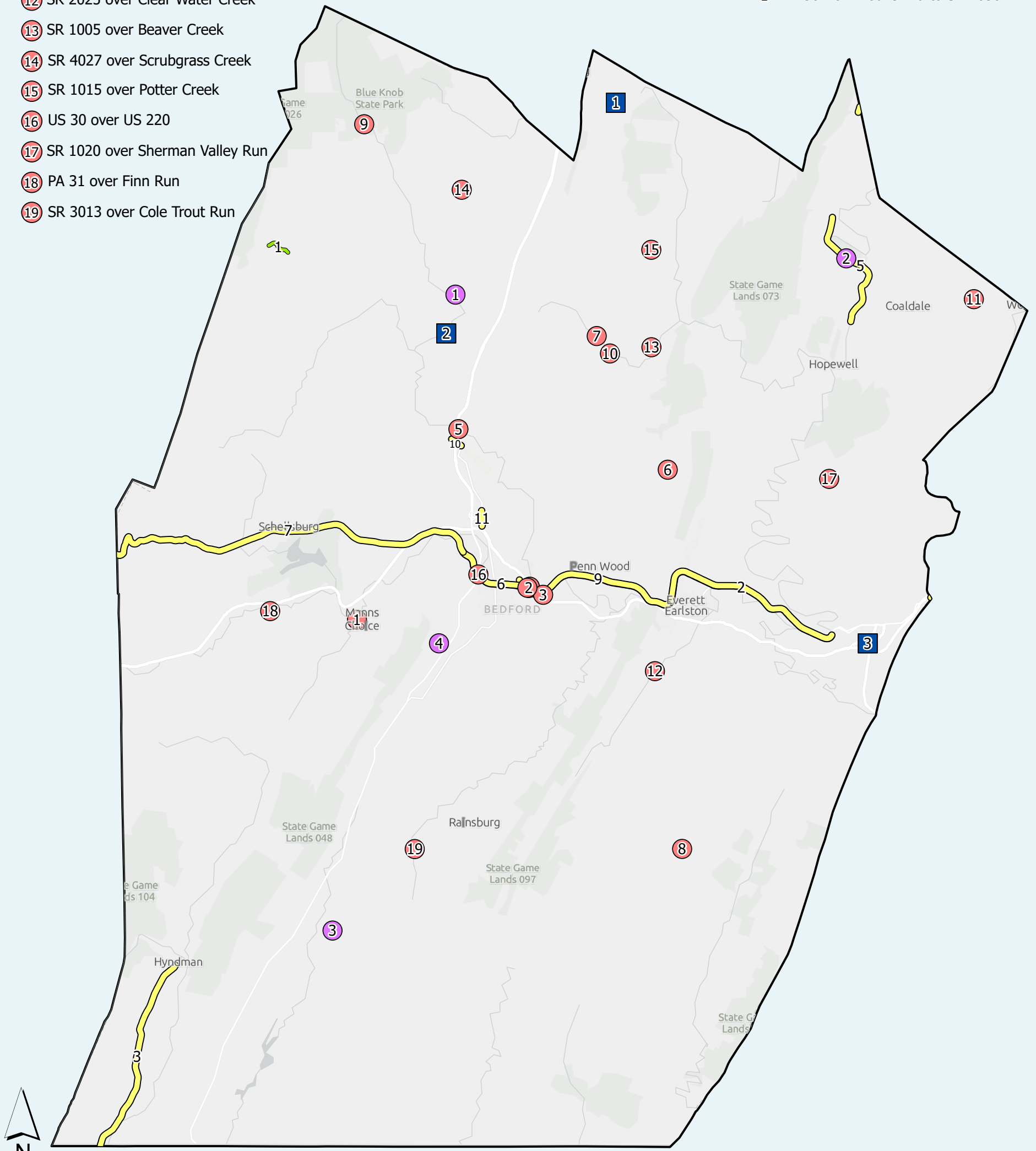
- 1 PA 869 over Scrubgrass Creek
- 2 PA 26 over Ravers Run
- 3 SR 3011 over Tributary to Evitts Creek
- 4 SR 3021 over Unnamed Tributary

Stormwater

- 1 SR 867 near Sheepskin Flat Road
- 2 SR 4019 near Pine Knob Road
- 3 SR 2035 near I70 and I76

Safety Improvement

- 1 PA 56 from Rouzer Rd to SR 4030



SOUTHERN ALLEGHENIES RURAL PLANNING ORGANIZATION FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS (DRAFT) Fulton County

Bridge Restoration

- 1 SR 1003 over US 30
- 2 PA 484 over Trough Creek
- 3 SR 1004 over US 30
- 4 SR 3013 over Barnetts Run
- 5 US 522 over Kendall Run
- 6 SR 3013 over Little Tonoloway Creek
- 7 PA 655 over Barnetts Run
- 8 SR 1005 over Aughwick Creek
- 9 SR 4001 over Sindeldecker Branch
- 10 SR 3017 over South Brush Creek

Bridge Replacement

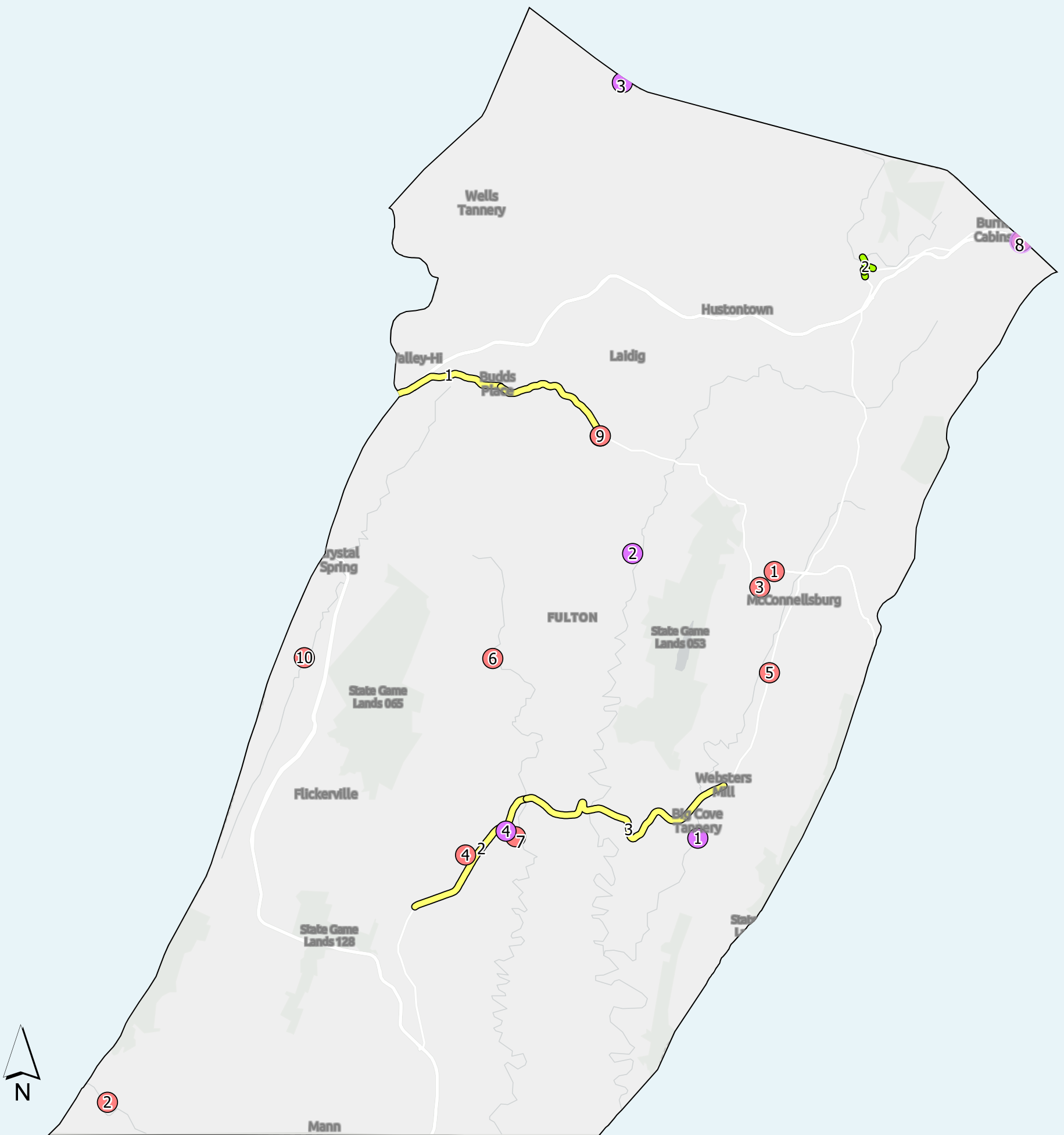
- 1 PA 928 over Esther Run
- 2 SR 655 over Owl Run
- 3 SR 4015 over Roaring Run
- 4 SR 3011 over Barnett's Run

Highway Restoration

- 1 US 30 from Bedford Co. Line to SR 2004
- 2 US 522 from PA 643 to PA 655
- 3 SR 522 from PA 655 to SR 1001

Safety Improvement

- 1 US 30 near Thunder Rock Road
- 2 US 522, SR 1011, SR 1012, and T-433



SOUTHERN ALLEGHENIES RURAL PLANNING ORGANIZATION FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS (DRAFT)

Huntingdon County

Bridge Restoration

- 1 PA 655 over Tributary of Mill Creek
- 2 PA 913 over Sugar Camp Run
- 3 T-409 over Tuscarora Creek
- 4 SR 2005 over Elliots Run
- 5 PA 747 over Tributary of Sugar Run
- 6 PA 350 over Tributary to Warriors Mark Run
- 7 PA 45 over Spruce Creek
- 8 PA 994 over Unnamed Tributary to Great Trough Creek
- 9 PA 994 over Jordans Creek
- 10 SR 2005 over Elliots Run
- 11 PA 35 over Tributary of Trough Spring Branch
- 12 PA 103 over Barnes Run
- 13 SR 3005 over Coffee Run
- 14 SR 3051 over Little Trough Creek
- 15 SR 3029 over Hares Valley Creek

Highway Restoration

- 1 SR 3035 from PA 26 to PA 26
- 2 PA 453 from SR 1017 to Blair Co. Line
- 3 PA 26 from T-369
- 4 PA 26 from T-420 to US 22
- 5 PA 26 from T-369
- 6 SR 3011 from T-450 to SR 3037
- 7 PA 305 from SR 1029 to PA 26

Bridge Replacement

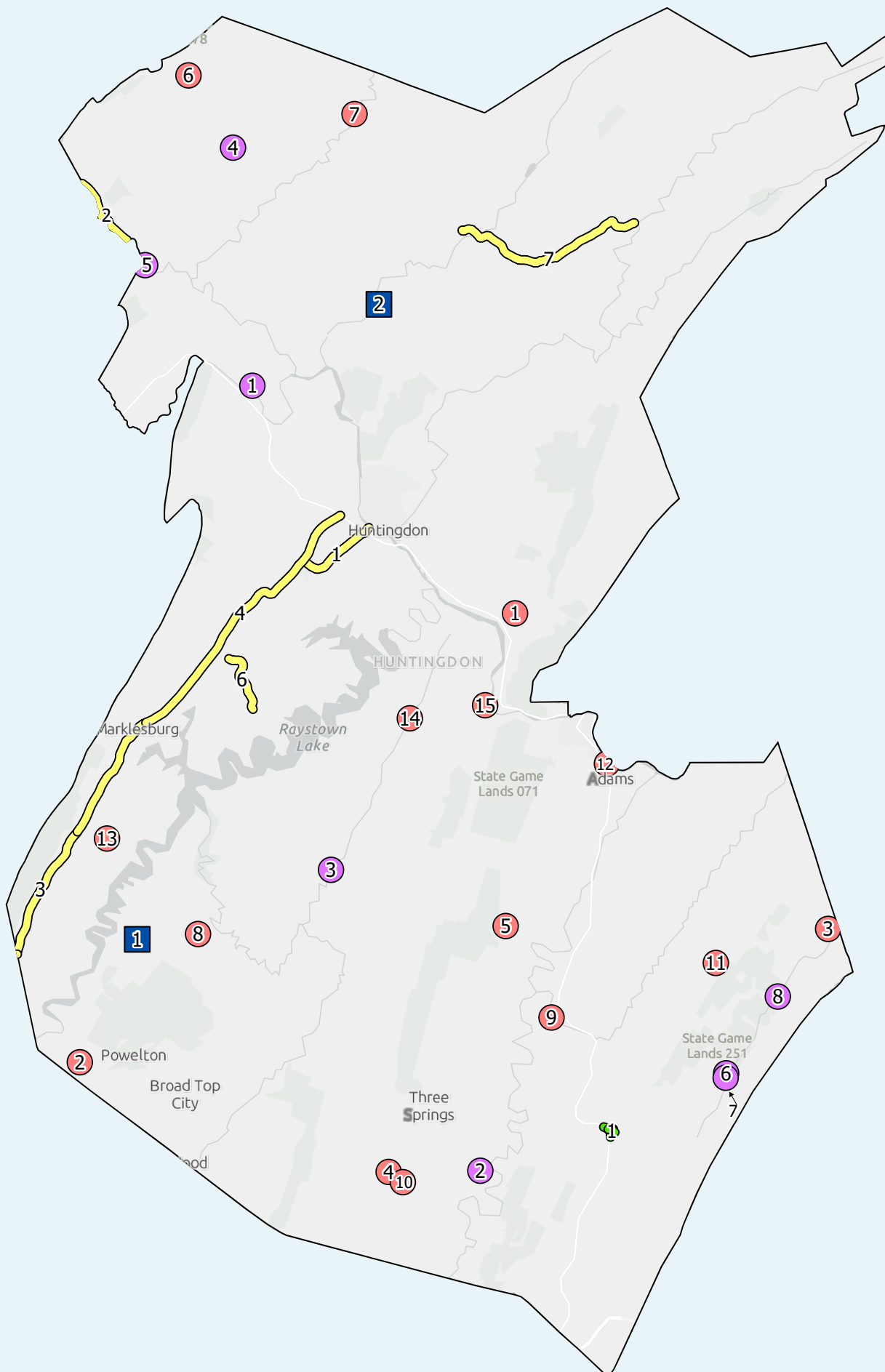
- 1 PA 305 over Derry Run
- 2 SR 2004 over Lick Run
- 3 SR 3027 over Little Trough Creek
- 4 SR 350 over Warriors Mark Run
- 5 SR 4019 over Arch Spring Run
- 6 SR 2009 over Parsons Run
- 7 SR 2009 over Tuscarora Creek
- 8 SR 2009 over Tuscarora Creek

Stormwater

- 1 SR 3001 past Bunnel Crossing Rd
- 2 SR 305 in Logan Township

Safety Improvement

- 1 US 522, PA 35, PA 641, T-409



0 2.5 5 10 Miles

data.pa.gov, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS

SOUTHERN ALLEGHENIES RURAL PLANNING ORGANIZATION FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS (DRAFT)

Somerset County

Bridge Restoration

- 1 PA 601 over Quemahoning Creek
- 2 PA 160 over Buffalo Creek
- 3 SR 2013 over Gladdens Run
- 4 PA 601 over Barclay Run
- 5 SR 1017 over Breastwork Run
- 6 SR 1017 over Breastwork Run
- 7 SR 1017 over Wills Run
- 8 SR 1017 over Breastwork Run
- 9 SR 3006 over South Glade Creek
- 10 SR 3008 over South Glade Run
- 11 SR 2026 over Blue Lick Creek
- 12 SR 2017 over Hillegas Run
- 13 SR 2017 over Wills Creek
- 14 SR 2001 over Laurel Creek
- 15 PA 160 over Branch of Blue Lick Creek
- 16 SR 1017 over Breastwork Run
- 17 PA 653 over Laurel Hill Creek
- 18 SR 2010 over Little Piney Run
- 19 SR 3029 over Middle Creek
- 20 SR 1017 over Breastwork Run
- 21 SR 4035 over Quemahoning Creek
- 22 SR 2020 over Poorbaugh Run
- 23 SR 1021 over Miller Run
- 24 SR 3007 over Red Run
- 25 SR 4029 over North Fork Bens Creek
- 26 SR 2022 over Brush Creek
- 27 SR 3010 over Middle Creek
- 28 SR 1021 over Miller Road
- 29 SR 4004 over Quemahoning Creek
- 30 SR 4033 over Roaring Run
- 31 SR 4015 over Quemahoning Creek
- 32 SR 1003 over Glade Creek

Bridge Replacement

- 1 SR 3007 over Smith Run
- 2 SR 4041 over Unnamed Tributary to Stony Creek
- 3 SR 1033 over Berwind-White Mine Drift
- 4 PA 56 over Clear Shade Creek
- 5 SR 3014 over Laurel Hill Creek

Stormwater

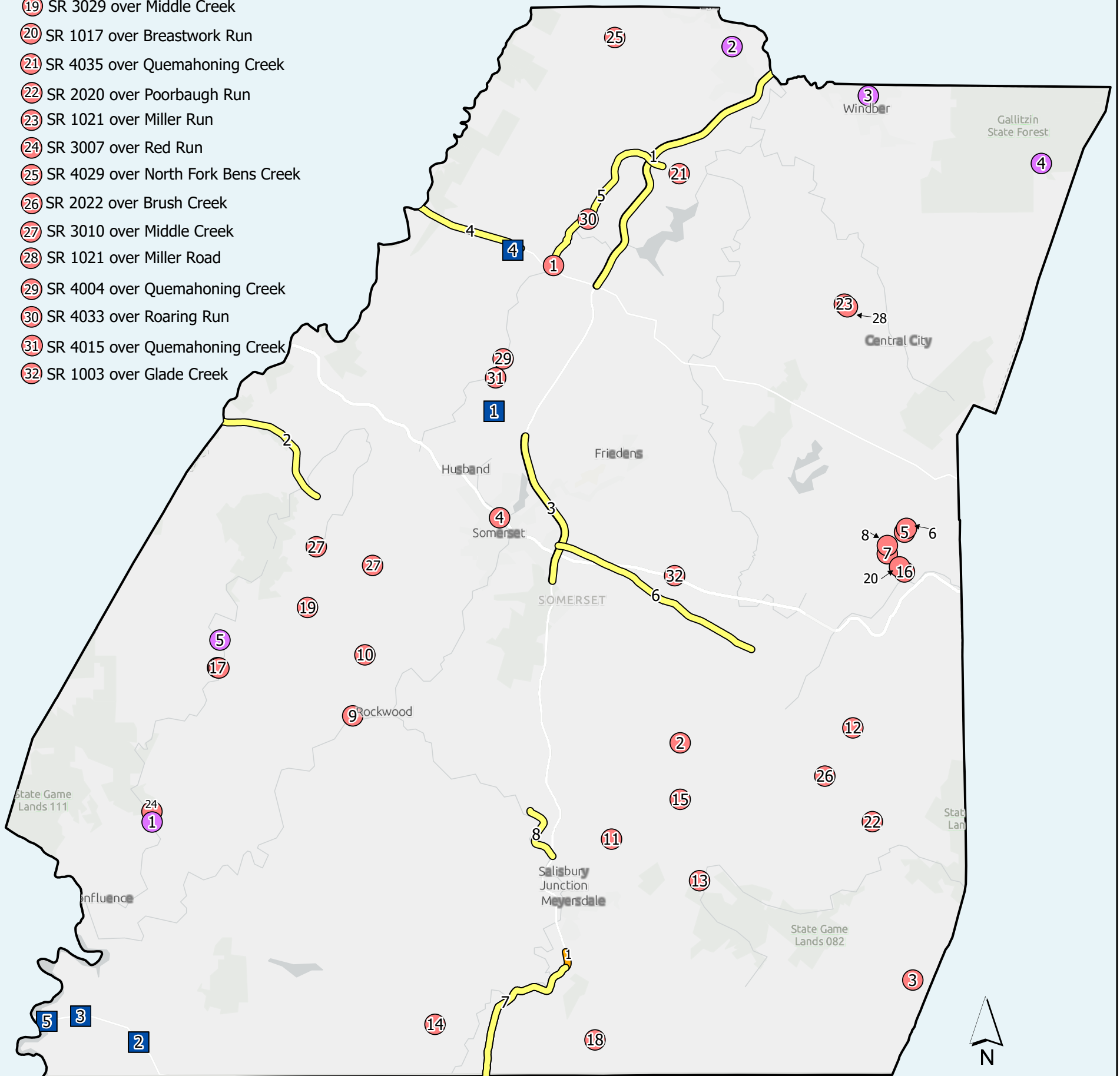
- 1 SR 985 near SR 601
- 2 SR 40 before SR 523
- 3 SR 40 after SR 3002
- 4 SR 985 parallel to Jenner St
- 5 SR 40 near Lakeside Rd and Montague Rd

New Alignment

- 1 US 219 from Old Salisbury Rd to Meyersdale Bypass

Highway Restoration

- 1 SR 219 from Jennerstown to Cambria Co. Line
- 2 PA 31 from Westmoreland Co. Line to SR 3037
- 3 US 219 from Berlin-Somerset to Turnpike Interchange
- 4 US 30 from Westmoreland Co. Line to PA 985
- 5 PA 601 from US 30 to US 219
- 6 PA 31 from US 219 Bridge to PA 160
- 7 US 219 from Maryland Line to end of Meyersdale Bypass
- 8 SR 2047 from US 219 to PA 653



FFY 2025-2028
Southern Alleghenies RPO
Public Transportation Program Project
Listing

RPT# TIP206D

FFY 2025 S. Alleghenies TIP

Project Information			FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs						
Project	Project Title	Sponsor	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals
121305	Replace Three Buses 23/24	HBFAA			OTH-S	320,000		320,000																			320,000
121306	Replace Three Vans 23/24	HBFAA			OTH-S	255,000		255,000																			255,000
121307	Replace Six Buses 24/25	HBFAA			OTH-S	600,000		600,000																			600,000
121308	Replace Six Vans 24/25	HBFAA			OTH-S	500,000		500,000																			500,000
Totals for: Huntingdon Bedford Fulton Area Agency on Aging						1,675,000		1,675,000																			1,675,000
121309	Replace Three Vans 23/24	SCTS			OTH-S	300,500		300,500																			300,500
121310	Replace Four Vans 23/24	SCTS			OTH-S	300,500		300,500																			300,500
Totals for: Somerset County Transit System						601,000		601,000																			601,000
Overall Totals:						2,276,000		2,276,000																			2,276,000

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

Huntingdon Bedford Fulton Area Agency on Aging

PennDOT Project Id: 121305

Title: Replace Three Buses 23/24

Air Quality Status: AQ Conformity Does Not Apply

County: Bedford

Narrative: Replace three shared-ride buses with new ADA accessible buses. Project is programmed in accord with Transit Asset Management Plan (TAMP) targets

Project Costs(In Thousands)							
Fund		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$320	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals		\$320	\$0	\$0	\$0	\$0	\$0
Total FY 2025-2036 Cost		\$320					

PennDOT Project Id: 121306

Title: Replace Three Vans 23/24

Air Quality Status: AQ Conformity Does Not Apply

County: Bedford

Narrative: Replace three share-ride vans with new ADA accessible vans. Project is programmed in accord with Transit Asset Management Plan (TAMP) targets.

Project Costs(In Thousands)							
Fund		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$255	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals		\$255	\$0	\$0	\$0	\$0	\$0
Total FY 2025-2036 Cost		\$255					

PennDOT Project Id: 121307

Title: Replace Six Buses 24/25

Air Quality Status: AQ Conformity Does Not Apply

County: Bedford

Narrative: Replace six shared-ride buses with ADA accessible buses. Project is programmed in accord with Transit Asset Management Plan (TAMP) targets.

Project Costs(In Thousands)							
Fund		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$600	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals		\$600	\$0	\$0	\$0	\$0	\$0
Total FY 2025-2036 Cost		\$600					

PennDOT Project Id: 121308

Title: Replace Six Vans 24/25

Air Quality Status: AQ Conformity Does Not Apply

County: Bedford

Narrative: Replace six shared-ride vans with ADA accessible vans. Project is programmed in accord with Transit Asset Management Plan (TAMP) targets.

Project Costs(In Thousands)							
Fund		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$500	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals		\$500	\$0	\$0	\$0	\$0	\$0
Total FY 2025-2036 Cost		\$500					

Somerset County Transit System

PennDOT Project Id: 121309

Title: Replace Three Vans 23/24

Air Quality Status: AQ Conformity Does Not Apply

County: Somerset

Narrative: Replace three shared-ride vans with ADA accessible vans. Project is programmed in accord with Transit Asset Management Plan (TAMP) targets.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$301	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$301	\$0	\$0	\$0	\$0	\$0
Total FY 2025-2036 Cost	\$301					

PennDOT Project Id: 121310

Title: Replace Four Vans 23/24

Air Quality Status: AQ Conformity Does Not Apply

County: Somerset

Narrative: Replace four shared-ride vans with ADA accessible vans. Project is programmed in accord with Transit Asset Management Plan (TAMP) targets.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$301	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$301	\$0	\$0	\$0	\$0	\$0
Total FY 2025-2036 Cost	\$301					

2025-2028 Transportation Program Fiscal Constraint

2025 - 2028 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 2025		FFY 2026		FFY 2027		FFY 2028		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP	\$8,090,000	\$8,030,000	\$7,642,000	\$7,642,000	\$6,766,000	\$6,766,000	\$6,113,000	\$6,113,000	
STP	\$7,597,000	\$7,597,000	\$7,820,000	\$7,820,000	\$7,817,000	\$7,817,000	\$7,815,000	\$7,815,000	
State Highway (581)	\$11,046,000	\$11,046,000	\$12,453,000	\$12,453,000	\$14,124,000	\$14,124,000	\$15,530,000	\$15,530,000	
State Bridge (185/183)	\$8,845,000	\$8,845,000	\$8,841,000	\$8,841,000	\$8,681,000	\$8,681,000	\$8,677,000	\$8,677,000	
BOF	\$7,226,000	\$7,226,000	\$7,226,000	\$7,226,000	\$7,226,000	\$7,226,000	\$7,226,000	\$7,226,000	
HSIP	\$1,543,000	\$1,543,000	\$1,584,000	\$1,584,000	\$1,584,000	\$1,584,000	\$1,584,000	\$1,584,000	
CMAQ	\$1,046,000	\$1,046,000	\$1,073,000	\$1,073,000	\$1,073,000	\$1,073,000	\$1,073,000	\$1,073,000	
TAU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
STU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
BRIP	\$8,213,000	\$8,213,000	\$8,213,000	\$8,213,000	\$8,213,000	\$8,213,000	\$8,213,000	\$8,213,000	
Total	\$53,606,000	\$53,546,000	\$54,852,000	\$54,852,000	\$55,484,000	\$55,484,000	\$56,231,000	\$56,231,000	

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 2025	FFY 2026	FFY 2027	FFY 2028	Comments
Spike	\$2,752,700	\$2,100,000	\$0	\$0	
TAP	\$1,390,000	\$0	\$0	\$0	
APD	\$18,326,960	\$8,000,000	\$25,000,000	\$17,000,000	
Local	\$403,500	\$355,865	\$271,750	\$85,000	
Total	\$22,873,160	\$10,455,865	\$25,271,750	\$17,085,000	

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

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

As defined by 23 USC 450.218(m), the STIP and regional TIPs are required to contain system-level estimates of costs and state and local revenue sources beyond Financial Guidance that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.

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

Pennsylvania Transportation Funding Not Included in the STIP					
PLANNING PARTNER	SFY 24-25	SFY 25-26	SFY 26-27	SFY 27-28	SFY 28-29
S. Alleghenies	86,525,072	89,882,085	90,201,572	103,079,595	102,345,738

Southern Alleghenies RPO
Transit Asset Management Plan

Pennsylvania
Transit Asset Management Group Plan
Fiscal Year 2022-23 through 2025-26

Sponsored by:



pennsylvania
DEPARTMENT OF TRANSPORTATION

Revised: 8/26/2022

For: State FY 2022-23

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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 overseeing all public transportation programs for the Commonwealth. Through this responsibility, PennDOT manages an annual public transportation grant program of \$1.7 billion in state funds and more than \$50 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.

PennDOT will update the TAM Group Plan every four years to maintain compliance with TAM regulations. 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)	Josh Baker
Area Transportation Authority of NC PA (ATA)	Mark Head
Beaver County Transit Authority (BCTA)	Mary Jo Morandini
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)	Michael Danchak
County of Lebanon Transit Authority (LT)	Bill McNeal
Crawford Area Transit Authority (CATA)	Tim Geibel
Endless Mountains Transportation Authority (BEST)	Nicole Farr
Erie Metropolitan Transit Authority (EMTA)	Jeremy Peterson
Fayette County (FACT)	Rudy Dutko
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)	Robert Fiume
Mercer County Regional Council of Governments (SVSS)	Jill Boozer
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
River Valley Transit Authority (RVTA)	Nicole Farr
Schuylkill County (STS)	Gary Martinaitis
Transit Authority of Warren County (TAWC)	Wendy Hollabaugh
Washington County Transportation Authority (Freedom)	Sheila Gombita
Westmoreland County Transit Authority (WCTA)	Alan Blahovec
Shared-Ride only Agencies (5310 eligible)	
Allied Coordinated Transportation Services, Inc.	Vanessa Lovlie
Blair Senior Services	Dennis Wisor
Bucks County Transport	Jim Raymond
Butler County	Cody Slater
Call A Ride Services	Cindy Sunderland
Centre County	David Lomison
Chester County	Pat Bokovitz
Clarion County	Alizabeth Schmidt
Community Transit of Delaware County	Derek Staccione
Forest County	Brenda McCanna
Greene County	Rick Blaker
Huntingdon-Bedford-Fulton AAA	Anthony Molinari
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. It has been in use statewide since 2016. ____

PennDOT uses the Capital Planning Tool (CPT) to:

- Inventory all public transportation system assets;
- Collect relevant data on those assets that can be easily exported for NTD asset reporting;
- Predict asset replacement schedules based on Estimated Service Life (ESL) and required annual asset condition status and mileage updates completed by participants;
- 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;
- Create an annual statewide public transportation capital program through communication with participants and an agency-state approval process;
- 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.

The Capital Planning Tool assists agencies in making decisions to advance group TAM goals. As of 2022, a new feature of the CPT allows agencies to develop and compare scenarios to plan for future funding needs more efficiently. Agencies can look at multiple program options for the same timeframe, ultimately picking the plan that best fits their needs. The tool generates a twelve-year plan so agencies can account for long-term and short-term planning. Agencies select a scenario to be their submitted unconstrained capital plan to PennDOT BPT. From there, agencies collaborate with PennDOT Program Managers to apply available funding to the prioritized projects and develop capital grant applications. More information on the Capital Planning Tool can be found in the [user guide](#).

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 annually. 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 conditions 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. Every four years all group plan participants are required to complete an FTA Facility Condition Assessment on all facilities for which an agency has capital responsibility.

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

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. Certain circumstances may result in more frequent review.

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 D and available on the PennDOT website.²

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

Asset Inventory and Condition Summary

Below is a snapshot of the cumulative status and condition of the statewide Group TAM Plan's members' assets. These figures are updated annually along with performance and targets.

Rolling Stock (Revenue Vehicles)					
Asset Class	Number	Average Mileage	Average Age	Number met or exceeding ESL	% met or exceeding ESL
AO-Automobile	17	63,400	3	1	6%
BR-Over-the-road Bus	44	221,487	8	3	7%
BU-Bus	541	222,884	7	130	24%
CU-Cutaway	1131	99,396	4	490	43%
VN-Van	395	82,639	5	231	58%
SV - Sports Utility Vehicle	7	66,237	2	1	14%
Grand Total	2,135	129,465	5	856	40%

Equipment (Non-Revenue Vehicles)					
Asset Class	Number	Average Mileage	Average Age	Number met or exceeding ESL	% met or exceeding ESL
Automobiles	178	70,623	11	111	62%
Trucks and other Rubber Tire Vehicles	68	46,132	10	19	28%
Grand Total	246	63,853	11	130	53%

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	53	4	5	9%
Passenger / Parking Facilities	146	3	69	47%
Grand Total	199	3	74	37%

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 2021-22 Target	Current Performance	FY 2022-23 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	18%	29%	29%
	BR-Over-the-road Bus	18%	20%	20%
	BU-Bus	28%	31%	31%
	CU-Cutaway	52%	53%	53%
	VN-Van	63%	62%	62%
	SV - Sports Utility Vehicle	33%	36%	36%
Equipment (Non-Revenue Vehicles)				
Age - % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	57%	45%	45%
	Trucks and other Rubber Tire Vehicles	27%	21%	21%
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	14%	14%	14%
	Passenger / Parking Facilities	84%	66%	66%

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 can be directly imported into PennDOT’s online grants management system. A prioritized list of capital investments can be found in the CPT.
- 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.
- Public Transportation Agency Safety Plans (PTASP) - All urban public transit agencies in the Commonwealth have written safety plans compliant with Part 673 of the PTASP final rule as of July 20, 2021. The PTASP final rule requires recipients of §5307 FTA funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS). 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. Rural public transit agencies in Pennsylvania do not currently have PTASPs in place. PennDOT has developed a template that rural agencies can use to develop a PTASP and have strongly encouraged rural agencies to create plans.
- Planning and Project Delivery Division Support – The PennDOT BPT Planning and Project Delivery 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, state, and local funding sources
- Develop projects within the CPT Planner based upon funds availability
 - Annually agencies are responsible for supplying estimates of directly awarded federal and local funding for capital projects
 - PennDOT works with agencies to facilitate the efficient use of dollars towards maintaining a state of good repair, filling project shortfalls with available state funding
- 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. Appendix D contains a prioritized list of investments for the duration of the plan.

Planning Partner Coordination

Coordination between PennDOT, transit agencies, and the regional 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 regional planning partner.

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

Recordkeeping and Reporting

The FTA TAM rule requires the Department to maintain accurate records of inventory and condition rating and performance and report this information to the National Transit Database (NTD) each year. Accurate recordkeeping is critical to the success of TAM and the CPT.

Transit agencies shall update all assets in the CPT annually prior to February 28.

PennDOT shall provide the following to NTD by the last business day of March 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.

**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.

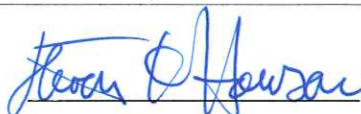
The Pennsylvania TAM Group Plan fulfills the PBPP requirement and encourages communication between transit agencies and their respective MPOs and RPOs. In accordance with the plan, the following actions take place that fulfill the PBPP requirement:

- 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.

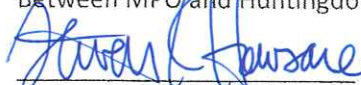
The Pennsylvania TAM Group Plan fulfills the PBPP requirement and encourages communication between transit agencies and their respective MPOs and RPOs. In accordance with the plan, the following actions take place that fulfill the PBPP requirement:

- 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

Southern Alleghenies RPO
2025-2028 Environmental Justice
Analysis

FY 2025-2028 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 93.5% White, as compared to the Pennsylvania average, which is 78.3% and the United States average of 61.6%. Blacks or African Americans make up approximately 2.5% of the regional population, and other minorities account for the remaining 4.0%. 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 11.0%; other minorities account for 10.7% of the population. Across the United States, there is a 12.4% African American population; other minorities account for 26.0%. **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, ACS 2021 5-Year Population Estimates)

Race	Bedford County	Fulton County	Huntingdon County	Somerset County	Regional Totals
White alone	45,917	13,802	39,925	69,572	169,216
Black or African American alone	356	184	2,229	1,724	4,493
Hispanic or Latino Origin	606	191	919	1,182	2,898
American Indian and Alaskan Native alone	45	7	71	16	139
Asian alone	155	53	168	291	667
Native Hawaiian and Other Pacific Islander alone	0	0	1	18	19
Two or more races	600	201	1,127	1,385	3,313
Some other race	50	91	18	143	302
Total	47,729	14,529	44,458	74,331	181,047

Low Income Population Distribution

According to the U.S. Census Bureau’s 2021 America Community Survey on Poverty, 10.2% of individuals in the region are living below the poverty level. This was lower than the Pennsylvania average of 11.8% and lower than the United States average of 12.6% during that same time period.

Table 2: Percent of individuals living with a low income, by county. (U.S. Census Bureau, ACS 2021 5-Year Population Estimates)

	Bedford County	Fulton County	Huntingdon County	Somerset County	Regional Average
% of population for whom low income is determined	10.4%	11.2%	10.5%	9.9%	10.2%

Table 3 shows county and regional income statistics. According to the U.S. Census Bureau American Community Survey (ACS) 2021 5-Year Estimates, the average median household income in the region was approximately \$56,082 in 2021 inflation adjusted dollars. This was lower than the Pennsylvania median of \$67,587 and United States median of \$69,717 the for the same timeframe. Fulton County had the highest estimated median household income, while Somerset County had the lowest. Mean income for the region averaged \$69,667, which was lower than the Pennsylvania average of \$92,849 and the United States average of \$97,962. Fulton County had the highest estimated mean income followed by Huntingdon County, while Bedford County had the lowest. All counties in the region had lower median and mean household incomes than both Pennsylvania and the United States estimates.

Table 3: Mean and median household income in the past 12 months, by county in 2021 Inflation-Adjusted Dollars. (U.S. Census Bureau, 2021, ACS, 5-Year Estimates)

	Bedford County	Fulton County	Huntingdon County	Somerset County
Median Household Income	\$54,596	\$58,343	\$57,055	\$54,332
Mean Household Income	\$67,009	\$71,344	\$70,979	\$69,336

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 2021 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 2021 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 2021 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 6.53% 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 32 Block Groups located in all four Counties of the RPO that meet or exceed the 6.53% minority population threshold. It is important to note that the minority populations in Somerset (Somerset 208.02 and 209.2) and Smithfield Townships (Huntingdon 9503.1) are due in large part to the state correctional facility group quarters population located there.

Table 4: Census Block Groups with at least 6.53% minority population. (U.S. Census Bureau, 2021, American Community Survey Estimates)

County	Census Tract	Census Block Group	Minority Population Percentage
Bedford	9604	3	9.2%
Bedford	9606	2	13.6%
Bedford	9606	3	7.3%
Bedford	9607	2	14.2%
Bedford	9608	1	7.1%
Bedford	9611	1	8.7%
Fulton	9601	1	13.3%
Fulton	9603	3	7.2%
Huntingdon	9502	1	22.3%
Huntingdon	9503	3	8.6%
Huntingdon	9503	1	59.1%
Huntingdon	9504	1	12.7%
Huntingdon	9504	2	15.5%
Huntingdon	9504	3	6.8%
Huntingdon	9504	5	13.9%
Huntingdon	9508	3	9.2%
Huntingdon	9509	1	31.9%
Huntingdon	9509	2	6.9%
Huntingdon	9509	3	8.0%
Somerset	201.01	2	11.5%
Somerset	201.02	1	9.8%
Somerset	201.02	3	11.6%
Somerset	202	1	8.2%
Somerset	203	4	9.5%
Somerset	205	2	6.6%
Somerset	206.02	2	9.2%
Somerset	208.02	1	40.6%
Somerset	209	2	22.7%
Somerset	210	1	7.8%
Somerset	210	4	7.6%
Somerset	215	3	11.9%
Somerset	217	3	21.7%

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 2021 ACS Estimates, so it was also used to identify low-income populations.

To identify communities where individuals living in poverty reside, a threshold of 10.2% 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, 89 of the 166 block groups (53.6%) in the RPO were at or above this threshold. Fulton County had the highest percentage of Block Groups meeting the threshold, with 81.8%. 54.8% of Block Groups in Bedford County, 47.4% of Block Groups in Huntingdon County, and 52.0% of Block Groups in Somerset County met or exceeded the threshold. See **Appendix 1** for a detailed list of applicable Block Groups.

FY 2025-2028 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 six categories: Bridge Restoration, Bridge Replacement, Highway Restoration, Safety Improvements, Stormwater Management, and New Alignments. 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 2021 ACS estimates, 22.8% of the total regional population lives in a minority community. Overall, 16.7% 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: 2025-2028 Draft TIP projects partially or fully located within areas of at least a 6.53% minority population. (U.S. Census Bureau, 2021 American Community Survey Estimates)

Project Type	Total Projects	Number in Minority Areas	Percent in Minority Areas
Bridge Restoration	88	10	11.4%
Bridge Replacement	24	3	12.5%
Highway Restoration	26	11	42.3%
Safety Improvement	7	0	0%
Stormwater	10	1	10%
New Alignment	1	1	100%
Total	156	26	16.7%

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 2025-2028 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. 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 1,925 bridges in the RPO, 325 bridges

are located within areas where the percentage of minority population is greater than the regional average (Interval 3 or greater). Only 33 of these bridges, or 10.2%, are rated as poor or worse. There is a total of 1,238,284 square feet of bridge deck area in areas with a minority population concentration that is greater than the regional average. 74,661 square feet, or 6.0%, 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 ≤ 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 ≤ 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 ≤ 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 ≤ 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	84,763	1,343	1.6%
2	55,019	2,607	4.7%
3	22,314	1,997	8.9%
4	10,942	1,953	17.9%
5	8,009	3,913	49.08%
TOTAL	181,047	11,831	6.53%

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	998	121 (12.1%)	876 (87.9%)	2,386,570	108,987 (4.6%)	2,276,311 (95.4%)
2	602	64 (10.6%)	538 (65.8%)	1,685,606	52,575 (3.1%)	1,633,032 (98.7%)
3	216	26 (12.0%)	190 (88.0%)	769,180	54,774 (7.1%)	714,406 (92.9%)
4	87	7 (8.1%)	80 (92.0%)	324,931	19,887 (6.1%)	305,044 (93.9%)
5	22	0 (0%)	22 (100%)	144,173	0 (0%)	144,173 (100%)
TOTAL	1,925	218 (11.3%)	1,706 (88.6%)	5,310,461	236,223 (4.4%)	5,072,966 (95.5%)

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 176 miles (17.9%) 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 2.2 miles (1.3%) of Federal Aid System roadways in minority communities are rated to have a poor IRI. A total of 6 miles (3.4%) 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	468	220 (47.0%)	143 (30.6%)	28 (6.0%)	4 (0.9%)	73 (15.6%)
2	334	156 (46.7%)	114 (34.2%)	19 (5.7%)	4 (1.2%)	41 (12.3%)
3	104	52 (50.0%)	37 (35.6%)	9 (8.7%)	1 (1.0%)	4 (3.8%)
4	61	33 (54.1%)	17 (27.9%)	3 (4.9%)	1 (1.6%)	7 (11.5%)
5	11	6 (54.5%)	5 (45.5%)	1 (9.1%)	0.2 (1.8%)	0 (0%)
TOTAL	978	467 (47.6%)	316 (32.3%)	60 (6.1%)	10 (1.0%)	125 (12.8%)

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	468	112 (23.9%)	199 (42.5%)	75 (16.0%)	12 (2.6%)	70 (15.0%)
2	334	50 (14.9%)	168 (50.3%)	72 (21.6%)	4 (1.2%)	41 (12.3%)
3	104	15 (14.3%)	63 (60.6%)	17 (16.3%)	4 (3.8%)	4 (3.8%)
4	61	15 (25.0%)	26 (42.6%)	11 (18.0%)	1 (1.6%)	7 (11.5%)
5	11	5 (45.5%)	2 (18.2%)	4 (36.4%)	1 (9.1%)	0 (0%)
TOTAL	978	197 (20.1%)	458 (46.8%)	179 (18.3%)	22 (2.2%)	122 (12.5%)

Bicycle and Pedestrian Crash Data in Minority Communities

Motor vehicle and Bicycle/Pedestrian crash data from 2017-2021 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 2,034 (17.1%) 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 43 (23.0%) fatalities. Minority concentration areas saw a total of 7 (25.0%) crashes involving bicycles and 22 (24.4%) 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 2017-2021.

Minority Population Interval	Total Reportable Crashes	Crash Fatalities	Bicycle Involved Crashes	Bicycle Involved Crash Fatalities	Pedestrian Involved Crashes	Pedestrian Involved Crash Fatalities
1	5,881	81	9	1	42	5
2	3,960	63	12	2	26	2
3	1,230	16	3	0	10	0
4	645	20	4	0	12	0
5	159	7	0	0	0	0
TOTAL	11,875	187	28	3	90	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 2021 ACS estimates, approximately 53.7% of the total regional population lives in a low-income community. Overall, 55.1% of TIP projects are located, either partially or completely, in one or more low-income communities. 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: 2025-2028 Draft TIP projects partially or fully located within areas of at least a 10.2% low-income population. (U.S. Census Bureau, 2021 American Community Survey Estimates)

Project Type	Total Projects	Number in Low-Income Areas	Percent in Low Income Areas
Bridge Restoration	88	47	53.4%
Bridge Replacement	24	7	29.2%
Highway Restoration	26	22	84.6%
Safety Improvement	7	3	42.9%
Storm Water	10	6	60%
New Alignment	1	1	100%
Total	156	86	55.1%

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. Like 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 1,949 bridges in the region, 654 bridges are in areas where the percentage of low-income population is greater than the regional average of 10.2%. Only 71 of these bridges, or 10.9%, are rated as poor or worse. There is a bridge deck area total of 5,451,685 square feet in the region. A total of 2,215,797 (40.6%) square feet of bridge deck area are in areas where the percentage of low-income population is greater than the regional average. A total of 79,276 (3.6%) 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 (Sq ft)	Deck Area in Poor Condition or Worse (%)	Deck Area in Fair Condition or Better (%)
1	363	41 (11.3%)	322 (88.7%)	1,045,495	75,419 (7.2%)	970,076 (92.8%)
2	932	113 (12.1%)	819 (87.9%)	2,190,393	111,409 (5.1%)	2,078,983 (94.9%)
3	579	67 (11.6%)	512 (88.4%)	1,895,390	72,713 (3.8%)	1,822,677 (96.2%)
4	74	4 (5.4%)	69 (93.2%)	316,284	6,563 (2.1%)	308,448 (97.5%)
5	1	0 (0%)	1 (100%)	4,123	0 (0%)	4,123 (100%)
TOTAL	1,949	225 (11.5%)	1,723 (88.4%)	5,451,685	266,105 (4.9%)	5,184,308 (95.1%)

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 301 miles (29.9%) 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 6 miles (2.0%) of Federal Aid System roadways in low-income communities is rated to have a poor IRI. A total of 6 miles (2.0%) 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	280	152 (54.3%)	92 (32.9%)	12 (4.3%)	2 (0.7%)	22 (7.9%)
2	426	192 (45.1%)	141 (33.1%)	22 (5.2%)	3 (0.7%)	68 (16.0%)
3	282	138 (48.9%)	82 (29.1%)	22 (7.8%)	5 (1.8%)	35 (12.4%)
4	19	8 (42.1%)	7 (36.8%)	3 (15.8%)	1 (5.3%)	1 (5.3%)
5	0	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
TOTAL	1007	490 (48.7%)	322 (32.0%)	59 (5.9%)	11 (1.1%)	126 (12.6%)

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	280	58 (20.7%)	142 (50.7%)	51 (18.2%)	9 (3.2%)	20 (12.53%)
2	426	84 (19.7%)	187 (44.0%)	80 (18.8%)	10 (2.3%)	65 (9.15%)
3	282	64 (22.7%)	137 (48.6%)	42 (14.9%)	4 (1.4%)	35 (15.95%)
4	19	1 (5.3%)	12 (63.2%)	3 (15.8%)	2 (10.5%)	1 (5.3%)
5	0	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
TOTAL	1007	207 (20.6%)	478 (47.5%)	176 (17.5%)	25 (2.5%)	121 (12.06%)

Bicycle and Pedestrian Crash Data in Low-Income Communities

Motor vehicle and Bicycle/Pedestrian crash data from 2017-2021 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 4,085 (34.2%) 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 50 (27.0%) fatalities. Low-income concentration areas saw a total of 16 (57.1%) crashes involving bicycles and 47 (49.4%) crashes involving pedestrians. There was 1 (33.3%) bicycle involved crash fatality in low-income concentration

areas, and there were 1 (33.3%) 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 2017-2021.

Low-Income Population Interval	Total Reportable Crashes	Crash Fatalities	Bicycle Involved Crashes	Bicycle Involved Crash Fatalities	Pedestrian Involved Crashes	Pedestrian Involved Crash Fatalities
1	2,651	39	4	1	13	2
2	5,204	96	8	1	35	5
3	3,610	45	13	1	31	1
4	466	5	3	0	16	0
5	9	0	0	0	0	0
TOTAL	11,940	185	28	3	95	8

Project Specific Benefits and Burdens

Most 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 three safety related projects on the 2025-2028 Southern Alleghenies TIP that are near communities that are above the minority and/or low-income thresholds. All three of the projects are in a low-income community, and there are no projects in the minority communities.

Project 114119 is a safety improvement project on US 30 near the intersection of Thunder Rock Road in Brush Creek Township, Fulton County. This project will construct a truck turnaround east of the intersection of US 30 and Thunder Rock Road. The turnaround will allow trucks that failed to enter the Turnpike interchange in Breezewood to safely perform turning maneuvers in a designated area and will benefit a low-income area in Fulton County.

Project 120460 is a grouping of safety improvement projects on US 522, SR 1011 (Sinoquipe Road), SR 1012 (Plum Hollow Road), and T-433 (Brown Road) in Dublin Township, Fulton County. This project will consist of intersection improvements and will benefit a low-income area.

The final safety projects are a grouping of projects (120477) on US 522, PA 35, PA 641 and T-409 (Town Hill Street) in Dublin Township, Huntingdon County. The safety improvements will be at the PA 35 and PA 641 intersection, the US 522 and Town Hill Street intersection, and the US 522 and PA 641. This project will benefit low-income areas.

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 2025-2028 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
- Shawnee Tribe

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. Due to the nature of the projects impacting these communities, SAP&DC has concluded that the FY 2025-2028 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 (10.2%)

County	Census Tract	Census Block Group	Low Income Percentage
Bedford	9601	1	21.64%
Bedford	9601	3	15.05%
Bedford	9603	3	26.67%
Bedford	9604	1	23.41%
Bedford	9604	2	13.74%
Bedford	9604	3	20.48%
Bedford	9605	1	16.53%
Bedford	9605	2	11.08%
Bedford	9605	3	17.83%
Bedford	9605	1	16.93%
Bedford	9606	2	28.53%
Bedford	9606	2	17.06%
Bedford	9606	3	10.87%
Bedford	9607	4	11.62%
Bedford	9607	2	17.71%
Bedford	9608	2	13.70%
Bedford	9608	4	11.62%
Bedford	9609	2	14.97%
Bedford	9609	3	16.71%
Bedford	9609	4	16.35%
Bedford	9610	2	14.29%
Bedford	9610	2	14.50%
Bedford	9611	3	13.46%
Fulton	9601	1	10.91%
Fulton	9601	2	27.13%
Fulton	9601	3	13.21%
Fulton	9602	1	13.89%
Fulton	9602	2	13.07%
Fulton	9602	4	11.26%
Fulton	9603	1	10.38%
Fulton	9603	2	10.34%
Fulton	9603	4	12.11%
Huntingdon	9503	1	17.61%
Huntingdon	9503	3	12.01%
Huntingdon	9503	4	13.24%
Huntingdon	9504	3	17.98%
Huntingdon	9504	4	24.71%
Huntingdon	9504	5	21.06%

Appendix

Block Groups Meeting or Exceeding the Regional Poverty Level (10.2%)

Huntingdon	9505	1	10.36%
Huntingdon	9508	1	13.29%
Huntingdon	9509	2	28.83%
Huntingdon	9509	3	31.32%
Huntingdon	9510	3	16.09%
Huntingdon	9511	2	16.40%
Huntingdon	9512	1	14.74%
Huntingdon	9512	2	19.13%
Huntingdon	9512	3	14.20%
Huntingdon	9512	4	16.90%
Huntingdon	9513	1	11.11%
Huntingdon	9513	2	13.25%
Somerset	201.02	1	13.35%
Somerset	201.02	2	21.36%
Somerset	202	1	17.14%
Somerset	203	1	19.37%
Somerset	203	2	21.85%
Somerset	203	4	21.56%
Somerset	203	5	19.15%
Somerset	204	2	15.19%
Somerset	205	1	12.14%
Somerset	205	2	10.67%
Somerset	206.01	2	10.27%
Somerset	206.01	3	14.39%
Somerset	206.02	2	40.51%
Somerset	206.02	3	37.39%
Somerset	208.02	1	12.05%
Somerset	209	2	15.26%
Somerset	209	4	16.96%
Somerset	210	3	20.80%
Somerset	210	4	18.99%
Somerset	211	1	10.26%
Somerset	211	2	24.06%
Somerset	212	2	10.30%
Somerset	213	1	11.17%
Somerset	213	2	13.65%
Somerset	213	3	11.24%
Somerset	214	3	17.89%
Somerset	215	1	10.23%
Somerset	215	2	22.27%

Appendix

Block Groups Meeting or Exceeding the Regional Poverty Level (10.2%)

Somerset	215	3	15.46%
Somerset	216	1	10.74%
Somerset	216	2	17.02%
Somerset	217	1	12.89%
Somerset	217	3	11.28%
Somerset	218	4	11.97%
Somerset	219.02	1	14.63%
Somerset	219.02	2	20.07%
Somerset	219.02	3	19.19%
Somerset	219.03	1	11.55%
Somerset	219.04	1	10.54%

Southern Alleghenies Concentrations of Low Income Population by Block Group

Statistics:


Planning Partner total Population: 181,047

Planning Partner Low Income Population: 18,476

Planning Partner Overall Low Income Population Percentage: 10.2%


Legend


 Planning Partner Boundaries


 Pennsylvania Municipalities


Pennsylvania Census Block Groups, 2021

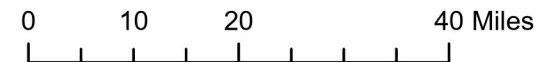
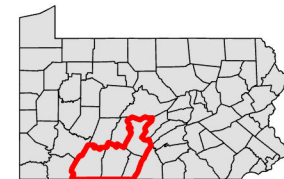
Ratio of Low Income Block Group Percentage to Low Income Planning Partner Percentage

 Less than or equal to half Planning Partner Low Income Population Percentage

 Greater than half and less than or equal to Planning Partner Low Income Population Percentage

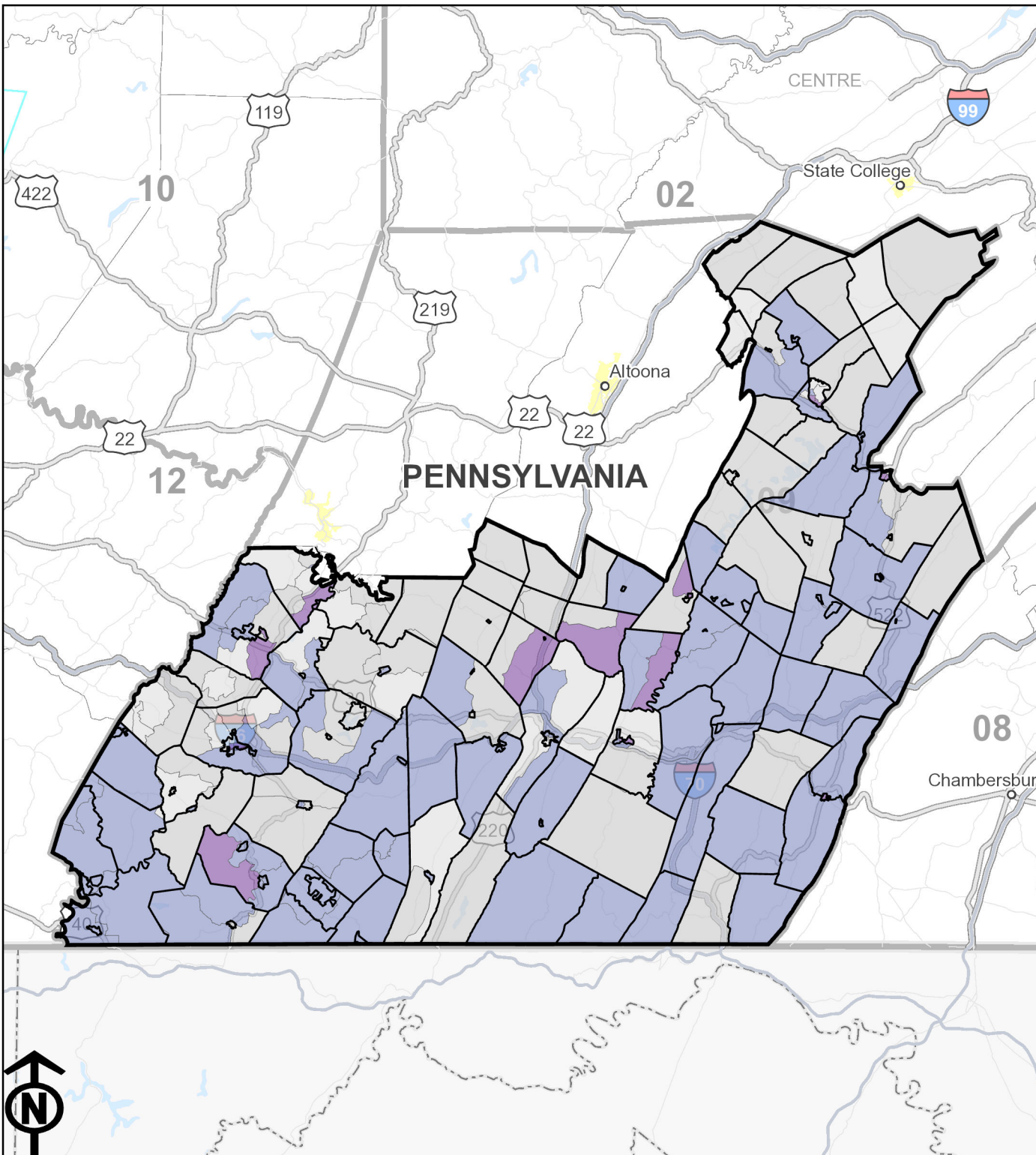
 Greater than Planning Partner Low Income Population Percentage and less than or equal to twice the Planning Partner Low Income Population Percentage

 Greater than twice and less than or equal to four times the Planning Partner Low Income Population Percentage



Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Southern Alleghenies Low Income Population by Block Group

Statistics:

Planning Partner total Population: 181,047

Planning Partner Low Income Population: 18,476

Planning Partner Overall Low Income Population Percentage: 10.2%

Legend

 Planning Partner Boundaries

 Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2019

Low Income Population

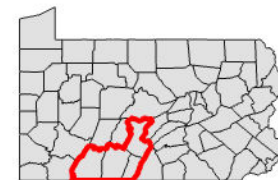
 3 - 14

 15 - 27

 28 - 44

 45 - 72

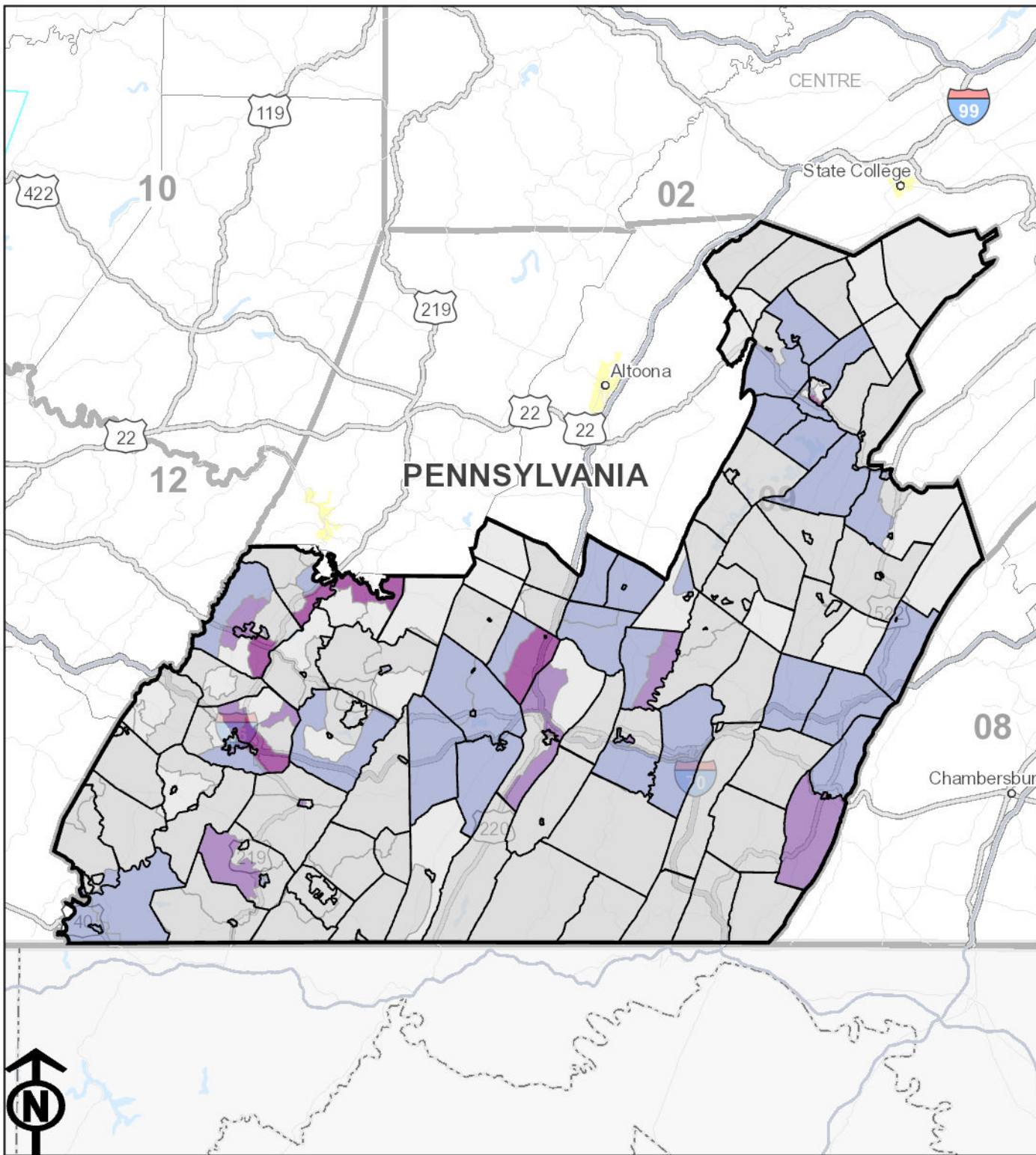
 73 - 579



0 10 20 40 Miles

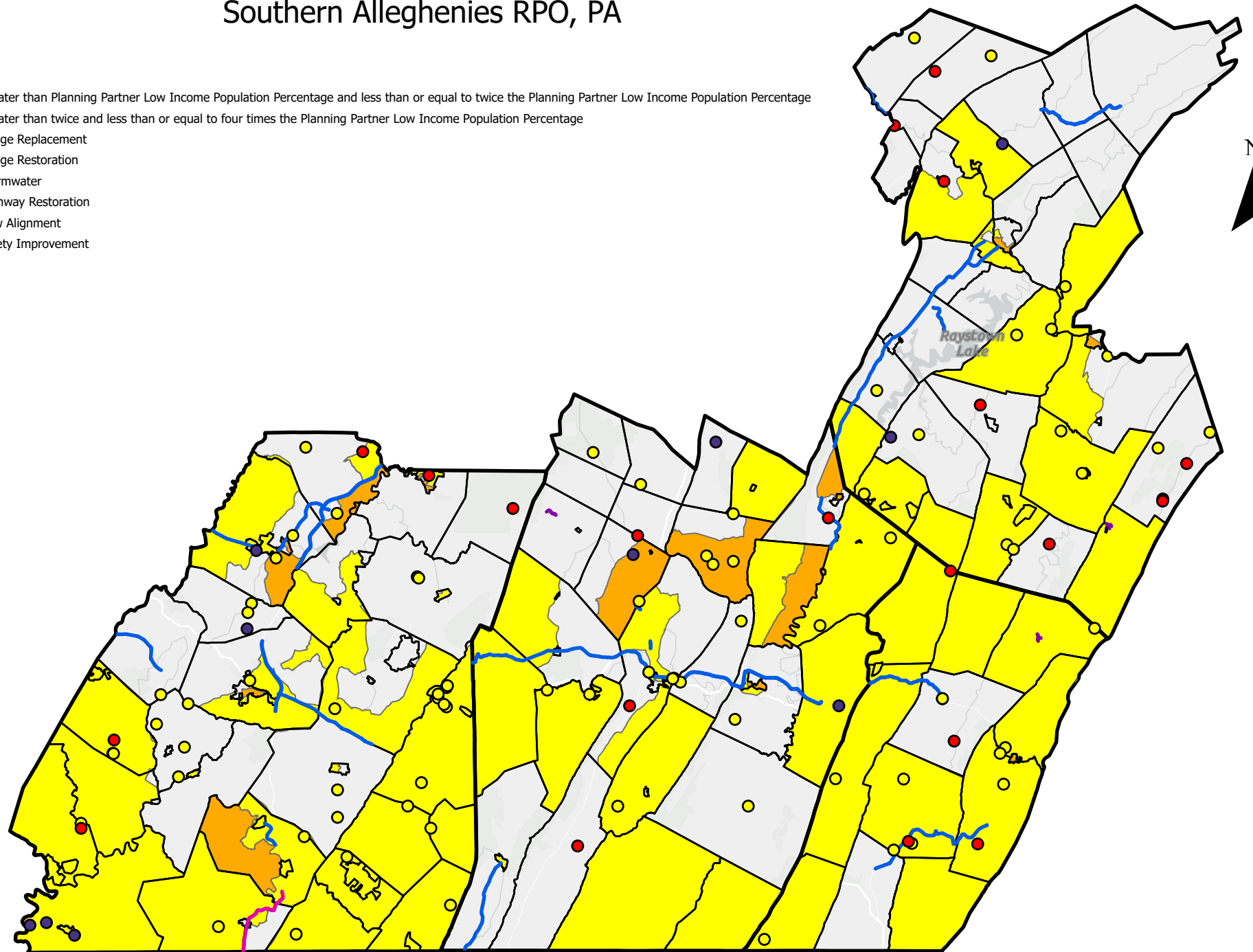
Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



2025-2028 TIP Project Location by Proximity to Low Income Population, Southern Alleghenies RPO, PA

- Greater than Planning Partner Low Income Population Percentage and less than or equal to twice the Planning Partner Low Income Population Percentage
- Greater than twice and less than or equal to four times the Planning Partner Low Income Population Percentage
- Bridge Replacement
- Bridge Restoration
- Stormwater
- Highway Restoration
- New Alignment
- Safety Improvement



Southern Alleghenies Concentrations of Minority Population by Block Group

Statistics:

Planning Partner total Population: 181,047

Planning Partner Minority Population: 11,831

Planning Partner Overall Minority Population Percentage: 6.5%


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
 Planning Partner Boundaries


 Pennsylvania Municipalities


Pennsylvania Census Block Groups, 2021


Ratio of Block Group Minority Percent to Planning Partner Minority Percent

 Less than or equal to half Planning Partner Minority Population Percentage

 Greater than half and less than or equal to Planning Partner Minority Population Percentage

 Greater than Planning Partner Minority Population Percentage and less than or equal to twice the Planning Partner Minority Population Percentage

 Greater than twice and less than or equal to four times the Planning Partner Minority Population Percentage

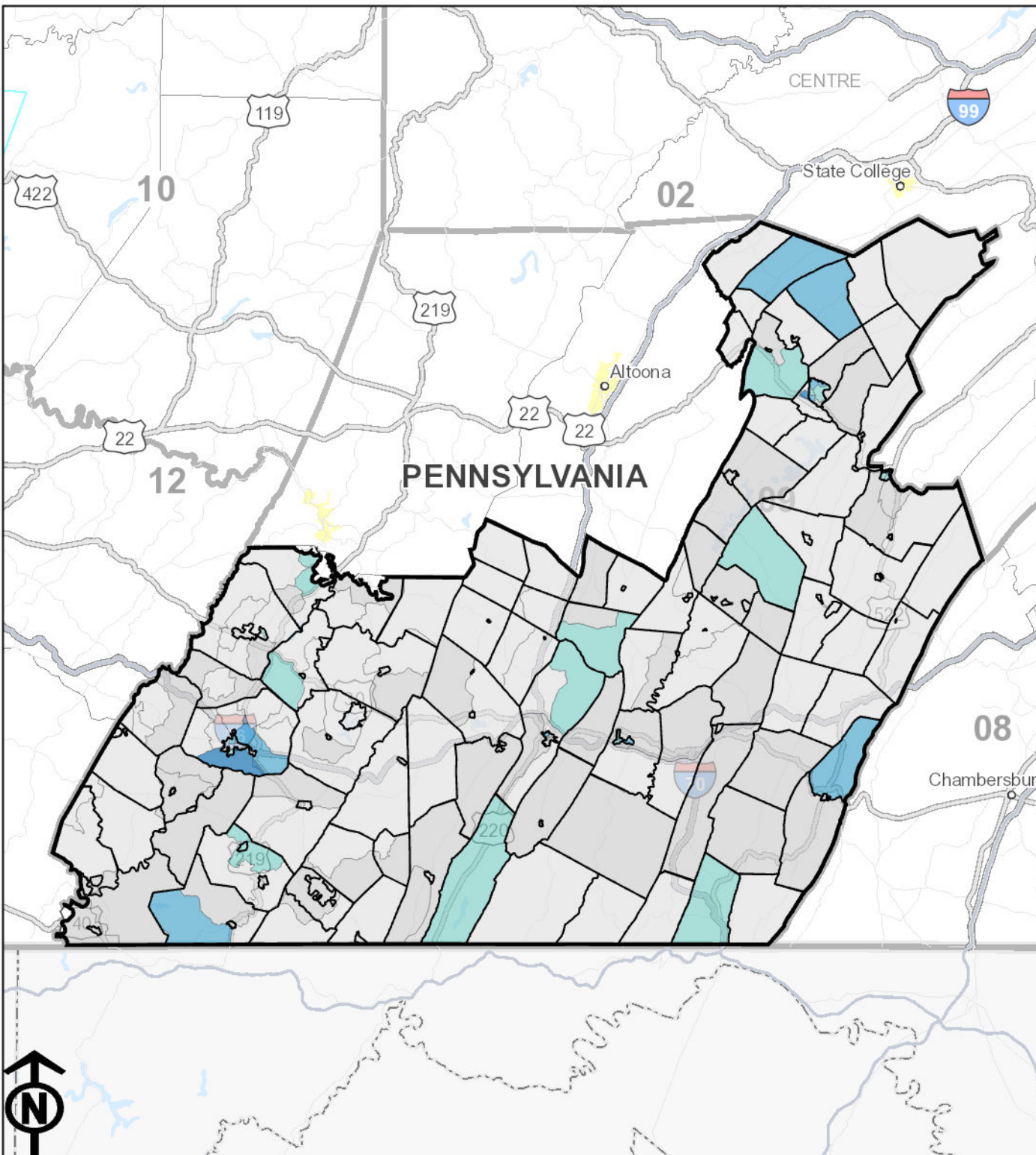
 Greater than four times the Planning Partner Minority Population Percentage



0 10 20 40 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Southern Alleghenies Minority Populations by Block Group

Statistics:

Planning Partner total Population: 181,047

Planning Partner Minority Population: 11,831

Planning Partner Overall Minority Population Percentage: 6.5%

Legend

 Planning Partner Boundaries

 Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2021

1 Dot = 100 People

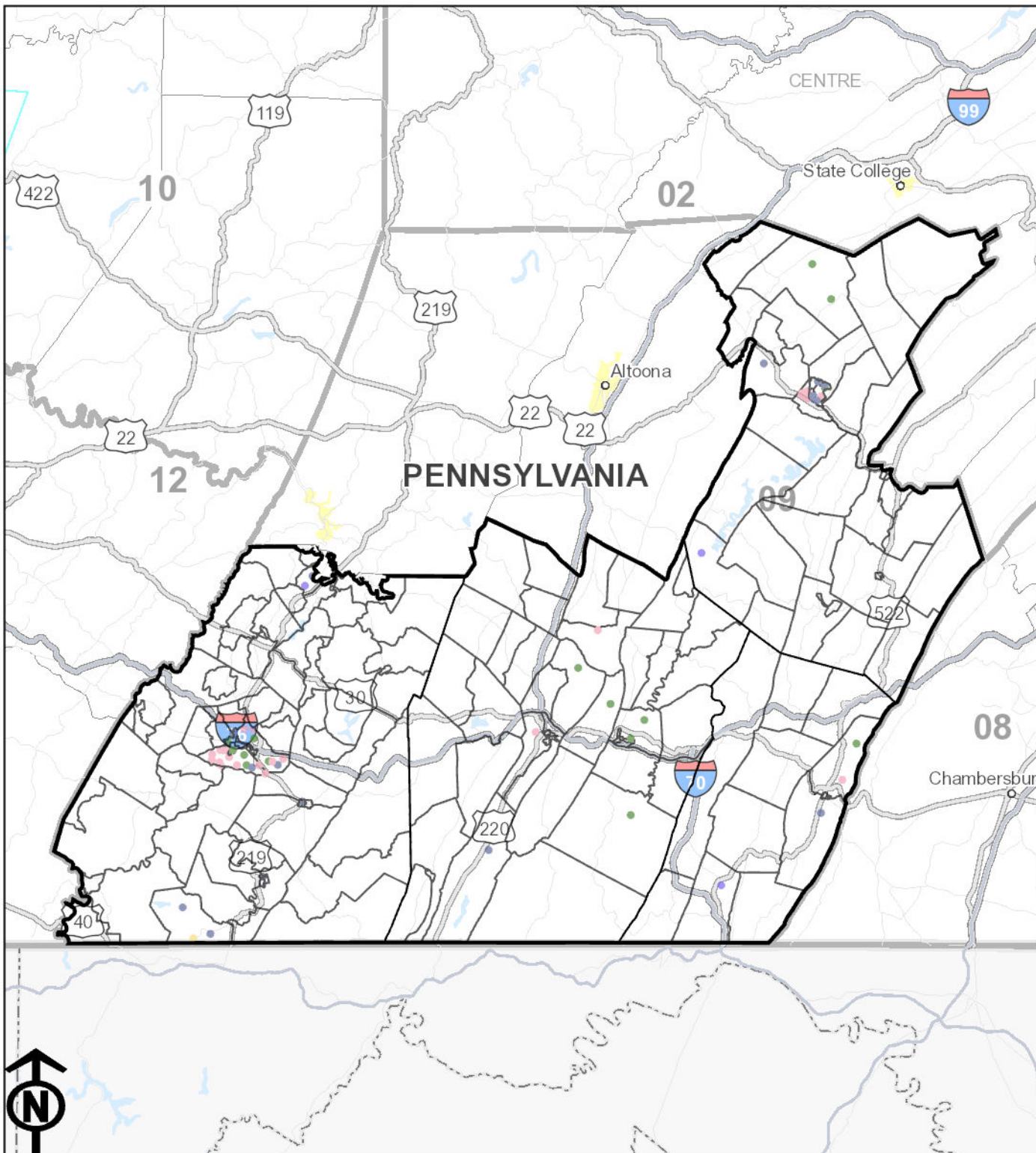
-  Black or African-American, Not Hispanic or Latino
-  American Indian or Alaskan Native, Not Hispanic or Latino
-  Asian, Not Hispanic or Latino
-  Native Hawaiian or Pacific Islander, Not Hispanic or Latino
-  Other Race, Not Hispanic or Latino
-  Two or more Races, Not Hispanic or Latino
-  Hispanic or Latino



0 10 20 40 Miles

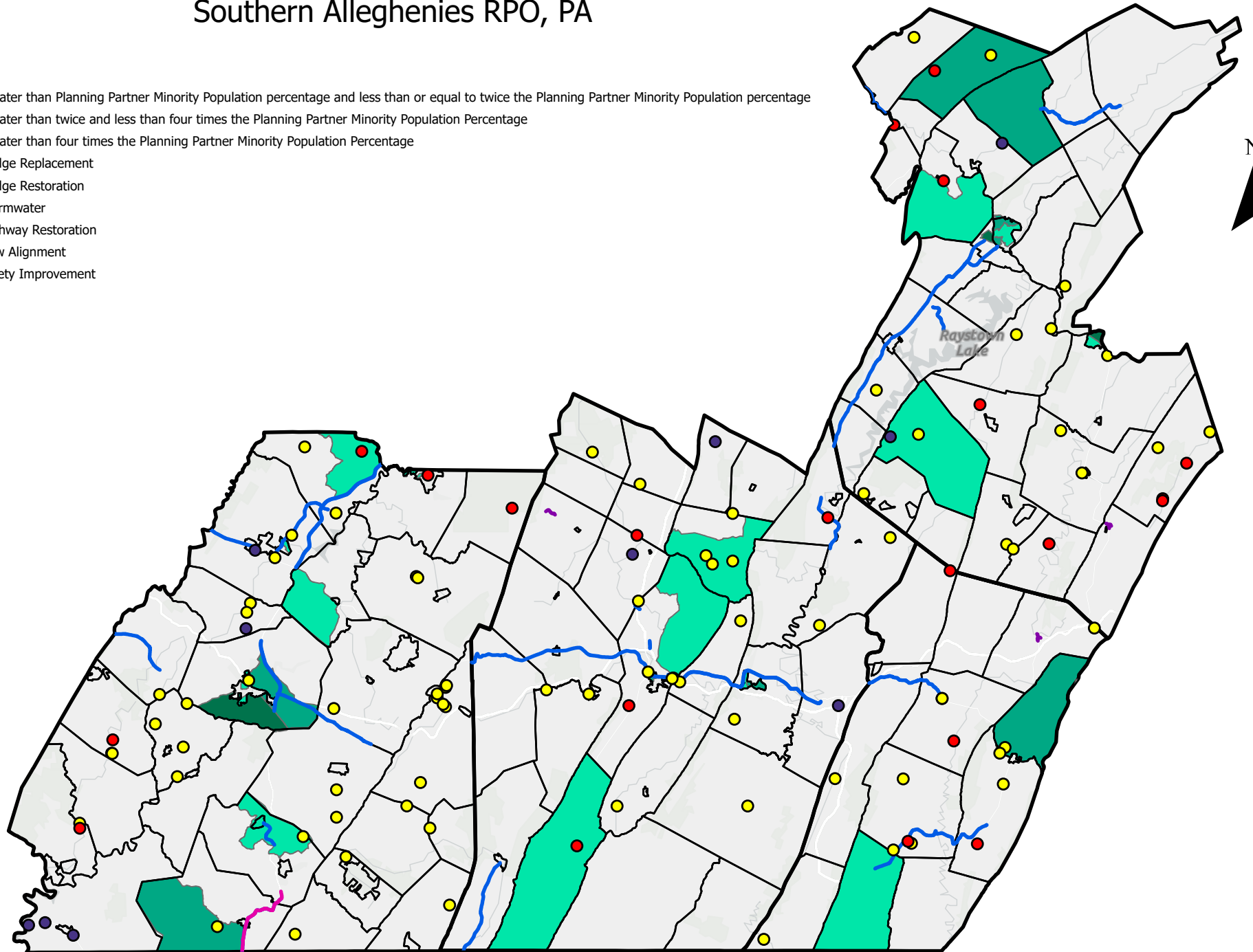
Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



2025-2028 TIP Project Location by Proximity to Minority Population, Southern Alleghenies RPO, PA

- Greater than Planning Partner Minority Population percentage and less than or equal to twice the Planning Partner Minority Population percentage
- Greater than twice and less than four times the Planning Partner Minority Population Percentage
- Greater than four times the Planning Partner Minority Population Percentage
- Bridge Replacement
- Bridge Restoration
- Stormwater
- Highway Restoration
- New Alignment
- Safety Improvement



Southern Alleghenies RPO
2025-2028 Environmental Justice
Tribal Consultation - Outreach

MEMORANDUM

TO: Representatives from Absentee-Shawnee Tribe of Oklahoma; Delaware Nation, Oklahoma; Delaware Tribe of Indians; Eastern Shawnee Tribe of Oklahoma; Seneca-Cayuga Nation; Shawnee Tribe

FROM: Matt Bjorkman, SAP&DC

DATE: May 1, 2024

SUBJECT: Draft 2025 – 2028 Transportation Program Update Public Comment

The Southern Alleghenies Planning and Development Commission (SAP&DC) serves as the Rural Planning Organization (RPO) for rural transportation planning and programming for the Pennsylvania counties of Bedford, Fulton, Huntingdon, and Somerset. The SAP&DC, in coordination with the Pennsylvania Department of Transportation (PennDOT) and the four rural counties, has prepared the region's Draft FY 2025-2028 Transportation Improvement Program (TIP). The Draft TIP is available for a 30-day public review and comment period beginning on May 1, 2024, and ending on May 31, 2024.

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. Federal mandates also require tribal consultation in the transportation planning process. SAP&DC is distributing this information to representatives from tribal groups that once resided in various areas of the Southern Alleghenies Region.

The documents can be viewed and downloaded online at <https://sapdc.org/2025-2028-draft-transportation-improvement-plan-tip/>. The site also offers a direct opportunity for public comment.

An additional resource for viewing draft TIP information is available using PennDOT's One Map. One Map is a web-based GIS mapping application for accessing highway and bridge project data as well as other asset information and boundary layers. One Map can be accessed by visiting this website: <https://gis.penndot.gov/OneMap>. Instructions on using OneMap are attached for reference.

Anyone who requires an auxiliary aid or service for effective communication, or 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. If you would like additional information or to provide comment on the Draft TIP, please contact Matthew Bjorkman, Transportation Program

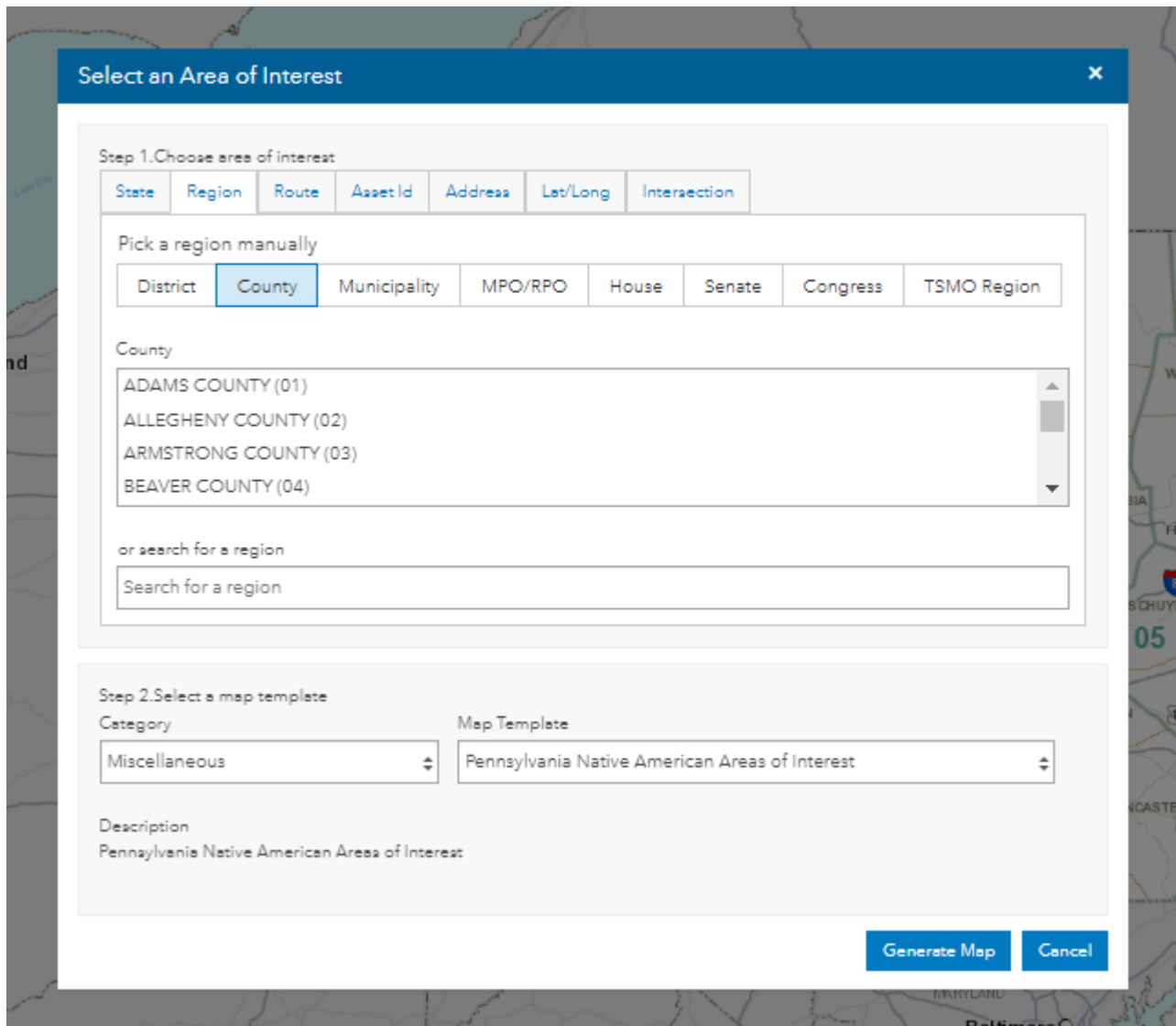
Manager, at (814) 949-6553 or mbjorkman@sapdc.org. Comments can also be sent via mail to SAP&DC, 3 Sheraton Drive, Altoona, PA 16601. Comments will be accepted through May 31, 2024.



Welcome to One Map!

Intro to the splash screen and Area Of Interest

Welcome to PennDOT One Map. When the page opens, you will see a User Agreement pop-up, which provides some basic information about OneMap, a tutorial link, and a disclaimer. Clicking accept brings up this the “Area of Interest” (or AOI) interface. In Step 1 the user can define a specific location to view data, either by the state as a whole, various regions, a specific route, an asset or project ID, a street address, a desired latitude and longitude, or an intersection. Step 2 will allow the user to select a category (Planning, TSMO, Rail, and Miscellaneous) and a map template. For instance, under the TIP category the user can choose the Transportation Improvement Program or (TIP) Map, the Highway Occupancy Permit or (HOP) map, the Environmental Screening Map, Bridge Screening Map, Internal HOP Map, or the Historic Metal Truss Bridge Map as a template. The **Miscellaneous** category currently contains the **Pennsylvania Native American Areas of Interest** template and will be expanded as time goes on.

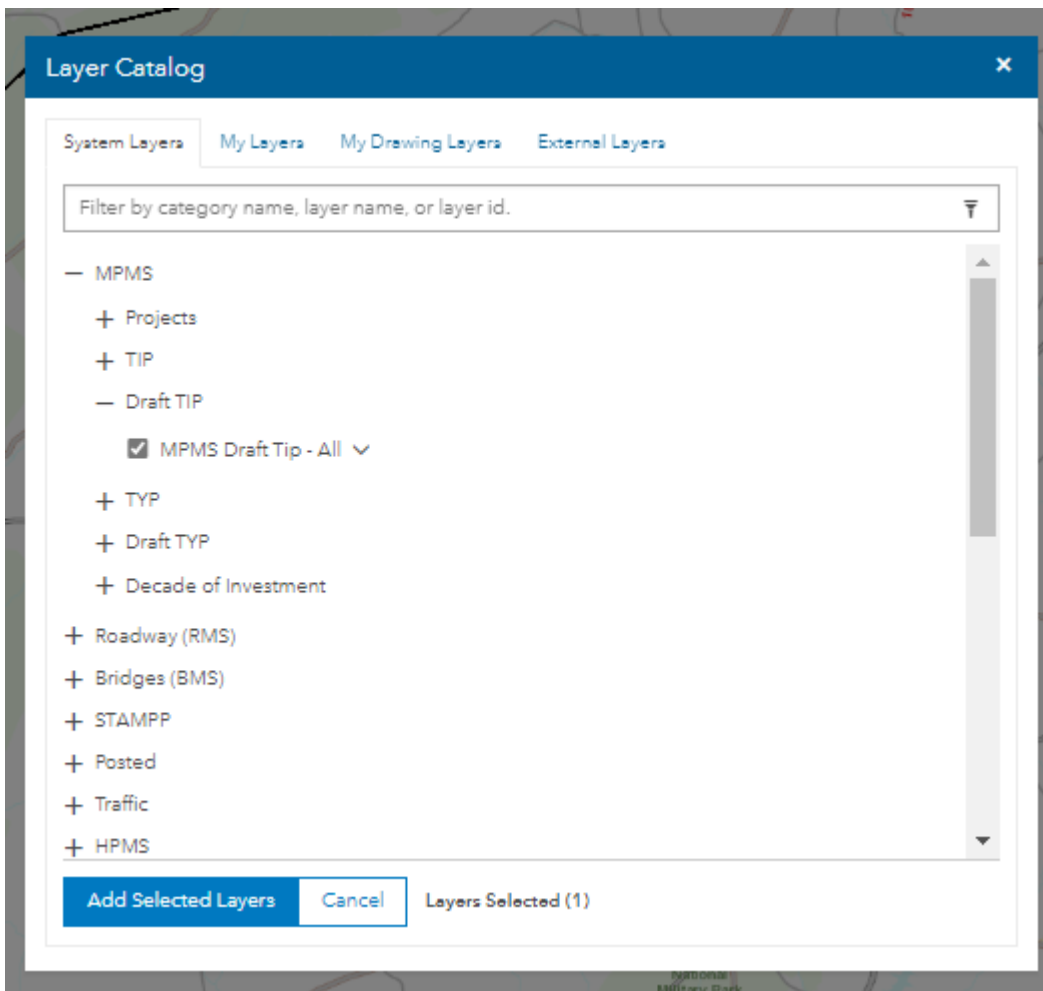


(Finding the Pennsylvania Native American Areas of Interest Template)

Being logged in provides additional template options and more templates may become available as time goes on. If the user wants to start with a blank map, they can either select <No Starter Map> from the template selection, click “Cancel” in the lower right corner of the interface, or close the “Area of Interest” box with the X in the upper right corner. A word of caution; the bigger the Area of Interest or the larger the data request, the longer the response time of the map and layers.

Layer Tree, tools and changing of AOI and search box

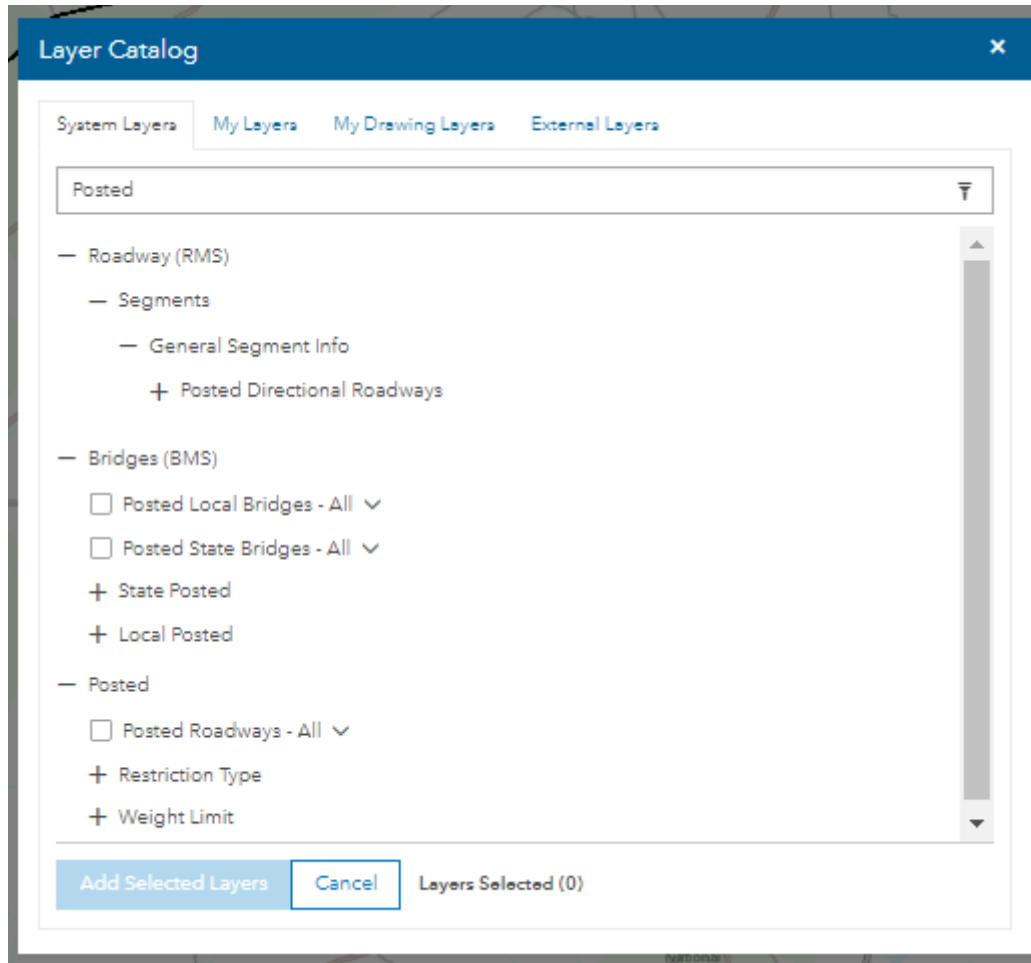
Once a map has been generated, users can access additional layers available for viewing by clicking the “Layers” button at the top of the screen. Categories of layers can be selected on the left side, with the specific sub-groups and layers within that category displaying as each category is expanded. This is where you will find all layers not included in the map template section, including the **Draft TIP**, which can be found under **MPMS -> Draft TIP -> MPMS Draft TIP – All**.



(Finding the Draft TIP in the Layer Catalog)

A layer or layers can be selected and added to the map. The filter will default to the “Area of Interest” or (AOI) selected previously. The user can select a new custom filter or, if needed,

can draw a statewide level map with the Show All radio button. After a Filter Layer option has been chosen, click the “Next” button and the layer will populate in the legend and map as a Dynamic Layer. Going back to the Layer Catalog interface, the search box at the top allows users to find data within layers. For example, if the word “Posted” is typed, you will see under the Layers tab there are multiple layers that have the word “Posted” associated with them.

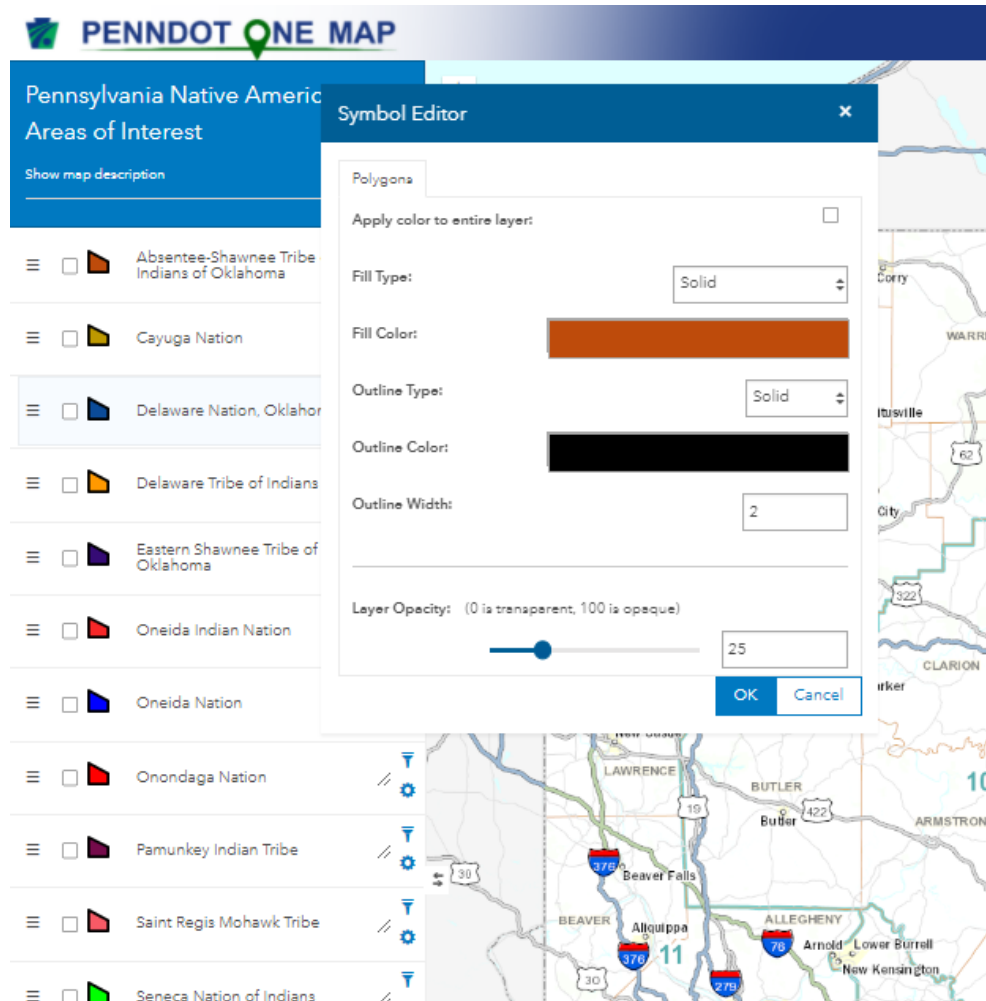


(Filtering the Layer Catalog)

Customize the Legend and the tools that are available per layer

The drawing order in the map legend on the left side of the screen is bottom to top, with each layer having the possibility of being covered up by the layer above it. Legend layers are

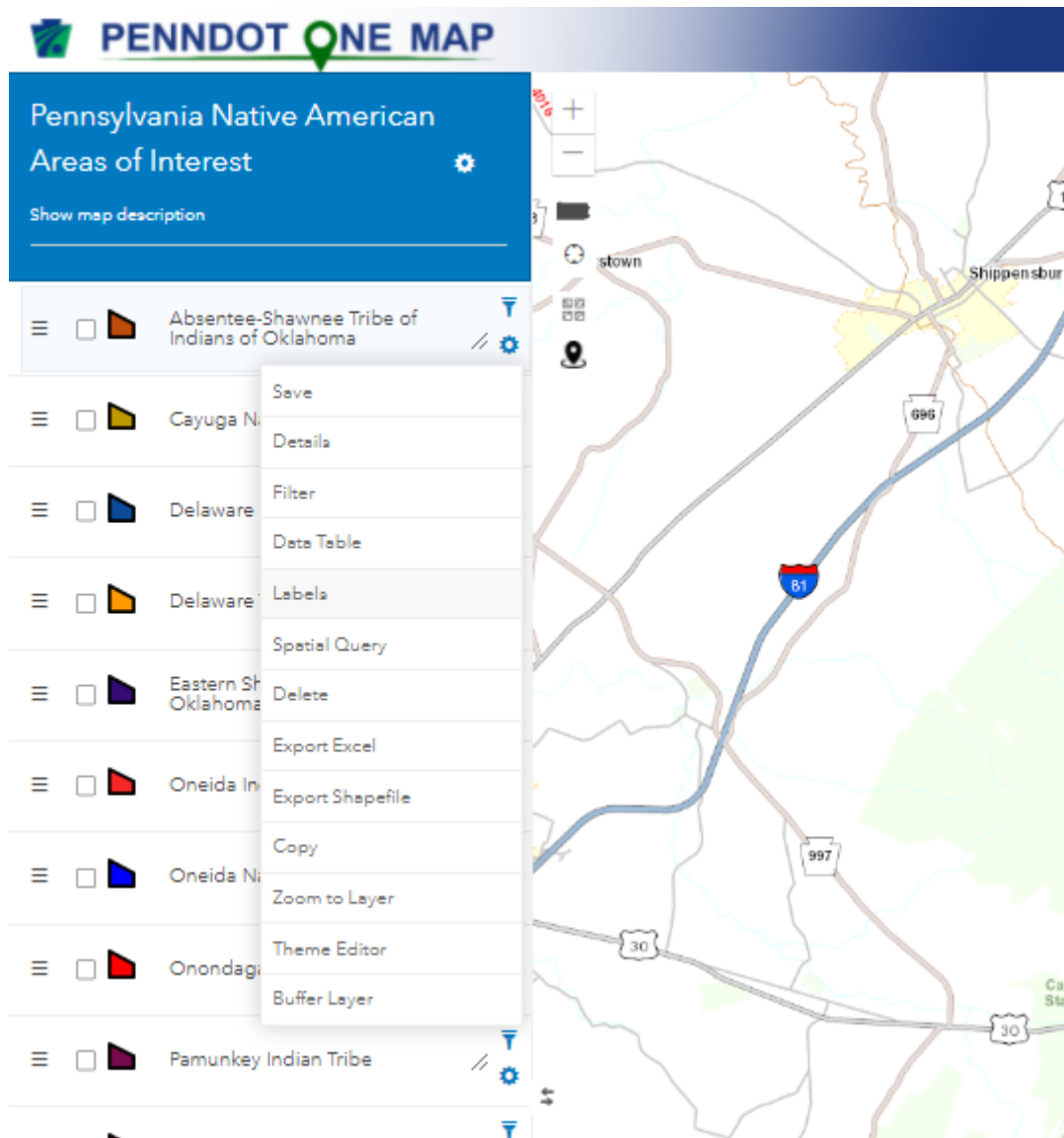
moveable in order to change the draw order and users can change the color and size of the points or lines with the Symbol Editor interface, accessed by clicking the symbol to the left of the layer name.



(Editing Layer Symbology)

Users can interact with specific layers by clicking the gear cog to the right of the layer in the legend. Among other options, users can filter the data, view the data in a table similar to an excel file, zoom to a layer, or view the details of the layer. The Spatial Query tool allows users to show features of a layer that touch or do not touch features of another layer and create a new layer with only these features if so desired. Users can also export a layer to a shapefile to be used in

other GIS Software, copy a layer to represent it another way, save a customized layer for later use, label features on the map with a unique ID, or delete a layer from the legend.

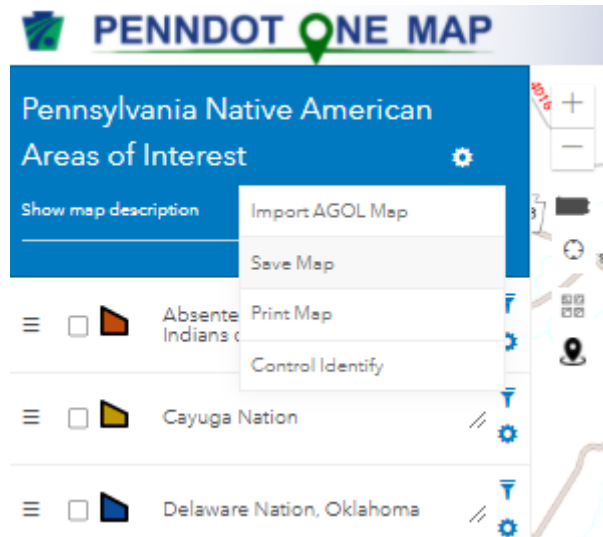


(Interacting with a specific Layer)

Tools available for the Map

Using the gear on the right of the title box at the top of the Legend, users can save their map with a name that will identify to them what the layers on the map represent. If you have not logged in, you will have to do so before you can save. The Save Map dialog will populate with the

name given, as well as any stored description that has come with the map template. Both the name and the description are customizable at this point. The Create a New Map box will be checked by default because the user is either making an edited copy of a Map Template or a brand-new map.

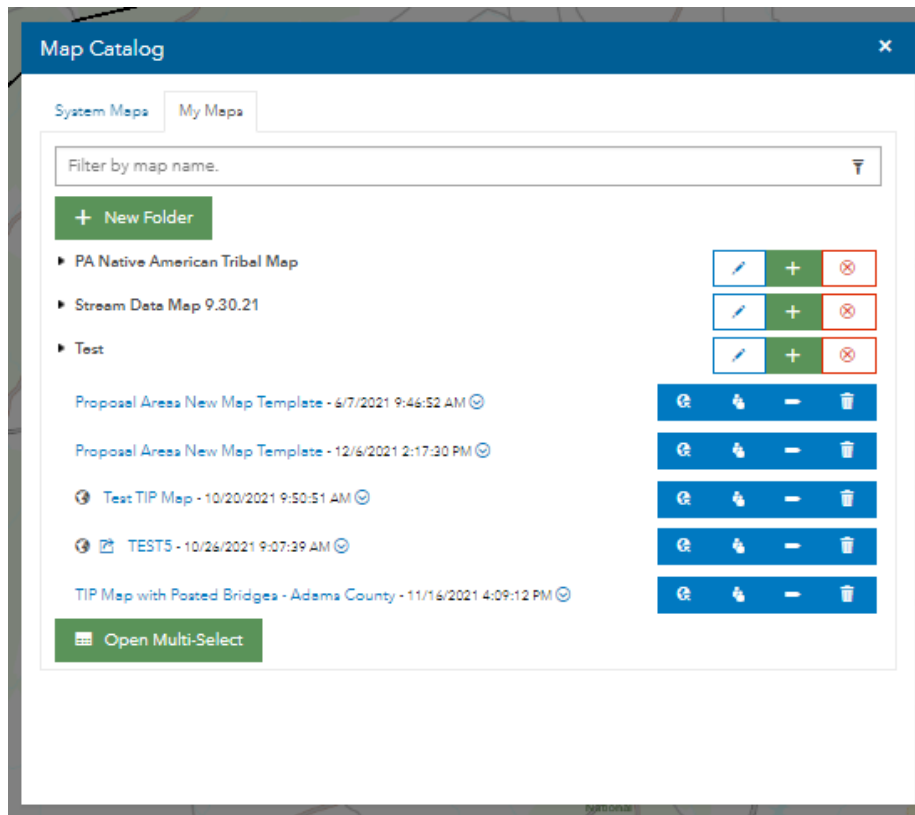


(Saving your map)

Users also have the ability to create folder structures for specific map types or projects. By checking the New Folder box, the user will give a name to the folder and then hit the blue save button. This is now a map that the user has access to on demand under their Maps tab in the Map Catalog (found in the top right, beside the Layer Catalog) under “My Maps”. Users will see the parent folder that was created or selected, and by expanding the folder the user will see the map that has been saved. There are several functions available to the user at this point.

The user can open the map, share or unshare the map with other registered users, move the map to another folder, or delete the map. Maps can only be shared with other OneMap users. Start typing the email address of the individual you want to share the map with, and it will begin to populate if that user has logged into PennDOT One map before. Users can provide a personal message about the map they are sharing but it is not required. An email notification will be sent to the user the map has been shared, along with a link for them to access it. (Caution: the email

and link cannot be forwarded to another user at this time. A map must be shared with a specific user for them to have permission to access it).



(Finding your new Map in the Map Catalog)

Wrap up

This has been a base-level introduction to PennDOT OneMap. We invite you to explore the application and HELP documentation, as well as reach out to the resource account under Contact Us if you have any questions. We hope PennDOT One Map is a tool that will enhance your data visualization experience with PennDOT, and we are constantly improving the application to reach that goal. Thank you.

For additional One Map assistance or questions please email: RA-PDCPDMGIS@pa.gov.

Southern Alleghenies RPO Public Participation Plan



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)

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.

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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

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- (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.

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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

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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.

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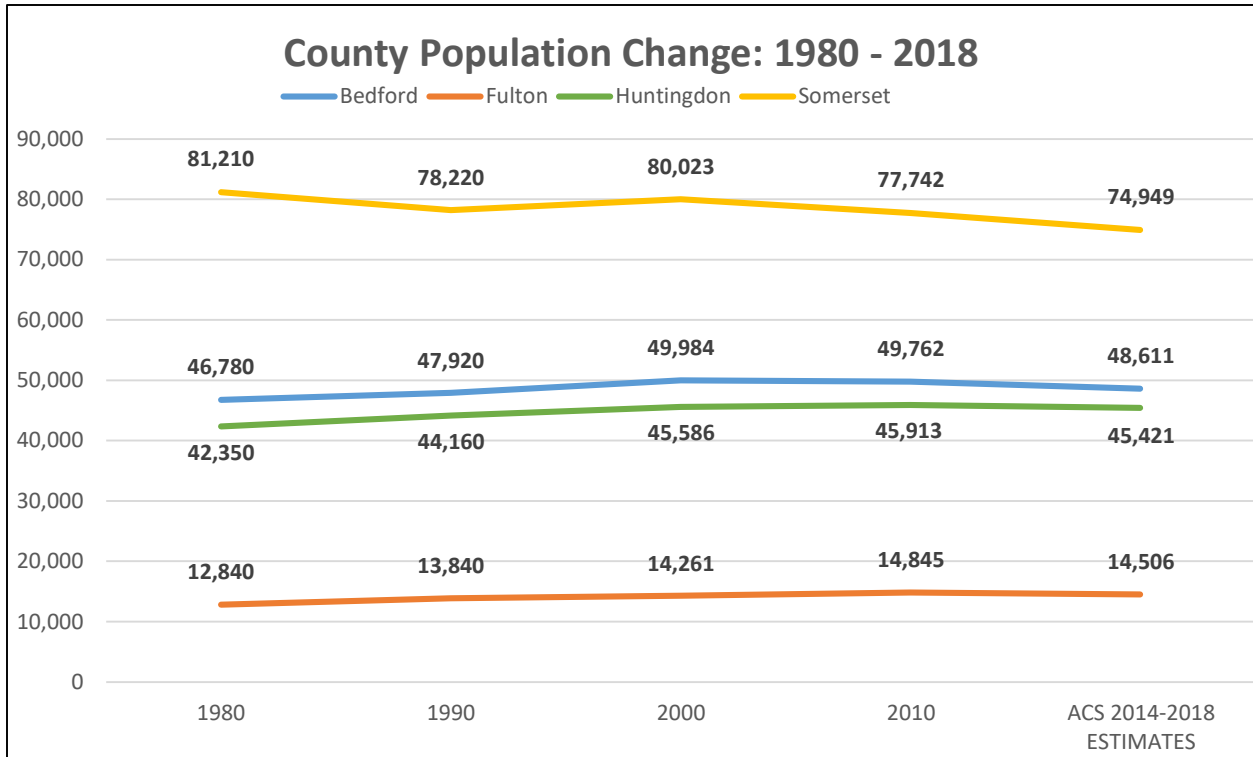


Figure 1: Population change by county, 1980-2018; *Source(s): U.S. Decennial Census 1980, 1990, 2000, 2010 / 2014-2018 ACS 5-Year Estimates*

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.

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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

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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.

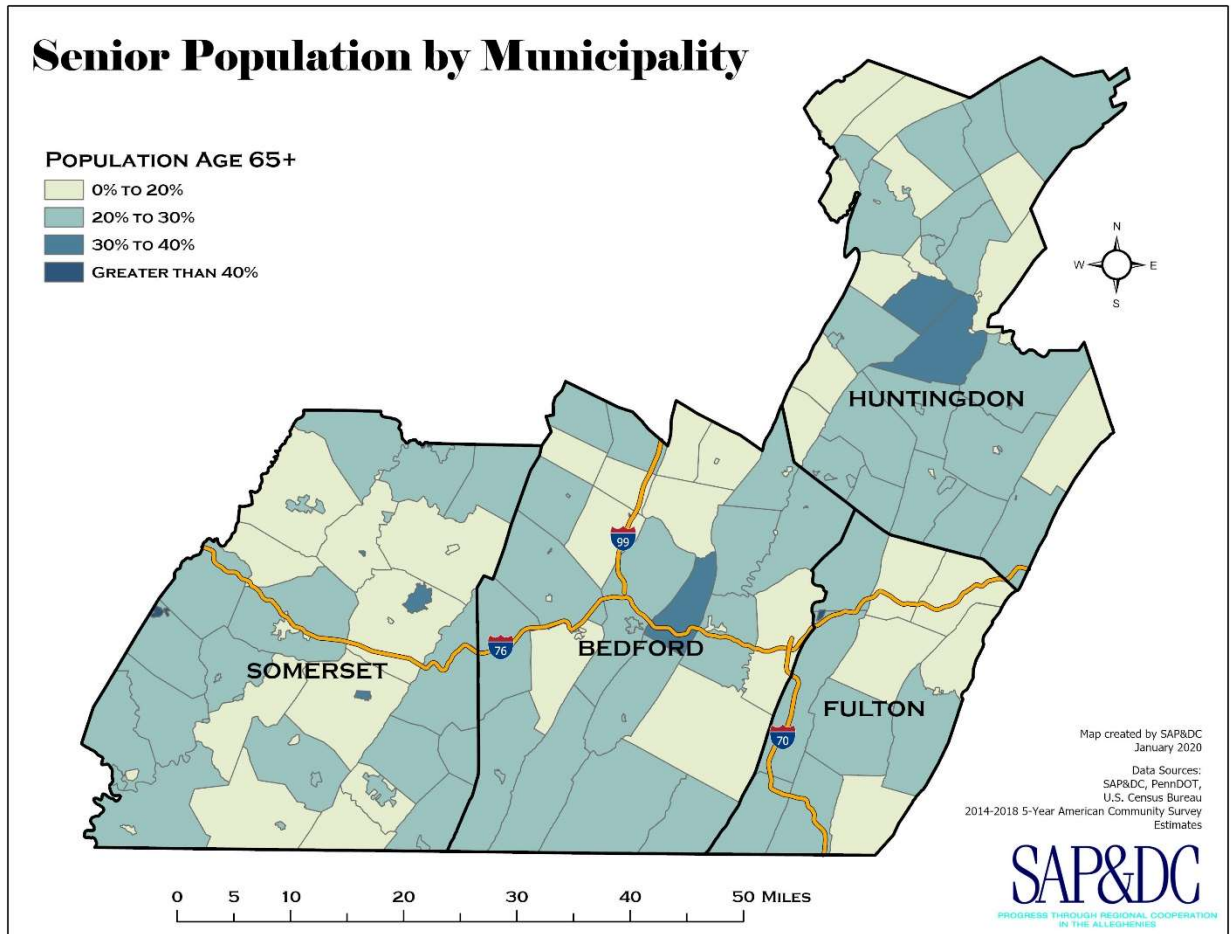


Figure 1: Regional elderly population by municipality; 2014-2018 American Community Survey 5-year Estimates

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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**.

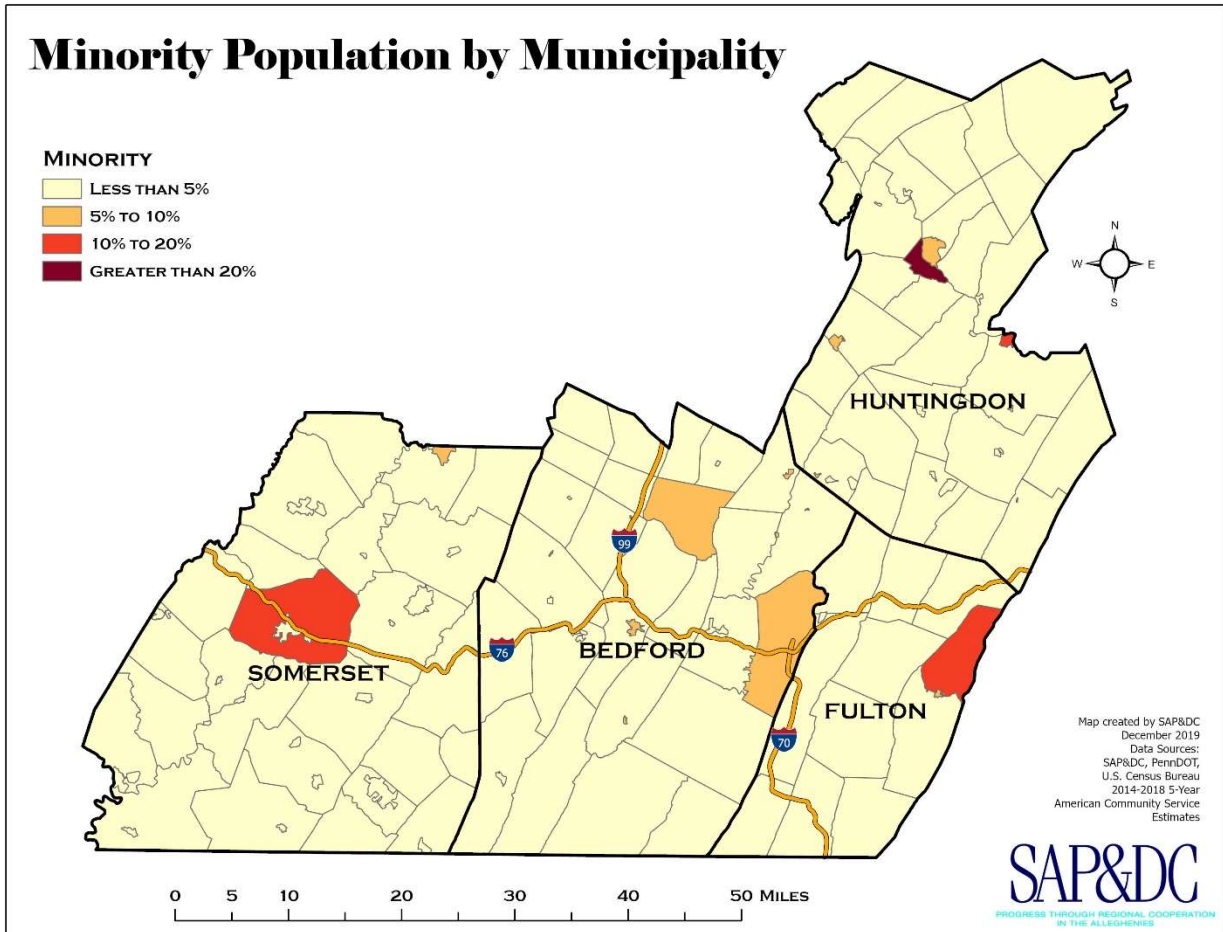


Figure 2: Regional minority population by municipality; 2014-2018 5-Year American Community Survey Estimates

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.

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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.

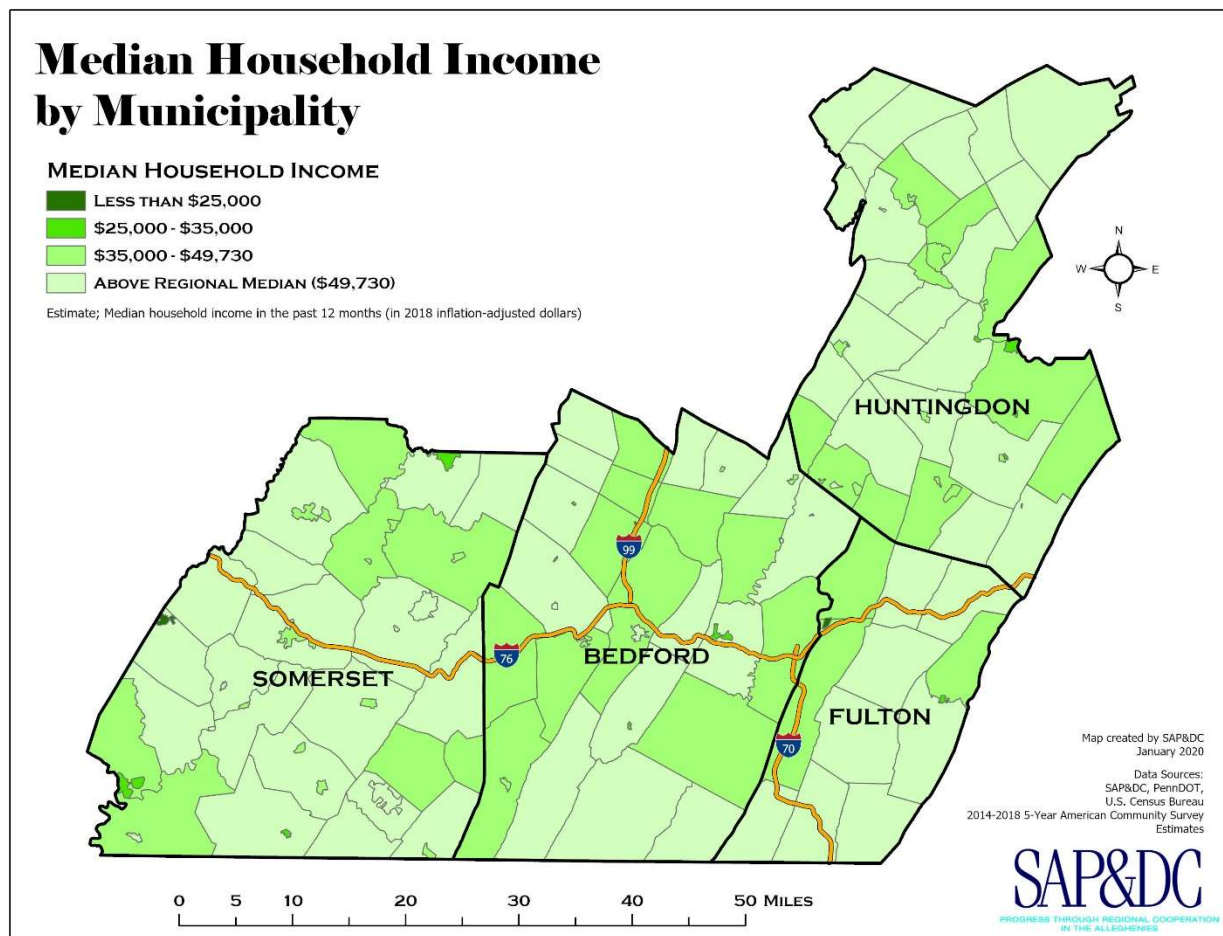


Figure 3: Median household income by municipality; 2014-2018 American Community Survey 5-year Estimates

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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.

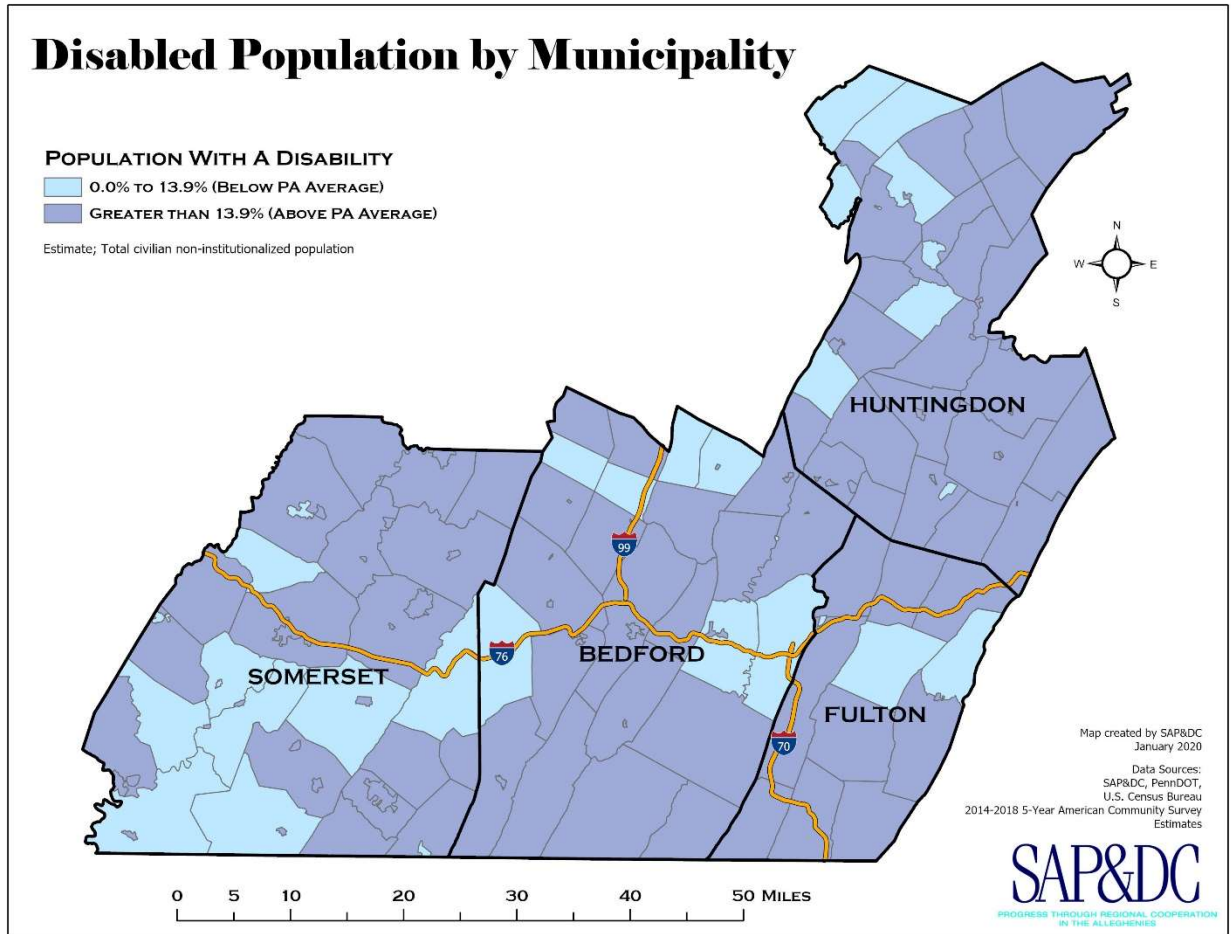


Figure 4: Disabled population by municipality; 2014-2018 American Community Survey 5-year Estimates

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.

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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

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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”.

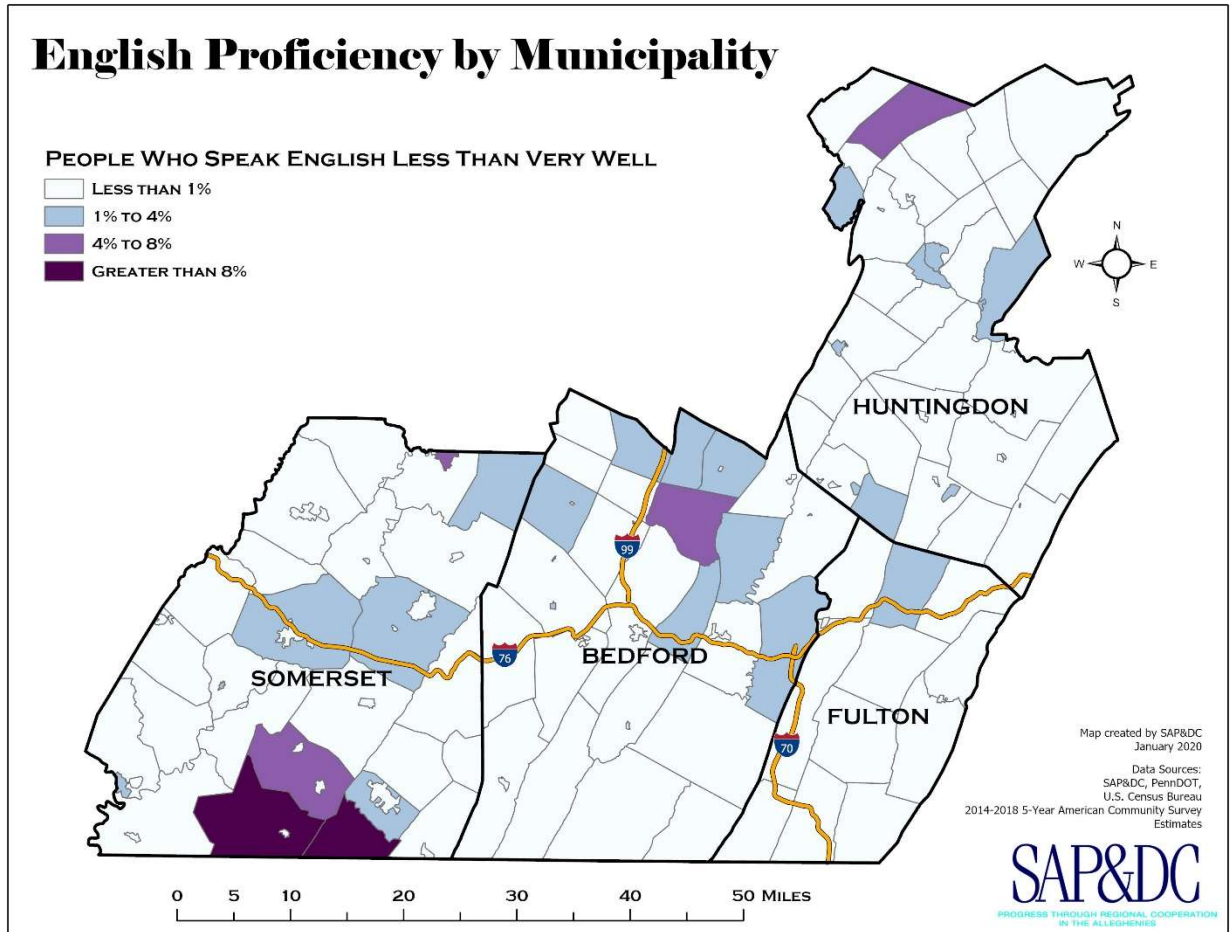


Figure 5: Percentage of individuals who speak English less than very well by municipality; 2014-2018 American Community Survey 5-year Estimates

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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.

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- **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

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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

Southern Alleghenies RPO
Public Participation Documentation

FY 2025-2028 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 2025-2028 Transportation Improvement Program (TIP).

The Draft TIP is available for a 30-day public review and comment period beginning on May 1, 2024, and ending on May 31, 2024. Copies of the documents are available for review via the SAP&DC website at <https://sapdc.org/2025-2028-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 meeting will be held at:

Somerset County Draft TIP Public Hearing

DATE: May 14, 2024

TIME: 11:00 AM

PLACE: Somerset County Office Building
Suite 500
300 North Center Avenue
Somerset, PA 15501

Fulton County Draft TIP Public Hearing

DATE: May 16, 2024

TIME: 1:00 PM

PLACE: Fulton County Planning Commission
Lower-Level Conference Room
219 North Second Street
McConnellsburg, PA 17233

Huntingdon County Draft TIP Public Hearing

DATE: May 16, 2024

TIME: 3:30 PM

PLACE: Huntingdon County Planning Commission
Courthouse Annex I, First Floor Conference Rm.
205 Penn Street
Huntingdon, PA 16652

Bedford County Draft TIP Public Hearing

DATE: May 22, 2024

TIME: 10:30 AM

PLACE: Bedford County Courthouse
Meeting Room 303
200 S. Juliana Street
Bedford, PA 15522

The Southern Alleghenies Rural Transportation Coordinating Committee is expected to approve the FY 2025-2028 TIP at a public meeting on June 26, 2024. The meeting begins at 10:00 AM at the SAP&DC office, 3 Sheraton Drive., Altoona, PA 16601.

Anyone who requires an auxiliary aid or service for effective communication, or 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. If you would like additional information or to provide comment on the Draft TIP, please contact Matthew Bjorkman, Transportation Program Manager, at (814) 949-6553 or mbjorkman@sapdc.org. Comments can also be sent via mail to SAP&DC, 3 Sheraton Drive, Altoona, PA 16601. Comments will be accepted through May 31, 2024.

Draft FY 2025-2028 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 2025-2028 Transportation Improvement Program (TIP).

The Draft TIP is available for a 30-day public review and comment period beginning on May 1, 2024, and ending on May 31, 2024. Copies of the documents are available for review via the SAP&DC website at <https://sapdc.org/2025-2028-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.

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300 North Center Avenue
Somerset, PA 15501

Fulton County Draft TIP Public Hearing

DATE: May 16, 2024

TIME: 1:00 PM

PLACE: Fulton County Planning Commission
Lower-Level Conference Room
219 North Second Street
McConnellsburg, PA 17233

Huntingdon County Draft TIP Public Hearing

DATE: May 16, 2024

TIME: 3:30 PM

PLACE: Huntingdon County Planning Commission
Courthouse Annex I, First Floor Conference Rm.
205 Penn Street
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Somerset County Draft TIP Public Hearing

Participants: Lee Slusser (SAP&DC), Matthew Bjorkman (SAP&DC), Jaclyn Himmelwright (PennDOT District 9), Anne Stich (PennDOT District 9), Pamela Tokar-Ickes (Somerset County Commissioner), Irwin Kimmel Sr. (Somerset County Commissioner), Brian Fochtman (Somerset County Commissioner), Chadd Sines (Somerset County Planning Commission), Steve Spochart (Redevelopment Authority of Somerset County).

Comments: Matthew Bjorkman gave the 2025 TIP presentation to those in attendance. Following the presentation, the floor was open for comments and discussion. Commissioner Kimmel commented that East Mud Pike (SR 3010), west of U.S. 219, is deteriorated and asked if there are any plans for a resurfacing project. Anne Stich mentioned that the road is a candidate for the maintenance resurfacing program, which would use different funding than the TIP base allocation. Anne mentioned that the ADT of the road was ~350 vehicles a day and there are currently no plans in place for a resurfacing project. Despite no resurfacing projects planned for the road, the condition of the road and the Commissioner's concern were noted. Chadd Sines asked about how long it generally takes Tip projects to be completed. Anne mentioned that TIP projects can take longer than basic maintenance or PROTECT projects. It was explained that bridge projects generally take 2-3 years to complete, while roadway projects take 2-4 years from design to construction to complete. The meeting was adjourned with no further comments.

Fulton County Draft TIP Public Hearing

Participants: Lee Slusser (SAP&DC), Matthew Bjorkman (SAP&DC), Jaclyn Himmelwright (PennDOT District 9), Anne Stich (PennDOT District 9), LuAnne Keebaugh (Licking Creek and Bethel Townships), Ronald P. Swope (Licking Creek Township), Marlin Harr (Ayr Township), Stanley Mellott (Todd Township), Kathleen Gunnell (Senator Judy Ward's Office), Justin Evans (Fulton County Planning Commission).

Comments: Matthew Bjorkman gave the 2025 TIP presentation to those in attendance. Following the presentation, the floor was open for comments and discussion. Ronald asked about a bridge project in Licking Creek Township on SR 655 over Owl Creek. He mentioned some potential safety issues with the bridge. He said that the bridge is narrow which causes issues when two trucks are crossing in different directions. He also mentioned that there is a curve near the bridge that causes some sight distance issues. Anne mentioned the project is programmed on the TIP with preliminary engineering scheduled to start in FY 2027. Matthew mentioned that the safety concerns that were brought up in the meeting can be discussed during the PennDOT Connects meeting for the project. Matthew and Anne told Ronald that the Connects meeting would likely not be held until 2027. Marlin asked if TIP priorities can change and if there are site visits that inform the priorities. Matthew and Anne both confirmed that priorities can and do change in certain situations. Anne said that bridges are inspected every two years and roadway project priorities start with a data driven methodology. Anne also stated that priorities and decision making for TIP projects is made on a local level. The meeting was adjourned with no further comments.

Huntingdon County Draft TIP Public Hearing

Participants: Lee Slusser (SAP&DC), Matthew Bjorkman (SAP&DC), Jaclyn Himmelwright (PennDOT District 9), Anne Stich (PennDOT District 9), Peter Liese (Huntingdon County Planning Commission), Lawrence Biemiller (Huntingdon County Planning Commission), Laurie Nearhood (Huntingdon County Planning Commission).

Comments: Matthew Bjorkman gave the 2025 TIP presentation to those in attendance. Following the presentation, the floor was open for comments and discussion. The group briefly discussed the TIP planning process in more detail, specifically how funding is allocation to the planning partners. The meeting was adjourned with no further comments.

Bedford County Draft TIP Public Hearing

Participants: Lee Slusser (SAP&DC), Matthew Bjorkman (SAP&DC), Jaclyn Himmelwright (PennDOT District 9), Anne Stich (PennDOT District 9), Stephanie Clevestine (Bedford County Planning Commission), Elisha Feathers (Bedford County Planning Commission), Rick Suder (Bedford County Planning Commission), Jarred Bulger (Everett Borough).

Comments: Matthew Bjorkman gave the 2025 TIP presentation to those in attendance. Following the presentation, the floor was open for comments and discussion. Jarred and Rick brought up the Water Street bridge in Everett Borough to the PennDOT District 9 attendees. During the bridge discussion, Anne mentioned that the TIP funding for the bridge is reserved, but the bridge is under 20 feet in length. Anne discussed the possibility of doing a retroactive reimbursement on the bridge and explained the process to Jarred. Anne told Jarred that the District, Bedford County Planning Commission and SAP&DC are having a meeting on June 10, 2024, to discuss the Water Street bridge and the other local bridge priorities for Bedford County. She suggested that Everett Borough hold off on making a final decision until after the June 10 meeting. After the meeting the County and District will reach out to Everett Borough to discuss the best path forward for the bridge project. The meeting was adjourned with no further comments.

SAP&DC

Meeting Sign-In Sheet

MEETING: Somerset County TIP Public Meeting **DATE:** 5/14/24
LOCATION: Somerset County Commissioners Office **START TIME:** 11 AM
STAFF: Matt Bjorkman, Lee Slusser **END TIME:** 12 PM
Meeting Format In person Conference Call Virtual (please attach a screen shot of attendees)
Grant Match Assigned to: ARC Core ARC PREP EDA Core Other

Attendees

Name	Organization	Miles Round trip
1. Jaclyn Himmelwright	PennDOT 9-0	—
2. Pamela A. Tokar - Kley	So Co Commissioners	—
3. Chad Sinos	Somerset Co Planning	
4. STEVE SPOCHART	REDEV AUTHORITY of Som County	—
5. Tim Himmel Sr	Somerset Co Comm	—
6. Lee Slusser	SAP+DC	—
7. Anne Stich	PennDOT 9-0	—
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SAP&DC

Meeting Sign-In Sheet

MEETING: Fulton County TIP Public Meeting **DATE:** 5/16/24
LOCATION: Fulton County Planning Commission **START TIME:** 1 PM
STAFF: Matt Bjorkman, Lee Slusser **END TIME:** 2 PM
Meeting Format In person Conference Call Virtual (please attach a screen shot of attendees)
Grant Match Assigned to: ARC Core ARC PREP EDA Core Other _____

Attendees

	Name	Organization	Miles Round trip
1.	LuAnne Keebaugh	Licking Creek	30
2.	Ronald P. Swope	" "	30
3.	LuAnne Keebaugh	Bethel Twp	30
4.	Marlin HARR	A YA Twp	18
5.	Stacy Melloff	Topo Twp	
6.	Kathleen Gunnell	Sen. Judy Ward	<1
7.	Justin Evans	Fulton County	0
8.	Jaclyn Himmelwright	PennDOT 9-0	1
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SAP&DC

Meeting Sign-In Sheet

MEETING: Huntingdon County TIP Public Meeting **DATE:** 5/16/24
LOCATION Huntingdon County Planning Commission **START TIME:** 3:30 PM
STAFF: Matt Bjorkman, Lee Slusser **END TIME:** 4:30 PM
Meeting Format In person Conference Call Virtual (please attach a screen shot of attendees)
Grant Match Assigned to: ARC Core ARC PREP EDA Core Other _____

Attendees

	Name	Organization	Miles Round trip
1.	Peter C. L. Reese	HCPC	
2.	Lawrence Biemiller	HCPC	
3.	Laura Deatrod	HCPC	
4.	Jaclyn Himmelwright	PennDOT 9-0	—
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SAP&DC

Meeting Sign-In Sheet

MEETING: Bedford County TIP Public Meeting **DATE:** 5/22/24
LOCATION: Bedford County Courthouse **START TIME:** 10:30 AM
STAFF: Matt Bjorkman **END TIME:** 11:30 AM
Meeting Format In person Conference Call Virtual (please attach a screen shot of attendees)
Grant Match Assigned to: ARC Core ARC PREP EDA Core Other _____

Attendees

	Name	Organization	Miles Round trip
1.	Stephanie Clemenstine	Bedford Co Planning	0
2.	Elisha Feathers	Bedford Co. Planning	0
3.	Rick Sider	" " "	0
4.	Anne Stich	PennDOT District 9	—
5.	Jaclyn Himmelwright	PennDOT 900	—
6.	Jarred Bulger	Everett Bar	
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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. Jennifer Sklodowski, 814-949-6507, jsklodowski@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 814-949-6507.

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. Jennifer Sklodowski
Title VI Compliance Officer
SAP&DC
3 Sheraton Drive
Altoona, PA 16601
Phone: 814-949-6507
FAX: 814-949-6505
Email: jsklodowski@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 2025-2028
Southern Alleghenies RPO
TIP Revision Procedures

MEMORANDUM OF UNDERSTANDING

2025-2028 Southern Alleghenies Rural Planning Organization (RPO) Transportation Improvement Program (TIP)

Procedures for TIP Revisions

Purpose

This document establishes a set of procedures to be used by the Southern Alleghenies RPO, other project sponsors, and the Pennsylvania Department of Transportation (PennDOT) to revise and modify the Southern Alleghenies TIP.

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

The STIP is the official transportation improvement program document mandated by federal statute (23 CFR § 450.218) and recognized by FHWA and FTA. The STIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation by federal statute. The STIP includes regional TIPs developed by the Planning Partners (MPOs and RPOs) and Statewide Programs developed by PennDOT. Statewide Programs are coordinated initiatives, projects or funds that are managed by PennDOT's Central Office on a statewide basis. Examples of Statewide Programs include but are not limited to the Secretary of Transportation's Discretionary (SPIKE), the Rapid Bridge Replacement (RBR) Project developed via a Public Private Partnership (P3), Highway Safety Improvement Program (HSIP) set-a-side, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-a-side (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-modal (MTF), Recreational (Rec) Trails, and Keystone Corridor projects. The Interstate Management Program will remain its own individual program and includes prioritized statewide interstate projects. The Commonwealth's Twelve-Year Program (TYP), required by state law, includes the STIP/TIPs in its first four-year period.

How and when is a TIP developed?

For more information on the development of the TIP, see *Pennsylvania's 2025 Transportation Program General and Procedural Guidance* and *Pennsylvania's 2025 Transportation Program Financial Guidance* dated April 19, 2023. The documentation can be found on the STIP page on the STC Website under 2025 Guidance Documents.

Definitions

Administrative Revisions is a minor revision to a Transportation Improvement Program (TIP) or Statewide Transportation Improvement Program (STIP) that does not require RTCC approval.

Amendment is a revision to a TIP or STIP that involves a major change to a project included in a TIP or STIP that does require approval from the RTCC.

Betterment consists of surface treatments/corrections to existing roadway [preferably within the Pennsylvania Department of Transportation's (PennDOT's) right-of-way] to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder widening, increased lane widths, correction of super-elevation, as well as drainage improvements and guide rail updates.

Change in Scope is a substantial alteration to the original intent or function of a programmed project.

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, 2024, and remain in effect until September 30, 2026, 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:


Kristin Mulkerin
Deputy Secretary for Planning
Pennsylvania Department of Transportation

04/25/2024
Date


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

4/24/24
Date

**Southern Alleghenies RPO
Self-Certification Resolution**

2025-2028 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 2025-2028 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.

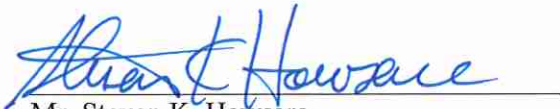
SAP&DC has disseminated this policy statement to the SAP&DC Board of Directors and all of the components of our organization. This statement has been distributed to DBE and non-DBE business communities that perform work for the Commission on DOT-assisted contracts. SAP&DC provides this policy statement as an attachment to all contracts for services.

Americans with Disabilities Act (ADA) Requirements

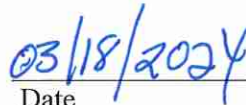
The Southern Alleghenies RPO ensures that all requirements are met to satisfy the Americans with Disabilities Act of 1990. Any agency office(s) that provides staff services or assistance to the Southern Alleghenies RPO is ADA-compliant. Additionally, all committee or subcommittee meetings, and public 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 2023-2026 TIP was adopted in July 2022 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 2025-2028 TIP.



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



Date

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 #: 110443 - US 30 - US 219 to PA 281.

- Resurfacing on US 30 from US 219 to PA 281 in Quemahoning Township and Stoystown Borough, Somerset County.

MPMS #: 108155 - SR 3017 - Buffalo Road from PA 96 to PA 31.

- Resurfacing on SR 3017 (Buffalo Road) from PA 96 to PA 31 in Manns Choice Borough and Harrison Township in Bedford County.

MPMS #: 108197 - SR 1001 - US 522 to SR 10.

- Resurfacing on SR 1001 (Cito Road) from US 522 to SR 1002 (Union Church Road) in Ayr Township, Fulton County.

MPMS #: 108316 - US 522 - Keystone Road to Mifflin County Line

- Resurfacing on US 522 from T-507 (Keystone Road to Mifflin County Line in Shirley Township and Mount Union Borough in Huntingdon County.

Southern Alleghenies RPO
Delayed Major Projects from the
Previous TIP

No major projects in the previous TIP incurred delays.