

2027-2030

TRANSPORTATION IMPROVEMENT PROGRAM

SOUTHERN ALLEGHENIES RURAL PLANNING ORGANIZATION

SAP&DC

**SOUTHERN ALLEGHENIES PLANNING
& DEVELOPMENT COMMISSION**

DRAFT

Planning Partner: _____

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Transportation Management Area: Yes No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
Information Items <small>Green highlighted items require documentation to be submitted.</small>		Response	CPDM	FHWA	FTA
1. Cover Letter:	Cover Letter which documents organization and date of TIP adoption	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Date TIP adopted by Planning Partner:	Meeting Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. TIP Development:	TIP Development/Project Selection Process Documentation	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	MPO/RPO Specific TIP Development Timeline	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the documentation explain the project selection process, roles, responsibilities and/or project evaluation criteria procedures?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Performance Based Planning and Programming (TPM Narrative Template):	PM1 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	HSIP SharePoint Application Submission Confirmation	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM2 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM3 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Transit Performance Measures Documentation	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	TAMP narrative documentation demonstrates consistency with the TYP/TIP	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Highway-Bridge Program Projects:	Highway and Bridge Listing with public narrative	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Public Transportation Program:	Public Transportation Listing with public narrative	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Interstate & Statewide Program Projects:	Regional Portion of Interstate TIP Listing with public narrative	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Regional Portion of Statewide TIP Listing (Spike, TAP, RRX, HSIP, PROTECT other)	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Financial Constraint:	Complete the tables in the Financial Constraint tab.	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the TIP financially constrained, by year and by allocations?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were the TIP projects screened against the federal/state funding program eligibility requirements?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are estimated total costs to complete projects that extend beyond the TIP years shown in the TYP and LRTP?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Planning Partner: _____

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Transportation Management Area: Yes No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
Information Items <small>Green highlighted items require documentation to be submitted.</small>		Response	CPDM	FHWA	FTA
8. Public Transportation:	Public Transportation Financial Capacity Analysis (MPO Only)	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Documentation of Transit Asset Management (TAM) Plan	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Air Quality:	Air Quality Conformity Determination Report	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Air Quality Resolution	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the area in an AQ non-attainment or maintenance area?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Have all projects been screened through an interagency consultation process?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Most recent air quality conformity determination date:	Date/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Do projects contain sufficient detail for air quality analysis?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Public Participation Documentation:	Public Comment Period Advertisement	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public comment period:	Date Range	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting(s)-Date/Time/Location:	Date/Time/Location	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting notices contain contact information about ADA Accommodations?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were LEP taglines included with TIP public comment documents?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Has Tribal Consultation/Outreach occurred?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	STIP/TIP public involvement outreach activities consistent with Public Participation Plan?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were any public comments (written or verbal) received?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Documentation of Public Comments received	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Were public comments addressed?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Title VI:	Has the MPO included information regarding Title VI and its applicability to the TIP, including the protections against discrimination and the availability of the TIP document in alternative formats upon request?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Planning Partner: _____

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Transportation Management Area: <input type="checkbox"/> Yes <input type="checkbox"/> No		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items <small>Green highlighted items require documentation to be submitted.</small>	Response	CPDM	FHWA	FTA
	12. TIP Revision Procedures (MOU):	MPO/RPO TIP Modification Procedures (MOU)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>
13. MPO Self-Certification Resolution:	Self-Certification Resolution (RPO Optional)	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	For the Non-TMAs, does the self certification contain documentation to indicate compliance?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Other Requirements:	List of regionally important projects from the previous TIP that were implemented, and projects impacted by significant delays.	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the TIP contain amounts of state & local revenue sources beyond financial guidance?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. PennDOT Connects:	Municipal outreach/PIF forms initiated for all TIP projects?	Yes / No	<input type="checkbox"/>		
16. Long Range Transportation Plan:	Is the TIP consistent with the LRTP?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP air quality conformity determination date:	Date/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP end year:	Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Anticipated MPO/RPO LRTP adoption date:	Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Completed/ Reviewed by:	MPO/RPO:		Date:		
	PennDOT CPDM:		Date:		
	FHWA:		Date:		
	FTA:		Date:		
18. Comments:	<i>Note any noteworthy practices, issues or improvements that should be addressed by the next TIP update, or any other comments/questions here:</i>				



2027 Program Development Schedule

Revised January 16, 2026

DATE (2025)	MILESTONE
February - May	Statewide Financial and General & Procedural Guidance Work Groups meet
March - April	State Transportation Commission (STC) conduct public outreach to support development of the 2027 Twelve Year Program (TYP)
May - July	District, RPO, and Central Office hold initial program update coordination meetings
May	PennDOT Program Center issues final General & Procedural Guidance and Financial Guidance documents to Planning Partners
June - November	Community Demographic Analysis conditions data made available to the RPO
July - August	PennDOT District 9-0 meets with county planners to discuss initial project priorities
July - October	District, RPO, and Central Office meet to coordinate on carryover & candidate projects
August	RPO Meetings - 2027 TIP development schedule and milestones reviewed
August 28 th	Local Bridge Subcommittee conference call to discuss the RPO local bridge risk assessment and initial county priorities for local bridges
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 10 th	RTTC Meeting - Initial Draft Highway & Bridge TIP and Transit TIP recommended to RTCC for submission to the Program Center, FHWA, and FTA
December 10 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 (2026)	MILESTONE
By January 31 st	RPO and District reach consensus on TIP
January - February	Community Demographic Analysis Core Elements activities complete
January - February	RPO and PennDOT reach agreement on their respective portions of the program
February - March	Central Office sends Draft TIPs to FHWA for eligibility review
April 8 th	RTTC Meeting - Draft TIP reviewed and recommended to RTCC for public comment period approval
April 22 nd	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 10 th	RTTC Meeting - Recommend the adoption of the Highway & Bridge TIP and Transit TIP
June 17 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	2027 Program begins

Southern Alleghenies Rural Planning Organization

2027-2030 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 2027-2030 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
- 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 February 18, 2026, the Southern Alleghenies RPO adopted supporting Pennsylvania's Statewide Safety Performance Measure Targets. The following shows the CY 2026 Statewide Targets established based on the five-year average value for each measure from 2020-2024, as well as the aggregated supporting regional Southern Alleghenies RPO Targets:

Safety Performance Measure	Statewide		Southern Alleghenies RPO	
	Baseline (2020-2024)	Target (2022-2026)	Baseline (2020-2024)	Target (2022-2026)
Number of fatalities	1174.8	1140.4	30.4	26.4
Rate of fatalities per 100 million VMT	1.216	1.176	1.171	1.005
Number of serious injuries	4746.2	4722.0	90.8	86.4
Rate of serious injuries per 100 million VMT	4.914	4.870	3.498	3.289
Number of non-motorized fatalities and non-motorized serious injuries	864.6	944.0	6.4	6.2

The Southern Alleghenies 2027-2030 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 2-Year Performance Assessment for 2022-2025 Performance Period

Measure Category		Performance Measure	2023 2-Year Actual	2023 2-Year Target	Target Met
PM-2	Pavement (Statewide)	% Interstate in Good Condition	69.4%	69.0%	Yes
		% Interstate in Poor Condition	0.2%	2.0%	Yes
		% Non-Interstate in Good Condition	34.1%	31.0%	Yes
		% Non-Interstate in Poor Condition	1.2%	6.0%	Yes
	Bridge (Statewide)	% of NHS Bridges in Good Condition	27.5%	28.0%	No
		% of NHS Bridges in Poor Condition	4.2%	7.5%	Yes

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

Measure Category		Performance Measure	2021 Baseline	2023 2-Year Actual	2023 2-Year Target	2025 4-year Target
PM-2	Pavement (Statewide)	% Interstate in Good Condition	68.8%	69.4%	69.0%	65.0%
		% Interstate in Poor Condition	0.4%	0.2%	2.0%	2.0%
		% Non-Interstate in Good Condition	37.2%	34.1%	31.0%	29.0%
		% Non-Interstate in Poor Condition	1.5%	1.2%	6.0%	6.5%
	Bridge (Statewide)	% of NHS Bridges in Good Condition	27.5%	27.5%	28.0%	28.0%
		% of NHS Bridges in Poor Condition	4.4%	4.2%	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
 - 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
 - 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 2027-2030 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		
	2021 Baseline	2022	2023	2021 Baseline	2022	2023	2021 Baseline	2022	2023
Statewide Total	92.8%	92.6%	92.0%	92.6%	92.9%	92.4%	1.30	1.33	1.30
Statewide Target	89.5% <i>2 & 4-Year Target</i>			88.0% <i>2 & 4-Year Target</i>			1.40 <i>2 & 4-Year Target</i>		

*Targets only Apply to Statewide Total - MPO Numbers Provided for Information Purposes Only –
Highlighted coloring indicates if values are above or below statewide targets*

Adams	<i>Not Applicable</i>			91.4%	89.6%	94.4%	<i>Not Applicable</i>		
Altoona	100.0%	100.0%	100.0%	90.0%	90.0%	94.1%	1.15	1.14	1.13
Centre	100.0%	100.0%	100.0%	96.3%	97.4%	98.2%	1.22	1.26	1.14
DVRPC (PA)*	77.1%	74.4%	73.3%	90.1%	90.9%	88.8%	1.81	1.84	1.83
Erie	100.0%	100.0%	100.0%	84.5%	89.8%	91.7%	1.15	1.34	1.21
Franklin	100.0%	100.0%	100.0%	92.7%	87.7%	92.4%	1.11	1.14	1.12
Harrisburg	96.0%	97.1%	96.5%	94.9%	95.8%	94.4%	1.29	1.24	1.25
Johnstown	<i>Not Applicable</i>			96.6%	98.4%	97.2%	<i>Not Applicable</i>		
Lancaster	100.0%	100.0%	100.0%	95.2%	95.4%	96.8%	1.14	1.15	1.15
Lebanon	100.0%	100.0%	100.0%	93.8%	93.9%	93.4%	1.13	1.12	1.13
Lehigh Valley	100.0%	100.0%	99.6%	88.7%	90.0%	88.8%	1.30	1.33	1.35
NEPA	100.0%	100.0%	100.0%	93.2%	97.2%	93.7%	1.23	1.27	1.23
North Central*	100.0%	91.1%	100.0%	93.9%	94.4%	93.9%	1.17	1.92	1.11
Northern Tier*	100.0%	100.0%	100.0%	95.2%	94.6%	95.0%	1.16	1.15	1.29
Northwest*	93.3%	100.0%	100.0%	82.0%	89.5%	94.7%	1.46	1.20	1.13
Reading	100.0%	100.0%	100.0%	94.3%	96.8%	95.4%	1.19	1.15	1.17
S.Alleghenies*	100.0%	100.0%	100.0%	93.1%	96.9%	98.2%	1.15	1.17	1.18
Scranton	100.0%	100.0%	100.0%	92.1%	93.8%	93.2%	1.24	1.26	1.40
SEDA-COG	96.0%	100.0%	100.0%	94.3%	95.8%	97.6%	1.24	1.26	1.14
SPC	95.9%	95.6%	94.7%	93.8%	92.7%	92.7%	1.32	1.34	1.34
SVTS	100.0%	100.0%	100.0%	95.8%	96.4%	96.8%	1.23	1.21	1.16
Wayne*	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	1.16	1.15	1.11
Williamsport	100.0%	100.0%	100.0%	97.5%	98.4%	98.2%	1.16	1.15	1.16
York	100.0%	100.0%	100.0%	93.4%	94.2%	94.3%	1.17	1.17	1.21

* Regional data is not available in the NPRMDS online platform. Used the Pennsylvania "PM3 Report" & GIS to calculate the values.

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

Measure	MPO	Emissions (kg/day)			
		Actual 2-Year Performance		Targets	
		Option 1*	Option 2*	2-year Target (Total Benefits for All Projects Over 2-Year Period)	4-year Target (Total Benefits for All Projects Over 4-Year Period)
		Total Benefits for All Projects Using 2022-2023 CMAQ Funding			
VOC Emissions	Statewide	34.46	40.44	46.00	93.00
	DVRPC (PA only)	6.86	6.86	9.66	19.32
	SPC	24.74	24.74	35.58	71.16
	Lehigh Valley	2.05	2.05	No MPO Target Set*	
	Lancaster	0.06	0.06	0.26	0.53
	Reading	0.71	0.71	No MPO Target Set*	
	NEPA	0.05	0.05	No MPO Target Set*	
NOx Emissions	Statewide	754.498	782.278	392.00	785.00
	DVRPC (PA only)	101.197	101.197	51.28	102.56
	SPC	625.44	625.44	92.64	185.27
	Lehigh Valley	20.67	20.67	No MPO Target Set*	
	Lancaster	0.301	0.301	0.68	1.36
	Reading	6.65	6.65	No MPO Target Set*	
	NEPA	0.24	0.24	No MPO Target Set*	
PM _{2.5} Emissions	Statewide	28.174	28.174	18.00	36.00
	DVRPC (PA only)	7.853	7.853	4.07	8.14
	SPC	15.94	15.94	4.88	9.76
	Lehigh Valley	1.26	1.26	No MPO Target Set*	
	York	2.03	2.03	No MPO Target Set*	
	Harrisburg	1.03	1.03	No MPO Target Set*	
	Lancaster	0.031	0.031	0.19	0.37
	Lebanon	0	0	No MPO Target Set*	
Johnstown	0.03	0.03	No MPO Target Set*		
PM ₁₀ Emissions	Statewide	0.00	0.00	0.00	0.00
	SPC	0.00	0.00	0.00	0.00

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.
- Option 1 and 2 under the Actual 2-year Performance represent different approaches for calculating the actual performance. Option 1 totals only the pollutants for which the region is nonattainment or maintenance. Option 2 adds up all the areas for which a value has been entered into MPMS for that pollutant. FHWA is currently reporting statewide totals that match Option 2. PennDOT is working to ensure that CMAQ emission benefits for pollutants that a region is in attainment for is given a zero value.

PM-3 Baseline and Target Values for 2022-2025

Measure Category		Performance Measure	2021 Baseline	2-Year (2023) Actual	2-Year (2023) Target	4-Year (2025) Target
PM-3	Reliability (Statewide)	% of Person-Miles traveled on the Interstate That Are Reliable	92.8%	92.0%	89.5%	89.5%
		% of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	92.6%	92.4%	88.0%	88.0%
		Truck Travel Time Reliability (TTTR) Index	1.30	1.30	1.40	1.40
	CMAQ – Emissions (Statewide)	Total Emission Reductions (kg/day): PM2.5	269.080	28.174	18.000	36.000
		Total Emission Reductions (kg/day): NOX	1644.620	782.278	392.000	785.000
		Total Emission Reductions (kg/day): VOC	360.220	40.044	46.000	93.000
		Total Emission Reductions (kg/day): PM10	0.000	0.000	0.000	0.000
		Total Emission Reductions (kg/day): CO	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 Public Transportation Projects

The TIP includes public transportation projects and line items being carried forward from the previous 2025-2028 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
4. PennDOT’s Capital Planning Tool

Transportation Performance Management

The Infrastructure Investment and Jobs Act (IIJA) continued 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 (LRTPs)
- Twelve-Year Transportation Program (TYP)
- Statewide 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.

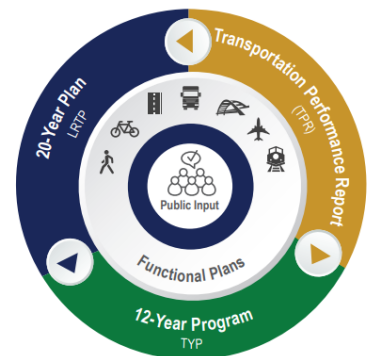


PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. The Financial Guidance is also consistent with PBPP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

Evaluating 2027-2030 STIP Performance

The Federal Fiscal Year (FFY) 2027-2030 Statewide 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 FY2027-2030 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>		
2026 Safety Measures and Targets (Statewide)		
Measure	Baseline (2020-2024)	Target (2022-2026)
Number of fatalities	1,174.8	1,140.4
Rate of fatalities per 100 million VMT	1.216	1.176
Number of serious injuries	4746.2	4722.0
Rate of serious injuries per 100 million VMT	4.914	4.870
Number of non-motorized fatalities & serious injuries	864.6	944.0
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 2025 and 2026 values are projected from the actual 2024 values. A determination of having met or made significant progress toward meeting the 2024 safety targets will be issued by the FHWA in April 2026.</p>		

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and LRTPs 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](#) 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.

Pennsylvania has not made significant progress toward meeting the statewide targets in recent years and has been subject to the provisions of [23 U.S.C. 148\(i\)](#). This has required 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 has been subject to obligation requirements. The requirements to complete an implementation plan and meet annual obligation targets will be in place for every year Pennsylvania does not meet its safety performance targets.

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 the IIJA [23 U.S.C. 148\(g\)\(3\)](#). This 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.

Pennsylvania has been subject to the Vulnerable Road Users Safety special rule since 2023 requiring the obligation of at least 15% of HSIP funding toward projects that address the safety of vulnerable road users. This requirement will remain in place for each year that Pennsylvania triggers this special rule.

In addition, Pennsylvania triggers the High Risk Rural Roads special rule when the rate of fatalities and serious injuries on rural roads increases over the most recent 2 year period. Additional obligation requirements are imposed, such as they were during 2026, that direct HSIP funds toward rural major and minor collectors and rural local functional class roadways.

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 on 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 2027-2030 STIP includes \$536 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 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 of 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/RPOs 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.
- 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 and Publication 638A. The HSM methods are the best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.
- The Southern Alleghenies RPO 2027-2030 TIP has approximately \$3.8 million allocated across two safety-specific 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

¹ For more information on SPFs: https://www.pa.gov/content/dam/copapwp-pagov/en/pennDOT/documents/travelinpa/safety/documents/pa-hsm-tools_and_data/d---pennsylvania-research/regional%20spf%20final%20report%20jan%202016.pdf

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 . 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 by PennDOT in February 2023. The targets were developed 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.			

² For more information on LLCC: <https://www.pa.gov/content/dam/copapwp-pagov/en/pennidot/documents/research-planning-innovation/asset-management/lowest-life-cycle-cost-infographic.pdf>

Progress Towards Target Achievement and Reporting:

At the mid-performance period, PennDOT has met the 2023 pavement and bridge targets for all measures except the “% of NHS bridges by deck area in Good condition”. The timing of project completion likely caused the target to not be met, as more recent data has shown values that meet the target. Assessment of the 2025 targets will be made for the Full Performance Period Report due for submission to FHWA by October 1, 2026. The Baseline Performance Period report containing targets for the period from 2026-2029 will also be due for submission to FHWA by October 1, 2026. MPOs/RPOs will be responsible for adopting targets 180 days after the submission of the Baseline Performance Period report.

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.

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 the 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 2027 Twelve Year Program (TYP) and 2027-2030 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, MPOs/RPOs, FHWA, and FTA 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 General and 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 2027 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

³ The 2027 Financial Guidance can be found at: <https://www.talkpatransportation.com/how-it-works/tip>

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.

Southern Alleghenies RPO Roadway Projects:

District 9-0 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.

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 9-0 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 9-0 programs projects in priority order, until available funds are consumed.

Other Projects:

The 2027-2030 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 (PHED) 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. The System Performance measure targets for the next performance period (2026-2030) will be established in 2026 with MPO/RPO coordination occurring by early 2027.</p>			

Progress Towards Target Achievement and Reporting:

At the mid-performance period, PennDOT has met the 2023 reliability and freight measure targets. Several regions have not met their 2023 targets for the PHED and On-road emission measures related to the CMAQ program. An assessment of the 2025 targets will be made for the Full Performance Period Report due for submission to FHWA by October 1, 2026.

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.

Area (MPO/RPO)	Interstate Reliability			Non-Interstate Reliability			Truck Travel Time Reliability Index		
	2021 Baseline	2022	2023	2021 Baseline	2022	2023	2021 Baseline	2022	2023
Statewide Total	92.8%	92.6%	92.0%	92.6%	92.9%	92.4%	1.30	1.33	1.30
Statewide Target	89.5% <i>2 & 4-Year Target</i>			88.0% <i>2 & 4-Year Target</i>			1.40 <i>2 & 4-Year Target</i>		

Targets only Apply to Statewide Total - MPO Numbers Provided for Information Purposes Only – Highlighted coloring indicates if values are above or below statewide targets

Adams	<i>Not Applicable</i>			91.4%	89.6%	94.4%	<i>Not Applicable</i>		
Altoona	100.0%	100.0%	100.0%	90.0%	90.0%	94.1%	1.15	1.14	1.13
Centre	100.0%	100.0%	100.0%	96.3%	97.4%	98.2%	1.22	1.26	1.14
DVRPC (PA)*	77.1%	74.4%	73.3%	90.1%	90.9%	88.8%	1.81	1.84	1.83
Erie	100.0%	100.0%	100.0%	84.5%	89.8%	91.7%	1.15	1.34	1.21
Franklin	100.0%	100.0%	100.0%	92.7%	87.7%	92.4%	1.11	1.14	1.12
Harrisburg	96.0%	97.1%	96.5%	94.9%	95.8%	94.4%	1.29	1.24	1.25
Johnstown	<i>Not Applicable</i>			96.6%	98.4%	97.2%	<i>Not Applicable</i>		
Lancaster	100.0%	100.0%	100.0%	95.2%	95.4%	96.8%	1.14	1.15	1.15
Lebanon	100.0%	100.0%	100.0%	93.8%	93.9%	93.4%	1.13	1.12	1.13
Lehigh Valley	100.0%	100.0%	99.6%	88.7%	90.0%	88.8%	1.30	1.33	1.35
NEPA	100.0%	100.0%	100.0%	93.2%	97.2%	93.7%	1.23	1.27	1.23
North Central*	100.0%	91.1%	100.0%	93.9%	94.4%	93.9%	1.17	1.92	1.11
Northern Tier*	100.0%	100.0%	100.0%	95.2%	94.6%	95.0%	1.16	1.15	1.29
Northwest*	93.3%	100.0%	100.0%	82.0%	89.5%	94.7%	1.46	1.20	1.13
Reading	100.0%	100.0%	100.0%	94.3%	96.8%	95.4%	1.19	1.15	1.17
S.Alleghenies*	100.0%	100.0%	100.0%	93.1%	96.9%	98.2%	1.15	1.17	1.18
Scranton	100.0%	100.0%	100.0%	92.1%	93.8%	93.2%	1.24	1.26	1.40
SEDA-COG	96.0%	100.0%	100.0%	94.3%	95.8%	97.6%	1.24	1.26	1.14
SPC	95.9%	95.6%	94.7%	93.8%	92.7%	92.7%	1.32	1.34	1.34
SVTS	100.0%	100.0%	100.0%	95.8%	96.4%	96.8%	1.23	1.21	1.16
Wayne*	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	1.16	1.15	1.11
Williamsport	100.0%	100.0%	100.0%	97.5%	98.4%	98.2%	1.16	1.15	1.16
York	100.0%	100.0%	100.0%	93.4%	94.2%	94.3%	1.17	1.17	1.21

** Regional data is not available in the NPRMDS online platform. Used the Pennsylvania "PM3 Report" & GIS to calculate the values.*

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 2027-2030 STIP includes over \$483 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 \$426 million is provided in the STIP for multimodal 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 2027-2030 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	FY 2024-25 Target	Current Performance	FY 2025-26 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	21%	6%	6%
	BR-Over-the-road Bus	37%	48%	48%
	BU – Bus	28%	30%	30%
	CU-Cutaway	59%	59%	59%
	MV-Minivan	78%	68%	68%
	VN-Van	59%	54%	54%
	SV-Sports Utility Vehicle	71%	83%	83%
Equipment (Non-Revenue Vehicles)				
Age % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	46%	43%	43%
	Trucks / Rubber Tire Vehicles	17%	16%	16%
Facilities				
Condition % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	3%	4%	4%
	Passenger / Parking Facilities	6%	6%	6%

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 Dot Grants 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 2025-2028 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

Project Information							FFY 2027 Costs					FFY 2028 Costs					FFY 2029 Costs					FFY 2030 Costs										
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	
Bedford			119709	Turnpike Trail Improvements	C	SPFED	APD	358,500			358,500.00	717,000																			717,000.00	
Bedford			120826	2027 RPM Installation Southern Alleghenies	C	HRST			581	400,000		400,000																			400,000.00	
Bedford			120827	2028 RPM Installation Southern Alleghenies	C	HRST							581	400,000		400,000															400,000.00	
Bedford			120854	Southern Alleghenies Environmental Monitoring	P	PRA			581	50,000		50,000			581	50,000		50,000													100,000.00	
Bedford			123383	2030 Southern Alleghenies Bridge Preservation	P	BRDG									185	50,000		50,000			185	50,000		50,000							100,000.00	
Bedford			123383	2030 Southern Alleghenies Bridge Preservation	+C	BRDG																				BRIP	1,410,000			1,410,000	1,410,000.00	
Bedford			123387	2027 SA Interchange Lighting	+C	HRST	CRP	1,173,000				1,173,000							1,173,000												2,346,000.00	
Bedford			123388	2029 Southern Alleghenies Under 8's	P	HRST			581	150,000		150,000																			150,000.00	
Bedford			123388	2029 Southern Alleghenies Under 8's	R	HRST															581	50,000		50,000							50,000.00	
Bedford			123388	2029 Southern Alleghenies Under 8's	C	HRST															581	500,000		500,000				581	600,000	600,000	1,100,000.00	
Bedford		RLI	72234	SA Bridge & Hwy Reserve	C	HRST			581	50,000		50,000									581	100,000		100,000							150,000.00	
Bedford		RLI	72234	SA Bridge & Hwy Reserve	C	BRDG			185	50,000		50,000			185	50,000		50,000										185	350,000	350,000	450,000.00	
Bedford		RLI	72234	SA Bridge & Hwy Reserve	C	SAMI	HSIP	1,053,000				1,053,000			HSIP	1,553,000		1,553,000								HSIP	1,553,000			1,553,000	5,712,000.00	
Bedford	26	021	98773	PA26 Riddlesburg - Saxton	F	HRST			581	600,000		600,000																			600,000.00	
Bedford	26	021	98773	PA26 Riddlesburg - Saxton	U	HRST			581	100,000		100,000																				100,000.00
Bedford	26	021	98773	PA26 Riddlesburg - Saxton	R	HRST			581	75,000		75,000																				75,000.00
Bedford	26	021	98773	PA26 Riddlesburg - Saxton	C	HRST									581	2,450,000		2,450,000			581	1,600,000		1,600,000				581	852,000	852,000	4,902,000.00	
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	045	116801	US 30 - Breezewood to Everett	C	HRST	STP	2,296,000				2,296,000																			2,296,000.00	
Bedford	30	046	116960	US 30 - SR 4010 to SR 8014	U	HRST			581	56,000		56,000																				56,000.00
Bedford	30	046	116960	US 30 - SR 4010 to SR 8014	R	HRST			581	56,000		56,000																				56,000.00
Bedford	30	046	116960	US 30 - SR 4010 to SR 8014	C	HRST			581	2,501,185		2,501,185			581	2,500,000		2,500,000			581	3,000,000		3,000,000							8,001,185.00	
Bedford	30	049	63857	US 30 - Somerset Co Line to T-496	R	HRST																						581	50,000	50,000	50,000.00	
Bedford	30	049	63857	US 30 - Somerset Co Line to T-496	+C	HRST															NHPP	750,000								750,000	750,000.00	
Bedford	30	052	122949	US 30 - T-496 to SR 4010	+S	HRST	HSIP	500,000				500,000																			500,000.00	
Bedford	30	052	122949	US 30 - T-496 to SR 4010	P	HRST									581	500,000		500,000			581	300,000		300,000							800,000.00	
Bedford	30	052	122949	US 30 - T-496 to SR 4010	F	HRST																						581	400,000	400,000	400,000.00	
Bedford	30	052	122949	US 30 - T-496 to SR 4010	U	HRST																						581	75,000	75,000	75,000.00	
Bedford	30	052	122949	US 30 - T-496 to SR 4010	R	HRST																						581	75,000	75,000	75,000.00	
Bedford	30	40B	114117	US30 Seg 397 o. Raystown Br Jnt Rvr	+C	BRDG	BRIP	610,000				610,000																			610,000.00	
Bedford	30	51	123078	US 30 - T-421 to Turnpike Overpass	+C	HRST	STP	845,000				845,000			STP	3,600,000		3,600,000			STP	1,225,000		1,225,000							5,670,000.00	
Bedford	31	12B	84878	PA 31 over Finn Run	F	BRDG									185	200,000		200,000														200,000.00
Bedford	31	12B	84878	PA 31 over Finn Run	U	BRDG									185	15,000		15,000														15,000.00
Bedford	31	12B	84878	PA 31 over Finn Run	R	BRDG									185	50,000		50,000														50,000.00
Bedford	31	12B	84878	PA 31 over Finn Run	+C	BRDG															BRIP	650,000		650,000			BRIP	650,000		650,000	1,300,000.00	
Bedford	96	022	96349	PA 96 Mryland Ln-Washgtn St	F	HRST			581	650,000		650,000																				650,000.00
Bedford	96	022	96349	PA 96 Mryland Ln-Washgtn St	U	HRST			581	30,000		30,000																				30,000.00
Bedford	96	022	96349	PA 96 Mryland Ln-Washgtn St	R	HRST			581	75,000		75,000																				75,000.00
Bedford	96	022	96349	PA 96 Mryland Ln-Washgtn St	C	HRST									581	2,195,000		2,195,000			581	3,300,000		3,300,000				581	3,000,000	3,000,000	8,495,000.00	
Bedford	869	011	120315	PA 869 - PA 867 to PA 36	P	HRST									581	100,000		100,000														100,000.00
Bedford	869	011	120315	PA 869 - PA 867 to PA 36	U	HRST																							581	25,000	25,000	25,000.00
Bedford	869	011	120315	PA 869 - PA 867 to PA 36	R	HRST																							581	25,000	25,000	25,000.00
Bedford	869	011	120315	PA 869 - PA 867 to PA 36	C	HRST																							581	1,150,000	1,150,000	1,150,000.00
Bedford	869	011	120315	PA 869 - PA 867 to PA 36	C	HRST																							185	150,000	150,000	150,000.00
Bedford	869	01B	21449	Osterburg Scrubgrass Crk	F	BRDG			185	420,000		420,000																				420,000.00
Bedford	869	01B	21449	Osterburg Scrubgrass Crk	U	BRDG			185	30,000		30,000																				30,000.00
Bedford	869	01B	21449	Osterburg Scrubgrass Crk	R	BRDG			185	30,000		30,000																				30,000.00
Bedford	869	01B	21449	Osterburg Scrubgrass Crk	C	BRDG			185	490,000		490,000			185	1,225,000		1,225,000			185	1,055,000		1,055,000							2,770,000.00	
Bedford	869	10B																														

Project Information							FFY 2027 Costs					FFY 2028 Costs					FFY 2029 Costs					FFY 2030 Costs										
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	
Bedford	1005	09B	21366	SR 1005 over Beaver Creek	R	BRDG																						185	30,000		30,000	30,000.00
Bedford	1005	09B	21366	SR 1005 over Beaver Creek	C	BRDG																						185	350,000		350,000	350,000.00
Bedford	1015	03B	21465	SR 1015 Beaver Crk Bridge	+C	BRDG	BOF	950,000				950,000																			950,000.00	
Bedford	1015	05B	111988	SR 1015 over Potter Creek	U	BRDG																						185	10,000		10,000	10,000.00
Bedford	1015	05B	111988	SR 1015 over Potter Creek	R	BRDG																						185	20,000		20,000	20,000.00
Bedford	1020	04B	120455	SR 1020 over Sherman Valley Run 2	U	BRDG															185	15,000		15,000						15,000.00		
Bedford	1020	04B	120455	SR 1020 over Sherman Valley Run 2	R	BRDG															185	15,000		15,000						15,000.00		
Bedford	1020	04B	120455	SR 1020 over Sherman Valley Run 2	+C	BRDG																				BRIP	395,000			395,000	395,000.00	
Bedford	1027	01B	116966	SR 1027 over Beaver Creek	F	BRDG															185	225,000		225,000						225,000.00		
Bedford	1027	01B	116966	SR 1027 over Beaver Creek	U	BRDG															185	75,000		75,000						75,000.00		
Bedford	1027	01B	116966	SR 1027 over Beaver Creek	R	BRDG															185	30,000		30,000						30,000.00		
Bedford	1027	01B	116966	SR 1027 over Beaver Creek	+C	BRDG																				BOF	500,000			500,000	500,000.00	
Bedford	1036	06B	120456	SR 1036 over Six Mile Run	P	BRDG									185	150,000		150,000													150,000.00	
Bedford	2010	02B	116993	SR 2010 over Chapmans Run	U	BRDG									185	25,000		25,000													25,000.00	
Bedford	2010	02B	116993	SR 2010 over Chapmans Run	R	BRDG									185	25,000		25,000													25,000.00	
Bedford	2010	02B	116993	SR 2010 over Chapmans Run	C	BRDG															185	350,000		350,000			185	350,000		350,000	700,000.00	
Bedford	2025	03B	21576	SR 2025 over Clear Creek	F	BRDG			185	350,000		350,000																			350,000.00	
Bedford	2025	03B	21576	SR 2025 over Clear Creek	U	BRDG			185	25,000		25,000																			25,000.00	
Bedford	2025	03B	21576	SR 2025 over Clear Creek	R	BRDG			185	25,000		25,000																			25,000.00	
Bedford	2025	03B	21576	SR 2025 over Clear Creek	+C	BRDG							BOF	1,040,000				1,040,000	BOF	340,000				340,000	BOF	600,000			600,000	1,980,000.00		
Bedford	3013	01B	120401	SR 3013 over Cole Trout Run	F	BRDG			185	150,000		150,000																			150,000.00	
Bedford	3013	01B	120401	SR 3013 over Cole Trout Run	U	BRDG			185	25,000		25,000																			25,000.00	
Bedford	3013	01B	120401	SR 3013 over Cole Trout Run	R	BRDG			185	25,000		25,000																			25,000.00	
Bedford	3013	01B	120401	SR 3013 over Cole Trout Run	C	BRDG																						185	600,000		600,000	600,000.00
Bedford	4009	022	120625	SR 4009 - Concrete to Concrete	F	HRST			581	880,000		880,000																			880,000.00	
Bedford	4009	022	120625	SR 4009 - Concrete to Concrete	R	HRST			581	250,000		250,000																			250,000.00	
Bedford	4009	022	120625	SR 4009 - Concrete to Concrete	+C	HRST														STP	1,800,000			1,800,000							1,800,000.00	
Bedford	4009	022	120625	SR 4009 - Concrete to Concrete	+C	HRST														NHPP	2,933,000			2,933,000	STP	2,300,000			2,300,000	5,233,000.00		
Bedford	4010	003	120318	SR 4010 - US 30 to US 30	P	HRST																						581	100,000		100,000	100,000.00
Bedford	4010	02B	74415	SR 4010 over Shobers Run	P	BRDG															581	400,000		400,000			185	300,000		300,000	700,000.00	
Bedford	4019	03B	117023	SR 4019 Oppenheimer Run Bridge	+C	BRDG	BOF	176,000				176,000																			176,000.00	
Bedford	4027	02B	21523	SR 4027 over Scrubgrass Creek	F	BRDG															185	220,000		220,000							220,000.00	
Bedford	4027	02B	21523	SR 4027 over Scrubgrass Creek	U	BRDG															185	25,000		25,000							25,000.00	
Bedford	4027	02B	21523	SR 4027 over Scrubgrass Creek	R	BRDG															185	25,000		25,000							25,000.00	
Bedford	7204	373	21505	T-373 Over Cove Creek	P	BRDG							BOF	280,000	183	52,500	17,500	350,000													350,000.00	
Bedford	7204	373	21505	T-373 Over Cove Creek	F	BRDG																				BOF	160,000	183	30,000	10,000	200,000	200,000.00
Bedford	7204	373	21505	T-373 Over Cove Creek	U	BRDG																				BOF	40,000	183	7,500	2,500	50,000	50,000.00
Bedford	7204	373	21505	T-373 Over Cove Creek	R	BRDG																				BOF	40,000	183	7,500	2,500	50,000	50,000.00
Bedford	7221	705	117087	T-705 Over Three Springs Run 2	C	BRDG	BOF	404,451	183	75,835	25,278.00	505,564																			505,564.00	
Bedford	7403	01B	67116	Water Street over Bloody Run	C	BRDG			183	1,120,000	280,000.00	1,400,000																			1,400,000.00	
Totals for: Bedford								8,365,951	8,739,020	663,778	17,768,749	8,481,000	10,087,500	17,500	18,586,000	9,951,000	11,685,000	21,636,000	8,398,000	9,307,000	15,000	17,720,000	75,710,749									
Fulton	30	013	96546	US 30 - Bedford County to Bark Road	+C	HRST	NHPP	2,250,000				2,250,000	NHPP	1,000,000				1,000,000													3,250,000.00	
Fulton	484	06B	116985	PA 484 over Trough Run	U	BRDG								185	25,000		25,000														25,000.00	
Fulton	484	06B	116985	PA 484 over Trough Run	R	BRDG								185	25,000		25,000														25,000.00	
Fulton	484	06B	116985	PA 484 over Trough Run	C	BRDG															185	300,000		300,000			185	500,000		500,000	800,000.00	
Fulton	522		120349	SR 522 - PA 655 to SR 1001	P	HRST								581	150,000		150,000														150,000.00	
Fulton	522	014	91650	Dott to Needmore Resurf	F	HRST			581	560,000		560,000																			560,000.00	
Fulton	522	014	91650	Dott to Needmore Resurf	R	HRST			581	25,000		25,000																			25,000.00	
Fulton	522	014	91650	Dott to Needmore Resurf	C	HRST															581	700,000		700,000			581	1,000,000		1,000,000	1,700,000.00	
Fulton	522	023	120348	US 522 - SR 3019 to PA 643	P	HRST																						581	100,000		100,000	100,000.00
Fulton	522	03S	120460	Fort Littleton Intersection Improvement	F	SAMI			581	550,000		550,000																			550,000.00	
Fulton	522	03S	120460	Fort Littleton Intersection Improvement	U	SAMI			581	150,000		150,000																			150,000.00	
Fulton	522	03S	120460	Fort Littleton Intersection Improvement	R	SAMI			581	50,000		50,000																			50,000.00	
Fulton	522	03S	120460	Fort Littleton Intersection Improvement	C	SAMI								581	1,800,000		1,800,000				581	1,633,000		1,633,000						3,433,000.00		
Fulton	522	22B	22828	US 522 over Kendall's Run	F	BRDG			185	240,000		240,000																			240,000.00	
Fulton	522	22B	22828	US 522 over Kendall's Run	U	BRDG			185	25,000		25,000																			25,000.00	

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Project Information							FFY 2027 Costs					FFY 2028 Costs					FFY 2029 Costs					FFY 2030 Costs					Totals					
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	
Fulton	522	22B	22828	US 522 over Kendall's Run	R	BRDG			185	5,000		5,000																			5,000.00	
Fulton	522	22B	22828	US 522 over Kendall's Run	+C	BRDG													BRIP	500,000				500,000	BRIP	650,000				650,000	1,150,000.00	
Fulton	655	010	96548	PA 655 - Pitt Street to SR 4008	P	HRST									581	100,000		100,000													100,000.00	
Fulton	655	09B	22786	SR 655 over Owl Run	U	BRDG															185	15,000		15,000							15,000.00	
Fulton	655	09B	22786	SR 655 over Owl Run	R	BRDG															185	60,000		60,000							60,000.00	
Fulton	655	09B	22786	SR 655 over Owl Run	+C	BRDG																		BRIP	400,000				400,000	400,000.00		
Fulton	1005	02B	22860	SR 1005 over Aughwick Creek	F	BRDG															185	200,000		200,000			185	250,000		250,000	450,000.00	
Fulton	1005	02B	22860	SR 1005 over Aughwick Creek	U	BRDG															185	25,000		25,000							25,000.00	
Fulton	1005	02B	22860	SR 1005 over Aughwick Creek	R	BRDG															185	25,000		25,000							25,000.00	
Fulton	1005	02B	22860	SR 1005 over Aughwick Creek	+C	BRDG																		BOF	459,000				459,000	459,000.00		
Fulton	3011	02B	22835	SR 3011 over Barnett's Run	F	BRDG															185	340,000		340,000							340,000.00	
Fulton	3011	02B	22835	SR 3011 over Barnett's Run	U	BRDG															185	25,000		25,000							25,000.00	
Fulton	3011	02B	22835	SR 3011 over Barnett's Run	R	BRDG															185	25,000		25,000							25,000.00	
Fulton	3011	02B	22835	SR 3011 over Barnett's Run	+C	BRDG																		BRIP	800,000				800,000	800,000.00		
Fulton	3013	03B	22802	Sipes Mill Bridge	+C	BRDG	BOF	382,550				382,550																			382,550.00	
Fulton	3013	04B	22790	Barnett's Run	+U	BRDG	BOF	30,000				30,000																			30,000.00	
Fulton	3013	04B	22790	Barnett's Run	+R	BRDG	BOF	30,000				30,000																			30,000.00	
Fulton	3013	04B	22790	Barnett's Run	+C	BRDG							BOF	500,000				500,000	BOF	500,000				500,000							1,000,000.00	
Fulton	3017	01B	106491	SR 3017 over S Brush Creek	U	BRDG									185	80,000		80,000													80,000.00	
Fulton	3017	01B	106491	SR 3017 over S Brush Creek	R	BRDG									185	40,000		40,000													40,000.00	
Fulton	3017	01B	106491	SR 3017 over S Brush Creek	+C	BRDG													BOF	850,000				850,000	BOF	500,000			500,000	1,350,000.00		
Fulton	4001	02B	22757	SR 4001 over Sindeldecker Run	P	BRDG									185	150,000		150,000													150,000.00	
Fulton	4015	01B	102781	SR 4015 over Roaring Run	P	BRDG																					185	150,000		150,000	150,000.00	
Fulton	7207	428	22767	T-428 over Wooden Bridge Creek	F	BRDG	BOF	188,000	183	35,250	11,750.00	235,000																			235,000.00	
Fulton	7207	428	22767	T-428 over Wooden Bridge Creek	U	BRDG	BOF	20,000	183	3,750	1,250.00	25,000																				25,000.00
Fulton	7207	428	22767	T-428 over Wooden Bridge Creek	R	BRDG	BOF	12,000	183	2,250	750.00	15,000																				15,000.00
Fulton	7207	428	22767	T-428 over Wooden Bridge Creek	C	BRDG							BOF	480,000	183	90,000	30,000	600,000	BOF	480,000	183	90,000	30,000	600,000							1,200,000.00	
Totals for: Fulton								2,912,550		1,646,250	13,750	4,572,550		1,980,000		2,460,000	30,000	4,470,000		2,330,000		3,438,000	30,000	27,434,000		2,809,000		2,000,000	4,809,000	19,649,550		
Huntingdon		RNM	121562	Reconnecting Neighborhoods Through Active Mobility	+C	TENH	TAP	998,000				998,000																			998,000.00	
Huntingdon		TC1	121563	Traffic Calming Stage #1	+C	TENH	TAP	1,022,897				1,022,897																			1,022,897.00	
Huntingdon	26	036	96568	US 22 to Mtn Road	U	HRST															581	50,000		50,000							50,000.00	
Huntingdon	26	036	96568	US 22 to Mtn Road	R	HRST															581	35,000		35,000							35,000.00	
Huntingdon	26	036	96568	US 22 to Mtn Road	C	HRST																				581	1,369,000		1,369,000	1,369,000.00		
Huntingdon	35	04B	88145	PA 35 Trough Spring Bridge	C	BRDG			185	725,000		725,000			185	882,000		882,000													1,607,000.00	
Huntingdon	45	02B	92714	PA45 Spruce Creek Bridge	U	BRDG			185	25,000		25,000																			25,000.00	
Huntingdon	45	02B	92714	PA45 Spruce Creek Bridge	R	BRDG			185	30,000		30,000																			30,000.00	
Huntingdon	45	02B	92714	PA45 Spruce Creek Bridge	+C	BRDG															BRIP	1,200,000							1,200,000	1,200,000.00		
Huntingdon	103	02B	23133	PA 103/Barnes Run	F	BRDG			185	325,000		325,000																			325,000.00	
Huntingdon	103	02B	23133	PA 103/Barnes Run	U	BRDG			185	30,000		30,000																			30,000.00	
Huntingdon	103	02B	23133	PA 103/Barnes Run	R	BRDG			185	60,000		60,000																			60,000.00	
Huntingdon	103	02B	23133	PA 103/Barnes Run	C	BRDG															185	320,000		320,000			185	450,000		450,000	770,000.00	
Huntingdon	305	016	116959	PA 305 - SR 1029 to PA 26	C	HRST															581	1,050,000		1,050,000			581	1,900,000		1,900,000	2,950,000.00	
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	01B	105999	PA 350 over Tributary to Warriors Mark Run	+U	BRDG													BRIP	25,000				25,000							25,000.00	
Huntingdon	350	01B	105999	PA 350 over Tributary to Warriors Mark Run	+R	BRDG													BRIP	25,000				25,000							25,000.00	
Huntingdon	350	01B	105999	PA 350 over Tributary to Warriors Mark Run	+C	BRDG													BRIP	850,000				850,000	BRIP	700,000			700,000	1,550,000.00		
Huntingdon	453	004	96573	PA 453 - SR 1017 to Blair Co Line	C	HRST			581	1,800,000		1,800,000			581	1,090,000		1,090,000													2,890,000.00	
Huntingdon	522	014	116947	US 522 - Fulton County Line to PA 35	P	HRST																					581	100,000		100,000	100,000.00	
Huntingdon	522	015	109604	US 522 - Orbisonia to PA 35	P	HRST															581	100,000		100,000							100,000.00	

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Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals
Huntingdon	994	15B	23109	PA 994 over Jordans Creek	F	BRDG			185	350,000		350,000																			350,000.00
Huntingdon	994	15B	23109	PA 994 over Jordans Creek	U	BRDG									185	100,000		100,000													100,000.00
Huntingdon	994	15B	23109	PA 994 over Jordans Creek	R	BRDG									185	100,000		100,000													100,000.00
Huntingdon	994	15B	23109	PA 994 over Jordans Creek	C	BRDG									185	300,000		300,000			185	500,000		500,000			185	337,500	337,500	1,137,500.00	
Huntingdon	2005	02B	56689	Elliot's Run Bridge #1	F	BRDG			185	220,000		220,000																			220,000.00
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	360,000		360,000													360,000.00
Huntingdon	2005	03B	88152	Elliot's Run Bridge #2	F	BRDG			185	220,000		220,000																			220,000.00
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	310,000		310,000			185	290,000		290,000							600,000.00
Huntingdon	2009	03B	22963	SR 2009 over Tuscarora Creek	+F	BRDG	BOF	350,000				350,000																			350,000.00
Huntingdon	2009	03B	22963	SR 2009 over Tuscarora Creek	+U	BRDG	BOF	28,000				28,000																			28,000.00
Huntingdon	2009	03B	22963	SR 2009 over Tuscarora Creek	+R	BRDG	BOF	28,000				28,000																			28,000.00
Huntingdon	2009	03B	22963	SR 2009 over Tuscarora Creek	+C	BRDG							BOF	500,000				500,000	BOF	915,000				915,000	BOF	400,000			400,000	1,815,000.00	
Huntingdon	2009	04B	23115	Tuscarora Creek Br.	U	BRDG									185	10,000		10,000													10,000.00
Huntingdon	2009	04B	23115	Tuscarora Creek Br.	R	BRDG									185	30,000		30,000													30,000.00
Huntingdon	2009	04B	23115	Tuscarora Creek Br.	+C	BRDG													BOF	900,000				900,000	BOF	400,000			400,000	1,300,000.00	
Huntingdon	2009	05B	23129	SR 2009 over Tuscarora Creek Br. 4	U	BRDG															185	10,000		10,000							10,000.00
Huntingdon	2009	05B	23129	SR 2009 over Tuscarora Creek Br. 4	R	BRDG															185	30,000		30,000							30,000.00
Huntingdon	2009	05B	23129	SR 2009 over Tuscarora Creek Br. 4	+C	BRDG													BOF	660,000				660,000	BOF	650,000			650,000	1,310,000.00	
Huntingdon	2009	06B	23130	SR 2009 over Parsons Run	U	BRDG									185	10,000		10,000													10,000.00
Huntingdon	2009	06B	23130	SR 2009 over Parsons Run	R	BRDG									185	30,000		30,000													30,000.00
Huntingdon	2009	06B	23130	SR 2009 over Parsons Run	C	BRDG															185	580,000		580,000			185	250,000	250,000	830,000.00	
Huntingdon	3005	01B	110431	Entriiken SR 3005 Coffee Run Bridge	+C	BRDG													BRIP	550,000				550,000	BRIP	800,000			800,000	1,350,000.00	
Huntingdon	3011	002	96587	SR 26 - Turkey Farm Rd	C	HRST			581	1,000,000		1,000,000			581	1,000,000		1,000,000			581	200,000		200,000							2,200,000.00
Huntingdon	3029	03B	74468	SR 3029 over Hares Valley Creek	U	BRDG																						185	50,000	50,000	50,000.00
Huntingdon	3029	03B	74468	SR 3029 over Hares Valley Creek	R	BRDG																						185	25,000	25,000	25,000.00
Huntingdon	3035	002	116919	SR 3035 - PA 26 to PA 26	C	HRST			581	900,000		900,000			581	900,000		900,000													1,800,000.00
Huntingdon	3051	01B	111993	Hawns Bridge Road Culvert	U	BRDG									185	20,000		20,000													20,000.00
Huntingdon	3051	01B	111993	Hawns Bridge Road Culvert	R	BRDG									185	30,000		30,000													30,000.00
Huntingdon	3051	01B	111993	Hawns Bridge Road Culvert	C	BRDG									185	440,000		440,000													440,000.00
Huntingdon	4012		116920	SR 4012 - PA 453 to T-537	C	HRST			581	400,000		400,000																			400,000.00
Huntingdon	4019	03B	120459	SR 4019 over Arch Spring Run	P	BRDG															185	100,000		100,000			185	250,000	250,000	350,000.00	
Huntingdon	7203	354	120383	T-354 over Shoups Run	F	BRDG							BOF	240,000	183	45,000	15,000	300,000													300,000.00
Huntingdon	7203	354	120383	T-354 over Shoups Run	U	BRDG							BOF	20,000	183	3,750	1,250	25,000													25,000.00
Huntingdon	7203	354	120383	T-354 over Shoups Run	R	BRDG							BOF	20,000	183	3,750	1,250	25,000													25,000.00
Huntingdon	7203	354	120383	T-354 over Shoups Run	C	BRDG													BOF	520,000	183	97,500	32,500	650,000	BOF	520,000	183	97,500	32,500	650,000	1,300,000.00
Huntingdon	7225	368	23009	T-368 Gr Trough Cr 1	C	BRDG							BOF	800,000	183	150,000	50,000	1,000,000													1,000,000.00
Huntingdon	7226	421	23020	T-421 over Hares Valley Creek	P	BRDG													BOF	280,000	183	52,500	17,500	350,000							350,000.00
Totals for: Huntingdon								2,426,897	6,185,000	8,611,897			1,580,000	5,934,500	67,500	7,582,000					4,725,000	4,265,000	50,000	36,474,000	4,670,000	7,329,000	32,500	12,031,500	37,265,397		
Somerset	30	020	116934	US 30 - Westmoreland County Line to PA 985	C	HRST																						581	1,975,000	1,975,000	1,975,000.00
Somerset	31	023	116935	PA 31 - Westmoreland County Line to SR 3037	C	HRST															581	1,200,000		1,200,000			581	1,150,000	1,150,000	2,350,000.00	
Somerset	31	024	116932	PA 31 - US 219 Bridge to PA 160	U	HRST															581	50,000		50,000							50,000.00
Somerset	31	024	116932	PA 31 - US 219 Bridge to PA 160	C	HRST																					581	900,000	900,000	900,000.00	
Somerset	56	000	23402	PA 56 over Clear Shade Creek	P	BRDG									185	200,000		200,000													200,000.00
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	18S	123180	PA 56 HTCMB Replacement	P	SAMI			581	150,000		150,000																			150,000.00
Somerset	56	18S	123180	PA 56 HTCMB Replacement	+C	SAMI																				NHPP	2,000,000			2,000,000	2,000,000.00
Somerset	56	18S	123180	PA 56 HTCMB Replacement	+C	SAMI																				STP	600,000			600,000	600,000.00
Somerset	160	29B	110427	South Berlin PA 160 Buffalo Creek Bridge	+C	BRDG	STP	1,200,000				1,200,000																			1,200,000.00
Somerset	160	29B	110427	South Berlin PA 160 Buffalo Creek Bridge	+C	BRDG	BRIP	1,492,000				1,492,000	BRIP	425,000				425,000													1,917,000.00
Somerset	160	30B	91442	PA 160 over Branch of Blue Lick Creek	U	BRDG									185	25,000		25,000													25,000.00

FFY 2027 S. Alleghenies TIP

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals
Somerset	160	30B	91442	PA 160 over Branch of Blue Lick Creek	R	BRDG									185	25,000		25,000													25,000.00
Somerset	160	30B	91442	PA 160 over Branch of Blue Lick Creek	C	BRDG															185	350,000		350,000				185	325,000	325,000	675,000.00
Somerset	219	041	105980	US 219 - MD line to Meyersdale Bypass	+C	HRST	STP	1,500,000				1,500,000																		1,500,000.00	
Somerset	219	041	105980	US 219 - MD line to Meyersdale Bypass	+C	HRST	NHPP	3,439,000				3,439,000	NHPP	2,200,000				2,200,000												5,639,000.00	
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	5,000,000				5,000,000												5,000,000.00	
Somerset	219	050	115845	US 219 Meyersdale to Old Salisbury Rd	R	HCON							APD	22,500,000				22,500,000												22,500,000.00	
Somerset	219	050	115845	US 219 Meyersdale to Old Salisbury Rd	C	HCON														APD	20,000,000							20,000,000	20,000,000.00		
Somerset	219	057	116802	US 219 - Jennerstown to Cambria Co - D/B	C	HRST	STP	487,575				487,575																		487,575.00	
Somerset	219	057	116802	US 219 - Jennerstown to Cambria Co - D/B	C	HRST	NHPP	1,348,000	581	458,815		1,806,815																		1,806,815.00	
Somerset	219	058	116949	US 219 - Berlin-Somerset Int to Somerset Tpk Int	F	HRST			581	515,000		515,000																		515,000.00	
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	+C	HRST								STP	3,346,000				3,346,000	STP	2,600,000							2,600,000	5,946,000.00		
Somerset	219	058	116949	US 219 - Berlin-Somerset Int to Somerset Tpk Int	+C	HRST							NHPP	3,158,000				3,158,000	NHPP	3,425,000								3,425,000	3,608,000	10,191,000.00	
Somerset	219	058	116949	US 219 - Berlin-Somerset Int to Somerset Tpk Int	+C	HRST							BRIP	1,645,000				1,645,000	BRIP	2,055,000								2,055,000	300,000	4,000,000.00	
Somerset	219	060	116927	US 219 - S. Meyersdale Int to N. Meyersdale Int	P	HRST																					581	500,000	500,000	500,000.00	
Somerset	523	006	123358	PA 523 Listonburg Road Slide	P	HRST			581	100,000		100,000																		100,000.00	
Somerset	523	006	123358	PA 523 Listonburg Road Slide	R	HRST									581	50,000		50,000												50,000.00	
Somerset	523	006	123358	PA 523 Listonburg Road Slide	C	HRST							STP	800,000				800,000												800,000.00	
Somerset	601	015	116940	PA 601 - US 30 to US 219	C	HRST			581	1,700,000		1,700,000			581	1,100,000		1,100,000			581	1,000,000		1,000,000						3,800,000.00	
Somerset	601	15B	117015	PA 601 Barclay Run Bridge	+C	BRDG							BRIP	300,000				300,000												300,000.00	
Somerset	601	16B	110428	PA 601 over Trib to Quemahoning Creek	F	BRDG			185	280,000		280,000																		280,000.00	
Somerset	601	16B	110428	PA 601 over Trib to Quemahoning Creek	U	BRDG			185	75,000		75,000																		75,000.00	
Somerset	601	16B	110428	PA 601 over Trib to Quemahoning Creek	R	HRST			185	30,000		30,000																		30,000.00	
Somerset	601	16B	110428	PA 601 over Trib to Quemahoning Creek	C	BRDG															185	391,500		391,500				185	350,000	350,000	741,500.00
Somerset	601	18S	123389	PA 601 Corridor Improvements	P	HRST			581	345,000		345,000			581	300,000		300,000												645,000.00	
Somerset	601	18S	123389	PA 601 Corridor Improvements	F	HRST									581	500,000		500,000												500,000.00	
Somerset	601	18S	123389	PA 601 Corridor Improvements	U	HRST															581	150,000		150,000						150,000.00	
Somerset	601	18S	123389	PA 601 Corridor Improvements	R	HRST															581	150,000		150,000						150,000.00	
Somerset	601	18S	123389	PA 601 Corridor Improvements	+C	HRST								CRP	1,173,000													1,173,000	1,173,000	2,346,000.00	
Somerset	653	010	96610	PA 653 - Fayette Co Line to PA 281	P	HRST															581	100,000		100,000						100,000.00	
Somerset	653	09B	23462	PA653 Laurel Hill Crk Brg	C	BRDG	BRIP	2,000,000	185	490,000		2,490,000	BRIP	1,700,000	185	272,000		1,972,000												4,462,000.00	
Somerset	1003	01B	120398	SR 1003 over Glade Creek	U	BRDG									185	25,000		25,000												25,000.00	
Somerset	1003	01B	120398	SR 1003 over Glade Creek	R	BRDG									185	25,000		25,000												25,000.00	
Somerset	1003	01B	120398	SR 1003 over Glade Creek	C	BRDG															185	650,000		650,000			185	550,000	550,000	1,200,000.00	
Somerset	1017	01B	23590	Breastwork Run Br #1	+C	BRDG	BRIP	1,000,000				1,000,000	BRIP	750,000				750,000	BRIP	500,000								500,000	2,250,000.00		
Somerset	1017	02B	23591	Breastwork Run Br #2	+C	BRDG	BRIP	1,000,000				1,000,000	BRIP	695,000				695,000	BRIP	700,000									700,000	2,395,000.00	
Somerset	1017	03B	116999	SR 1017 Segment 70 Over Breastwork Run	+C	BRDG	BOF	680,000				680,000	BOF	580,000				580,000												1,260,000.00	
Somerset	1017	04B	117000	SR 1017 Segment 80 Over Breastwork Run	+C	BRDG	BOF	660,000				660,000	BOF	690,000				690,000												1,350,000.00	
Somerset	1017	05B	117001	SR 1017 Segment 50 Over Tributary Breastwork Run	C	BRDG			185	385,000		385,000			185	415,000		415,000												800,000.00	
Somerset	1017	06B	117002	SR 1017 Over Wills Run	C	BRDG			185	525,000		525,000			185	460,000		460,000												985,000.00	
Somerset	1021	02B	120458	SR 1021 over Miller Run	U	BRDG															185	25,000		25,000						25,000.00	
Somerset	1021	02B	120458	SR 1021 over Miller Run	R	BRDG															185	25,000		25,000						25,000.00	
Somerset	1021	02B	120458	SR 1021 over Miller Run	+C	BRDG															BRIP	500,000						500,000	500,000.00		
Somerset	2013	04B	74470	Gladdens Run BR	+C	BRDG	BOF	275,000				275,000																		275,000.00	
Somerset	2017	04B	88162	Hillegas Run Bridge	+C	BRDG	BRIP	300,000				300,000	BRIP	815,000				815,000												1,115,000.00	
Somerset	2017	05B	91448	Mance Trib Wills Crk	C	BRDG			185	528,665		528,665			185	600,000		600,000												1,128,665.00	
Somerset	2020	02B	74481	Poorbaugh Run BR	+C	BRDG	BRIP	300,000				300,000	BRIP	1,040,000				1,040,000												1,340,000.00	
Somerset	2021	03B	23595	SR 2021 over Shaffers Run	P	BRDG																						185	150,000	150,000	150,000.00

RPT# TIP200

Project Information							FFY 2027 Costs							FFY 2028 Costs							FFY 2029 Costs							FFY 2030 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals			
Somerset	2022	03B	23416	SR 2022 over Brush Creek	U	BRDG									185	25,000		25,000													25,000.00			
Somerset	2022	03B	23416	SR 2022 over Brush Creek	R	BRDG									185	25,000		25,000													25,000.00			
Somerset	2022	03B	23416	SR 2022 over Brush Creek	+C	BRDG													BOF	203,000				203,000	BOF	900,000			900,000	1,103,000.00				
Somerset	2047	009	113884	Meyersdale Bypass to Garrett Curve	+C	BRDG	BRIP	750,000				750,000																		750,000.00				
Somerset	2047	009	113884	Meyersdale Bypass to Garrett Curve	+C	BRDG	STP	1,560,425				1,560,425																		1,560,425.00				
Somerset	2047	009	113884	Meyersdale Bypass to Garrett Curve	+C	SPFED	PRTCT	425,000				425,000																		425,000.00				
Somerset	2047	010	113885	Garrett Curve to Berlin	F	HRST			581	550,000		550,000																		550,000.00				
Somerset	2047	010	113885	Garrett Curve to Berlin	+C	HRST													STP	1,500,000				1,500,000						1,500,000.00				
Somerset	2047	010	113885	Garrett Curve to Berlin	+C	HRST							STP	3,471,000				3,471,000	BRIP	500,000				500,000	STP	2,371,000			2,371,000	6,342,000.00				
Somerset	2102	001	123429	US 219 Side Road Improvements	U	HRST	APD	3,000,000				3,000,000																		3,000,000.00				
Somerset	2102	001	123429	US 219 Side Road Improvements	R	HRST	APD	2,500,000				2,500,000																		2,500,000.00				
Somerset	2102	001	123429	US 219 Side Road Improvements	C	HRST													APD	6,000,000				6,000,000						6,000,000.00				
Somerset	3003	03B	123314	SR 3003 over Drake Run	P	BRDG			185	265,000		265,000																		265,000.00				
Somerset	3003	03B	123314	SR 3003 over Drake Run	F	BRDG															185	175,000		175,000						175,000.00				
Somerset	3003	03B	123314	SR 3003 over Drake Run	U	BRDG															185	25,000		25,000						25,000.00				
Somerset	3003	03B	123314	SR 3003 over Drake Run	R	BRDG															185	25,000		25,000						25,000.00				
Somerset	3003	03B	123314	SR 3003 over Drake Run	+C	BRDG																			BOF	570,000			570,000	570,000.00				
Somerset	3006	01B	117003	SR 3006 Over South Glade Creek	+C	BRDG	BOF	859,679				859,679	BOF	180,000				180,000												1,039,679.00				
Somerset	3008	02B	116964	SR 3008 over S Glade Run	+F	BRDG	BOF	200,000				200,000																		200,000.00				
Somerset	3008	02B	116964	SR 3008 over S Glade Run	+U	BRDG	BOF	25,000				25,000																		25,000.00				
Somerset	3008	02B	116964	SR 3008 over S Glade Run	+R	BRDG	BOF	25,000				25,000																		25,000.00				
Somerset	3008	02B	116964	SR 3008 over S Glade Run	+C	BRDG							BOF	619,000				619,000	BOF	981,000				981,000						1,600,000.00				
Somerset	3010	01B	23405	SR 3010 over Middle Creek	U	BRDG									185	20,000		20,000												20,000.00				
Somerset	3010	01B	23405	SR 3010 over Middle Creek	R	BRDG									185	50,000		50,000												50,000.00				
Somerset	3010	01B	23405	SR 3010 over Middle Creek	C	BRDG																					185	400,000		400,000				
Somerset	3014	03B	120461	SR 3014 over Laurel Hill Creek	U	BRDG																					185	25,000		25,000				
Somerset	3014	03B	120461	SR 3014 over Laurel Hill Creek	R	BRDG																					185	25,000		25,000				
Somerset	3014	03B	120461	SR 3014 over Laurel Hill Creek	+C	BRDG																			BOF	500,000			500,000	500,000.00				
Somerset	3029	04B	23458	Middle Creek Bridge	+C	BRDG	BRIP	579,000				579,000																		579,000.00				
Somerset	4004	03B	120462	SR 4004 over Quemahoning Creek	P	BRDG															185	125,000		125,000			185	125,000		125,000				
Somerset	4029	01B	74497	SR 4029 over North Fork Bens Creek	F	BRDG									185	275,000		275,000												275,000.00				
Somerset	4029	01B	74497	SR 4029 over North Fork Bens Creek	U	BRDG															185	30,000		30,000						30,000.00				
Somerset	4029	01B	74497	SR 4029 over North Fork Bens Creek	R	BRDG															185	30,000		30,000						30,000.00				
Somerset	4029	01B	74497	SR 4029 over North Fork Bens Creek	+C	BRDG																			BOF	750,000			750,000	750,000.00				
Somerset	4033	02B	120463	SR 4033 over Roaring Run	F	BRDG									185	175,000		175,000												175,000.00				
Somerset	4033	02B	120463	SR 4033 over Roaring Run	U	BRDG									185	25,000		25,000												25,000.00				
Somerset	4033	02B	120463	SR 4033 over Roaring Run	R	BRDG									185	25,000		25,000												25,000.00				
Somerset	4033	02B	120463	SR 4033 over Roaring Run	+C	BRDG													BRIP	400,000				400,000	BRIP	400,000			400,000	800,000.00				
Somerset	4035	02B	105604	SR4035 Trib Quemahoning Crk Bridge	F	BRDG			185	270,000		270,000																		270,000.00				
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				
Somerset	4035	02B	105604	SR4035 Trib Quemahoning Crk Bridge	C	BRDG															185	500,000		500,000			185	450,000		450,000				
Somerset	4041	07B	23551	Stony Creek Trib Br	+C	BRDG	BRIP	174,000				174,000																		174,000.00				
Somerset	7216	719	23508	T-719 Over Brush Creek	C	BRDG	BOF	265,320	183	49,750	16,583.00	331,653																		331,653.00				
Somerset	7220	706	120382	T-706 over Oven Run	U	BRDG	BOF	20,000	183	3,750	1,250.00	25,000																		25,000.00				
Somerset	7220	706	120382	T-706 over Oven Run	R	BRDG	BOF	20,000	183	3,750	1,250.00	25,000																		25,000.00				
Somerset	7220	706	120382	T-706 over Oven Run	C	BRDG	BOF	400,000	183	75,000	12,500.00	487,500	BOF	400,000	183	75,000	12,500	487,500												975,000.00				
Somerset	7220	712	72477	T-712 Rockingham Bridge	C	BRDG	BOF	1,200,000	183	225,000	150,000.00	1,575,000	BOF	600,000	183	112,500	75,000	787,500	BOF	600,000	183	112,500	75,000	787,500					3,150,000.00					
Somerset	7222	01B	120384	T-357 over Gladdens Run	P	BRDG																								350,000.00				
Somerset	7222	01B	120384	T-357 over Gladdens Run	F	BRDG															BOF	160,000	183	30,000	10,000	200,000			200,000					
Somerset	7222	01B	120384	T-357 over Gladdens Run	U	BRDG															BOF	40,000	183	7,500	2,500	50,000			50,000					
Somerset																																		

Bedford

PennDOT Project Id: 21366

Project Administrator:

Title: SR 1005 over Beaver Creek

Improvement Type: Bridge Improvement

State Route: 1005

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/14/2030

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$380	\$1250	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$380	\$1,250	\$0
Total FFY 2027-2038 Cost	\$1,630					

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: 8/26/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$970	\$1225	\$1055	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$970	\$1,225	\$1,055	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$3,250					

PennDOT Project Id: 21465

Project Administrator: PENNDOT

Title: SR 1015 Beaver Crk Bridge

Improvement Type: Bridge Replacement

State Route: 1015

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/16/2027

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$950	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$950	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$950					

PennDOT Project Id: 21505

Project Administrator: PENNDOT

Title: T-373 Over Cove Creek

Improvement Type: Bridge Improvement

State Route: 7204

Municipality: Colerain (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/5/2031

Location: On T-373 (Sherry Road) over Cove Creek in Colerain Township, Bedford County.

Project Description: Bridge Improvement on T-373 (Sherry Road) over Cove Creek in Colerain Township, Bedford County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$280	\$0	\$240	\$1280	\$0
State:	\$0	\$53	\$0	\$46	\$240	\$0
Local/Other:	\$0	\$18	\$0	\$16	\$80	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$351	\$0	\$302	\$1,600	\$0
Total FFY 2027-2038 Cost	\$2,253					

PennDOT Project Id: 21523

Project Administrator: PENNDOT

Title: SR 4027 over Scrubgrass Creek

Improvement Type: Bridge Improvement

State Route: 4027

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/12/2030

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$1700	\$0
State:	\$0	\$0	\$270	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$270	\$0	\$1,700	\$0
Total FFY 2027-2038 Cost	\$1,970					

PennDOT Project Id: 21570

Project Administrator: PENNDOT

Title: Bobs Creek Bridge

Improvement Type: Bridge Improvement

State Route: 869

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/16/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$835	\$1450	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$835	\$1,450	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,285					

PennDOT Project Id: 21576

Project Administrator:

Title: SR 2025 over Clear Creek

Improvement Type: Bridge Replacement

State Route: 2025

Municipality: West Providence (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/3/2028

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$1040	\$340	\$600	\$0	\$0
State:	\$400	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$400	\$1,040	\$340	\$600	\$0	\$0
Total FFY 2027-2038 Cost	\$2,380					

PennDOT Project Id: 63857

Project Administrator: PennDOT

Title: US 30 - Somerset Co Line to T-496

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: 11/8/2029

Location: US 30 from the Somerset Co Line to T-496 (Ponderosa Road) in Schellsburg Borough and Juniata and Napier Townships in Bedford County

Project Description: Resurfacing on US 30 from the Somerset Co Line to T-496 (Ponderosa Road) in Schellsburg Borough and Juniata and Napier Townships, Bedford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$750	\$6250	\$0
State:	\$0	\$0	\$0	\$50	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$800	\$6,250	\$0
Total FFY 2027-2038 Cost	\$7,050					

PennDOT Project Id: 67116

Project Administrator: PennDOT

Title: Water Street over Bloody Run

Improvement Type: Bridge Improvement

State Route: 7403

Municipality: Everett (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On Water Street over Bloody Run in Everett Borough, Bedford County

Project Description: Bridge improvement on Water Street over Bloody Run in Everett Borough, Bedford County

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

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1053	\$1553	\$1553	\$1553	\$10270	\$11714
State:	\$100	\$50	\$100	\$350	\$3490	\$4000
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,153	\$1,603	\$1,653	\$1,903	\$13,760	\$15,714
Total FFY 2027-2038 Cost	\$35,786					

PennDOT Project Id: 74415

Project Administrator: PennDOT

Title: SR 4010 over Shobers Run

Improvement Type: Bridge Improvement

State Route: 4010

Municipality: Bedford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/4/2031

Location: On SR 4010 (Pitt Street) over Shobers Run near the intersection of T-504 (Donahue Manor Road) in Bedford Township, Bedford County

Project Description: Bridge improvement on SR 4010 (Pitt Street) over Shobers Run near the intersection of T-504 (Donahue Manor Road) in Bedford Township, Bedford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$400	\$300	\$6951	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$400	\$300	\$6,951	\$0
Total FFY 2027-2038 Cost	\$7,651					

PennDOT Project Id: 84878

Project Administrator: PennDOT

Title: PA 31 over Finn Run

Improvement Type: Bridge Improvement

State Route: 31

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/18/2029

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$650	\$650	\$0	\$0
State:	\$0	\$265	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$265	\$650	\$650	\$0	\$0
Total FFY 2027-2038 Cost	\$1,565					

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: 3/23/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$755	\$2195	\$3300	\$3000	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$755	\$2,195	\$3,300	\$3,000	\$0	\$0
Total FFY 2027-2038 Cost	\$9,250					

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: 11/4/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$775	\$2450	\$1600	\$852	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$775	\$2,450	\$1,600	\$852	\$0	\$0
Total FFY 2027-2038 Cost	\$5,677					

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: 12/5/2030

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$1300	\$0
State:	\$0	\$0	\$0	\$30	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$30	\$1,300	\$0
Total FFY 2027-2038 Cost	\$1,330					

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: 4/8/2027

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$610	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$610	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$610					

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: 5/21/2026

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$2296	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$2,296	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,296					

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: 4/8/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$2613	\$2500	\$3000	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$2,613	\$2,500	\$3,000	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$8,113					

PennDOT Project Id: 116966

Project Administrator: PennDOT

Title: SR 1027 over Beaver Creek

Improvement Type: Bridge Improvement

State Route: 1027

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/6/2029

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$500	\$1000	\$0
State:	\$0	\$0	\$330	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$330	\$500	\$1,000	\$0
Total FFY 2027-2038 Cost	\$1,830					

PennDOT Project Id: 116991

Project Administrator: PennDOT

Title: SR 1005 over Snake Spring Valley Run

Improvement Type: Bridge Improvement

State Route: 1005

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/11/2029

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$50	\$300	\$600	\$200	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$50	\$300	\$600	\$200	\$0
Total FFY 2027-2038 Cost	\$1,150					

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: 12/14/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$50	\$350	\$350	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$50	\$350	\$350	\$0	\$0
Total FFY 2027-2038 Cost	\$750					

PennDOT Project Id: 117023

Project Administrator: PennDOT

Title: SR 4019 Oppenheimer Run Bridge

Improvement Type: Bridge Rehabilitation

State Route: 4019

Municipality: Bedford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/23/2026

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$176	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$176	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$176					

PennDOT Project Id: 117087

Project Administrator: PennDOT

Title: T-705 Over Three Springs Run 2

Improvement Type: Bridge Replacement

State Route: 7221

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/3/2026

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$404	\$0	\$0	\$0	\$0	\$0
State:	\$76	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$25	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$505	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$505					

PennDOT Project Id: 119709

Project Administrator: PennDOT

Title: Turnpike Trail Improvements

Improvement Type: Pedestrian Facilities

State Route: 0

Municipality: East Providence (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/3/2026

Location: On the abandoned Pennsylvania Turnpike in East Providence Township, Bedford County and Brush Creek, Wells, & Taylor Townships, Fulton County

Project Description: Trail improvements on the abandoned Pennsylvania Turnpike in East Providence Township, Bedford County and Brush Creek, Wells, & Taylor Townships, Fulton County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$359	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$359	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$718	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$718					

PennDOT Project Id: 120315

Project Administrator: PennDOT

Title: PA 869 - PA 867 to PA 36

Improvement Type: Resurface

State Route: 869

Municipality: South Woodbury (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/22/2030

Location: On PA 869 from PA 867 to PA 36 in South Woodbury Township, Bedford County

Project Description: Resurfacing on PA 869 from PA 867 to PA 36 in South Woodbury Township, Bedford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$100	\$50	\$1300	\$2500	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$100	\$50	\$1,300	\$2,500	\$0
Total FFY 2027-2038 Cost	\$3,950					

PennDOT Project Id: 120318

Project Administrator: PennDOT

Title: SR 4010 - US 30 to US 30

Improvement Type: Resurface

State Route: 4010

Municipality: Bedford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 5/6/2032

Location: On SR 4010 (Pitt Street) from US 30 to US 30 in Bedford Township and Bedford Borough, Bedford County

Project Description: Resurfacing on SR 4010 (Pitt Street) from US 30 to US 30 in Bedford Township and Bedford Borough, Bedford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$100	\$3786	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$100	\$3,786	\$0
Total FFY 2027-2038 Cost	\$3,886					

PennDOT Project Id: 120401

Project Administrator: PennDOT

Title: SR 3013 over Cole Trout Run

Improvement Type: Bridge Improvement

State Route: 3013

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/25/2030

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$200	\$0	\$0	\$600	\$450	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$200	\$0	\$0	\$600	\$450	\$0
Total FFY 2027-2038 Cost	\$1,250					

PennDOT Project Id: 120455

Project Administrator: PennDOT

Title: SR 1020 over Sherman Valley Run 2

Improvement Type: Bridge Improvement

State Route: 1020

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/1/2029

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$395	\$500	\$0
State:	\$0	\$0	\$30	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$30	\$395	\$500	\$0
Total FFY 2027-2038 Cost	\$925					

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: 10/23/2031

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$150	\$0	\$0	\$1360	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$150	\$0	\$0	\$1,360	\$0
Total FFY 2027-2038 Cost	\$1,510					

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: 1/9/2031

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$4000	\$0
State:	\$0	\$0	\$0	\$200	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$200	\$4,000	\$0
Total FFY 2027-2038 Cost	\$4,200					

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: 2/22/2029

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$4733	\$2300	\$3929	\$0
State:	\$1130	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,130	\$0	\$4,733	\$2,300	\$3,929	\$0
Total FFY 2027-2038 Cost	\$12,092					

PennDOT Project Id: 120826

Project Administrator: PennDOT

Title: 2027 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: 3/11/2027

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

PennDOT Project Id: 120827

Project Administrator: PennDOT

Title: 2028 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: 3/9/2028

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

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-aside 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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$50	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$50	\$50	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$100					

PennDOT Project Id: 122949

Project Administrator: PennDOT

Title: US 30 - T-496 to SR 4010

Improvement Type: Resurface

State Route: 30

Municipality: Napier (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/13/2031

Location: US 30 from T-496 (Ponderosa Road) to SR 4010 in Napier and Bedford Townships, Bedford County

Project Description: Resurfacing on US 30 from T-496 (Ponderosa Road) to the Somerset County Line in Napier and Bedford Townships, Bedford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$500	\$0	\$0	\$0	\$7500	\$0
State:	\$0	\$500	\$300	\$550	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$500	\$500	\$300	\$550	\$7,500	\$0
Total FFY 2027-2038 Cost	\$9,350					

PennDOT Project Id: 123078

Project Administrator: PennDOT

Title: US 30 - T-421 to Turnpike Overpass

Improvement Type: Pavement Preservation

State Route: 30

Municipality: East Providence (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/17/2027

Location: On SR 30 from T-421 (Main Street) to Turnpike Overpass in East Providence Township, Bedford County

Project Description: Pavement Preservation on SR 30 from T-421 (Main Street) to Turnpike Overpass in East Providence Township, Bedford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$845	\$3600	\$1225	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$845	\$3,600	\$1,225	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$5,670					

PennDOT Project Id: 123383

Project Administrator: PennDOT

Title: 2030 Southern Alleghenies Bridge Preservation

Improvement Type: Bridge Improvement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/31/2030

Location: Various locations in Southern Alleghenies Region

Project Description: Bridge Improvement activities at various locations in Southern Alleghenies Region.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$1410	\$650	\$0
State:	\$0	\$50	\$50	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$50	\$50	\$1,410	\$650	\$0
Total FFY 2027-2038 Cost	\$2,160					

PennDOT Project Id: 123387

Project Administrator: PennDOT

Title: 2027 SA Interchange Lighting

Improvement Type: Lighting

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/26/2027

Location: Various locations in Southern Alleghenies Region

Project Description: Upgrade interchange lighting on various interchanges in Southern Alleghenies Region to more energy-efficient alternatives.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1173	\$1173	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,173	\$1,173	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,346					

PennDOT Project Id: 123388

Project Administrator: PennDOT

Title: 2029 Southern Alleghenies Under 8's

Improvement Type: Drainage Improvement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/9/2028

Location: Various locations in Southern Alleghenies Region

Project Description: Drainage improvements at various locations in Southern Alleghenies Region.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$150	\$0	\$550	\$600	\$550	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$150	\$0	\$550	\$600	\$550	\$0
Total FFY 2027-2038 Cost	\$1,850					

Fulton

PennDOT Project Id: 22757

Project Administrator: PENNDOT

Title: SR 4001 over Sindeldecker Run

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: 10/24/2030

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$150	\$0	\$0	\$1450	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$150	\$0	\$0	\$1,450	\$0
Total FFY 2027-2038 Cost	\$1,600					

PennDOT Project Id: 22767

Project Administrator: PENNDOT

Title: T-428 over Wooden Bridge Creek

Improvement Type: Bridge Improvement

State Route: 7207

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/13/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$220	\$480	\$480	\$0	\$0	\$0
State:	\$41	\$90	\$90	\$0	\$0	\$0
Local/Other:	\$14	\$30	\$30	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$275	\$600	\$600	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,475					

PennDOT Project Id: 22786

Project Administrator: PENNDOT

Title: SR 655 over Owl Run

Improvement Type: Bridge Improvement

State Route: 655

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/17/2030

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$400	\$400	\$0
State:	\$0	\$0	\$75	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$75	\$400	\$400	\$0
Total FFY 2027-2038 Cost	\$875					

PennDOT Project Id: 22790

Project Administrator: PENNDOT

Title: Barnett's Run

Improvement Type: Bridge Improvement

State Route: 3013

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/13/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$60	\$500	\$500	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$60	\$500	\$500	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,060					

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: 9/3/2026

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$383	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$383	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$383					

PennDOT Project Id: 22828

Project Administrator: PENNDOT

Title: US 522 over Kendall's Run

Improvement Type: Bridge Improvement

State Route: 522

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/7/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$500	\$650	\$0	\$0
State:	\$270	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$270	\$0	\$500	\$650	\$0	\$0
Total FFY 2027-2038 Cost	\$1,420					

PennDOT Project Id: 22835

Project Administrator: PENNDOT

Title: SR 3011 over Barnett's Run

Improvement Type: Bridge Improvement

State Route: 3011

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/17/2030

Location: On SR 3011 (Pigeon Cove Road) over Barnett's Run in Belfast Township, Fulton County

Project Description: Bridge Improvement on SR 3011 (Pigeon Cove Road) over Barnett's Run in Belfast Township, Fulton County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$800	\$1705	\$0
State:	\$0	\$0	\$390	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$390	\$800	\$1,705	\$0
Total FFY 2027-2038 Cost	\$2,895					

PennDOT Project Id: 22860

Project Administrator: PENNDOT

Title: SR 1005 over Aughwick Creek

Improvement Type: Bridge Improvement

State Route: 1005

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/17/2030

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$459	\$2816	\$0
State:	\$0	\$0	\$250	\$250	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$250	\$709	\$2,816	\$0
Total FFY 2027-2038 Cost	\$3,775					

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: 10/19/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$585	\$0	\$700	\$1000	\$1800	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$585	\$0	\$700	\$1,000	\$1,800	\$0
Total FFY 2027-2038 Cost	\$4,085					

PennDOT Project Id: 96546

Project Administrator: PennDOT

Title: US 30 - Bedford County to Bark Road

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: 4/11/2027

Location: On US 30 from the Bedford County Line to Bark Road in Brush Creek Township, Fulton County

Project Description: Resurfacing on US 30 from the Bedford County Line to Bark Road in Brush Creek Township, Fulton County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$2250	\$1000	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$2,250	\$1,000	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$3,250					

PennDOT Project Id: 96548

Project Administrator: PennDOT

Title: PA 655 - Pitt Street to SR 4008

Improvement Type: Resurface

State Route: 655

Municipality: Taylor (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/7/2030

Location: On PA 655 from Pitt Street to Dublin Mills Road (SR 4008) in Taylor Township, Fulton County

Project Description: Resurfacing on PA 655 from Pitt Street to Dublin Mills Road (SR 4008) in Taylor Township, Fulton County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$100	\$0	\$0	\$4100	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$100	\$0	\$0	\$4,100	\$0
Total FFY 2027-2038 Cost	\$4,200					

PennDOT Project Id: 102781

Project Administrator: PennDOT

Title: SR 4015 over Roaring Run

Improvement Type: Bridge Improvement

State Route: 4015

Municipality: Wells (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/8/2032

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$1700	\$0
State:	\$0	\$0	\$0	\$150	\$100	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$150	\$1,800	\$0
Total FFY 2027-2038 Cost	\$1,950					

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: 2/15/2029

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$850	\$500	\$200	\$0
State:	\$0	\$120	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$120	\$850	\$500	\$200	\$0
Total FFY 2027-2038 Cost	\$1,670					

PennDOT Project Id: 116985

Project Administrator: PennDOT

Title: PA 484 over Trough Run

Improvement Type: Bridge Improvement

State Route: 484

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/9/2028

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$50	\$300	\$500	\$200	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$50	\$300	\$500	\$200	\$0
Total FFY 2027-2038 Cost	\$1,050					

PennDOT Project Id: 120348

Project Administrator: PennDOT

Title: US 522 - SR 3019 to PA 643

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: 12/4/2031

Location: On US 522 from PA 484 to PA 643 in Bethel Township, Fulton County

Project Description: Resurfacing on US 522 from PA 484 to PA 643 in Bethel Township, Fulton County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$100	\$3650	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$100	\$3,650	\$0
Total FFY 2027-2038 Cost	\$3,750					

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: 1/9/2031

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$7250	\$0
State:	\$0	\$150	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$150	\$0	\$0	\$7,250	\$0
Total FFY 2027-2038 Cost	\$7,400					

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: 2/3/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$750	\$1800	\$1633	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$750	\$1,800	\$1,633	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$4,183					

Huntingdon

PennDOT Project Id: 22963

Project Administrator: PENNDOT

Title: SR 2009 over Tuscarora Creek

Improvement Type: Bridge Improvement

State Route: 2009

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/13/2028

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$406	\$500	\$915	\$400	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$406	\$500	\$915	\$400	\$0	\$0
Total FFY 2027-2038 Cost	\$2,221					

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: 12/16/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$800	\$0	\$0	\$0	\$0
State:	\$0	\$150	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$50	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$1,000	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,000					

PennDOT Project Id: 23020

Project Administrator: PENNDOT

Title: T-421 over Hares Valley Creek

Improvement Type: Bridge Improvement

State Route: 7226

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/3/2032

Location: On T-421 (Bankstown Road) over Hares Valley Creek in Union Township, Huntingdon County

Project Description: Bridge Improvement on T-421 (Bankstown Road) over Hares Valley Creek in Union Township, Huntingdon County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$280	\$0	\$1200	\$0
State:	\$0	\$0	\$53	\$0	\$226	\$0
Local/Other:	\$0	\$0	\$18	\$0	\$76	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$351	\$0	\$1,502	\$0
Total FFY 2027-2038 Cost	\$1,853					

PennDOT Project Id: 23031

Project Administrator: PENNDOT

Title: SR 350 over Warriors Mark Run

Improvement Type: Bridge Improvement

State Route: 350

Municipality: Franklin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/9/2031

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$50	\$1280	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$50	\$1,280	\$0
Total FFY 2027-2038 Cost	\$1,330					

PennDOT Project Id: 23109

Project Administrator: PENNDOT

Title: PA 994 over Jordans Creek

Improvement Type: Bridge Improvement

State Route: 994

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/13/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$350	\$500	\$500	\$338	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$350	\$500	\$500	\$338	\$0	\$0
Total FFY 2027-2038 Cost	\$1,688					

PennDOT Project Id: 23115

Project Administrator: PENNDOT

Title: Tuscarora Creek Br.

Improvement Type: Bridge Improvement

State Route: 2009

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/2029

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$900	\$400	\$450	\$0
State:	\$0	\$40	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$40	\$900	\$400	\$450	\$0
Total FFY 2027-2038 Cost	\$1,790					

PennDOT Project Id: 23129

Project Administrator: PENNDOT

Title: SR 2009 over Tuscarora Creek Br. 4

Improvement Type: Bridge Improvement

State Route: 2009

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/2029

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$660	\$650	\$0	\$0
State:	\$0	\$0	\$40	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$700	\$650	\$0	\$0
Total FFY 2027-2038 Cost	\$1,350					

PennDOT Project Id: 23130

Project Administrator: PENNDOT

Title: SR 2009 over Parsons Run

Improvement Type: Bridge Improvement

State Route: 2009

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/2029

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$40	\$580	\$250	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$40	\$580	\$250	\$0	\$0
Total FFY 2027-2038 Cost	\$870					

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: 12/7/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$415	\$0	\$320	\$450	\$700	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$415	\$0	\$320	\$450	\$700	\$0
Total FFY 2027-2038 Cost	\$1,885					

PennDOT Project Id: 56689

Project Administrator: PennDOT

Title: Elliot's Run Bridge #1

Improvement Type: Bridge Improvement

State Route: 2005

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/4/2027

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$220	\$420	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$220	\$420	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$640					

PennDOT Project Id: 74468

Project Administrator: PennDOT

Title: SR 3029 over Hares Valley Creek

Improvement Type: Bridge Improvement

State Route: 3029

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/7/2030

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$2000	\$0
State:	\$0	\$0	\$0	\$75	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$75	\$2,000	\$0
Total FFY 2027-2038 Cost	\$2,075					

PennDOT Project Id: 88145

Project Administrator: PennDOT

Title: PA 35 Trough Spring Bridge

Improvement Type: Bridge Replacement

State Route: 35

Municipality: Tell (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/5/2026

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$725	\$882	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$725	\$882	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,607					

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: 11/4/2027

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$220	\$370	\$290	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$220	\$370	\$290	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$880					

PennDOT Project Id: 92714

Project Administrator: PennDOT

Title: PA45 Spruce Creek Bridge

Improvement Type: Bridge Improvement

State Route: 45

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/18/2029

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$1200	\$1700	\$0
State:	\$55	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$55	\$0	\$0	\$1,200	\$1,700	\$0
Total FFY 2027-2038 Cost	\$2,955					

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: 12/13/2029

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$85	\$1369	\$12200	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$85	\$1,369	\$12,200	\$0
Total FFY 2027-2038 Cost	\$13,654					

PennDOT Project Id: 96573

Project Administrator: PennDOT

Title: PA 453 - 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: 4/8/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$1800	\$1090	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,800	\$1,090	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,890					

PennDOT Project Id: 96587

Project Administrator: PennDOT

Title: SR 26 - Turkey Farm 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: 3/11/2027

Location: On SR 3011 (Seven Points Road) from T-450 (Upper Corners Road) to PA 26 in Penn Township, Huntingdon County

Project Description: Resurfacing on SR 3011 (Seven Points Road) from T-450 (Upper Corners Road) to PA 26 in Penn Township, Huntingdon County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$1000	\$1000	\$200	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,000	\$1,000	\$200	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,200					

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: 10/5/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$900	\$700	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$900	\$700	\$0	\$0
Total FFY 2027-2038 Cost	\$1,600					

PennDOT Project Id: 109604

Project Administrator: PennDOT

Title: US 522 - Orbisonia to PA 35

Improvement Type: Resurface

State Route: 522

Municipality: Cromwell (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/5/2031

Location: On US 522 from Orbisonia to Water Street in Dublin and Cromwell Townships, Huntingdon County

Project Description: Resurfacing on US 522 from Orbisonia to Water Street in Dublin and Cromwell Townships, Huntingdon County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$4342	\$0
State:	\$0	\$0	\$100	\$0	\$50	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$100	\$0	\$4,392	\$0
Total FFY 2027-2038 Cost	\$4,492					

PennDOT Project Id: 110431

Project Administrator: PennDOT

Title: Entriiken SR 3005 Coffee Run Bridge

Improvement Type: Bridge Improvement

State Route: 3005

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/6/2029

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$550	\$800	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$550	\$800	\$0	\$0
Total FFY 2027-2038 Cost	\$1,350					

PennDOT Project Id: 111993

Project Administrator: PennDOT

Title: Hawns Bridge Road Culvert

Improvement Type: Bridge Replacement

State Route: 3051

Municipality: Union (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/9/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$490	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$490	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$490					

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: 6/10/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$900	\$900	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$900	\$900	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,800					

PennDOT Project Id: 116920

Project Administrator: PennDOT

Title: SR 4012 - PA 453 to T-537

Improvement Type: Resurface

State Route: 4012

Municipality: Birmingham (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/8/2027

Location: On SR 4012 (Tyronne Street) from PA 453 (Birmingham Pike) to T-537 (Butternut Road) in Birmingham Borough and Warriors Mark Township, Huntingdon County.

Project Description: Resurfacing on SR 4012 (Tyronne Street) from PA 453 (Birmingham Pike) to T-537 (Butternut Road) in Birmingham Borough and Warriors Mark Township, Huntingdon County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$400	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$400	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$400					

PennDOT Project Id: 116947

Project Administrator: PennDOT

Title: US 522 - Fulton County Line to PA 35

Improvement Type: Resurface

State Route: 522

Municipality: Dublin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/29/2032

Location: On US 522 from the Fulton County line to PA 35 in Dublin Township, Huntingdon County.

Project Description: Resurfacing on US 522 from the Fulton County line to PA 35 in Dublin Township, Huntingdon County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$5800	\$0
State:	\$0	\$0	\$0	\$100	\$50	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$100	\$5,850	\$0
Total FFY 2027-2038 Cost	\$5,950					

PennDOT Project Id: 116952

Project Administrator: PennDOT

Title: PA 641 - US 522 to Franklin County Line

Improvement Type: Resurface

State Route: 641

Municipality: Dublin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/7/2031

Location: On PA 641 from US 522 to the Franklin County Line in Dublin Township, Huntingdon County.

Project Description: Resurfacing on PA 641 from US 522 to the Franklin County Line in Dublin Township, Huntingdon County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$3800	\$0
State:	\$100	\$0	\$0	\$0	\$50	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$100	\$0	\$0	\$0	\$3,850	\$0
Total FFY 2027-2038 Cost	\$3,950					

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: 5/10/2029

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$1050	\$1900	\$2000	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$1,050	\$1,900	\$2,000	\$0
Total FFY 2027-2038 Cost	\$4,950					

PennDOT Project Id: 120383

Project Administrator: PennDOT

Title: T-354 over Shoups Run

Improvement Type: Bridge Replacement

State Route: 7203

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/5/2028

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$280	\$520	\$520	\$0	\$0
State:	\$0	\$53	\$98	\$98	\$0	\$0
Local/Other:	\$0	\$17	\$33	\$33	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$350	\$651	\$651	\$0	\$0
Total FFY 2027-2038 Cost	\$1,652					

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: 1/15/2032

Location: On SR 4019 (Union Furnace Road) over Arch Spring Run in Morris Township, Huntingdon County

Project Description: Bridge Improvement on SR 4019 (Union Furnace Road) over Arch Spring Run in Morris Township, Huntingdon County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$1000	\$0
State:	\$0	\$0	\$100	\$250	\$275	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$100	\$250	\$1,275	\$0
Total FFY 2027-2038 Cost	\$1,625					

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: 1/17/2030

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$850	\$2450	\$3642	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$850	\$2,450	\$3,642	\$0
Total FFY 2027-2038 Cost	\$6,942					

PennDOT Project Id: 121562

Project Administrator: PennDOT

Title: Reconnecting Neighborhoods Through Active

Improvement Type: Pedestrian Facilities

State Route: 0

Municipality: Huntingdon (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/30/2027

Location: Sidewalks and upgrades on 17th Street, Scott Street, Oneida Street and 16th Street. New pedestrian bridge in George Weaver Park in Juniata College, Huntingdon County

Project Description: Concrete sidewalks, ADA curb ramps and curbs, crosswalks, paving, lighting, drainage improvements and landscape restoration on 17th Street, Scott Street, Oneida Street and 16th Street. Along with a pedestrian bridge in George Weaver Park in Juniata College, Huntingdon County

Project Sponsor - Juniata College

Project selected during the 2024 Statewide TA Set-Aside Round

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$998	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$998	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$998					

PennDOT Project Id: 121563

Project Administrator: PennDOT

Title: Traffic Calming Stage #1

Improvement Type: Pedestrian Facilities

State Route: 0

Municipality: Alexandria (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/18/2026

Location: Install traffic calming improvements on Main Street in Alexandria Borough, Huntingdon County

Project Description: The project consists of the construction of sidewalk and crosswalk safety improvements, new ADA accessible curb ramps, stormwater and roadway rehabilitation, possible bike path and streetscape beautification along the 600 & 700 block of Main Street in Alexandria Borough, Huntingdon County.

Project Sponsor - Alexandria Borough

Project selected during the 2024 Statewide TA Set-Aside Round

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1023	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,023	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,023					

Somerset

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: 1/9/2031

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$3515	\$0
State:	\$0	\$200	\$0	\$100	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$200	\$0	\$100	\$3,515	\$0
Total FFY 2027-2038 Cost	\$3,815					

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: 8/8/2030

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$70	\$0	\$400	\$445	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$70	\$0	\$400	\$445	\$0
Total FFY 2027-2038 Cost	\$915					

PennDOT Project Id: 23416

Project Administrator: PENNDOT

Title: SR 2022 over Brush Creek

Improvement Type: Bridge Improvement

State Route: 2022

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/25/2029

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$203	\$900	\$0	\$0
State:	\$0	\$50	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$50	\$203	\$900	\$0	\$0
Total FFY 2027-2038 Cost	\$1,153					

PennDOT Project Id: 23458

Project Administrator: PENNDOT

Title: Middle Creek Bridge

Improvement Type: Bridge Replacement

State Route: 3029

Municipality: Milford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: 12/4/2025

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 Replacement 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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$579	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$579	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$579					

PennDOT Project Id: 23462

Project Administrator: PENNDOT

Title: PA653 Laurel Hill Crk Brg

Improvement Type: Bridge Replacement

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 Replacement 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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$2000	\$1700	\$0	\$0	\$0	\$0
State:	\$490	\$272	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$2,490	\$1,972	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$4,462					

PennDOT Project Id: 23508

Project Administrator: PENNDOT

Title: T-719 Over Brush Creek

Improvement Type: Bridge Replacement

State Route: 7216

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/27/2026

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$265	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$17	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$332	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$332					

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: 11/6/2025

Estimated Construction Bid Date: 11/6/2025

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$174	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$174	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$174					

PennDOT Project Id: 23590

Project Administrator: PENNDOT

Title: Breastwork Run Br #1

Improvement Type: Bridge Replacement

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 Breastwork Run in Allegheny Township, Somerset County

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1000	\$750	\$500	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,000	\$750	\$500	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,250					

PennDOT Project Id: 23591

Project Administrator: PENNDOT

Title: Breastwork Run Br #2

Improvement Type: Bridge Replacement

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 Breastwork Run in Allegheny Township, Somerset County

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1000	\$695	\$700	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,000	\$695	\$700	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,395					

PennDOT Project Id: 23595

Project Administrator: PENNDOT

Title: SR 2021 over Shaffers Run

Improvement Type: Bridge Improvement

State Route: 2021

Municipality: Fairhope (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/23/2031

Location: On SR 2021 (Shaffer Run Road) over Shaffers Run in Fairhope Township, Somerset County

Project Description: Bridge improvement on SR 2021 (Shaffer Run Road) over Shaffers Run in Fairhope Township, Somerset County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$1935	\$0
State:	\$0	\$0	\$0	\$150	\$50	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$150	\$1,985	\$0
Total FFY 2027-2038 Cost	\$2,135					

PennDOT Project Id: 72477

Project Administrator: PennDOT

Title: T-712 Rockingham Bridge

Improvement Type: Bridge Replacement

State Route: 7220

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/15/2027

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 Replacement 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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1200	\$600	\$600	\$0	\$0	\$0
State:	\$225	\$113	\$113	\$0	\$0	\$0
Local/Other:	\$150	\$75	\$75	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,575	\$788	\$788	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$3,151					

PennDOT Project Id: 74470

Project Administrator: PennDOT

Title: Gladdens Run BR

Improvement Type: Bridge Replacement

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$275	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$275	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$275					

PennDOT Project Id: 74481

Project Administrator: PennDOT

Title: Poorbaugh Run BR

Improvement Type: Bridge Replacement

State Route: 2020

Municipality: Northampton (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 Replacement 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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$300	\$1040	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$300	\$1,040	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,340					

PennDOT Project Id: 74497

Project Administrator:

Title: SR 4029 over North Fork Bens Creek

Improvement Type: Bridge Improvement

State Route: 4029

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/17/2030

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$750	\$750	\$0
State:	\$0	\$275	\$60	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$275	\$60	\$750	\$750	\$0
Total FFY 2027-2038 Cost	\$1,835					

PennDOT Project Id: 88162

Project Administrator: PennDOT

Title: Hillegas Run Bridge

Improvement Type: Bridge Replacement

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 Replacement 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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$300	\$815	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$300	\$815	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,115					

PennDOT Project Id: 91442

Project Administrator: PennDOT

Title: PA 160 over Branch of Blue Lick Creek

Improvement Type: Bridge Improvement

State Route: 160

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/5/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$50	\$350	\$325	\$75	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$50	\$350	\$325	\$75	\$0
Total FFY 2027-2038 Cost	\$800					

PennDOT Project Id: 91448

Project Administrator: PennDOT

Title: Mance Trib Wills Crk

Improvement Type: Bridge Replacement

State Route: 2017

Municipality:

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 Replacement 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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$529	\$600	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$529	\$600	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,129					

PennDOT Project Id: 96610

Project Administrator: PennDOT

Title: PA 653 - Fayette Co Line to PA 281

Improvement Type: Resurface

State Route: 653

Municipality: Upper Turkeyfoot (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/11/2031

Location: On PA 653 from Fayette County Line to PA 281 in Upper Turkeyfoot and Middlecreek Townships, Somerset County

Project Description: Resurfacing on PA 653 from Fayette County Line to PA 281 in Upper Turkeyfoot and Middlecreek Townships, Somerset County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$100	\$0	\$4087	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$100	\$0	\$4,087	\$0
Total FFY 2027-2038 Cost	\$4,187					

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: 12/14/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$330	\$0	\$500	\$450	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$330	\$0	\$500	\$450	\$0	\$0
Total FFY 2027-2038 Cost	\$1,280					

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: 12/10/2026

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, Restoration, Rehabilitation (3R), Full Depth Reconstruction/New Construction, Pavement Preservation, Rehabilitation of bridge over Piney Creek, Traffic Signal Replacement and Drainage Improvements 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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$4939	\$2200	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$4,939	\$2,200	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$7,139					

PennDOT Project Id: 110427

Project Administrator: PennDOT

Title: South Berlin PA 160 Buffalo Creek Bridge

Improvement Type: Bridge Replacement

State Route: 160

Municipality: Brothers Valley (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/24/2027

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

Project Description: Bridge Replacement 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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$2692	\$425	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$2,692	\$425	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$3,117					

PennDOT Project Id: 110428

Project Administrator: PennDOT

Title: PA 601 over Trib to Quemahoning Creek

Improvement Type: Bridge Improvement

State Route: 601

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/14/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$385	\$0	\$392	\$350	\$350	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$385	\$0	\$392	\$350	\$350	\$0
Total FFY 2027-2038 Cost	\$1,477					

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: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/3/2026

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

Project Description: Resurfacing, bridge replacement, and slope failure repair 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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$2735	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$2,735	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,735					

PennDOT Project Id: 113885

Project Administrator: PennDOT

Title: Garrett Curve to Berlin

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: 11/4/2027

Location: On SR 2047 (Mason Dixon Highway) from PA 653 to Washington Street in Berlin and Garrett Borough, Summit and Brothersvalley Townships, Somerset County

Project Description: Resurfacing and bridge improvement on SR 2047 (Mason Dixon Highway) from PA 653 to Washington Street in Berlin and Garrett Borough, Summit and Brothersvalley Townships, Somerset County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$3471	\$2000	\$2371	\$0	\$0
State:	\$550	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$550	\$3,471	\$2,000	\$2,371	\$0	\$0
Total FFY 2027-2038 Cost	\$8,392					

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: 7/11/2030

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$44500	\$0	\$20000	\$80000	\$80000
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$44,500	\$0	\$20,000	\$80,000	\$80,000
Total FFY 2027-2038 Cost	\$224,500					

PennDOT Project Id: 116802

Project Administrator: PennDOT

Title: US 219 - Jennerstown to Cambria Co - D/B

Improvement Type: Resurface

State Route: 219

Municipality: Jenner (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: 9/11/2025

Estimated Construction Bid Date: 9/11/2025

Location: On US 219 from Jennerstown Interchange to Cambria County Line in Conemaugh and Jenner Townships, Somerset County

Project Description: Resurfacing and bridge work on US 219 from Jennerstown Interchange to Cambria County Line in Conemaugh and Jenner Townships, Somerset County. This project includes base failure repairs, drainage maintenance and upgrades, guide rail upgrades, bridge preservation, and signing and pavement marking upgrades. This project is under agreement as a design-build project.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1836	\$0	\$0	\$0	\$0	\$0
State:	\$459	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$2,295	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,295					

PennDOT Project Id: 116927

Project Administrator: PennDOT

Title: US 219 - S. Meyersdale Int to N. Meyersdale Int

Improvement Type: Resurface

State Route: 219

Municipality: Summit (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/15/2032

Location: On US 219 (Mason Dixon Highway/Flight 93 Memorial Highway) from the South Meyersdale Interchange to the North Meyersdale Interchange in Summit Township, Somerset County.

Project Description: Resurfacing on US 219 (Mason Dixon Highway/Flight 93 Memorial Highway) from the South Meyersdale Interchange to the North Meyersdale Interchange in Summit Township, Somerset County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$8700	\$2800
State:	\$0	\$0	\$0	\$500	\$1250	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$500	\$9,950	\$2,800
Total FFY 2027-2038 Cost	\$13,250					

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: 4/11/2030

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$50	\$900	\$4600	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$50	\$900	\$4,600	\$0
Total FFY 2027-2038 Cost	\$5,550					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$1975	\$2000	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$1,975	\$2,000	\$0
Total FFY 2027-2038 Cost	\$3,975					

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: 7/12/2029

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$1200	\$1150	\$1200	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$1,200	\$1,150	\$1,200	\$0
Total FFY 2027-2038 Cost	\$3,550					

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: 2/25/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$1700	\$1100	\$1000	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,700	\$1,100	\$1,000	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$3,800					

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: 12/9/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$4803	\$8826	\$6508	\$0	\$0
State:	\$615	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$615	\$4,803	\$8,826	\$6,508	\$0	\$0
Total FFY 2027-2038 Cost	\$20,752					

PennDOT Project Id: 116964

Project Administrator: PennDOT

Title: SR 3008 over S Glade Run

Improvement Type: Bridge Replacement

State Route: 3008

Municipality: Milford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/13/2028

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

Project Description: Bridge replacement 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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$250	\$619	\$981	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$250	\$619	\$981	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,850					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$680	\$580	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$680	\$580	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,260					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$660	\$690	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$660	\$690	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,350					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$385	\$415	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$385	\$415	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$800					

PennDOT Project Id: 117002

Project Administrator: PennDOT

Title: SR 1017 Over Wills Run

Improvement Type: Bridge Replacement

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 replacement on SR 1017 (New Baltimore Road) over Wills Run in Allegheny Township, Somerset County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$525	\$460	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$525	\$460	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$985					

PennDOT Project Id: 117003

Project Administrator: PennDOT

Title: SR 3006 Over South Glade Creek

Improvement Type: Bridge Replacement

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 Replacement on SR 3006 (Casselman Road) over South Glade Creek in Milford Township, Somerset County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$860	\$180	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$860	\$180	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,040					

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: 1/13/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$300	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$300	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$300					

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: 9/16/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$440	\$400	\$0	\$0	\$0	\$0
State:	\$83	\$75	\$0	\$0	\$0	\$0
Local/Other:	\$15	\$13	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$538	\$488	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,026					

PennDOT Project Id: 120384

Project Administrator:

Title: T-357 over Gladdens Run

Improvement Type: Bridge Improvement

State Route: 7222

Municipality: Southampton (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/5/2031

Location: On T-357 (Kennels Mill Road) over Gladdens Run, Southampton Township, Somerset County

Project Description: Bridge Improvement on T-357 (Kennels Mill Road) over Gladdens Run, Southampton Township, Somerset County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$280	\$0	\$240	\$960	\$0
State:	\$0	\$53	\$0	\$46	\$180	\$0
Local/Other:	\$0	\$18	\$0	\$16	\$60	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$351	\$0	\$302	\$1,200	\$0
Total FFY 2027-2038 Cost	\$1,853					

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: 12/14/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$50	\$650	\$550	\$700	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$50	\$650	\$550	\$700	\$0
Total FFY 2027-2038 Cost	\$1,950					

PennDOT Project Id: 120458

Project Administrator: PennDOT

Title: SR 1021 over Miller Run

Improvement Type: Bridge Improvement

State Route: 1021

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/31/2030

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$500	\$500	\$0
State:	\$0	\$0	\$50	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$50	\$500	\$500	\$0
Total FFY 2027-2038 Cost	\$1,050					

PennDOT Project Id: 120461

Project Administrator: PennDOT

Title: SR 3014 over Laurel Hill Creek

Improvement Type: Bridge Improvement

State Route: 3014

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/8/2029

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$500	\$1500	\$0
State:	\$0	\$0	\$0	\$50	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$550	\$1,500	\$0
Total FFY 2027-2038 Cost	\$2,050					

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: 1/8/2032

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$1400	\$0
State:	\$0	\$0	\$125	\$125	\$250	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$125	\$125	\$1,650	\$0
Total FFY 2027-2038 Cost	\$1,900					

PennDOT Project Id: 120463

Project Administrator: PennDOT

Title: SR 4033 over Roaring Run

Improvement Type: Bridge Improvement

State Route: 4033

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/18/2029

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$400	\$400	\$0	\$0
State:	\$0	\$225	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$225	\$400	\$400	\$0	\$0
Total FFY 2027-2038 Cost	\$1,025					

PennDOT Project Id: 123180

Project Administrator: PennDOT

Title: PA 56 HTCMB Replacement

Improvement Type: Safety Improvement

State Route: 56

Municipality: Paint (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: On PA 56 from SR 3006 (Eisenhower Boulevard) to Somerset County line in Richland Township and Scalp Level Borough, Cambria County and from Cambria County line to Windber Borough line in Paint Township and Windber Borough, Somerset County

Project Description: Replacement of High Tension Cable Median Barrier On PA 56 from SR 3006 (Eisenhower Boulevard) to Somerset County line in Richland Township and Scalp Level Borough, Cambria County and from Cambria County line to Windber Borough line in Paint Township and Windber Borough, Somerset County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$2600	\$3016	\$0
State:	\$150	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$150	\$0	\$0	\$2,600	\$3,016	\$0
Total FFY 2027-2038 Cost	\$5,766					

PennDOT Project Id: 123314

Project Administrator: PennDOT

Title: SR 3003 over Drake Run

Improvement Type: Bridge Improvement

State Route: 3003

Municipality: Lower Turkeyfoot (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/24/2030

Location: On SR 3003 (Drake Town Road) over Drake Run near the intersection of T-393 (Conn Road) in Lower Turkeyfoot Township, Somerset County

Project Description: Bridge Improvement on SR 3003 (Drake Town Road) over Drake Run near the intersection of T-393 (Conn Road) in Lower Turkeyfoot Township, Somerset County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$570	\$715	\$0
State:	\$265	\$0	\$225	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$265	\$0	\$225	\$570	\$715	\$0
Total FFY 2027-2038 Cost	\$1,775					

PennDOT Project Id: 123358

Project Administrator: PennDOT

Title: PA 523 Listonburg Road Slide

Improvement Type: Slides Correction

State Route: 523

Municipality: Addison (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/9/2027

Location: On PA 523 (Listonburg Road) south of T-339 (Lenhart Hill Road) in Addison Township, Somerset County

Project Description: Slide repair on PA 523 (Listonburg Road) south of T-339 (Lenhart Hill Road) in Addison Township, Somerset County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$800	\$0	\$0	\$0	\$0
State:	\$100	\$50	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$100	\$850	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$950					

PennDOT Project Id: 123389

Project Administrator: PennDOT

Title: PA 601 Corridor Improvements

Improvement Type: Corridor Safety Improvement

State Route: 601

Municipality: Somerset (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 5/10/2029

Location: On PA 601 from PA 31 to US 219 / PA 601 Interchange Ramp (SR 8005) in Somerset Borough and Somerset Township, Somerset County

Project Description: Corridor Improvements on PA 601 from PA 31 to US 219 / PA 601 Interchange Ramp (SR 8005) in Somerset Borough and Somerset Township, Somerset County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$1173	\$1173	\$1173	\$0
State:	\$345	\$800	\$300	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$345	\$800	\$1,473	\$1,173	\$1,173	\$0
Total FFY 2027-2038 Cost	\$4,964					

PennDOT Project Id: 123429

Project Administrator: PennDOT

Title: US 219 Side Road Improvements

Improvement Type: New Roadway

State Route: 2102

Municipality: Summit (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/14/2028

Location: On T-355 (Hunsrick Road) from the Meyersdale US 219 Interchange to US 219 South and extension of T-824 (Mountain Road) from T-355 (Hunsrick Road) to T-363 (Fike Hollow Road) in Summit Township, Somerset County

Project Description: The construction of the new four-lane limited access US 219 from the Meyersdale Bypass in Somerset County to I-68 in Maryland will sever the connection between the existing two-lane US 219 and the existing four-lane US 219 in Summit Township, Somerset County. This project will realign the connection in advance of the construction of the new US 219 four-lane.

Improvements include:

- Resurfacing improvements to T-824 (Mountain Road) from the intersection T-355 (Hunsrick Road) north to the existing cul-de-sac and new roadway north from the existing cul-de-sac to T-363 (Fike Hollow Road).
- Removal of the structure on SR 2102 (Hunsrick Road) over US 219 (Mason Dixon Highway).
- Intersection improvement of the T-355 (Hunsrick Road), T-823 (Vim Road), and T-707 (Martin Road) intersection
- Resurfacing improvements to T-355 (Hunsrick Road) from the US 219 Meyersdale Interchange to US 219.
- New roadway construction of T-824 (Mountain Road) from T-355 (Hunsrick Road) to T-363 (Fike Hollow Road).

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$5500	\$0	\$6000	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$5,500	\$0	\$6,000	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$11,500					

HB TIP

RPT# TIP206D

FFY 2027 S. Alleghenies TIP

Project Information			FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 Costs							
Project	Project Title	Sponsor	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	
121305	Replace Three Buses 25/26	HBFAA			OTH-S	450,000		450,000																			450,000	
123801	Replace Totaled Vehicle	HBFAA			OTH-S	128,263		128,263																			128,263	
123802	Facility Upgrade	HBFAA			OTH-S	33,780		33,780																			33,780	
123803	Replace 11 Vans 25/26	HBFAA			OTH-S	1,500,000		1,500,000																			1,500,000	
123804	Replace Seven Vans 26/27	HBFAA			OTH-S	1,225,000		1,225,000																			1,225,000	
123805	Replace Nine Vans 26/27	HBFAA			OTH-S	1,305,000		1,305,000																			1,305,000	
123806	Replace 45 VehicleTablets	HBFAA			OTH-S	40,000		40,000																			40,000	
123813	Replace Two-Way Radios	HBFAA			OTH-S	77,880		77,880																			77,880	
123814	Replace CTI Gateway Equip	HBFAA			OTH-S	1,456		1,456																			1,456	
123815	Replace Generator	HBFAA			OTH-S	18,560		18,560																			18,560	
123816	Purchase Computer Equip	HBFAA			OTH-S	16,035		16,035																			16,035	
Totals for: Huntingdon Bedford Fulton Area Agency on Aging								4,795,974																				4,795,974
121309	Replace Three Vans 25/26	SCTS			OTH-S	344,199		344,199																			344,199	
123807	Replace Three Vans 26/27	SCTS			OTH-S	344,199		344,199																			344,199	
123808	Replace Three Vans 27/28	SCTS									OTH-S	344,199		344,199													344,199	
Totals for: Somerset County Transit System								688,398						344,199													1,032,597	
Overall Totals:								5,484,372						344,199													5,828,571	

Huntingdon Bedford Fulton Area Agency on Aging

PennDOT Project Id: 121305

Title: Replace Three Buses 25/26

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$450	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$450	\$0	\$0	\$0	\$0	\$0	\$0
Total FY 2027-2038 Cost	\$450						

PennDOT Project Id: 123801

Title: Replace Totaled Vehicle

Air Quality Status: AQ Conformity Does Not Apply

County: Bedford

Narrative: Replace totaled vehicle. Project is programmed in accord with Transit Asset Management Plan (TAMP) targets.

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

PennDOT Project Id: 123802

Title: Facility Upgrade

Air Quality Status: AQ Conformity Does Not Apply

County: Bedford

Narrative: Upgrades to transit facility. Project is programmed in accord with Transit Asset Management Plan (TAMP) targets.

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

PennDOT Project Id: 123803

Title: Replace 11 Vans 25/26

Air Quality Status: AQ Conformity Does Not Apply

County: Bedford

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

Project Costs(In Thousands)							
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$1500	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0
Total FY 2027-2038 Cost	\$1,500						

PennDOT Project Id: 123804

Title: Replace Seven Vans 26/27

Air Quality Status: AQ Conformity Does Not Apply

County: Bedford

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$1225	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$1,225	\$0	\$0	\$0	\$0	\$0
Total FY 2027-2038 Cost	\$1,225					

PennDOT Project Id: 123805

Title: Replace Nine Vans 26/27

Air Quality Status: AQ Conformity Does Not Apply

County: Bedford

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$1305	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$1,305	\$0	\$0	\$0	\$0	\$0
Total FY 2027-2038 Cost	\$1,305					

PennDOT Project Id: 123806

Title: Replace 45 VehicleTablets

Air Quality Status: AQ Conformity Does Not Apply

County: Bedford

Narrative: Replace forty-five vehicle tablets. Project is programmed in accord with Transit Asset Management Plan (TAMP) targets.

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

PennDOT Project Id: 123813

Title: Replace Two-Way Radios

Air Quality Status: AQ Conformity Does Not Apply

County: Bedford

Narrative: Replace Two-Way Radios. Project is programmed in accord with Transit Asset Management Plan (TAMP) targets.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$78	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$78	\$0	\$0	\$0	\$0	\$0
Total FY 2027-2038 Cost	\$78					

PennDOT Project Id: 123814

Title: Replace CTI Gateway Equip

Air Quality Status: AQ Conformity Does Not Apply

County: Bedford

Narrative: Replacement of CTI Gateway Equipment at Central Dispatch. Project is programmed in accord with Transit Asset Management Plan (TAMP) targets.

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

PennDOT Project Id: 123815

Title: Replace Generator

Air Quality Status: AQ Conformity Does Not Apply

County: Bedford

Narrative: Replacement of Existing Generator at Central Dispatch. Project is programmed in accord with Transit Asset Management Plan (TAMP) targets.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$19	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$19	\$0	\$0	\$0	\$0	\$0
Total FY 2027-2038 Cost	\$19					

PennDOT Project Id: 123816

Title: Purchase Computer Equip

Air Quality Status: AQ Conformity Does Not Apply

County: Bedford

Narrative: Purchase Computer Equipment for Central Dispatch. Project is programmed in accord with Transit Asset Management Plan (TAMP) targets.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$16	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$16	\$0	\$0	\$0	\$0	\$0
Total FY 2027-2038 Cost	\$16					

Somerset County Transit System

PennDOT Project Id: 121309

Title: Replace Three Vans 25/26

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$344	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$344	\$0	\$0	\$0	\$0	\$0
Total FY 2027-2038 Cost	\$344					

PennDOT Project Id: 123807

Title: Replace Three Vans 26/27

Air Quality Status: AQ Conformity Does Not Apply

County: Somerset

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$344	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$344	\$0	\$0	\$0	\$0	\$0
Total FY 2027-2038 Cost	\$344					

PennDOT Project Id: 123808

Title: Replace Three Vans 27/28

Air Quality Status: AQ Conformity Does Not Apply

County: Somerset

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$344	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$0	\$344	\$0	\$0	\$0	\$0
Total FY 2027-2038 Cost	\$344					

PTTYP

2027 - 2030 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 2027		FFY 2028		FFY 2029		FFY 2030		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP	\$7,037,000	\$7,037,000	\$6,358,000	\$6,358,000	\$6,358,000	\$6,358,000	\$6,358,000	\$6,358,000	
STP	\$7,889,000	\$7,889,000	\$7,871,000	\$7,871,000	\$7,871,000	\$7,871,000	\$7,871,000	\$7,871,000	
State Highway (581)	\$15,377,000	\$15,377,000	\$15,185,000	\$15,185,000	\$16,568,000	\$16,568,000	\$17,746,000	\$17,746,000	
State Bridge (185/183)	\$8,378,000	\$8,378,000	\$8,154,000	\$8,154,000	\$7,934,000	\$7,934,000	\$7,960,000	\$7,960,000	
BOF	\$7,229,000	\$7,229,000	\$7,229,000	\$7,229,000	\$7,229,000	\$7,229,000	\$7,229,000	\$7,229,000	
HSIP	\$1,553,000	\$1,553,000	\$1,553,000	\$1,553,000	\$1,553,000	\$1,553,000	\$1,553,000	\$1,553,000	
CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TAU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
STU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CRP/CRPU	\$1,173,000	\$1,173,000	\$1,173,000	\$1,173,000	\$1,173,000	\$1,173,000	\$1,173,000	\$1,173,000	
BRIP	\$8,205,000	\$8,205,000	\$8,205,000	\$8,205,000	\$8,205,000	\$8,205,000	\$8,205,000	\$8,205,000	
Total	\$56,841,000	\$56,841,000	\$55,728,000	\$55,728,000	\$56,891,000	\$56,891,000	\$58,095,000	\$58,095,000	

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

Additional Funding Type	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Comments
APD	\$5,858,500	\$44,500,000	\$6,000,000	\$20,000,000	
Local	\$859,111	\$220,000	\$155,000	\$62,500	
PROTECT	\$425,000	\$0	\$0	\$0	
TAP	\$2,020,897	\$0	\$0	\$0	
Total	\$9,163,508	\$44,720,000	\$6,155,000	\$20,062,500	

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.

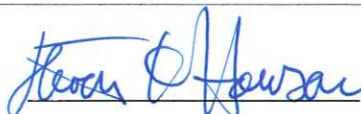
The Pennsylvania TAM Group Plan fulfills the PBPP requirement and encourages communication between transit agencies and their respective MPOs and RPOs. In accordance with the plan, the following actions take place that fulfill the PBPP requirement:

- 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.

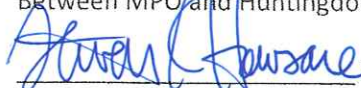
The Pennsylvania TAM Group Plan fulfills the PBPP requirement and encourages communication between transit agencies and their respective MPOs and RPOs. In accordance with the plan, the following actions take place that fulfill the PBPP requirement:

- 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

Draft FY 2027-2030 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 2027-2030 Transportation Improvement Program (TIP).

The Draft TIP is available for a 30-day public review and comment period beginning on May 1, 2026, and ending on May 30, 2026. Copies of the documents are available for review via the SAP&DC website at <https://sapdc.net/2027-2030-transportation-improvement-program/>. 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, 2026

TIME: 10:00 AM

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

Bedford County Draft TIP Public Hearing

DATE: May 14, 2026

TIME: 1:00 PM

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

Fulton County Draft TIP Public Hearing

DATE: May 22, 2026

TIME: 10:00 AM

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

Huntingdon County Draft TIP Public Hearing

DATE: May 22, 2026

TIME: 1:00 PM

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

To attend a meeting virtually use <https://us02web.zoom.us/j/9495026048>.

The Southern Alleghenies Rural Transportation Coordinating Committee is expected to approve the FY 2027-2030 TIP at a public meeting on June 17, 2026. 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.net 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.net. Comments can also be sent via mail to SAP&DC, 3 Sheraton Drive, Altoona, PA 16601. Comments will be accepted through May 30, 2026.

Title VI Complaint Procedures

Any person who believes they have been aggrieved by a discriminatory practice under Title VI has the right to file a formal complaint with SAP&DC. Any such complaint must be filed in writing and given to SAP&DC's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. A sample Title VI Complaint Form can be found in **Appendix 1**. For more information on SAP&DC's Title VI Policy, or to request a Title VI Complaint Form, please contact:

Title VI Coordinator

ATTN: Jennifer Sklodowski

Southern Alleghenies Planning & Development Commission

3 Sheraton Drive

Altoona, PA 16601

814-949-6507

jsklodowski@sapdc.net

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 Disadvantaged 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.

Title VI Complaint Procedures – Filing a Complaint

An individual, or their representative, who believes that they have 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 with 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 the latest instance of the conduct.

Complaints May Also be Mailed or Delivered to:

PennDOT Bureau of Equal Opportunity

P.O. Box 3251
Harrisburg, PA 17105-3251
Phone: (717) 787-5891
Fax: 717-772-4026
Email: penndoteoreports@pa.gov

Pennsylvania Human Relations Commission

333 Market Street, 8th Floor
Harrisburg, PA 17701-2210
Phone: (717) 787-4410

FHWA Pennsylvania Division

Federal Highway Administration
30 N 3rd Street, Suite 700
Harrisburg, PA 17701
Phone: (717) 221-3461

National Title VI Program Manager

Federal Motor Carrier Safety Administration
ATTN: Lester Finkle
1200 New Jersey Avenue, SE, Room W65-312
Washington DC, 20590
Phone: (800) 832-5660

Office of Civil Rights

Federal Transit Administration
East Building, 5th Floor – TCR
1200 New Jersey Avenue, SE
Washington, DC 20590
Phone: (888) 446-4511

U.S. Department of Justice

Civil Rights Division
810 7th Street, NW
Washington, DC 20531
Phone: (202) 307-0690

Title VI Complaint Procedures – Post-Submission

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, or PennDOT) for investigation and disposition pursuant to that agency's Title VI complaint procedures.

If the complainant elects to attempt a 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 a 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, they 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
- ◆ Basis 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, addresses, and phone numbers of people who may have knowledge of the alleged incident or are perceived as parties in the alleged incident
- ◆ Date(s) on which the alleged discrimination occurred
- ◆ If cross-filed, the name of other agencies where the complaint was filed

As the investigation moves forward, additional information may be required. Any complaints received are to be logged in SAP&DC's List of Transit-Related Title VI Investigations, Complaints, and Lawsuits.

Transit-Related Title VI Investigations, Complaints, and Lawsuits

SAP&DC maintains a list, which can be found in **Appendix 2**, documenting any of the following that alleges discrimination on the basis of race, color, or national origin:

- ◆ **Active investigations conducted by the FTA or another entity**
- ◆ **Lawsuits**
- ◆ **Complaints naming SAP&DC**

This list includes the date on which the transit-related Title VI complaint was received; the complainant's name, address, and category; the respondent's category; the nature of the alleged discrimination; any other agency referred to; the investigation completion date; whether the complaint was substantiated or not; and the date that the findings and recommendation was sent to the respondent.

Currently, there are zero active investigations, lawsuits, or complaints for SAP&DC and the Southern Alleghenies RPO to report.

Accessibility & Transparency

SAP&DC continuously evaluates the quality and effectiveness of its non-discrimination policies and procedures despite the low frequency in which complaints are received.

Program Monitoring

SAP&DC regularly monitors population data to track potential changes in the conditions of the region. If significant changes occur, the process to update relevant regional plans will commence. If no significant changes occur, the Southern Alleghenies RPO will update its **Title VI Compliance and Implementation Plan** in conjunction with both its **Public Participation Plan (PPP)** and its **Limited English Proficiency (LEP) Plan**.

**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: _____

MEMORANDUM OF UNDERSTANDING

2027-2030 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 2027 Transportation Program General and Procedural Guidance* and *Pennsylvania's 2027 Transportation Program Financial Guidance* dated May 29, 2025. The documentation can be found on the STIP page on the STC Website under 2027 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.

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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.

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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:
 - \$1 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;

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- 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, 2026, and remain in effect until September 30, 2028, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

We, the undersigned hereby agree to the above procedures and principles:



Kristin Mulkerin
Deputy Secretary for Planning
Pennsylvania Department of Transportation

4/23/26

Date



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

4/22/26

Date

2027-2030 Southern Alleghenies Rural Planning Organization (RPO) Transportation Improvement Program (TIP)

RPO Self-Certification Resolution

Title VI Requirements

The Southern Alleghenies RPO assures full compliance with Title VI of the Civil Rights Act of 1964. To this end, the Southern Alleghenies RPO adopted its Public Participation Plan (PPP) on March 14, 2025. 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 2027-2030 Southern Alleghenies RPO TIP employed the aforementioned outreach activities as well. The outreach process for the 2027-2030 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 2025-2028 TIP was adopted in June 2024 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 2027-2030 TIP.



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



Date

Southern Alleghenies Rural Planning Organization (RPO)

Important Regional Projects

Implemented from the Previous TIP

MPMS #: 114119 - US 30 Truck Study Turnaround

- Safety improvement to construct a truck turnaround east of the intersection of US 30 (Lincoln Highway) and Thunder Rock Road allowing trucks that failed to enter the Turnpike interchange in Breezewood to safely perform turning maneuvers at a designated area. Completed in the Fall of 2025.

MPMS #: 121560 – H&BT Trail Final Phase 6

- Construction of a one-mile trail from the existing H&BT Rail Trail at “Red Cut” and continuing north to the Township line, creating a tie-in to Warriors Path State Park. Completed in the Fall of 2025

MPMS #: 74377 – S Big Cove Tannery over Esther Run

- Bridge replacement on PA 928 over Esther Run. Project included full-depth reclamation, mill/overlay of the roadway approaches, drainage replacement, and guide rail upgrades. Completed in the Fall of 2025.

MPMS #: 120022 – PA 305 – US 22 to SR 4005

- Resurfacing on PA 305 from US 22 to SR 4005 (Alexandria Pike), grouped with Derry Run Bridge project (MPMS 74436). Completed in the Fall of 2025.

MPMS #: 23532 – 24th Street Bridge

- Bridge replacement on 24th Street over Seese Run in Windber, Somerset County. Project includes the introduction of a horizontal curve to replace the kink in the existing roadway geometry, approach roadway construction, drainage upgrades, and guiderail upgrades. Completed in the Fall of 2025.

Southern Alleghenies RPO
Delayed Major Projects from the
Previous TIP

No major projects in the previous TIP incurred delays.