



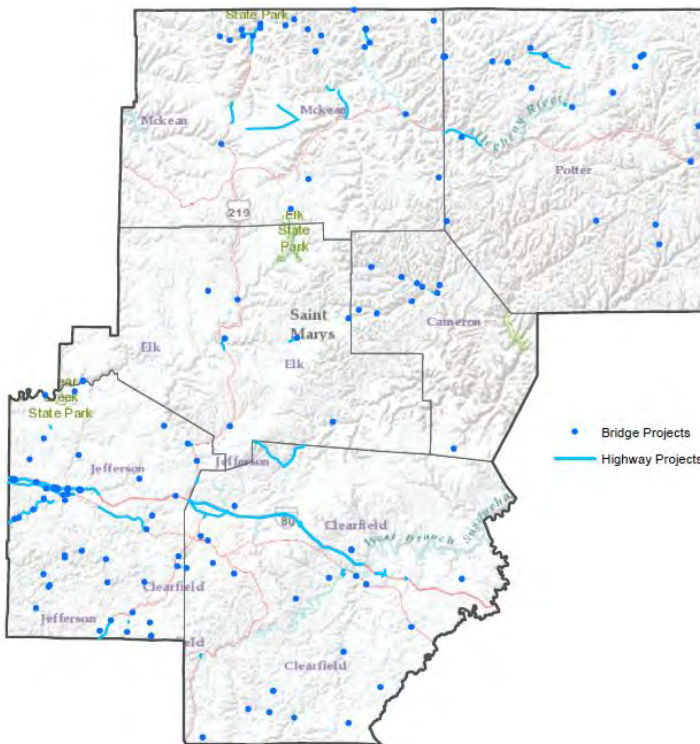
PUBLIC COMMENT DOCUMENT

30-Day Public Comment Period
May 1, 2022 – May 31, 2022

FY 2023-2026
FINAL TIP

Draft Issued: May 1, 2022

Transportation Improvement Program



<http://www.projects.penndot.gov/projects/TipVisMap.aspx>

WWW.RPO.NCENTRAL.COM

Serving: Cameron, Clearfield, Elk, Jefferson, McKean
and Potter Counties

A Rural Transportation Planning
Organization


*“Partnering for Regional
Opportunities”*

Contact:

Amy Kessler

amy@ncentral.com

814-773-3162

 Follow @NorthCentralRPO



Ukrainian / Українська

Увага: Якщо ви хочете подати запит на цю публікацію іншою мовою, крім англійської, відвідайте: <https://rpo.ncentral.com/https-rpo-ncentral-com-contact-form-7-id1254-titletranslation-options/>

Hindi / हिन्दी

ध्यान दें: यदि आप अंग्रेजी के अलावा किसी अन्य भाषा में इस प्रकाशन का अनुरोध करना चाहते हैं, तो कृपया देखें: <https://rpo.ncentral.com/https-rpo-ncentral-com-contact-form-7-id1254-titletranslation-options/>

Yoruba / Yoruba

Ifarabale: Ti o ba fe lati beere iwe yii ni ede miiran yato si Geesi, jowo losi: <https://rpo.ncentral.com/https-rpo-ncentral-com-contact-form-7-id1254-titletranslation-options/>

Nepali / नेपाली

ध्यान दिनुहोस्: यदि तपाईं यस प्रकाशनलाई अंग्रेजी बाहेक अर्को भाषामा अनुरोध गर्न चाहानुहुन्छ भने, कृपया यहाँ जानुहोस्: <https://rpo.ncentral.com/https-rpo-ncentral-com-contact-form-7-id1254-titletranslation-options/>

Greek / Ελληνικά

Προσοχή: Εάν επιθυμείτε να ζητήσετε αυτή τη δημοσίευση σε άλλη γλώσσα εκτός από την αγγλική, παρακαλώ επισκεφθείτε τη διεύθυνση: <https://rpo.ncentral.com/https-rpo-ncentral-com-contact-form-7-id1254-titletranslation-options/>

Urdu / اردو

دھیان: اگر آپ انگریزی کے علاوہ کسی اور زبان میں بھی اس اشاعت کی درخواست کرنا چاہتے ہیں تو، براہ کرم ملاحظہ کریں <https://rpo.ncentral.com/https-rpo-ncentral-com-contact-form-7-id1254-titletranslation-options/>

German / Deutsche

Achtung: Wenn Sie diese Veröffentlichung in einer anderen Sprache als Englisch anfordern möchten, besuchen Sie bitte: <https://rpo.ncentral.com/https-rpo-ncentral-com-contact-form-7-id1254-titletranslation-options/>

Punjabi / ਪੰਜਾਬੀ

ਧਿਆਨ ਦਿਓ: ਜੇ ਤੁਸੀਂ ਇਸ ਪ੍ਰਕਾਸ਼ਨ ਨੂੰ ਅੰਗ੍ਰੇਜ਼ੀ ਤੋਂ ਇਲਾਵਾ ਕਿਸੇ ਹੋਰ ਭਾਸ਼ਾ ਵਿਚ ਬੇਨਤੀ ਕਰਨਾ ਚਾਹੁੰਦੇ ਹੋ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਇਸ 'ਤੇ ਜਾਓ: <https://rpo.ncentral.com/https-rpo-ncentral-com-contact-form-7-id1254-titletranslation-options/>

Telugu / తెలుగు

శ్రద్ధ: మీరు ఈ ప్రచురణను ఇంగ్లీష్ కాకుండా వేరే భాషలో అభ్యర్థించాలనుకుంటే, దయచేసి సందర్శించండి: <https://rpo.ncentral.com/https-rpo-ncentral-com-contact-form-7-id1254-titletranslation-options/>

Tamil / தமிழ்

கவனம்: இந்த வெளியீட்டை ஆங்கிலம் தவிர வேறு மொழியில் கோர விரும்பினால், தயவுசெய்து செல்க: <https://rpo.ncentral.com/https-rpo-ncentral-com-contact-form-7-id1254-titletranslation-options/>

Samoan / Samoa

Fa'alogo: Afai e te mana'o e talosagaina lenei lomiga i se isi gagana e ese mai le Igilisi, fa'amolemole asiasi mai: <https://rpo.ncentral.com/https-rpo-ncentral-com-contact-form-7-id1254-titletranslation-options/>

Thai / ไทย

ข้อความร้อง: หากคุณต้องการขอหนังสือเล่มนี้เป็นภาษาอื่นนอกเหนือจากภาษาอังกฤษ กรุณาไปที่: <https://rpo.ncentral.com/https-rpo-ncentral-com-contact-form-7-id1254-titletranslation-options/>

Japanese / 日本人

注意: この出版物を英語以外の言語でリクエストする場合は、<https://rpo.ncentral.com/https-rpo-ncentral-com-contact-form-7-id1254-titletranslation-options/> にアクセスしてください

Amharic / አማርኛ

ትኩረት-ይህንን ጽሑፍ ከእንግሊዝኛ ውጭ በሌላ ቋንቋ መጠየቅ ከፈለጉ ፡ እገኝዎ ይህንን ይጎብኙ- <https://rpo.ncentral.com/https-rpo-ncentral-com-contact-form-7-id1254-titletranslation-options/>

Persian / فارسی

توجه: اگر می خواهید این انتشار را به زبان دیگری غیر از انگلیسی درخواست کنید ، لطفاً به آدرس <https://rpo.ncentral.com/https-rpo-ncentral-com-contact-form-7-id1254-titletranslation-options/> مراجعه کنید

Yiddish / יידיש

אָפּמערקזאַמקייט: אויב איר ווילט צו בעטן דעם וואסגאבע אין אן אנדער שפראך אַנדערש ווי ענגליש, ביטע באַזוכן <https://rpo.ncentral.com/https-rpo-ncentral-com-contact-form-7-id1254-titletranslation-options/>

Hebrew / עברית

תשומת לב: אם ברצונך לבקש הפרסום זה בשפה אחרת שאינה אנגלית, אנא בקר בכתובת <https://rpo.ncentral.com/https-rpo-ncentral-com-contact-form-7-id1254-titletranslation-options/>



"PARTNERING FOR REGIONAL OPPORTUNITIES"
www.ncentral.com

NORTH CENTRAL PENNSYLVANIA REGIONAL PLANNING and DEVELOPMENT COMMISSION

49 Ridgmont Drive, Ridgway, PA 15853

Phone: (814) 773-3162

Fax: (814) 772-7045

18-08-2071

TRANSPORTATION IMPROVEMENT PROGRAM

RESOLUTION

WHEREAS, the Pennsylvania Department of Transportation (PennDOT) requires the North Central Pennsylvania Regional Planning and Development Commission to serve as the Rural Planning Organization (RPO) for all transportation-related matters in the six-county area of Cameron, Clearfield, Elk, Jefferson, McKean and Potter; and

WHEREAS, the North Central Pennsylvania Regional Planning and Development Commission, is charged with developing a fiscally constrained Transportation Improvement Program (TIP); and

WHEREAS, the FFY 2023-2026 Transportation Improvement Program has been fiscally constrained and approved by the Transportation Planning Committee on June 14, 2022.

NOW, THEREFORE BE IT RESOLVED, that the Board of Directors of the North Central Pennsylvania Regional Planning and Development Commission hereby approves the FFY 2023-2026 Transportation Improvement Program.

APPROVED AND ADOPTED BY:

North Central Pennsylvania Regional Planning and Development Commission Board of Directors on the 22 day of June 2022.

Padraic McGrath
Secretary-Treasurer

Nancy Grupp
Board Chairman



Table of Contents

Transportation Acronyms

Title VI Policy Statement

Overview of North Central RPO

Purpose of the TIP

Transportation Improvement Program & Project Selection

- Financial Guidance
- Special Consideration for FFY23-26 TIP
- Base Funding Allocations
- Project Selection Process
 - Roadway Projects
 - Bridge Projects
 - Other Projects

TIP Development

- Timeline
- TIP Collaboration
 - Roles & Responsibilities
 - District 2-0 and 10-0 Roles and Responsibilities
 - PennDOT Central Office Roles and Responsibilities
 - FHWA/FTA Roles and Responsibilities
 - Public Transit Roles and Responsibilities
- PennDOT Connects

Performance Based Planning and Programming

- National Goals
- Evaluating FFY23-26 STIP Performance
 - Safety Performance Measures (PM1)
 - Pavement/Bridge Performance Measures (PM2)
 - System Performance Measures (PM3)
 - Transit Asset Management Performance Measures
 - Public Transit Safety Performance Measures

Project Listings & Public Narratives

- Project Location Map
- Highway and Bridge Locations
- Public Transportation
- Interstate – Clearfield and Jefferson County only

TIP Fiscal 2023-2026 Constraint Chart

ATA- Statement of Net Position



Environmental Justice (EJ)

- Environmental Justice / Benefit and Burdens Analysis
 - Overview of Environmental Justice
 - Benefits and Burdens Analysis Overview

TIP and TYP Public Participation Documentation

- TIP & Air Quality Conformity Legal Ad
- Tribal Consultation letters
- FY2023 – 2026 Public Comment Form & Summary of Public Comments Received
- FY 21 State Transportation (STC) TYP Survey Engagement

Air Quality Conformity – Clearfield County

Appendices:

- Appendix A – TIP Modification Procedures
- Appendix B – Pennsylvania’s 2023 Transportation Program General and Procedural Guidance
- Appendix C – Pennsylvania’s 2023 Transportation Program Financial Guidance
- Appendix D – List of Major Projects completed/delayed



Transportation Acronyms

AADT:	Average Annual Daily Traffic
AASHTO:	American Association of State and Highway Transportation Officials
ADA:	Americans with Disabilities Act
ADT:	Average Daily Traffic
APA:	American Planning Association
APTA:	American Public Transit Association
AQ:	Air Quality
ATA:	Area Transportation Authority (Public Transit)
BMS:	Bridge Management System
BRDG:	Bridge
BOF:	Bridge Off System
BUILD:	Better Utilizing Investments to Leverage Development
CON	Construction
CMAQ:	Congestion Mitigation and Air Quality (Federal Funding)
CMS:	Congestion Management System
DCNR:	Department of Conservation and Natural Resources
DEMO:	Demonstration Funds
DEP:	Department of Environmental Protection
DUFAST:	DuBois, Falls Creek & Sandy Township (Public Transit)
EA:	Environmental Assessment
EIS:	Environmental Impact Study
FAA:	Federal Aviation Administration
FD:	Final Design
FFY:	Federal Fiscal Year (October 1 to September 30)
FHWA:	Federal Highway Administration
FLEX:	Flexible Funds
FTA:	Federal Transit Administration
FY:	Fiscal Year (July 1 to June 30)
GIS:	Geographic Information System
HCON:	Highway Construction
HFCS:	Highway Functional Classification System
HPMS:	Highway Performance Monitoring System
HSIP:	Highway Safety Improvement Program
HRST:	Highway Restoration
IMS:	Intermodal Management System
IRST	Interstate Restoration
ISTEA:	Intermodal Surface Transportation Efficiency Act (1991 Federal Funding)
ITS:	Intelligent Transportation System
LDD:	Local Development District
LOC:	Local
LOS:	Level of Service
MPMS:	Multi-modal Project Management System
MPO:	Metropolitan Planning Organization
NARC:	National Association of Regional Councils
NCPRPDC:	North Central Pennsylvania Regional Planning & Development Commission
NADO:	National Association of Development Organizations
NEPA:	National Environmental Policy Act



NHFP/NFP:	National Highway Freight Program
NHPP:	National Highway Performance Program
NHS:	National Highway System
OTHER:	Other Funds
OTHER-s:	Other State funds that are not Highway
PENNDOT:	Pennsylvania Department of Transportation
PE:	Preliminary Engineering
PEMA:	Pennsylvania Emergency Management Agency
PMC:	Program Management Committee (PennDOT)
PPA:	Pennsylvania Planning Association
PTAF:	Public Transportation Assistance Fund
RMS:	Roadway Management System
ROW:	Right of Way
RPO:	Rural Planning Organization
RRX:	Rail Highway Grade Crossing
SDC:	State Data Centers
SEC	Section
SPIKE/SPX:	Additional Federal Funds to the Region
SRTFS:	Safe Routes to School
SR	State Route
STIP:	State Transportation Improvement Program
STP:	Surface Transportation Program (highway funds)
STU:	STP Funds Allocated to Urban Areas
SXF:	Special Federal Funding from Congressional Earmarks (ISTEA, TEA21, and SAFETEA-LU)
TAP:	Transportation Alternative Program
TEA-21:	Transportation Equity Act for the 21st Century (1998 Federal Funding)
TE:	Transportation Enhancement (Federal Funding)
TIGER:	Transportation Investment Generating Economic Recovery
TOLL:	Toll Credit (State toll credits that may be used to match federal funds)
TIP:	Transportation Improvement Program
USDOT:	United States Department of Transportation
UTL	Utility
VMT:	Vehicle Miles Travelled

State Highway & Transit Funding Sources Abbreviations

179 or 179A (Appropriation 179)—State funding that can be applied to selected local bridge projects in distressed areas

183 (Appropriation 183)—State funding that can be applied to local bridge projects

185(Appropriation 185)—State funding that can be applied to state bridge projects

185-IM (Appropriation 185)—State funding that can be applied to state bridge projects in the Interstate Management Program.

244 (Automatic Red-Light Enforcement (ARLE)—This program targets high-crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. PennDOT distributes the funds



via a grant program specifically designated for transportation safety improvements. Municipalities may apply for these grant moneys to pay for eligible roadway enhancement, safety, and congestion projects.

411 (Multimodal Transportation Fund)—This program is a competitive statewide program established by Act 89 of 2013 to provide grants to ensure that a safe and reliable system of transportation is available for the residents of the Commonwealth of Pennsylvania. The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, rail/freight entities, and ports to improve transportation assets to enhance communities, pedestrian safety, and transit revitalization. The 411-fund code specifically refers to the Multimodal Transportation Fund administered by PennDOT, not by the Commonwealth Finance Authority.

581 (Appropriation 581)—State funding that can be applied to highway or bridge projects on the state highway system.

e581/TIIF (Transportation Infrastructure Investment Fund)—State economic development funding that can be applied to highway projects on the state highway system.

581-IM (Appropriation 581) - State funding that can be applied to highway projects in the Interstate Management Program.

582 (Appropriation 582) - State funding that can be applied to the operations of various maintenance activities, such as resurfacing projects, maintenance personnel, and other maintenance operations.

ACT13 (Act 13 of 2012) —State funding from the Marcellus Shale Impact Fee to fund the cost of replacement or repair of locally owned (county or municipal) at-risk deteriorated bridges.

A-073 (Appropriations 073—Green Light-Go) —Act 89 of 2013 created a new grant funding program for designated corridors to reduce congestion and improve efficiency of traffic signals on state highways. Green Light-Go, Pennsylvania's Municipal Signal Partnership Program, will provide up to \$40 million state funds during the state FY2016–2017, and after, for the operation and maintenance of traffic signals along critical and designated state highways with a required 50 percent municipal or private cash match.

SPIKE or SPK (State Spike Funds—State Bridge/State Highway) - Funding reserved from state allocations and then distributed to specific projects chosen by the Secretary of Transportation for the Commonwealth of Pennsylvania. Several variations of SPIKE funding are coded (e.g., SPK-SH for State Highway SPIKE funds)

Section 5303, 5304, 5305 (FTA Formula Metropolitan and Statewide Planning and Non-Metropolitan Transportation Planning)

Section 5309 (FTA Discretionary Capital Investment Grants/CIG)

Section 5310 (FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program)

Section 5311 (FTA Formula Grants for Rural Areas)

Section 5312 (FTA Discretionary Public Transportation Innovation)

Section 5337 (FTA Formula State of Good Repair Grants/SGR)



Title VI Policy Statement

As a recipient of federal funding, the North Central RPO must be in compliance with Title VI as outlined in the Code of Federal Regulations (CFR) 49 CFR § 21 (Non-discrimination In Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of The Civil Rights Act Of 1964). The North Central RPO coordinates with PennDOT through the Bureau of Equal Opportunity (BEO) and the Center for Program Development and Management (CPDM), as well as with FHWA and FTA as needed, for guidance, resources, and assistance in maintaining compliance.

FTA Region III has shared resources on the FTA Circular 4702.1B requirements along with a document of PennDOT's efforts to meet these requirements. The Area Transportation Authority (ATA) and PennDOT's Bureau of Public Transportation are also required to submit an approved plan to FTA for approval. The North Central RPO completes a separate Title VI plan for the six-county region and submits to PennDOT, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).






Title VI Non-discrimination Policy Statement

The North Central Pennsylvania Regional Planning and Development Commission's Rural Planning Organization (North Central RPO) assures the U.S. Department of Transportation and the Pennsylvania Department of Transportation that no person shall be excluded, denied services or benefits to, or otherwise subjected to discrimination or retaliation against any person on the ground of race, color, national origin, disability, age, sex, sexual orientation, gender identity, religion, creed, low income, or Limited English Proficiency, in admission to, participation with, or receipt of services under any of our programs and activities, and in staff and employee assignments to patrons, whether carried out by North Central directly or through a contractor or any other entity with which North Central arranges to carry out its programs and activities, as provided by Title VI of the Civil Rights Act of 1964 as amended, Section 504 of the Rehabilitation Act of 1973, the Civil Rights Restoration Act of 1987, and the Americans with Disability Act of 1990.

North Central RPO agrees to the following responsibilities with respect to its programs and activities:

1. Designate an office of responsibility to manage North Central's Title VI Program.
2. Designate an Affirmative Action point of contact.
3. Publish a policy statement, signed by the Executive Director expressing North Central's commitment to the non-discrimination provisions of Title VI.
4. Distribute North Central's Policy Statement to the RPO membership, and make available on the RPO website.
5. Develop a complaint/discrimination reporting procedure
6. Designate an Equal Employment Opportunity point of contact to investigate and/or resolve complaints of discrimination.
7. Participate in training offered on Title VI and other non-discrimination requirements.
8. Have a process to gather and maintain racial/ethnic data on persons impacted by North Central's plans and programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, properties, discounts or other federal assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the North Central RPO.


 James E. Chorney
 Executive Director


 Date



Overview of the North Central RPO

The North Central Pennsylvania Regional Planning and Development Commission serves as the Rural Planning Organization (RPO) and is the policy board of an organization created and designed to carry out the rural (non-metropolitan) transportation planning process for rural areas in the Commonwealth. The North Central RPO is responsible for comprehensive, cooperative, and continuous planning for highways, roads, bridges, and public transportation. The RPO coordinates with PennDOT and our six counties (Cameron, Clearfield, Elk, Jefferson, McKean and Potter) in planning for the transportation needs of the Region.

North Central has established the Rural Transportation Planning Committee to act as the authority on all regional transportation planning activities. The Committee consists of the county planners from the six-county region; representatives from PennDOT Districts 2-0, 10-0 and central office; public transit; aviation; and rail; as well as local community groups with an interest in transportation and economic development throughout the region.

Overall, the committee is charged with establishing policy and prioritizing all major capital projects throughout the region in accordance with the guiding principles for planning and programming, as well as developing the Transportation Improvement Program (TIP), the Region's Long Range Transportation Plan (LRTP), and conducting proactive public participation and environmental justice activities to meet or surpass the requirements of Title VI of the Civil Rights Act of 1964.

MPO/RPOs are mandated to implement the transportation planning process outlined in the federal transportation regulations (23 USC 134 and 49 USC 5303). Federal law and regulations establish five (5) core functions of an MPO/RPO that include the following objectives:

1. Establish and manage a fair and impartial setting for effective regional decision making in the transportation planning area.
2. Identify and evaluate alternative transportation improvement options by using data and planning methods to generate and evaluate alternatives.
3. Prepare and maintain a Long-Range Transportation Plan (LRTP). The RPO is responsible for developing and updating LRTPs for the planning area for a period of at least twenty (20) years that fosters mobility and access for people and goods; efficient system performance and preservation; and good quality of life.
4. Develop a Transportation Improvement Program (TIP). The RPO is responsible for developing a short-range (four-year) program of transportation improvements consistent with the LRTP. The TIP should be designed to achieve the area's goals using spending, regulating, operating, management, and financial tools.
5. Involve the public residing in the six-county region.



Purpose of the TIP

The federal Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) 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 (RPOs) 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 RPOs. The North Central Pennsylvania Regional Planning and Development Commission is responsible for fulfilling these federal requirements in the six rural counties of Cameron, Clearfield, Elk, Jefferson, McKean and Potter.

The North Central Pennsylvania Regional Planning and Development Commission, serving as a Rural Planning Organization (RPO), is a planning body composed of elected and appointed officials representing local, state and federal governments or other agencies having an interest or responsibility in the local transportation system. The RPO is responsible for creating a Long-Range Transportation Plan (LRTP) and a Transportation Improvement Program (TIP). The role of the North Central RPO is to develop transportation policies, programs, and projects, which move people and goods in a safe, efficient manner, promote community and economic development, protect the environment, and preserve the region's outstanding quality of life.

The purpose of this document is to meet federal and state requirements for the development and documentation of regional Transportation Improvement Programs (TIPs) and Twelve-Year Programs (TYPs) by defining the "roles and responsibilities" for the Pennsylvania 2023-2026 State-wide Transportation Improvement Program (STIP) and the regional Transportation Improvement Programs (TIPs). This includes, but is not limited to, 23 USC Section 134, 23 USC Section 135, 23 CFR 450.200, 23 CFR 450.300, and 23 CFR 490, as well as PA Consolidated Statute (CS) Title 74 and PA Code Title 67. As referenced in the Pennsylvania FFY 2021-2024 STIP Federal Planning Finding, these regulations guide the development process of the 2023 Transportation Program within the context of multiple interrelated, intergovernmental planning functions. This program is carried out as part of a cooperative, continuing, and comprehensive (3C) planning process designed to ensure that transportation investment decisions align with established targets and goals. The process results in the production of a variety of plans and documents at the regional and state level including:

- State-wide and Regional Long-Range Transportation Plans (LRTPs)
- 12-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Regional and Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)
- Coordinated Public Transit – Human Services Transportation

Although the formal TYP update state-wide is on a biannual basis, the PennDOT District(s) 2 & 10 and the North Central RPO have continuous engagement throughout the year on asset management and thus the TIPs; and the projects are constantly evolving based on scopes, estimates and estimated milestones. Every two years Pennsylvania’s MPO and RPO Planning Partners, including North Central, 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. To be included on the TIP, programs and projects must be included on the Planning Partner’s adopted Long Range Transportation Plan (LRTP) or addressed through reserve line items included on the 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 and adopted by the State Transportation Commission (STC) every two years, at the same time as the TIP.

12-Year Program Cycle for Federal Fiscal Year (FFY) 2023-2034

FFY	FFY	FFY	FFY	FFY	FFY	FFY	FFY	FFY	FFY	FFY	FFY
2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
1 st Four Years (STIP/TIPs)				2 nd Four Years				3 rd Four Years			
← TYP →											
← TAMP →											

Transportation Improvement Program & Project Selection

The North Central RPO Transportation Improvement Program, (TIP), is a document identifying all highway, bridge, and public transit projects containing Federal, State and local funds being programmed within the counties of Cameron, Clearfield, Elk, Jefferson, McKean and Potter during the next four Federal Fiscal Years.

The TIP is developed cooperatively between PennDOT, North Central and ATA for review and approval by the North Central RPO every two years. These types of projects cannot proceed until they are included on the TIP. An extensive RPO public involvement process is employed during development of the TIP.



Upon approval by the North Central RPO, the TIP is forwarded to PennDOT, FHWA, and FTA for final approval. Modifications or formal amendments to the TIP can be considered by the RPO at any time. The RPO has adopted TIP Administrative Procedures to process TIP modifications and formal amendments as further defined later in this document.

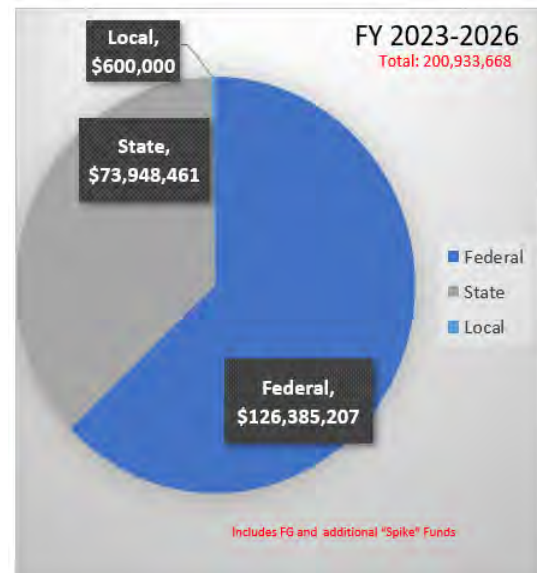
Financial Guidance:

Original financial guidance for this 2023-2026 Transportation Improvement Program was released on June 29, 2021 and included \$129,853,000 (over 4 years) to be programmed with in the 6-county region. This was an approximate 10% reduction in funding from the current FY21-24 TIP.

Special Considerations for the 2023-2026 TIP Update

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the Bipartisan Infrastructure Law), was signed into law. The IIJA/BIL committed \$550 billion in transportation funding over fiscal years 2022 through 2026. This increased the federal funds available to the North Central RPO region for the FY 2023-2026 TIP update by slightly more than \$50 million as well as introduced a new program called the Bridge Investment Program.

The introduction of this additional funding late in the TIP development process basically made the up for the lost revenue in Financial Guidance but required reconsideration of the projects and funding strategies developed for the 2023-2026 TIP update. For the North Central RPO region, particular attention was applied to the ability to program and advance projects that could be delivered within the funding horizon of the bill, and within the limitations of available matching funds and other program requirements.



New Base Funding Allocations by Funding Program – 2023- 2026: (does not include spike)

Fund Type	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total FFY 2023-2026	Total FFY 2027 - FFY 2030	Total FFY 2031 - 2034
NHPP (Federal)	\$9,017,000	\$8,514,000	\$8,060,000	\$7,614,000	\$33,205,000	\$25,023,000	\$24,374,000
STP (Federal)	\$7,911,000	\$8,080,000	\$8,318,000	\$8,560,000	\$32,869,000	\$34,241,000	\$34,241,000
BOF (Federal)	\$6,302,000	\$6,302,000	\$6,302,000	\$6,302,000	\$25,208,000	\$25,209,000	\$25,209,000
HSIP (Federal)	\$1,611,000	\$1,651,000	\$1,692,000	\$1,733,000	\$6,687,000	\$6,934,000	\$6,934,000
581 (State Highway)	\$9,333,000	\$10,165,000	\$10,366,000	\$11,465,000	\$41,329,000	\$45,822,000	\$45,754,000
185/183 (State Bridge)	\$5,808,000	\$5,679,000	\$5,677,000	\$5,647,000	\$22,811,000	\$22,550,000	\$22,482,000
Bridge Investment Program	\$6,191,000	\$6,191,000	\$6,191,000	\$6,191,000	\$24,764,000	\$24,764,000	\$24,764,000
TOTAL BASE FUNDING	\$46,173,000	\$46,582,000	46,606,000	\$47,512,000	\$186,873,000	\$184,544,000	\$183,759,000

Project Selection Process:

Projects in the TIP address a variety of transportation modes including improvements to roadways, bridges, transit, bicycle and pedestrian or active transportation 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.

In keeping with this priority, many of the projects selected for inclusion on the 2023-2026 TIP, which were not carryovers from the prior TIP, are developed through PennDOT's continuing asset management process. The implementation of this process varies across PennDOT Districts. For the 2023-2026 TIP, PennDOT Districts 2-0 and 10-0 updated this process to incorporate techniques and information available using PennDOT's Bridge Asset Management System (BAMS) and Pavement Asset Management System (PAMS). The implementation of this information was customized to staff experience, information needs and level of acclimation to and participation in development of the BAMS and PAMS systems. In addition, many other District asset condition systems and reports are used in making candidate selections in addition to engineering knowledge, judgement, and expertise.

The RPO will continue to focus on a "trunk of the tree" approach utilizing 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
- Roadway conditions on the remainder of the system

Projects will also still be reviewed using the "lowest lifecycle cost (LLCC)" approach to transportation system maintenance. LLCC maximizes the life of transportation infrastructure by prioritizing early intervention and preservation activities rather than prioritizing large projects to replace severely deteriorated assets.

The asset management process varies slightly from District to District, but some key aspects and commonalities are highlighted below:

Roadway Projects:

- Roadway conditions are updated annually
- Pavement age/history/lifecycle data, condition data, County Maintenance Staff input, traffic volume/usage and available resources are all considered in the consideration of asset conditions and the development of potential treatments
- While emphasis in the federal legislation is placed on the National Highway System (NHS), the asset management process considers condition and target setting for all levels of the highway network. This broad-based consideration leads to the development of projects to be funded through the TIP, Interstate Management Program, and maintenance programs. Changes in project needs and/or available funding may dictate the need to move projects or phases between funding programs
- Projects developed are compared against PAMS data for the region. The expertise of district staff and their familiarity with the assets in question is such that they tend to have direct knowledge of pavements that fall out of cycle or do not meet established targets. While thoughtful consideration is always given to correcting these conditions, implementation of the Transportation Asset Management Plan and the development of PAMS has increased the consideration given to preservation treatments compared to rehabilitation and reconstruction treatments, and that careful consideration is given to the concept of lowest life cycle cost in the development of treatments and projects.

Bridge Projects:

- Bridge conditions are updated continually as inspections are completed
- Structure type/history, condition data, posting status, traffic volume/usage, known resiliency issues and available resources are all considered in the consideration of asset conditions and the development of potential treatments
- As with roadway projects, emphasis in the federal legislation is placed on the National Highway System (NHS), and the asset management process considers condition and target setting for all levels of the highway network
- The development of treatments carefully considers the mix of work types and the balance of preservation, rehabilitation, and replacement work in delivering a cost-effective mix of projects and practices to provide the greatest possible benefit to the condition of the regional bridge population with the resources available
- Consideration is also given to local bridge priorities identified through the regional prioritization process. Treatment and funding strategies are developed that consider the relative strengths and abilities of the local project sponsors to administer the project, and to maximize the use of innovative strategies and alternative funding sources where applicable
- Projects developed are compared with the BridgeCare results from BAMS. Potential reasons for differences in recommended treatments are examined, and appropriate changes to the proposed projects are considered

The asset management process will continue to evolve at the statewide and regional levels over future TIP updates, reflecting the increasing expertise of regional personnel in the application of the information available, and the increasing sophistication and applicability of the information and tools expected to be made available through the process.

The projects developed through this process and selected for inclusion on the 2023-2026 TIP, which were not carryovers from the prior TIP, are consistent with PennDOT's Transportation Asset Management Plan (TAMP).

To the extent allowed by available fiscal resources, additional projects may be programmed from the following sources:

- Project priorities and line items specified in each region's LRTP
- Recommendations in each region's Coordinated Public Transit – Human Services Transportation Plan
- Priorities of key project sponsors such as PennDOT Engineering District staff, local fixed route and shared ride transit providers
- Sample MPO-RPO Regional Project Priorities
- Safety needs identified through statewide Intersection Safety Implementation and Roadway Departure Implementation Plans, regional safety plans and the Safety Network Screening Tool
- Safety needs identified through review of key locations identified by PennDOT and other project sponsors
- Congestion and operational needs identified through the Regional Operations Plan

The following is a list of project criteria that are considered in the development of projects in the asset management and companion project identification processes for the TIP update:

- Asset Condition
- Longevity and magnitude of treatment impact on asset condition
- Impact of treatment on Performance Based Planning and Programming (PBPP) process
- Impact of treatment on Business Plan network
- Consistency with TAMP
- Usage and risk exposure related to asset
- Opportunities to impact congruent goals established in statewide and regional LRTPs
- Opportunities to address needs identified by local and regional stakeholders
- Opportunities to incorporate synergistic aspects of multiple funding programs
- Maximizing the utilization of existing funding and staff resources
- Coherence with specific requirements and purposes of state and federal funding program utilized
- Contribution to a cohesive package of projects that effectively addresses the asset management and/or transportation need of the region
- Consistency with fiscal requirements of funding programs and contribution to a package of projects that effectively manages cash flow and fiscal resources available over the life of the TIP

Meetings are also held with PennDOT staff to review and prioritize candidate lists of projects for possible inclusion in the TIP, considering previous public involvement and undertaking a consistency check with the LRTP 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 North Central RPO.

Other Projects

The North Central RPO TIP may also include funds for projects approved for funding from programs allocated on a statewide basis, including the following:

- Transportation Alternatives Set-Aside
- Appalachian Regional Commission (ARC) Local Access Road Program
- Automated Red-Light Enforcement (ARLE) and Green Light-Go Programs
- Multimodal Transportation Fund
- Congested Corridor Improvement Program
- Highway-Rail Grade Crossing Safety Program (RRX)
- Highway Safety Improvement Program (HSIP) Statewide Set-aside
- Transportation Infrastructure Investment Fund (TIIF)

TIP Development and Timeline

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

TIP Timeline:

Below provides the general timeline for the formal TIP update process:



<u>January/June:</u>	District Asset Management staff downloads and begins reviewing asset management documents (BAMS and PAMS), to outline potential project candidates and priorities to be used in developing the upcoming TIP candidate lists. District requests updated project phase estimates, delivery dates and scopes of work from project managers. District sets up a series of working meetings to develop the Twelve-Year Plan for all carryover projects. Planning and Programming unit requests candidate list of projects from District units (bridge, highway, and traffic) and meets with each unit to discuss/review existing projects and candidate lists during TIP/TYP development.
<u>July:</u>	Receive TIP General and Procedural Guidance and Financial Guidance. District shares with the Planning Region a list of potential TIP candidate projects developed from Asset Management tools and other District reports and systems. Potential candidate lists are reviewed by the Planning Region for concurrence and prioritization and so projects can be programmed on the TIP/TYP.
<u>July/August:</u>	District applies Financial Guidance allocations and analyses program capacity.
<u>September:</u>	TIP Update Kick-off Meeting with North Central RPO and County Planning Staff to discuss projects coming off the current program and what will be carried over on to the draft TIP.
<u>October:</u>	District will discuss carry-over projects and any candidate projects in preliminary meetings with North Central RPO and District staff.
<u>December:</u>	North Central RPO approves submission of Draft TIP to Central Office.
<u>January:</u>	Discuss with Central Office what the TIP might look like.
<u>February:</u>	Spike determinations are made by Central Office which includes carry-over spike and any new spike funding
<u>March:</u>	Follow-up meeting with the North Central RPO to discuss projects on the Draft TIP.
<u>April/May:</u>	Prepare Final Draft TIP and related documents to go out for public comment period.
<u>May/June:</u>	North Central RPO advertises and conducts 30-day public comment period consistent with Public Participation Plan.
<u>June/July:</u>	Present Final TIP, Air Quality Conformity, Environmental Justice, and other required reports at the North Central RPO meetings for approval/adoption.
<u>July:</u>	Prepare TIP submission package for transmission to PennDOT Central Office.
<u>August/September:</u>	Approval by State Transportation Commission (STC) and submission to FHWA/FTA.

TIP Collaboration

Development of the TIP is a collaborative endeavor. The following table identifies some of the key high-level roles carried out for the development of the 2023-2026 TIP update and identifies the agencies responsible for each item.

Role/Responsibility	District Planning and Programming Staff	RPO Staff	RPO Board	PennDOT CPDM Staff	Other PennDOT District Staff	Regional Transit Providers	Bureau of Public Transportation	Federal Highway Administration and Federal Transit Administration
Primary Lead on Development of TIP and TYP Project List	●							
Identification of highway and bridge asset management projects	●				■			
Identification of candidate HSIP projects	●	○			■			
Identification of funding splits				●				
Set the main TIP update schedule				●				
Provide comments and input on projects and cash flow				○				
Identify new and carry-over Transit TIP projects						●		
Review grant applications and projects submitted by transit providers							○	
Identify local priorities for local bridge, safety and economic development related projects	○	●	○		○			
Validate and comment on TIP project priorities		○	○					
Development of TPM and PBPP narrative for update	○	●	○	○	○			
Initiate PennDOT Connects process for appropriate projects	●	■						
Plan and carry out a public involvement plan for the update	■	●		■				
Conduct an Environmental Justice Analysis and Benefits and Burdens analysis for the draft TIP	○	●	○					
Review projects and draft update materials								○

Key:

- indicates primary responsibility for role
- indicates contributory responsibility for role
- indicates primary review role

RPO ROLES AND RESPONSIBILITIES

- The North Central RPO's Long Range Transportation Plan (LRTP) is referenced for all candidate projects to assure all projects are aligned/consistent with the current plans and initiatives. The candidate list of projects is then cross referenced against the "Draft TYP". This step of the process may take many iterations; this includes evaluating funding eligibility and funding sources in coordination with the North Central RPO staff.
- RPO staff will review the STC public comments and performs cluster analysis on the submitted comments from the TYP Update to see if public comments can be incorporated into existing TIP projects or should be considered as new candidate projects.
- Several meetings are set with the North Central RPO, County Planning staff, Federal Highway representative, Central Office Program staff and District staff to coordinate priorities. These meetings also serve as an open discussion between District and Planning Partner staff to see what studies are underway, completed and need to be funded. Each County Planner is also asked to present its #1 Highway and #1 Bridge project and any safety concerns they have in their county.
- The RPO asks Transit Agencies to share candidate projects or carry over projects with the North Central RPO to coordinate priorities and ensure consistency to LRTP and Human Service Coordination Plan.
- Staff reviews a prioritized TIP from each District for consideration of funding on the TIP, and then it is shared with members of the RPO.
- Staff reviews candidate safety projects from each District for consideration of HSIP funding on the TIP, and then it is shared with members of the RPO.
- Working with the PennDOT, the RPO will evaluate roadway data, traffic data, potential scope options and estimates for projects, County Comprehensive Plans, etc. The RPO may choose to study the location utilizing supplemental planning funding from the Unified Planning Work Program (UPWP) prior to the TIP update process.
- RPO staff will consider Environmental Justice (EJ) by identifying low-income and minority populations; assess conditions and identify needs; develop the draft TIP/LRTP; evaluate benefits and burdens of the TIP/LRTP; and identify and avoid, minimize, or mitigate any disproportionate and adverse impacts to EJ populations. The EJ analysis will be completed during program development and shared as part of the public comment period documentation. The outcomes of the analysis and feedback received will be considered by the RPO and PennDOT in future project selection processes and provided to PennDOT District staff to inform the project-level EJ analysis. Benefits for EJ populations will also be used as part of the evaluation criteria for discretionary programs (TA Set-Aside, Multimodal Fund, etc.).
- RPO staff, working alongside District staff, will notify municipalities about the PennDOT Connects outreach process for new TIP projects and incorporate municipal comments into Connects forms. Meetings will be conducted with local officials in the Spring of 2022. The Connects forms will be provided to the TIP project managers to consider in the design process.

- RPO staff will handle Public Engagement consistent with Public Participation Plan. This includes Advertising in the region's 2 largest circulations (Bradford Era and Courier Express); Issuing a press release about the Draft TIP comment period/public meeting to all regional newspapers and radio stations; Promoting the Draft TIP comment period on social media – Twitter, LinkedIn and Facebook; Emailing the Draft TIP public notice to interested parties; Sending a Draft TIP notice (letter) and links to Tribal Nations; Posting Draft TIP documents to the North Central RPO website; Holding a public meeting (virtual or hybrid) during the 30-day comment period; Hosting Draft TIP documents at North Central office and various public buildings in the region (Counties, Districts, Libraries, etc.); Publishing an ArcGIS webmap of Draft TIP projects; Compiling public comments and staff responses to them. District staff will review compiled comments and provide collaborative input on responses.

DISTRICT 2 AND 10 ROLES AND RESPONSIBILITIES

- **Planning and Programming:** The District Planning and Programming unit begins by coordinating with all Project Managers (PMs), through the Portfolio Manager, for current project needs, timelines, estimates and updated project scope of work. Updates are made to MPMS as necessary. Suggested project priority lists are next obtained by the Bridge, Highway, and Traffic unit area of the District providing suggested asset management priorities and safety improvements. Asset management systems are key determining factors in the development of candidate project lists. Those suggested candidate projects are shared with the Planning Region for review, concurrence, and prioritization. The Planning and Programming unit concurrently exports the current Twelve-year Plan (TYP) into an Excel spreadsheet pulling in the most updated information from MPMS. This information is then fed into the TIP/TYP spreadsheet where all projects are aligned with the PM's updated cost estimates and delivery milestones. The TIP development team at the District, which consists of the Assistant District Executive-Design, Portfolio Manager, Bridge Engineer, and the Planning and Programming unit, will use the provided project priority lists in developing the TIP and TYP through a series of program development meetings. These meetings involve review of Department Policies, Goals, Metrics, Performance Measures, as they relate to each unit and also incorporation of prioritized candidate projects received from the Planning Region.

District staff, working alongside RPO staff, will notify municipalities about the PennDOT Connects outreach process for new TIP projects and incorporate municipal comments into Connects forms. Meetings will be conducted with local officials in the Spring/Summer. The Connects forms will be provided to the TIP project managers to consider in the design process.

- **Safety and Traffic Unit:** Consideration of projects that qualify and will be submitted under the Highway Safety Improvement Program (HSIP). These include safety hot spots, crash data, Road Safety Audits (RSA), top intersection safety (ISIP), roadway-departure (RDIP) concerns and systematic improvement opportunities, local studies conducted by the RPO and the Safety Network Screening Tool. Current projects underway, scopes of work and design status are reviewed. Candidate projects and funding sources are discussed and prioritized and then shared with the RPO.
- **Maintenance Unit:** District Maintenance staff, in conjunction with each County Maintenance office, determine their highest priorities, and which roadway projects could be better suited for TIP dollars (as opposed to state maintenance funds) due to scope and size of project. Several quantitative measures are used to assess the current and projected future condition of an asset. Pennsylvania's Transportation Asset Management Plan (TAMP) defines the use of software such as PAMS which is a tool that allows PennDOT staff to manage and plan for future asset management needs based on

several quantitative measures of an asset's overall performance (including cracking, roughness, rutting, concrete faulting, etc.). Historical data (i.e. when the road was last resurfaced, and how it has held up historically) is considered along with less formal methods like field observation and institutional knowledge. This is all factored in with the roadway functional classification, use of roadway, etc. and considered alongside available funding and the correlated eligibility to develop a prioritized list. National Highway System (NHS) non-Interstate is assessed yearly by the District Executive, ADE-D and Pavement Asset Manager. Performance Measures, condition ratings, age of last treatment, composition, and potential treatments, are reviewed against potential funding sources in each region. A prioritized plan is then compiled for consideration of funding on the TIP and then shared with the RPO.

- **Highway Design Unit:** Some of the largest and most intensive projects, involving extensive restoration and reconstruction work, come from above discussions, and compiled for consideration and discussion with the planning partners as the funding needs are typically beyond yearly allocations. Candidate projects of this nature may be introduced by the planning partners, generating from regional needs, developments, Municipalities, PennDOT Connects, STC Outreach, etc. Working with the planning partners, the district will provide additional roadway data, traffic data, potential scope options and estimates. The planning partners may choose to study the location utilizing planning funding from the Unified Planning Work Program (UPWP) prior to the TIP update process.
- **Bridge Design Unit:** The bridge design unit keeps a detailed list of bridge conditions based on inspections. While overall bridge condition ratings are utilized, the Bridge Engineer and staff regularly review BMS data, inspection reports, POOR bridge condition listings, 6-month inspections listing, bridges with priority ratings, BAMS software, and uses institutional knowledge and engineering judgement to determine potential scope of work; preservations, rehabilitation, or replacement, timeframes, and estimates for each. This is an ongoing, repetitive process typically aligned with inspection schedules. Continuous coordination occurs with Construction and Maintenance Divisions for reporting of completed work, and assignment of new work as appropriate.

PENNDOT CENTRAL OFFICE ROLES AND RESPONSIBILITIES

- The Program Center staff identifies funding splits, sets the main TIP project development schedule, and comments on projects and cash flow
- The Program Center staff will update transit project information in MPMS and share it with the MPO, PennDOT Bureau of Public Transit (BPT), and the ATA
- The Bureau of Public Transportation reviews grant applications submitted by transit providers such as ATA for funding consideration

FHWA/FTA ROLES AND RESPONSIBILITIES

- Review analytics quarterly and consider needed adjustment to scheduling, topics
- FHWA/FTA required Performance Reporting



PUBLIC TRANSIT ROLES AND RESPONSIBILITIES

The TIP includes Public Transportation projects and line items being carried forward from the previous 2023-2026 TIP and with input by the Bureau of Public Transportation. The transit projects reflect the priorities established by:

- The priorities expressed by the Area Transportation Authority (ATA)
- The recommendations in North Central's adopted Coordinated Public Transit – Human Services Transportation Plan
- PennDOT's Capital Planning Tool - Consistent with available resources and in coordination with the PennDOT BPT, ATA is responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program and providing that information to the RPO
- Projects identified are consistent with the TAM approach and respective TAM plans
- The project prioritization process for the LRTP

PENNDOT CONNECTS

- The local government outreach and collaboration is achieved through the PennDOT Connects. This process is intended to lead to positive outcomes, including clearer scopes of work and more accurate schedules and budgets when projects are programmed.
- District staff, working alongside RPO staff, will notify municipalities about the PennDOT Connects outreach process for new TIP projects and incorporate municipal comments into Connects forms. Meetings will be conducted with local officials. The Connects forms will be provided to the TIP project managers to consider in the design process and will be carried forward into the scoping and environmental review processes. Issues such as environmental impacts and other design considerations, such as right-of-way and utilities, are all considerations that factor into decision-making entering the final design of a project.

Performance Based Planning and Programming

PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. These PBPP written provisions are provided in [Pennsylvania's 2023 Transportation Program General Guidance](#). In addition, PennDOT has updated their Financial Guidance to be consistent with the PBPP provisions. The Financial Guidance provides the near term revenues that support the STIP and is provided in [Pennsylvania's 2023 Transportation Program Financial Guidance](#).

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



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

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

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

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

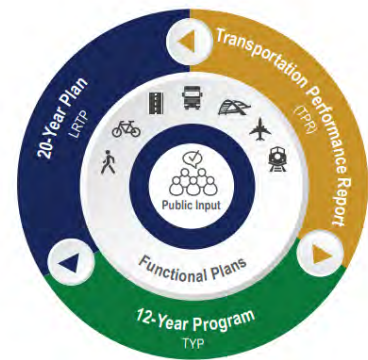


PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop and share information related to the key elements of the PBPP process, including the selection and reporting of performance targets. In addition, PennDOT has updated their Financial Guidance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

Evaluating 2023-2026 STIP Performance

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

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



Safety Performance Measures (PM₁)

Background

The FHWA rules for the *National Performance Management Measures: Highway Safety Improvement Program* (Safety PM) and *Highway Safety Improvement Program* (HSIP) were published in the Federal Register ([81 FR 13881](#) and [81 FR 13722](#)) on March 15, 2016, and became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM₁). The current regulations are found at [23 CFR 490 Subpart B](#) and [23 CFR 924](#). Targets for the safety measures are established on an annual basis.

Data Source

Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State Motor Vehicle Crash database. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS).

2022 Safety Measures and Targets (Statewide)

Measure	Baseline (2016-2020)	Target (2018-2022)
Number of fatalities	1,140.6	1,113.7
Rate of fatalities per 100 million VMT	1.157	1.205
Number of serious injuries	4445.6	4,490.8
Rate of serious injuries per 100 million VMT	4.510	4.860
Number of non-motorized fatalities & serious injuries	761.2	730.1

2022 Safety Measures and Targets (North Central Region) – adopted 12/14/2021

Number of fatalities	34.6	31.7
Rate of fatalities per 100 million VMT	1.528	1.476
Number of serious injuries	131.2	134.4
Rate of serious injuries per 100 million VMT	5.795	6.257
Number of non-motorized fatalities & serious injuries	9.4	10.2

Methods for Developing Targets

An analysis of Pennsylvania's historic safety trends was utilized as the basis for PennDOT and MPO/RPO coordination on the State's safety targets. The targets listed above are based on a 2% annual reduction for fatalities and maintaining levels for suspected serious injuries, which was derived from the actions listed in the [Strategic Highway Safety Plan \(SHSP\)](#), crash data analysis and the desire to support the national initiative Toward Zero Deaths.

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs; and Long-Range Transportation Plans (LRTPs) are developed and managed to support progress toward the achievement of the statewide safety targets. At this time, only the Delaware Valley Regional Planning Commission (DVRPC) has elected to establish their own regional safety targets. All other MPOs/RPOs have adopted the statewide targets.



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

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

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

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

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

North Central TIP:

* As part of the annual target coordination with the RPO's the Department has provided the planning partners their comparable data so they can evaluate their target setting with regards to the methodology that is being used from a statewide perspective.

* The RPO can access data about their region through the Pennsylvania Crash Information Tool (PCIT). North Central works closely with PennDOT Central Office and Engineering District 2 and 10-0 Staff to ensure planning consistency with PennDOT's Performance Measure Targets. PennDOT's Central Office and Engineering District 2 and 10-0 are involved in North Central's planning process and are frequently consulted to provide guidance and insight into best practices based on PennDOT's strategy for meeting established performance measures.

Evaluation of STIP for Target Achievement:

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

- PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The 2023-2026 STIP includes \$520 million of HSIP funding. The Department distributes nearly 70% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a portion of the HSIP funding is reserved for various safety initiatives statewide. [A complete listing of the HSIP projects is included.](#)
- All projects utilizing HSIP funds are evaluated based on a Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high-risk rural roads, and deliverability. Specifically, as part of PennDOT's HSIP application process, a data-driven safety analysis in the form of B/C analysis or HSM analysis is required. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the TIP will support the fatality and serious injury reductions goals established under PM1.
- The process for selecting safety projects for inclusion in the TIP begins with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is included in PennDOT's OneMap to ease use by PennDOT's partners. At the current time, this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. Once this analysis has been performed, the data is used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern.
- PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.

- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in EDC 5 to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These new strategies are incorporated into future updates to the SHSP.
- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many of these projects also provide important safety benefits.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are the best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

North Central TIP:

North Central will continue to work with PennDOT Central Office and Engineering District 2 and 10 and review progress towards achieving the established Statewide Performance Measure Targets on an ongoing basis to ensure continuing, comprehensive, and coordinated approaches towards meeting the Performance Measure Targets.

On 12/14/2021, North Central RPO adopted the Safety Performance Targets set forth by PennDOT. The RPO plans on engaging in an ongoing safety planning effort in collaboration with PennDOT Central Office and Engineering District 2 and 10. These ongoing safety planning efforts will enable the RPO to evaluate the results of its efforts and identify any additional actions necessary to achieve the long-term goal of eliminating crashes.

The RPO will follow PennDOT Engineering District 2 and 10 guidance and network screening on the process for selecting Highway Safety Improvement (HSIP) candidates and applications for the selection on the TIP. During the TIP updates and adoption, programming of candidate locations for HSIP funding will be at the discretion of the RPO.

The North Central RPO has \$6.9 million programmed into the FFY2023 TIP for safety related projects. These Projects are programmed to be funded primarily through HSIP

MPMS #	PROJECT	COST
93330	Clearfield Congestion Improvement	\$1,503,833
84344	Poor Bridge/Betterment Line Item	\$3,238,332
114189	SR255 Signal/ITS Project	\$597,835
68204	Jefferson County Highway/Bridge Line Item	\$1,230,000
26064	PA28/US 322 Brookville Intersection	\$100,500



117197	SR 322/SR1830 Intersection ITS	\$200,000
109873	SR346/4009 Signals/Roadway Improvements	\$10,000
100555	SR6 McKean County to Fishing Creek	\$100,000
TOTAL		\$6,980,000

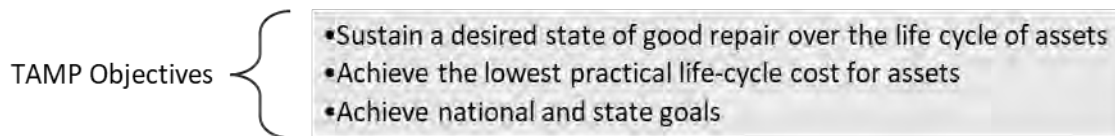
Pavement/Bridge Performance Measures (PM₂)

Background			
The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program was published in the Federal Register (82 FR 5886) on January 18, 2017, and became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The measures are commonly known as PM ₂ . The current regulations are found at 23 CFR 490 Subpart C and Subpart D . Targets were established for these measures as part of a four-year performance period, the first was 2018 to 2021. This TIP includes projects that will impact the second four-year performance period of 2022 to 2025 which are yet to be determined.			
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).			
2018-2021 Pavement Performance Measure Targets (Statewide) – New targets are Due October 1st 2022			
Measure	Baseline 2017	2-year Target 2019	4-year Target 2021
% of Interstate pavements in Good condition	67.2%	71.5	60%
% of Interstate pavements in Poor condition	.4%	0.4%	2.0%
% of non-Interstate NHS pavements in Good condition	36.8%	35.0%	33%
% of non-Interstate NHS pavements in Poor condition	2.3%	4%	5%
Bridge Performance Measure Targets (Statewide)			
Measure	Baseline 2017	2-year Target 2019	4-year Target 2021
% of NHS bridges by deck area in Good condition	25.6%	25.8%	26%
% of NHS bridges by deck area in Poor condition	5.5%	5.6%	6.0%
Methods for Developing Targets			
Pennsylvania's pavement and bridge targets will be established by October 2022 through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA's Pennsylvania Division. The targets will be consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation			

goals.¹ Targets are expected to be calculated based on general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the TIP along with planned state funded maintenance projects.

Progress Towards Target Achievement and Reporting:

PennDOT continues to implement enterprise asset management for programming and decision-making as outlined in the TAMP.² PennDOT is transitioning to the new TAMP that was finalized in the summer of 2022. The tools and methodologies are continually evaluated to prioritize state-of-good repair approaches that preserve transportation system assets. Within the TAMP, PennDOT identifies the following key objectives:



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

PennDOT and the MPOs/RPOs continue to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward the achievement of the statewide pavement/bridge objectives and targets that will be established for the 2022-2025 performance period. Pennsylvania's pavement and bridge projects provided in the FY2023-2026 TIP were selected through extensive coordination with PennDOT's Asset Management Section in accordance with the TAMP. The projects are consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals.

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

North Central TIP (PM2):

RPO staff works closely with PennDOT Engineering District 2 and 10 to ensure consistency with Performance Measure 2 targets as established by PennDOT.

The RPO is supportive of all PennDOT statewide targets and will continue to work closely with District 2 and 10 on an ongoing basis to ensure planning and project programming is consistent with PennDOT best practices.

RPO will continue to monitor annual reports provided by PennDOT.

¹ For more information on LLCC: <https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/Lowest-Life-Cycle-Cost-Infographic.pdf>

² PennDOT TAMP: <https://www.penndot.pa.gov/ProjectAndPrograms/Asset-Management/Pages/default.aspx>

The RPO FFY 2023 TIP has thirteen (13) projects that are located on the National Highway System. These projects represent bridge and pavement improvement within the six-county region

MPMS #	PROJECT	COST
84344	Poor Bridge/Betterment Line Item	\$3,801,296
96271	Penfield North Resurfacing	\$3,822,603
85080	SR 219 Pentz Run	\$382,673
117066	SR 219-SR839 to Jefferson County Line	\$3,573,602
117237	DuBois Street toward Liberty Blvd	\$2,975,915
115854	SR 153 over Toby Creek	\$2,734,361
105943	Boot Jack Bypass	\$600,344
100212	PA 28 Clarion Line- Snyder	\$2,917,600
112971	US 119 Punxsy South Resurfacing	\$3,404,900
117205	US 119 over Mahoning Creek Epoxy	\$318,500
110672	2023 NC Bridge Preservation	\$843,000
4405	Bradford Bypass	\$4,524,543
100555	SR 6 McKean County to Fishing Creek	\$3,305,693
TOTAL		\$33,214,030

North Central Rural Planning Organization continues its regional efforts in support of achieving the national performance goals outlined for the Federal-aid program. The FHWA rule related to the condition of infrastructure on the National Highway System (NHS) has targeted measures to establish a baseline which will be reassessed for comparison and evaluate progress.

Utilizing data available from the Pennsylvania Department of Transportation and its conditional assessment, a baseline of comparison is established to ensure projects and resources are being directed towards achieving these national goals. PennDOT's Roadway Management System (RMS) and Bridge Management System (BMS) datasets are used to define region's initial Performance Measure Targets.

The spatial analysis is performed by querying each respective dataset to determine the percentages of both pavement and bridge assets achieving a 'Good' or 'Poor' conditional result. A summarization of each respective system is then compared to the total length for the pavement system or to the total deck area for the bridge system, establishing our regional baseline from where we will target improvements.

The chart below shows our results:



2022-2025 PAVEMENT PERFORMANCE MEASURE TARGETS (Statewide) - Due October 1st 2020					
	Total # Segments	Total Length in Feet	Total Length in Miles	Percentages	Percentages Rounded to 2 Decimals
Total Interstate	264	692013	131.06		
% of Interstate pavements in Good (OPI) Condition	247	650377	123.18	93.98335002	93.98
% of Interstate pavements in Poor (OPI) Condition	0	0	0	0	0
% of Interstate pavements in Fair (OPI) Condition	17	41636	7.89	6.016649976	6.02
SUM	264	692013	131.07	100	100
Total non-Interstate NHS	702	1558373			
% of non-Interstate NHS pavements in Good(OPI) Condition	448	1063560	201.43	68.24810235	68.25
% of non-Interstate NHS pavements in Poor(OPI) Condition	120	190769	36.13	12.24154936	12.24
% of non-Interstate NHS pavements in Fair(OPI) Condition	134	304044	57.58	19.51034829	19.51
SUM	702	1558373	295.14	100	100
BRIDGE PERFORMANCE MEASURE TARGETS (Statewide)					
	Total # Segments	Total Deck Area in Sq Feet		Percentages	Percentages Rounded to 2 Decimals
Total NHS Bridges	393	1325322.338			
% of NHS bridges by deck area in Good condition	127	612250.2203		46.19632545	46.2
% of NHS bridges by deck area in Poor condition	31	51911.10054		3.916866038	3.92
% of NHS bridges by deck area in Fair condition	235	661161.0167		49.88680851	49.89
SUM	393	1325322.338		100	100.01

Evaluation of STIP for Target Achievement:

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

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

driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT's asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost.

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

North Central TIP (PM₂):

Bridge and pavement conditions are integrated into the RPO process by data obtained from PennDOT Central Office and Engineering District 2 and 10.

RPO has created a [Bridge Condition Dashboard](#) to assist in evaluating bridges

RPO has created a [Pavement Condition Dashboard](#) to assist in evaluating pavements

RPO takes this data and considers it into our TIP project selection process and during the preparation of the Long-Range Transportation Plan.

There is approximately \$14 million of Spike, local and other funding programmed into the 2023 TIP for the region

The RPO anticipates the projects selected for the TIP to work towards achieving the performance measures as set out by PennDOT

System Performance Measures (PM₃)

Background

The FHWA final rule for the *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* was published in the Federal Register ([82 FR 5970](#)) on January 18, 2017, and became effective on May 20, 2017. This rule established six measures related to various aspects of the transportation system (commonly known as PM₃). The current regulations are found at [23 CFR 490 Subparts E, F, G & H](#). Targets are established for these measures as part of a four-year performance period, the first was 2018 to 2021. PennDOT has adjusted the PM-3 targets via their *Mid Performance Period Progress Report to FHWA* in September 2020. This TIP includes projects that will impact future performance periods based on when projects are constructed or completed.

Data Source



The Regional Integrated Transportation Information System (RITIS) software platform is used to generate the travel time-based measures. Data from the American Community Survey (ACS) and FHWA's CMAQ annual reporting system are used for the non-SOV travel and mobile source emissions measures, respectively.

Travel Time and Annual Peak Hour Excessive Delay Targets - Due October 1st 2022

Measure	Original Baseline Target 2017	2-year Target 2019	4-year Target 2021
Interstate Reliability (Statewide)	89.8%	89.9%	89.5%
Non-Interstate Reliability (Statewide)	87.4%	88.4%	87.4%
Truck Reliability Index (Statewide)	1.34	1.36	1.4
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	<i>Philadelphia - TBD</i>	<i>N/A</i>	<i>N/A</i>
	<i>Pittsburgh - TBD</i>	<i>N/A</i>	<i>N/A</i>
	<i>Reading</i>	<i>N/A</i>	<i>N/A</i>
	<i>Allentown</i>	<i>N/A</i>	<i>N/A</i>
	<i>Harrisburg</i>	<i>N/A</i>	<i>N/A</i>
	<i>York</i>	<i>N/A</i>	<i>N/A</i>
<i>Lancaster</i>	<i>N/A</i>	<i>N/A</i>	

Non-SOV Travel Measure Targets

Measure	Baseline 2017	2-year Target 2019	4-year Target 2021
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	<i>Philadelphia - TBD</i>	<i>N/A</i>	<i>N/A</i>
	<i>Pittsburgh - TBD</i>	<i>N/A</i>	<i>N/A</i>

CMAQ Emission Targets

Measure	2-year Target 2019	4-year Adjusted Target 2021
VOC Emissions (Statewide)	109.46	201.73
NOx Emissions (Statewide)	337.70	612.82
PM _{2.5} Emissions (Statewide)	10.76	20.49
PM ₁₀ Emissions (Statewide)	9.54	17.47
CO Emissions (Statewide)	567.70	250

Methods for Developing Targets

The System Performance measure targets will be established by October 2022 in coordination with MPOs/RPOs within the state. PennDOT continues to evaluate historic variances in performance measures in relation to project completion to assist with the target setting process.

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 the improvement of the reliability and CMAQ performance measures. This future progress will be measured against the targets established for the 2022-2025 performance period. PennDOT continues to monitor the impacts of completed investments on performance measures to better evaluate investment strategies. These efforts include evaluating the causes of historic reliability and delay issues, identifying freight bottlenecks, and assessing completed projects that provided the most benefits to reliability.

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

PennDOT LRTP Mobility Goal and Objectives

MOBILITY

Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.

- 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.)

The following projects will contribute to the North Central RPO meeting the PM-3 target.

MPMS #	PROJECT	COST
84344	Poor Bridge/Betterment Line Item	\$3,801,296
96271	Penfield North Resurfacing	\$3,822,603
85080	SR 219 Pentz Run	\$382,673
117066	SR 219-SR839 to Jefferson County Line	\$3,573,602
117237	DuBois Street toward Liberty Blvd	\$2,975,915
115854	SR 153 over Toby Creek	\$2,734,361
105943	Boot Jack Bypass	\$600,344
TOTAL		\$33,214,030

Evaluation of STIP for Target Achievement:

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

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of Regional Operations Plans (ROPs) that integrate with the MPO Congestion Management Process (CMP) to identify STIP projects. A

TSMO funding initiative was established in 2018 to further support these efforts. The 2023-2026 STIP includes over \$289 million of funding dedicated to congestion relief projects.

- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- The statewide CMAQ program provides over \$440 million of funding on the STIP for projects that benefit regional air quality. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ project selection procedures to maximize the air quality benefits from these projects.
- Over \$210 million is provided in the STIP for multi-modal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.
- At this time, the potential impact of past and planned STIP investments on PM-3 performance measures are still being evaluated. The timeline for project implementation often prevents an assessment of measurable results until a number of years after project completion. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts in relation to other factors including incidents and weather on system reliability and delay.

North Central TIP (PM3):

RPO will continue to work with PennDOT Central Office and Engineering District 2 and 10 in support of statewide targets.

RPO, in coordination with PennDOT, will ensure a continuing, comprehensive, and coordinated approach towards meeting the Performance Measure Targets.

RPO will integrate Federal and State guidance in the RPO planning process.

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 5311 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	FY2020-21 Target	Current Performance	FY 2021-22 Target
Rolling Stock (Revenue Vehicles)				
Age % of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)	AO-Automobile	16%	18%	18%
	BR-Over-the-road Bus	12%	18%	18%
	BU – Bus	29%	28%	28%
	CU-Cutaway	42%	52%	52%
	VN-Van	64%	63%	63%
	SV-Sports Utility Vehicle	17%	33%	33%
Equipment (Non-Revenue Vehicles)				
Age % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	46%	57%	57%
	Trucks / Rubber Tire Vehicles	50%	27%	27%
Facilities				
Condition % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	30%	14%	14%
	Passenger / Parking Facilities	83%	84%	84%

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 fulfils 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 fulfil the PBPP requirement:

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

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

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

Below is a chart of how ATA's revenue vehicle inventory compares to the plan performance target as of December 31, 2021.

Asset Classification Code	Quantity	TAM Policy Year	TAM Policy ESL Goal	TAM Policy Goal %	ATA # of Fleet at or past ESL	ATA % of Fleet at or past ESL	Average Age	Average Term Condition	Average Mileage
BU- Bus	39	2022	12	28%	35	85%	13	2.6	196,467
CU - Cutaway	29	2022	5	52%	15	52%	5	3.1	56,315

TB – TrolleyBus	1	2022	12	57%	1	100%	22	3	31,540
VN - Van	35	2022	4	65%	19	50%	4.8	3.61	50,274

ATA TAM Performance 4/2022

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 (ESL) standards. An asset exceeding its ESL is a strong indicator that it may not be in state of good repair. For the PennDOT TAM Group plan, PennDOT has elected to not use FTA's defined Useful Life Benchmark (ULB) and instead use the state of recognized ESL standards. The current ESL standards are identified and available on the PennDOT Website

Evaluation of STIP for Target Achievement:

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

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

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

Public Transit Safety Performance Measures

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

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

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

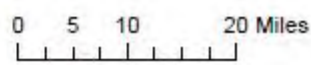
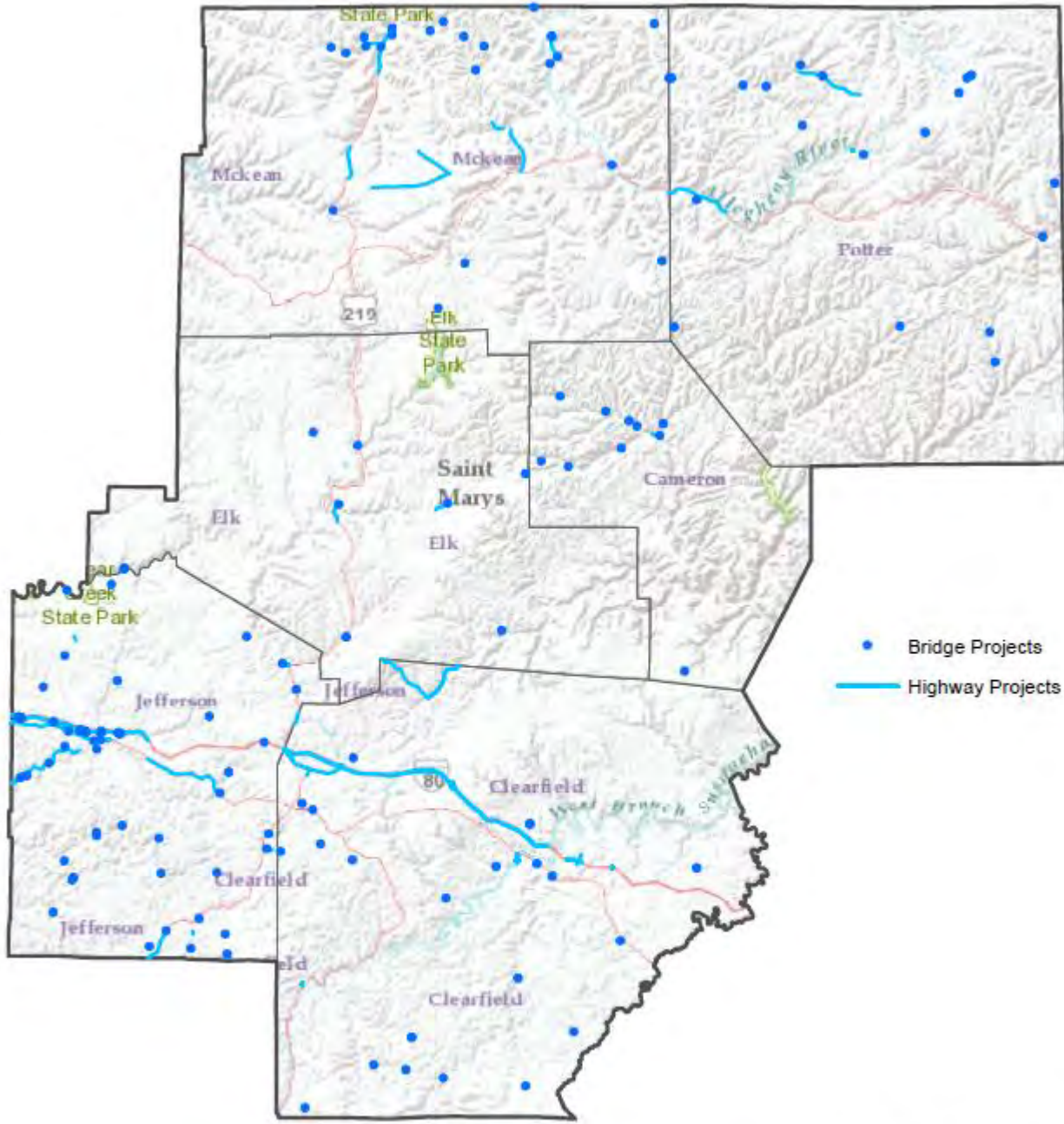
All public transit agencies in the Commonwealth have written safety plans compliant with Part 673 as of July 20, 2021. These safety plans must be updated annually based on agency specific execution dates and shared with PennDOT BPT. It is also the transit agency’s responsibility to share the updated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

North Central TIP (Transit):
RPO will continue to work with PennDOT Central Office and Engineering District 2 and 10 and the ATA in support of statewide targets.
RPO, in coordination with PennDOT, will ensure a continuing, comprehensive, and coordinated approach towards meeting the Performance Measure Targets.
RPO will integrate Federal and State guidance in the RPO planning process.



FY 2023- 2026 Project Location Map

Highway and Bridge Locations



Service Layer Credits: Sources: Esri, USGS, NOAA



Project Listing and Public Narratives

Highway and Bridge Locations

RPT# TIP200

Project Information							FFY 2023 Costs						FFY 2024 Costs						FFY 2025 Costs						FFY 2026 Costs						Totals	
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	
Clearfield	219	274	117066	SR 219 - SR 830 to Jefferson County Line	+P	HRST							STP	277,587				277,587													277,587.00	
Clearfield	219	274	117066	SR 219 - SR 830 to Jefferson County Line	+P	HRST							NHPP	116,342				116,342													116,342.00	
Clearfield	219	274	117066	SR 219 - SR 830 to Jefferson County Line	+U	HRST							NHPP	57,964				57,964													57,964.00	
Clearfield	219	274	117066	SR 219 - SR 830 to Jefferson County Line	+R	HRST							NHPP	57,964				57,964													57,964.00	
Clearfield	219	274	117066	SR 219 - SR 830 to Jefferson County Line	+C	HRST							NHPP	2,158,268				2,158,268	NHPP	1,183,034									1,183,034	3,341,302.00		
Clearfield	219	275	117237	DuBois St toward Liberty Blvd	+P	HRST							NHPP	372,315				372,315													372,315.00	
Clearfield	219	275	117237	DuBois St toward Liberty Blvd	+U	HRST							NHPP	109,272				109,272													109,272.00	
Clearfield	219	275	117237	DuBois St toward Liberty Blvd	+R	HRST							NHPP	109,272				109,272													109,272.00	
Clearfield	219	275	117237	DuBois St toward Liberty Blvd	+C	HRST													NHPP	2,385,056									2,385,056	2,385,056.00		
Clearfield	255	A12	113127	SR 255 over Muddy Run	P	BRDG			185	10,000		10,000																		10,000.00		
Clearfield	255	A12	113127	SR 255 over Muddy Run	F	BRDG			185	291,747		291,747																			291,747.00	
Clearfield	255	A12	113127	SR 255 over Muddy Run	U	BRDG			185	53,045		53,045																			53,045.00	
Clearfield	255	A12	113127	SR 255 over Muddy Run	R	BRDG			185	53,045		53,045																			53,045.00	
Clearfield	255	A12	113127	SR 255 over Muddy Run	C	BRDG													185	619,556				619,556			185	493,503	493,503	1,113,059.00		
Clearfield	255	N47	114189	SR 255 Signal/ITS Project	C	HRST	HSIP	534,659				534,659	HSIP	63,176	581	148,314		211,490													746,149.00	
Clearfield	255	272	115898	Penfield to Elk Co. Line	+P	HRST							STP	393,928				393,928													393,928.00	
Clearfield	255	273	117595	SR 255 Drainage Improvements	C	HRST			581	100,000		100,000																			100,000.00	
Clearfield	322	A05	69383	SR 322 over Roaring Run	P	BRDG													185	393,928				393,928							393,928.00	
Clearfield	322	A05	69383	SR 322 over Roaring Run	F	BRDG																					581	281,377	281,377	281,377.00		
Clearfield	322	A05	69383	SR 322 over Roaring Run	U	BRDG																					185	57,964	57,964	57,964.00		
Clearfield	322	A05	69383	SR 322 over Roaring Run	R	BRDG																					185	57,964	57,964	57,964.00		
Clearfield	322	P50	117460	SR 322 ov Clearfield Creek	+C	BRDG	BRIP	555,906				555,906																			555,906.00	
Clearfield	410	A01	91543	SR 410 Stump Creek Bridge	F	BRDG	STP	20,000	185	5,000		25,000																			25,000.00	
Clearfield	410	A01	91543	SR 410 Stump Creek Bridge	U	BRDG	STP	10,000	581	2,500		12,500																				12,500.00
Clearfield	410	A01	91543	SR 410 Stump Creek Bridge	R	BRDG	STP	10,000	581	2,500		12,500																				12,500.00
Clearfield	410	A01	91543	SR 410 Stump Creek Bridge	+C	BRDG	BRIP	1,543,669				1,543,669																				1,543,669.00
Clearfield	729	A07	93723	Little Muddy Run	F	BRDG			185	25,000		25,000																				25,000.00
Clearfield	729	A07	93723	Little Muddy Run	U	BRDG			185	53,045		53,045																				53,045.00
Clearfield	729	A07	93723	Little Muddy Run	R	BRDG			185	10,000		10,000																				10,000.00
Clearfield	729	A07	93723	Little Muddy Run	C	BRDG			185	364,452		364,452			185	932,057		932,057														1,296,509.00
Clearfield	1004	A02	3410	Montgomery Run Bridge	P	BRDG									581	369,342		369,342														369,342.00
Clearfield	1004	A02	3410	Montgomery Run Bridge	F	BRDG													185	273,182				273,182								273,182.00
Clearfield	1004	A02	3410	Montgomery Run Bridge	U	BRDG													581	69,559				69,559								69,559.00
Clearfield	1004	A02	3410	Montgomery Run Bridge	R	BRDG													581	69,559				69,559								69,559.00
Clearfield	1004	A02	3410	Montgomery Run Bridge	C	BRDG																					581	684,556	684,556	684,556.00		
Clearfield	1004	A02	3410	Montgomery Run Bridge	C	BRDG																					185	258,379	258,379	258,379.00		
Clearfield	1006	A02	93939	SR 1006 Lick Run Bridge	+P	BRDG														BOF	405,746				405,746						405,746.00	
Clearfield	1006	P46	69380	2025 NC Bridge Preservation	+P	BRDG	BOF	297,259				297,259																				297,259.00
Clearfield	1006	P46	69380	2025 NC Bridge Preservation	+C	BRDG									BOF	1,377,352								1,377,352	BOF	945,568					2,322,920.00	
Clearfield	1011	A04	116812	SR 1011 over Browns Run	P	BRDG									581	327,818		327,818														327,818.00
Clearfield	1011	A04	116812	SR 1011 over Browns Run	F	BRDG														185	328,789			328,789								328,789.00
Clearfield	1011	A04	116812	SR 1011 over Browns Run	U	BRDG														581	22,510			22,510								22,510.00
Clearfield	1011	A04	116812	SR 1011 over Browns Run	R	BRDG														581	56,275			56,275								56,275.00
Clearfield	1011	A04	116812	SR 1011 over Browns Run	C	BRDG																					581	877,510	877,510	877,510.00		
Clearfield	2007	A04	3570	Spring Creek BOX	P	BRDG			185	236,000		236,000																				236,000.00
Clearfield	2007	A04	3570	Spring Creek BOX	U	BRDG									581	38,425		38,425														38,425.00
Clearfield	2007	A04	3570	Spring Creek BOX	R	BRDG									581	81,954		81,954														81,954.00
Clearfield	2007	A04	3570	Spring Creek BOX	C	BRDG														581	417,918			417,918								417,918.00
Clearfield	3005	A02	83532	South Witmer Run Br	C	BRDG			581	165,281		165,281																				165,281.00
Clearfield	3014	A04	83531	North Camp Run Bridge	+P	BRDG	BOF	320,349				320,349																				320,349.00
Clearfield	3014	A04	83531	North Camp Run Bridge	+F	BRDG													BOF	337,652				337,652								337,652.00
Clearfield	3014	A04	83531	North Camp Run Bridge	+U	BRDG																										

RPT# TIP200

Project Information							FFY 2023 Costs					FFY 2024 Costs					FFY 2025 Costs					FFY 2026 Costs					Totals								
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals				
Clearfield	4001	A01	85127	SR 4001 over Kuntz Run	P	BRDG																									581	428,931		428,931	428,931.00
Clearfield	4009	A01	3449	SR 4009 Conrail Br.	+P	BRDG	BOF	166,665				166,665	BOF	204,650				204,650																	371,315.00
Clearfield	4009	A01	3449	SR 4009 Conrail Br.	+F	BRDG														BOF	246,075												246,075	246,075.00	
Clearfield	4009	A01	3449	SR 4009 Conrail Br.	+U	BRDG														BOF	30,747											30,747	30,747.00		
Clearfield	4009	A01	3449	SR 4009 Conrail Br.	+R	BRDG														BOF	24,597											24,597	24,597.00		
Clearfield	4010	A01	91505	Little Anderson Crk BOX	P	BRDG			185	50,000		50,000																					50,000.00		
Clearfield	4010	A01	91505	Little Anderson Crk BOX	U	BRDG			185	28,981		28,981																					28,981.00		
Clearfield	4010	A01	91505	Little Anderson Crk BOX	R	BRDG			185	54,635		54,635																					54,635.00		
Clearfield	4010	A01	91505	Little Anderson Crk BOX	C	BRDG									581	458,945		458,945															458,945.00		
Clearfield	7222	REM	95990	T-566 over Clearfield Crk	U	BRDG			s581	10,000		10,000																					10,000.00		
Clearfield	7222	REM	95990	T-566 over Clearfield Crk	C	BRDG									s581	150,000		150,000															150,000.00		
Clearfield	7226	REM	3608	T-206 Anderson Creek	U	BRDG			s581	10,000		10,000																					10,000.00		
Clearfield	7226	REM	3608	T-206 Anderson Creek	C	BRDG									s581	100,000		100,000															100,000.00		
Totals for: Clearfield								6,125,533		5,285,567	200,000	11,611,100		7,319,259		6,204,259	292,207	13,815,725		9,945,222		6,212,851		16,158,073		10,579,274		5,704,952	200,000	16,484,226	58,069,124				
Elk	120	A08	69085	Bridge over Big Run	+P	BRDG	STP	10,000				10,000																					10,000.00		
Elk	120	A08	69085	Bridge over Big Run	+F	BRDG							STP	265,225				265,225															265,225.00		
Elk	120	A08	69085	Bridge over Big Run	+U	BRDG	STP	54,636				54,636																					54,636.00		
Elk	120	A08	69085	Bridge over Big Run	+R	BRDG	STP	54,636				54,636																					54,636.00		
Elk	120	A08	69085	Bridge over Big Run	C	BRDG													BRIP	900,407	185	225,102		1,125,509								1,125,509.00			
Elk	120	A09	69080	Bridge over Trib Elk Cr.	P	BRDG																					581	463,710		463,710		463,710.00			
Elk	120	C02	113951	City of St.Marys SR 120 Connector	F	HCON			581	30,000		30,000																				30,000.00			
Elk	120	C02	113951	City of St.Marys SR 120 Connector	F	HCON			e581	145,000		145,000																					145,000.00		
Elk	120	C02	113951	City of St.Marys SR 120 Connector	U	HCON			581	10,000		10,000																					10,000.00		
Elk	120	C02	113951	City of St.Marys SR 120 Connector	U	HCON			e581	35,000		35,000																					35,000.00		
Elk	120	C02	113951	City of St.Marys SR 120 Connector	R	HCON			OTH-S	999,813		999,813																					999,813.00		
Elk	120	C02	113951	City of St.Marys SR 120 Connector	R	HCON			e581	187,000		187,000																					187,000.00		
Elk	120	C02	113951	City of St.Marys SR 120 Connector	R	HCON			581	10,000		10,000																					10,000.00		
Elk	120	C02	113951	City of St.Marys SR 120 Connector	C	HCON			581	155,376		155,376																					155,376.00		
Elk	120	C02	113951	City of St.Marys SR 120 Connector	C	HCON			e581	2,721,624		2,721,624																					2,721,624.00		
Elk	120	C02	113951	City of St.Marys SR 120 Connector	C	HCON			OTH-S	2,721,624		2,721,624			OTH-S	623,000		623,000															3,344,624.00		
Elk	120	821	117069	St Michaels Street to Sorg Street	+P	HRST							STP	463,709				463,709															463,709.00		
Elk	120	821	117069	St Michaels Street to Sorg Street	+U	HRST							STP	61,494				61,494															61,494.00		
Elk	120	821	117069	St Michaels Street to Sorg Street	+R	HRST							STP	61,494				61,494															61,494.00		
Elk	120	821	117069	St Michaels Street to Sorg Street	+C	HRST							STP	2,390,346				2,390,346	STP	1,219,491				1,219,491								3,609,837.00			
Elk	153	A01	115854	SR 153 ov Toby Creek	+P	BRDG	NHPP	10,000				10,000																					10,000.00		
Elk	153	A01	115854	SR 153 ov Toby Creek	+F	HRST	NHPP	372,315				372,315																					372,315.00		
Elk	153	A01	115854	SR 153 ov Toby Creek	+U	BRDG	NHPP	26,523				26,523																					26,523.00		
Elk	153	A01	115854	SR 153 ov Toby Creek	+R	BRDG	NHPP	26,523				26,523																					26,523.00		
Elk	153	A01	115854	SR 153 ov Toby Creek	+C	BRDG							NHPP	1,299,000				1,299,000															1,299,000.00		
Elk	153	A01	115854	SR 153 ov Toby Creek	+C	HRST	NHPP	1,000,000				1,000,000																					1,000,000.00		
Elk	555	A01	4024	Caledonia Run	+F	BRDG	STP	10,000				10,000																					10,000.00		
Elk	555	A01	4024	Caledonia Run	U	BRDG	STP	21,218	185	5,304		26,522																					26,522.00		
Elk	555	A01	4024	Caledonia Run	R	BRDG	STP	38,192	185	9,548		47,740																					47,740.00		
Elk	555	A01	4024	Caledonia Run	+C	BRDG	BRIP	560,000				560,000	BRIP	934,000				934,000															1,494,000.00		
Elk	948	A02	69052	Bridge Over Little Mill Ck	P	BRDG	BRIP	324,595	185	81,149		405,744																					405,744.00		
Elk	948	A02	69052	Bridge Over Little Mill Ck	F	BRDG													BRIP	315,143	185	78,786		393,929								393,929.00			
Elk	948	A02	69052	Bridge Over Little Mill Ck	U	BRDG															185	67,643		67,643								67,643.00			
Elk	948	A02	69052	Bridge Over Little Mill Ck	R	BRDG															185	67,643		67,643								67,643.00			
Elk	948	A02	69052	Bridge Over Little Mill Ck	+C	BRDG																			BRIP	942,000					942,000	942,000.00			
Elk	1005																																		

RPT# TIP200

Project Information							FFY 2023 Costs					FFY 2024 Costs					FFY 2025 Costs					FFY 2026 Costs					Totals					
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	
Jefferson	3003	553	99498	SR 3003 over Redbank Cr.	+C	BRDG							BRIP	1,103,000				1,103,000	BRIP	1,103,000				1,103,000	BRIP	1,103,000				1,103,000	3,309,000.00	
Jefferson	3031	551	78134	Near Cool Spring Bridge	+F	BRDG	BOF	419,269				419,269																			419,269.00	
Jefferson	3031	551	78134	Near Cool Spring Bridge	+U	BRDG	BOF	109,500				109,500																			109,500.00	
Jefferson	3031	551	78134	Near Cool Spring Bridge	+R	BRDG	BOF	109,500				109,500																			109,500.00	
Jefferson	3031	551	78134	Near Cool Spring Bridge	+C	BRDG													BOF	601,000				601,000	BOF	716,600				716,600	1,317,600.00	
Jefferson	4006	551	26163	Moore Bridge	+C	BRDG							BOF	722,500				722,500	BOF	712,700				712,700						1,435,200.00		
Jefferson	7210	550	98137	T-517 Kramer Road Bridge	+F	BRDG	BOF	423,469				423,469																			423,469.00	
Jefferson	7210	550	98137	T-517 Kramer Road Bridge	+U	BRDG	BOF	51,500				51,500																			51,500.00	
Jefferson	7210	550	98137	T-517 Kramer Road Bridge	+R	BRDG	BOF	51,500				51,500																			51,500.00	
Jefferson	7210	550	98137	T-517 Kramer Road Bridge	+C	BRDG																			STP	682,400				682,400	682,400.00	
Jefferson	7210	550	98137	T-517 Kramer Road Bridge	+C	BRDG																			BOF	150,600				150,600	150,600.00	
Jefferson	7216	550	98132	T-385 Dobson Road Bridge	C	BRDG			s581	80,000		80,000																		80,000.00		
Jefferson	7217	550	25944	T-396 Seldom Seen Bridge	C	BRDG			s581	100,000		100,000																			100,000.00	
Totals for: Jefferson								6,575,000		5,225,000		11,800,000		6,542,000		3,132,000		9,674,000		6,081,000		3,173,000		9,254,000		6,199,000		3,393,000		9,592,000	40,320,000	
McKean	6	P38	110672	2023 NC Bridge Preservation	+P	BRDG	STP	10,000				10,000																			10,000.00	
McKean	6	P38	110672	2023 NC Bridge Preservation	+U	BRDG	STP	53,045				53,045																				53,045.00
McKean	6	P38	110672	2023 NC Bridge Preservation	R	BRDG	STP	20,000	185	10,000		30,000																			30,000.00	
McKean	6	P38	110672	2023 NC Bridge Preservation	+C	BRDG							NHPP	843,000				843,000													843,000.00	
McKean	6	P38	110672	2023 NC Bridge Preservation	+C	BRDG	BRIP	519,450				519,450	BRIP	2,340,000				2,340,000													2,859,450.00	
McKean	46	536	112650	Resurface US 6 to PA 446	C	HRST	STP	3,333,408				3,333,408	STP	240,000				240,000													3,573,408.00	
McKean	46	541	117878	SR 46 Roadway Restoration	P	HRST	STP	240,000	581	60,000		300,000																			300,000.00	
McKean	46	541	117878	SR 46 Roadway Restoration	U	HRST							STP	40,000	581	10,000		50,000													50,000.00	
McKean	46	541	117878	SR 46 Roadway Restoration	R	HRST							STP	40,000	581	10,000		50,000													50,000.00	
McKean	46	541	117878	SR 46 Roadway Restoration	C	HRST							STP	600,000	581	150,000		750,000													750,000.00	
McKean	59	542	117802	SR 59 & SR 646 Pavement Restoration	+P	HRST							STP	212,180				212,180													212,180.00	
McKean	59	542	117802	SR 59 & SR 646 Pavement Restoration	+C	HRST							STP	708,995				708,995							STP	1,750,705				1,750,705	2,459,700.00	
McKean	146	A03	85214	SR 146 ov Warner Brook BOX	P	BRDG			185	10,000		10,000																			10,000.00	
McKean	146	A03	85214	SR 146 ov Warner Brook BOX	U	BRDG			185	51,500		51,500																				51,500.00
McKean	146	A03	85214	SR 146 ov Warner Brook BOX	R	BRDG			185	10,000		10,000																				10,000.00
McKean	146	A03	85214	SR 146 ov Warner Brook BOX	C	BRDG			185	790,767		790,767																				790,767.00
McKean	155	A08	91549	SR 155 Br. Portage Creek	P	BRDG																					185	417,238		417,238	417,238.00	
McKean	219	ST5	117588	US 219 from SR 59 toward Lewis Run	C	HRST			581	100,000		100,000																			100,000.00	
McKean	219	537	4405	Bradford Bypass	+C	HRST	NHPP	2,472,946				2,472,946	NHPP	2,051,597				2,051,597													4,524,543.00	
McKean	246	A05	81410	SR 246 Baker Run	+P	BRDG	STP	30,000				30,000																			30,000.00	
McKean	246	A05	81410	SR 246 Baker Run	U	BRDG			581	10,000		10,000																			10,000.00	
McKean	246	A05	81410	SR 246 Baker Run	R	HRST			581	10,000		10,000																			10,000.00	
McKean	246	A05	81410	SR 246 Baker Run	C	BRDG			581	400,000		400,000			581	917,886		917,886													1,317,886.00	
McKean	346	A09	85232	Gates Hollow	P	BRDG			185	78,785		78,785			581	375,000		375,000													453,785.00	
McKean	346	A09	85232	Gates Hollow	F	BRDG									581	326,955		326,955													326,955.00	
McKean	346	A09	85232	Gates Hollow	U	BRDG									581	54,636		54,636													54,636.00	
McKean	346	A09	85232	Gates Hollow	R	BRDG									581	54,636		54,636													54,636.00	
McKean	346	A09	85232	Gates Hollow	C	BRDG															581	992,405		992,405		581	750,000		750,000	1,742,405.00		
McKean	346	A10	88633	Tram Hollow Run BOX	C	BRDG			185	50,000		50,000																			50,000.00	
McKean	346	A12	85261	Foster Brook BOX	P	BRDG									185	281,337		281,337													281,337.00	
McKean	346	A12	85261	Foster Brook BOX	U	BRDG															185	168,826		168,826						168,826.00		
McKean	346	A12	85261	Foster Brook BOX	R	BRDG															185	34,890		34,890						34,890.00		
McKean	346	A12	85261	Foster Brook BOX	C	BRDG																				185	489,000		489,000	489,000.00		
McKean	346	A13	88628	Bridge on Tram Hollow Run	F	BRDG	STP	262,254	185	65,563		327,817																			327,817.00	
McKean	346	A13	88628	Bridge on Tram Hollow Run	U	BRDG	STP	43,709	185	10,927		54,636																			54,636.00	
McKean	346	A13	88628	Bridge on Tram Hollow Run	R	BRDG	STP	43,709	185	10,927		54,636																			54,636.00	
McKean	346	A13	88628	Bridge on Tram Hollow Run	C	BRDG									BRIP	1,																

RPT# TIP200

Project Information							FFY 2023 Costs						FFY 2024 Costs						FFY 2025 Costs						FFY 2026 Costs						Totals
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals
McKean	346	538	109873	SR 346/4009 Signals/Roadway Improvements	+F	SAMI	STP	218,545				218,545	STP	218,545				218,545													437,090.00
McKean	346	538	109873	SR 346/4009 Signals/Roadway Improvements	+U	SAMI	STP	102,913				102,913	STP	109,272				109,272													212,185.00
McKean	346	538	109873	SR 346/4009 Signals/Roadway Improvements	+R	SAMI							STP	148,679				148,679													148,679.00
McKean	346	538	109873	SR 346/4009 Signals/Roadway Improvements	C	SAMI							STP	1,921,000	581	1,130,590		3,051,590	STP	2,601,360									2,601,360	5,652,950.00	
McKean	446	A06	85236	SR 446 Canfield Creek	P	BRDG																					581	405,746	405,746	405,746.00	
McKean	446	543	117079	SR 446 Main St. Recon.	+P	HRST							STP	393,928				393,928												393,928.00	
McKean	446	543	117079	SR 446 Main St. Recon.	+U	HRST													STP	72,837									72,837	72,837.00	
McKean	446	543	117079	SR 446 Main St. Recon.	+R	HRST													STP	158,964									158,964	158,964.00	
McKean	446	543	117079	SR 446 Main St. Recon.	C	HRST													STP	2,276,134									2,276,134	2,276,134.00	
McKean	1011	A04	85253	SR 1011 over Mix Creek	+C	BRDG	BRIP	854,000				854,000																		854,000.00	
McKean	1011	A05	85269	SR 1011 over Fowler Run BOX	P	BRDG			581	229,472		229,472																		229,472.00	
McKean	1011	A05	85269	SR 1011 over Fowler Run BOX	U	BRDG							185	49,172				49,172												49,172.00	
McKean	1011	A05	85269	SR 1011 over Fowler Run BOX	R	BRDG							185	49,172				49,172												49,172.00	
McKean	1011	A05	85269	SR 1011 over Fowler Run BOX	C	BRDG															185	482,454		482,454						482,454.00	
McKean	2001	A02	85241	SR 2001 over Smith Run	P	BRDG			185	50,000		50,000																		50,000.00	
McKean	2001	A02	85241	SR 2001 over Smith Run	F	BRDG			581	257,500		257,500																			257,500.00
McKean	2001	A02	85241	SR 2001 over Smith Run	U	BRDG			185	43,709		43,709																			43,709.00
McKean	2001	A02	85241	SR 2001 over Smith Run	R	BRDG			185	43,709		43,709																			43,709.00
McKean	2001	A02	85241	SR 2001 over Smith Run	C	BRDG							185	582,454				582,454													582,454.00
McKean	4011	A02	101510	Bridge over Bennett Brook	+P	BRDG							BRIP	382,000				382,000													382,000.00
McKean	4011	A02	101510	Bridge over Bennett Brook	+F	BRDG													BRIP	225,101				225,101							225,101.00
McKean	4011	A02	101510	Bridge over Bennett Brook	+U	BRDG													BRIP	84,413				84,413							84,413.00
McKean	4011	A02	101510	Bridge over Bennett Brook	+R	BRDG													BRIP	84,413				84,413							84,413.00
McKean	4011	A02	101510	Bridge over Bennett Brook	+C	BRDG														BRIP	952,000				952,000						952,000.00
McKean	4013	A01	69304	SR 4013 Bolivar Run	+P	BRDG														BRIP	405,746				405,746						405,746.00
McKean	7203	REM	4383	T-437 Oswayo Creek	U	BRDG			s581	10,000		10,000																		10,000.00	
McKean	7203	REM	4383	T-437 Oswayo Creek	C	BRDG							s581	100,000				100,000												100,000.00	
McKean	7301	LOC	4435	Elm Street Bridge	C	BRDG	STP	206,119				206,119																			206,119.00
McKean	7301	LOC	4435	Elm Street Bridge	C	BRDG	BOF	261,215	185	87,625		348,840																			348,840.00
Totals for: McKean								8,881,313		2,390,484		11,271,797		7,934,268		2,961,248		10,895,516		3,801,582		3,419,998		7,221,580		8,217,746		2,871,153		11,088,899	40,477,792
Potter	6	626	100555	SR 6, McKean Co to Fishing Crk	C	HRST	STP	562,307				562,307																			562,307.00
Potter	6	626	100555	SR 6, McKean Co to Fishing Crk	C	HRST	NHPP	3,305,693				3,305,693																			3,305,693.00
Potter	6	626	100555	SR 6, McKean Co to Fishing Crk	C	HRST	sHSIP	100,000	581	226,706		326,706																			326,706.00
Potter	44	A14	85308	SR 44 over Campbell Run	F	BRDG			185	20,000		20,000																			20,000.00
Potter	44	A14	85308	SR 44 over Campbell Run	U	BRDG			185	10,000		10,000																			10,000.00
Potter	44	A14	85308	SR 44 over Campbell Run	R	BRDG			185	10,000		10,000																			10,000.00
Potter	44	A14	85308	SR 44 over Campbell Run	C	BRDG							185	1,202,852				1,202,852			185	125,000		125,000							1,327,852.00
Potter	44	P52	116890	2027 North Central Bridge Preservation	+P	BRDG							STP	337,653				337,653													337,653.00
Potter	49	A08	84099	Marsh Creek	P	BRDG			185	84,714		84,714			185	326,756		326,756													411,470.00
Potter	49	A08	84099	Marsh Creek	F	BRDG							581	197,564				197,564			581	236,398		236,398							433,962.00
Potter	49	A08	84099	Marsh Creek	U	BRDG															185	65,601		65,601		185	26,640		26,640	92,241.00	
Potter	49	A08	84099	Marsh Creek	R	BRDG															581	92,241		92,241						92,241.00	
Potter	49	A08	84099	Marsh Creek	C	BRDG																				185	1,108,592		1,108,592	1,108,592.00	
Potter	49	A13	85314	SR 49 over Marsh Creek	P	BRDG			185	417,178		417,178																			417,178.00
Potter	49	A13	85314	SR 49 over Marsh Creek	F	BRDG							581	368,962				368,962													368,962.00
Potter	49	A13	85314	SR 49 over Marsh Creek	U	BRDG															581	92,241		92,241							92,241.00
Potter	49	A13	85314	SR 49 over Marsh Creek	R	BRDG															581	92,241		92,241							92,241.00
Potter	49	A13	85314	SR 49 over Marsh Creek	C	BRDG																				581	914,391		914,391	914,391.00	
Potter	49	A14	85313	SR 49 over Trib. Allegh	P	HRST															581	290,703		290,703							337,652.00
Potter	49	A14	85313	SR 49 over Trib. Allegh	F	HRST																					581	281,377		281,377	281,377.00
Potter	49	A14	85313	SR 49 over Trib. Allegh	U	HRST																					581	86,946		86,946	86,946.00
Potter	49	A14	85313	SR 49 over Trib. Allegh																											

RPT# TIP200

Project Information							FFY 2023 Costs					FFY 2024 Costs					FFY 2025 Costs					FFY 2026 Costs					Totals					
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	
Potter	244	P43	114317	2024 NC Bridge Preservation	P	BRDG			581	218,545		218,545																			218,545.00	
Potter	244	P43	114317	2024 NC Bridge Preservation	U	BRDG									185	60,100		60,100													60,100.00	
Potter	244	P43	114317	2024 NC Bridge Preservation	R	BRDG									185	60,100		60,100													60,100.00	
Potter	244	P43	114317	2024 NC Bridge Preservation	+C	BRDG							BRIP	1,295,000				1,295,000													1,295,000.00	
Potter	244	P43	114317	2024 NC Bridge Preservation	+C	BRDG							BOF	790,000				790,000	BRIP	1,598,000				1,598,000							2,388,000.00	
Potter	244	ST6	117597	SR 244 North toward Oswayo ST62	C	HRST			581	100,000		100,000																			100,000.00	
Potter	449	A07	105915	SR 449 over Pine Creek	C	BRDG			581	726,000		726,000																			726,000.00	
Potter	1003	A06	85388	SR 1003 over Br Genesee	P	BRDG									581	362,182		362,182													362,182.00	
Potter	1003	A06	85388	SR 1003 over Br Genesee	F	BRDG															185	250,000		250,000							250,000.00	
Potter	1003	A06	85388	SR 1003 over Br Genesee	U	BRDG															185	45,020		45,020							45,020.00	
Potter	1003	A06	85388	SR 1003 over Br Genesee	R	BRDG															185	45,020		45,020							45,020.00	
Potter	1003	A06	85388	SR 1003 over Br Genesee	C	HRST																					185	289,000		289,000	289,000.00	
Potter	1003	A06	85388	SR 1003 over Br Genesee	C	BRDG																					581	289,819		289,819	289,819.00	
Potter	1022	A02	78637	SR 1022 over Pine Creek	+P	BRDG	BOF	10,000				10,000																			10,000.00	
Potter	1022	A02	78637	SR 1022 over Pine Creek	F	BRDG	BRIP	262,254	185	65,563		327,817																				327,817.00
Potter	1022	A02	78637	SR 1022 over Pine Creek	U	BRDG	BRIP	65,563	185	16,390		81,953																				81,953.00
Potter	1022	A02	78637	SR 1022 over Pine Creek	R	BRDG	BRIP	65,563	185	16,390		81,953																				81,953.00
Potter	1022	A02	78637	SR 1022 over Pine Creek	+C	BRDG							BOF	2,540,660				2,540,660	BOF	276,158				276,158							2,816,818.00	
Potter	3001	A07	117122	East Fork Sinnamahoning Creek BOX	P	BRDG			185	40,000		40,000																			40,000.00	
Potter	3001	A07	117122	East Fork Sinnamahoning Creek BOX	U	BRDG			185	26,523		26,523																				26,523.00
Potter	3001	A07	117122	East Fork Sinnamahoning Creek BOX	R	BRDG			185	26,523		26,523																				26,523.00
Potter	3001	A07	117122	East Fork Sinnamahoning Creek BOX	C	BRDG									581	437,178		437,178														437,178.00
Potter	3002	A01	83526	SR 3002 Cowley Run Bridge	+P	BRDG																				BRIP	338,709			338,709	338,709.00	
Potter	4013	A03	85399	SR 4013 over Allegheny Rv	C	BRDG	STP	60,000	581	781,872		841,872																				841,872.00
Potter	4025	A01	83527	Brizzee Hollow Run	+P	BRDG	BOF	82,923				82,923																				82,923.00
Potter	4025	A01	83527	Brizzee Hollow Run	+F	BRDG	BOF	337,652				337,652																				337,652.00
Potter	4025	A01	83527	Brizzee Hollow Run	+U	BRDG							BOF	81,954				81,954														81,954.00
Potter	4025	A01	83527	Brizzee Hollow Run	+R	BRDG							BOF	81,954				81,954														81,954.00
Potter	4025	A01	83527	Brizzee Hollow Run	+C	BRDG													BOF	902,204				902,204	BRIP	275,932			275,932	1,178,136.00		
Potter	7204	REM	85535	T-351 over Oswayo Creek,	U	BRDG			s581	10,000		10,000																				10,000.00
Potter	7204	REM	85535	T-351 over Oswayo Creek,	C	BRDG									s581	75,000		75,000														75,000.00
Totals for: Potter								5,377,264		3,520,731		8,897,995		4,789,568		3,090,694		7,880,262		3,114,015		1,334,465		4,448,480		614,641		3,130,660		3,745,301	24,972,038	
Overall Totals:								31,602,400		24,241,061	200,000	56,043,461		32,563,000		16,967,000	292,207	49,822,207		30,813,000		16,043,000		46,856,000		30,900,000		17,112,000	200,000	48,212,000	200,933,668	

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Cameron

PennDOT Project Id: 114047

Project Administrator: PennDOT
Improvement Type: RR Warning Devices
Municipality: Shippen (TWP)

Title: Gardeau Rd RR Device Install
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Cameron County
 Shippen Township
 Township Rd 331, Gardeau Rd
 DOT No. 527.044.J

Project Description: Railroad Warning Device Installation on Township Road 331, Gardeau Rd in Shippen Township, Cameron County

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$200	\$250	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$200	\$250	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$450					

PennDOT Project Id: 68897

Project Administrator: PennDOT
Improvement Type: Bridge Improvement
Municipality: Shippen (TWP)

Title: Bridge over Eddies Run
State Route: 46
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/1/27

Location: Cameron County, Shippen Township, SR 46 over Eddies Run, BMS# 12-0046-0020-2697

Project Description: Bridge Improvement on State Route 46 over Eddies Run in Shippen Township, Cameron County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$338	\$397	\$790	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$338	\$397	\$790	\$0
Total FFY 2023-2034 Cost		\$1,525					

PennDOT Project Id: 85085

Project Administrator: PennDOT
Improvement Type: Bridge Improvement
Municipality: Shippen (TWP)

Title: SR 46 over North Creek
State Route: 46
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/26/26

Location: Cameron County, Shippen Township, SR 46 over North Creek, BMS# 12-0046-0040-1685

Project Description: Bridge Improvement on State Route 46 over North Creek in Shippen Township, Cameron County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$372	\$447	\$716	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$372	\$447	\$716	\$0	\$0
Total FFY 2023-2034 Cost		\$1,535					

PennDOT Project Id: 116620

Project Administrator: PennDOT
Improvement Type: Restoration
Municipality: Emporium (BORO)

Title: SR 120 East Allegany Avenue
State Route: 120
Air Quality Status: AQ Conformity Does Not Apply

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/14/25

Location: Cameron County
 Emporium Borough
 SR 120, East Allegheny Avenue
 Segment 0250

Project Description: Highway Restoration on State Route 120, East Allegheny Avenue, in Emporium Borough, Cameron County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$400	\$0	\$2400	\$0	\$0	\$0
	State:	\$100	\$510	\$600	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$500	\$510	\$3,000	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$4,010					

PennDOT Project Id: 116888

Project Administrator: PennDOT

Title: 2026 North Central Bridge Preservation

Improvement Type: Bridge Improvement

State Route: 120

Municipality: Shippen (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/1/27

Location: Cameron and McKean Counties
 BMS 12400200300536 ov West Creek, Shippen Twp
 BMS 1212000701120 ov West Creek, Shippen Twp
 BMS 42004606500159 ov Tunungwant Creek, Bradford City

Project Description:

Bridge Improvements on State Route 120 over West Creek in Shippen Township, Cameron County, State Route 4002 over West Creek in Shippen Township, Cameron County and State Route 46 over Tunungwant Creek in the City of Bradford, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$739	\$1961	\$0
	State:	\$0	\$0	\$0	\$0	\$1562	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$739	\$3,523	\$0
Total FFY 2023-2034 Cost		\$4,262					

PennDOT Project Id: 116842

Project Administrator: PennDOT

Title: SR 155 over Sycamore Run

Improvement Type: Bridge Improvement

State Route: 155

Municipality: Shippen (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/27

Location: Cameron County
 Shippen Township
 SR 155 over Sycamore Run
 BMS#12015500100841

Project Description: Bridge Improvement on State Route 155 over Sycamore Run in Shippen Township, Cameron County

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$315	\$406	\$896	\$0
	State:	\$0	\$0	\$79	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$394	\$406	\$896	\$0
Total FFY 2023-2034 Cost		\$1,696					

PennDOT Project Id: 112748

Project Administrator: PennDOT

Title: Branch Wykoff Run

Improvement Type: Bridge Improvement

State Route: 2001

Municipality: Gibson (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/28

Location: Cameron County, Gibson Township, SR 2001 over Branch Wykoff Run, BMS# 12-2001-0040-0000

Project Description: Bridge Improvements on State Route 2001 over Branch Wykoff Run approximately 8 miles southwest of the village of Sinnemohoning in Gibson Township, Cameron County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$435	\$822	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$435	\$822	\$0
Total FFY 2023-2034 Cost		\$1,257					

PennDOT Project Id: 112740

Project Administrator: PennDOT

Title: Towner Run BOX

Improvement Type: Bridge Improvement

State Route: 4001

Municipality: Shippen (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/15/22

Location: Cameron County
Shippen Township
SR 4001 over Towner Run
BMS# 12-4001-0030-2407

Project Description: Bridge Improvements on State Route 4001 over Towner Run within the village of West Creek in Shippen Township, Cameron County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$465	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$465	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$465					

PennDOT Project Id: 2676

Project Administrator: PENNDOT

Title: Driftwood Br Sinnemahoning Crk

Improvement Type: Bridge Replacement

State Route: 4004

Municipality: Shippen (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 12/16/21

Estimated Construction Bid Date: 12/16/21

Location: Cameron County
Shippen Township
SR 4004 over Driftwood Branch Sinnemahoning Creek
BMS# 12-4004-0066-0000

Project Description: Bridge Replacement on State Route 4004 over Driftwood Branch Sinnemahoning Creek in Shippen Township, Cameron County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$985	\$134	\$0	\$0	\$0	\$0
	State:	\$83	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,068	\$134	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,202					

PennDOT Project Id: 68864

Project Administrator: PennDOT

Title: Bridge over Cooks Run

Improvement Type: Bridge Improvement

State Route: 4004

Municipality: Shippen (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/1/28

Location: Cameron County
Shippen Township
SR 4004 over Cooks Run

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

BMS# 12-4004-0170-0000

Project Description: Bridge Improvement on State Route 4004 over Cooks Run in Shippen Township, Cameron County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$394	\$1037	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$394	\$1,037	\$0
Total FFY 2023-2034 Cost		\$1,431					

PennDOT Project Id: 85102

Project Administrator: PennDOT

Title: SR 4004 ov Little Elk Crk

Improvement Type: Bridge Improvement

State Route: 4004

Municipality: Shippen (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/1/27

Location: Cameron County
Shippen Township
SR 4004 ov Little Elk Crk
Segment 60/1405

Project Description: Bridge Improvement on State Route 4004 over Little Elk Creek in Shippen Township, Cameron County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$394	\$455	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$901	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$394	\$455	\$901	\$0
Total FFY 2023-2034 Cost		\$1,750					

PennDOT Project Id: 95989

Project Administrator: PennDOT

Title: T-330, Salt Run

Improvement Type: Bridge Removal

State Route: 7205

Municipality: Shippen (TWP)

Air Quality Status: Non-Significant: Not included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/12/23

Location: Cameron County, Shippen Township, SR 7205 (T-330) over Salt Run, Segment 0330 Offset 0005

Project Description: Bridge Removal on State Route 7205 (Township Road 330) over Salt Run in Shippen Township, Cameron County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$10	\$75	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$10	\$75	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$85					

Clearfield

PennDOT Project Id: 84344

Project Administrator: PennDOT

Title: Poor Bridge /Betterment Line Item

Improvement Type: Bridge Improvement

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Various Counties
Various Municipalities
Various Locations

Project Description: Bridge Improvement /Betterment Roadway Line Item Various Counties

Project Costs(In Thousands)

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$2409	\$2056	\$3098	\$2390	\$17942	\$8333
	State:	\$0	\$0	\$0	\$0	\$17577	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$2,409	\$2,056	\$3,098	\$2,390	\$35,519	\$8,333
Total FFY 2023-2034 Cost		\$53,805					

PennDOT Project Id: 88619

Project Administrator: PennDOT **Title:** Local Retro's
Improvement Type: Bridge Improvement **State Route:** 0
Municipality: **Air Quality Status:** Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:**

Location: North Central Region, Various Locations, Various Municipalities

Project Description: Reserve funding to perform local bridge improvements within the North Central Regional Planning Organization six-county area; which involves Cameron, Clearfield, Elk, Jefferson, McKean and Potter Counties.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$800	\$800	\$0	\$800	\$0	\$0
	Local/Other:	\$200	\$200	\$0	\$200	\$0	\$0
	Period Totals:	\$1,000	\$1,000	\$0	\$1,000	\$0	\$0
Total FFY 2023-2034 Cost		\$3,000					

PennDOT Project Id: 92420

Project Administrator: PennDOT **Title:** NC Bridge Plank/Channel Program
Improvement Type: Bridge Rehabilitation **State Route:** 0
Municipality: **Air Quality Status:** Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:**

Location: North Central Region

Project Description: Bridge Plank Program for the North Central Region

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$250	\$325	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$250	\$325	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$575					

PennDOT Project Id: 109839

Project Administrator: PennDOT **Title:** Maintenance/Betterment Line Item
Improvement Type: Pavement Preservation **State Route:** 0
Municipality: **Air Quality Status:** Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:**

Location: North Central Region

Project Description: Paving Reserve Line Item for North Central Region

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$2000	\$2044	\$2581	\$1765	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$2,000	\$2,044	\$2,581	\$1,765	\$0	\$0
Total FFY 2023-2034 Cost		\$8,390					

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

PennDOT Project Id: 110875

Project Administrator: PennDOT

Title: Cooper Rd, RR Warn Device

Improvement Type: RR Warning Devices

State Route: 0

Municipality: Curwensville (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 9/24/20

Estimated Construction Bid Date: 8/6/20

Location: Clearfield County, Curwensville Boro, Cooper Road, DOT No. 527.139.S, RJ Corman Railroad

Project Description: Installation of Railroad Warning Device at RJ Corman Railroad Crossing on Cooper Road in Curwensville Borough, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$70	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$70	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$70					

PennDOT Project Id: 116245

Project Administrator: PennDOT

Title: Industrial Park Road

Improvement Type: Restoration

State Route: 0

Municipality: Lawrence (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/10/23

Location: Clearfield County
Lawrence Township
Clearfield Commerce Industrial Park Road

Project Description: Clearfield Commerce Park Industrial Park Road Improvements

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$1200	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$92	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$1,292	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,292					

PennDOT Project Id: 3557

Project Administrator: PENNDOT

Title: PA 153 Beaver Run Br.

Improvement Type: Bridge Improvement

State Route: 153

Municipality: Houtzdale (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/30/29

Location: Clearfield County
Houtzdale Borough
SR 153 over Beaver Run
BMS# 17-0153-0048-0486

Project Description: Bridge Improvements on State Route 153 over Beaver Run near intersection of State Route 53 in Houtzdale Borough, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$406	\$59	\$0
	State:	\$0	\$0	\$0	\$0	\$798	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$406	\$857	\$0
Total FFY 2023-2034 Cost		\$1,263					

PennDOT Project Id: 93330

Project Administrator: PennDOT

Title: Clfd. Congestion Imprv

Improvement Type: Safety Improvement

State Route: 153

Municipality: Clearfield (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Actual Construction Bid Date:

Estimated Construction Bid Date: 5/21/27

Location: Clearfield County
 Clearfield Borough
 SR 153, Second St, 390/0 to 400/1619
 SR 322, 414/1200 to 440/1649
 Third St (Local) (Cherry/Market/Locust)

Project Description: Congestion Improvement on State Route 153 (three signals at Cherry/Market/Locust), Second Street, State Route 322 corridor (four signals along I-80 detour route at Fulton St/Nichols St/Second St/Third St) and Third Street (three signals at Cherry/Market/Locust) for the total number of ten traffic signals. ADA needs will be accessed. Upgrade of existing traffic signals to include signage and pavement markings for side street approaches (300') of each signal in Clearfield Borough, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$188	\$263	\$0	\$1053	\$3107	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$188	\$263	\$0	\$1,053	\$3,107	\$0
Total FFY 2023-2034 Cost		\$4,611					

PennDOT Project Id: 96271

Project Administrator: PennDOT
 Improvement Type: Resurface
 Municipality: Huston (TWP)

Title: Penfield North Resurface
 State Route: 153
 Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/29/24

Location: Clearfield County
 Huston Township
 SR 153, near intersection of SR 153/255 to Clearfield/Elk County Line
 Segment 630/1383 to 740/1232

Project Description: Highway Resurfacing on State Route 153, near intersection of State Route 153 and 255 starting in Penfield to Clearfield/Elk County Line in Huston Township, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$2766	\$1694	\$0	\$0	\$0
	State:	\$230	\$429	\$1381	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$230	\$3,195	\$3,075	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$6,500					

PennDOT Project Id: 85080

Project Administrator: PennDOT
 Improvement Type: Bridge Improvement
 Municipality: Sandy (TWP)

Title: SR 219 Pentz Run
 State Route: 219
 Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/30/29

Location: Clearfield County, Sandy Township, SR 219 over Pentz Run, BMS# 17-0219-0820-0000

Project Description: Bridge improvements on the bridge carrying State Route 219 (Salem to DuBois Road) over Pentz Run approximately three fourths of a mile northwest of the intersection of State Route 219 and State Route 322 in Sandy Township, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$383	\$0	\$1922	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$383	\$0	\$1,922	\$0
Total FFY 2023-2034 Cost		\$2,305					

PennDOT Project Id: 114049

Project Administrator: PennDOT
 Improvement Type: RR Warning Devices
 Municipality: Bell (TWP)

Title: McGees Mills RR Device Upgrade
 State Route: 219
 Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Clearfield County

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Bell Township
 SR 219, Segment 0260/1076
 DOT No. 527.113.P

Project Description: Railroad Warning Device Upgrade on State Route 219 in Bell Township, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$350	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$350	\$0	\$0
Total FFY 2023-2034 Cost		\$350					

PennDOT Project Id: 117066

Project Administrator: PennDOT

Title: SR 219 - SR 830 to Jefferson County Line

Improvement Type: Restoration

State Route: 219

Municipality: Sandy (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/1/26

Location: Clearfield County
 Sandy Township
 SR 830 from Falls Creek to Jefferson Co. Line
 SEG 0910/0000 to SEG 0940/0000
 SEG 0911/0000 to SEG 0941/0000

Project Description: Highway Restoration on State Route 219 from Falls Creek to Jefferson County Line in Sandy Township, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$394	\$2274	\$1183	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$394	\$2,274	\$1,183	\$0	\$0
Total FFY 2023-2034 Cost		\$3,851					

PennDOT Project Id: 117237

Project Administrator: PennDOT

Title: DuBois St toward Liberty Blvd

Improvement Type: Restoration

State Route: 219

Municipality: Dubois (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/1/26

Location: Clearfield County
 DuBois City
 SR 219 from DuBois St. to Liberty Blvd
 SEG 870/0000 to 0880/2204

Project Description: Highway Restoration on State Route 219 from DuBois Street to Liberty Boulevard in the City of DuBois, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$372	\$218	\$2385	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$372	\$218	\$2,385	\$0	\$0
Total FFY 2023-2034 Cost		\$2,975					

PennDOT Project Id: 113127

Project Administrator: PennDOT

Title: SR 255 over Muddy Run

Improvement Type: Bridge Improvement

State Route: 255

Municipality: Sandy (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/10/24

Location: Clearfield County
 Sandy Township
 SR 255 over Muddy Run
 BMS# 17-0255-0090-0031

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Project Description: Bridge improvements on State Route 255 over Muddy Run in Sandy Township, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$408	\$0	\$620	\$494	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$408	\$0	\$620	\$494	\$0	\$0
Total FFY 2023-2034 Cost		\$1,522					

PennDOT Project Id: 114189

Project Administrator: PennDOT

Title: SR 255 Signal/ITS Project

Improvement Type: Safety Improvement

State Route: 255

Municipality: Dubois (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date: 3/3/22

Estimated Construction Bid Date: 3/3/22

Location: Clearfield County

City of DuBois and Sandy Township
SR 255 and US 219

11 Signal locations, only upgrading controllers no signal head upgrades, 1 full-color Type A DMS sign, and 2 HD CCTV cameras

Project Description:

Safety Improvements on State Routes 219 and 255, 11 Signal locations, upgrading controllers not signal head upgrades, 1 full-color Type A Digital Message Sign, and 2 High Def Closed Circuit TV cameras, in City of DuBois and Sandy Township, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$535	\$63	\$0	\$0	\$0	\$0
	State:	\$0	\$148	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$535	\$211	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$746					

PennDOT Project Id: 115898

Project Administrator: PennDOT

Title: Penfield to Elk Co. Line

Improvement Type: Restoration

State Route: 255

Municipality: Huston (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/1/27

Location: Clearfield County

Huston Township
SR 255 from Penfield to Elk Co. Line
SEG/OFF 0250/2100 to 0330/1763

Project Description: Highway Restoration on State Route 255 from Penfield to Elk County Line in Huston Township, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$394	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$6000	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$394	\$0	\$6,000	\$0
Total FFY 2023-2034 Cost		\$6,394					

PennDOT Project Id: 117595

Project Administrator: PennDOT

Title: SR 255 Drainage Improvements

Improvement Type: Drainage Improvement

State Route: 255

Municipality: Huston (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/25/22

Location: Clearfield County

Huston Township
SR 255 from Penfield to Elk Co. Line
SEG 0250/2100 to 0330/1763

Project Description: Drainage Improvements and Minor Bridge Rehabilitation on State Route 255 Penfield to Elk County Line in Huston Township, Clearfield County.

Project Costs(In Thousands)

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$100	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$100	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$100					

PennDOT Project Id: 69383

Project Administrator: PennDOT **Title:** SR 322 over Roaring Run
Improvement Type: Bridge Improvement **State Route:** 322
Municipality: Bradford (TWP) **Air Quality Status:** Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:** 8/30/26

Location: Clearfield County
 Bradford Township
 SR 322 over Branch of Roaring Run
 BMS# 17-0322-0510-2520

Project Description: Bridge Improvements on State Route 322 over Branch of Roaring Run in Bradford Township, near Mineral Springs, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$716	\$0
	State:	\$0	\$0	\$394	\$397	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$394	\$397	\$716	\$0
Total FFY 2023-2034 Cost		\$1,507					

PennDOT Project Id: 117460

Project Administrator: PennDOT **Title:** SR 322 ov Clearfield Creek
Improvement Type: Bridge Improvement **State Route:** 322
Municipality: Lawrence (TWP) **Air Quality Status:** Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:** 9/15/22

Location: Clearfield County
 BMS 17032204801576 over Clearfield Creek
 Lawrence Twp

Project Description: Bridge Improvements on State Route 322 over Clearfield Creek in Lawrence Township, Clearfield County

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$556	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$556	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$556					

PennDOT Project Id: 91543

Project Administrator: PennDOT **Title:** SR 410 Stump Creek Bridge
Improvement Type: Bridge Replacement **State Route:** 410
Municipality: Brady (TWP) **Air Quality Status:** Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:** 12/8/22

Location: Clearfield County , Brady Township, SR 410 over Stump Creek, BMS# 17041000900000

Project Description: Bridge Replacement on State Route 410 over Stump Creek in Brady Township, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$1584	\$0	\$0	\$0	\$0	\$0
	State:	\$11	\$0	\$0	\$0	\$0	\$0

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$1,595	\$0	\$0	\$0	\$0	\$0

Total FFY 2023-2034 Cost **\$1,595**

PennDOT Project Id: 93723

Project Administrator: PennDOT	Title: Little Muddy Run
Improvement Type: Bridge Replacement	State Route: 729
Municipality: Gulich (TWP)	Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:** 12/8/22

Location: Clearfield County, Gulich Township, SR 729 over Little Muddy Run, BMS# 17-0729-0020-0885

Project Description: Bridge Replacement on State Route 729 over Little Muddy Run in Gulich Township, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$452	\$932	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$452	\$932	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,384					

PennDOT Project Id: 3410

Project Administrator: PENNDOT	Title: Montgomery Run Bridge
Improvement Type: Bridge Improvement	State Route: 1004
Municipality: Lawrence (TWP)	Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:** 3/26/26

Location: Clearfield County
Lawrence Township
SR 1004 over Montgomery Run
BMS# 17-1004-0020-0000

Project Description: Bridge improvement and approach work on State Route 1004 (Coal Hill Road) over Montgomery Run in Lawrence Township, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$369	\$413	\$943	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$369	\$413	\$943	\$0	\$0
Total FFY 2023-2034 Cost		\$1,725					

PennDOT Project Id: 69380

Project Administrator: PennDOT	Title: 2025 NC Bridge Preservation
Improvement Type: Bridge Preservation Activities	State Route: 1006
Municipality: Goshen (TWP)	Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:** 4/24/25

Location: Clearfield and Elk Counties, BMS 17100600901288 ov Lick Run, Goshen Twp, BMS 24400700100122 ov W. Br. Clarion River, Johnsonburg Boro

Project Description: Bridge Improvements on State Route 1006 over Lick Run in Goshen Township, Clearfield County, and State Route 4007 over West Branch Clarion River in Johnsonburg Borough, Elk County

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$297	\$0	\$1377	\$946	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$297	\$0	\$1,377	\$946	\$0	\$0
Total FFY 2023-2034 Cost		\$2,620					

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

PennDOT Project Id: 93939

Project Administrator: PennDOT
Improvement Type: Bridge Improvement
Municipality: Goshen (TWP)

Title: SR 1006 Lick Run Bridge
State Route: 1006
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/1/28

Location: Clearfield County
 Goshen Township
 SR 1006 over Lick Run
 BMS# 17-1006-0090-1288

Project Description: Bridge Improvement on State Route 1006 over Lick Run in Goshen Township, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$406	\$1104	\$0
	State:	\$0	\$0	\$0	\$0	\$246	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$406	\$1,350	\$0
Total FFY 2023-2034 Cost		\$1,756					

PennDOT Project Id: 116812

Project Administrator: PennDOT
Improvement Type: Bridge Improvement
Municipality: Cooper (TWP)

Title: SR 1011 over Browns Run
State Route: 1011
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/26

Location: Clearfield County
 BMS 17-1011-0060-0299 over Browns Run
 Cooper Twp

Project Description: Bridge Improvement of the bridge carrying State Route 1011 over Browns Run in Cooper Township, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$328	\$408	\$878	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$328	\$408	\$878	\$0	\$0
Total FFY 2023-2034 Cost		\$1,614					

PennDOT Project Id: 3570

Project Administrator: PENNDOT
Improvement Type: Bridge Improvement
Municipality: Boggs (TWP)

Title: Spring Creek BOX
State Route: 2007
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/19/24

Location: Clearfield County
 Boggs Township
 SR 2007 over Spring Creek
 BMS# 17-2007-0310-0644

Project Description: Bridge Improvement on State Route 2007 over Spring Creek in Boggs Township, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$236	\$120	\$418	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$236	\$120	\$418	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$774					

PennDOT Project Id: 83532

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Irvona (BORO)

Title: South Witmer Run Br
State Route: 3005
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 10/21/21

Estimated Construction Bid Date: 10/21/21

Location: Clearfield County
 Irvona Borough
 SR 3005 over South Witmer Run
 BMS 17-3005-0060-2776

Project Description: Bridge Replacement on State Route 3005 over South Witmer Run in Irvona Borough, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$165	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$165	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$165					

PennDOT Project Id: 83531

Project Administrator: PennDOT
Improvement Type: Bridge Improvement
Municipality: Chest (TWP)

Title: North Camp Run Bridge
State Route: 3014
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/26/26

Location: Clearfield County
 Chest Township
 SR 3014 over North Camp Run
 BMS 17-3014-0140-1541

Project Description: Bridge Improvement on State Route 3014 over North Camp Run in Chest Township, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$320	\$0	\$507	\$1160	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$320	\$0	\$507	\$1,160	\$0	\$0
Total FFY 2023-2034 Cost		\$1,987					

PennDOT Project Id: 112750

Project Administrator: PennDOT
Improvement Type: Bridge Improvement
Municipality: Chest (TWP)

Title: Holes Run BOX
State Route: 3014
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/15/22

Location: Clearfield County
 Chest Township
 SR 3014 over Holes Run
 BMS# 17-3014-0210-0000

Project Description: Bridge Improvements on State Route 3014 over Holes Run in the village of McPherron in Chest Township, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$480	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$480	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$480					

PennDOT Project Id: 85127

Project Administrator: PennDOT
Improvement Type: Bridge Improvement

Title: SR 4001 over Kuntz Run
State Route: 4001

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Municipality: Brady (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/1/28

Location: Clearfield County
Brady Township
SR 4001 over Kuntz Run
BMS# 17-4001-0010-1343

Project Description: Bridge improvement on State Route 4001 over Kuntz Run in Brady Township, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$429	\$1101	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$429	\$1,101	\$0
Total FFY 2023-2034 Cost		\$1,530					

PennDOT Project Id: 3449

Project Administrator: PENNDOT

Title: SR 4009 Conrail Br.

Improvement Type: Bridge Improvement

State Route: 4009

Municipality: Brady (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/10/26

Location: Clearfield County
Brady Township
SR 4009 over Abandoned Railroad
BMS 17-4009-0070-0000

Project Description: Bridge Improvement on State Route 4009 over Abandoned Railroad in Brady Township, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$167	\$205	\$0	\$302	\$1900	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$167	\$205	\$0	\$302	\$1,900	\$0
Total FFY 2023-2034 Cost		\$2,574					

PennDOT Project Id: 91505

Project Administrator: PennDOT

Title: Little Anderson Crk BOX

Improvement Type: Bridge Improvement

State Route: 4010

Municipality: Brady (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/14/23

Location: Clearfield County
Brady Township
SR 4010 over Little Anderson Creek
BMS# 17-4010-0030-1289

Project Description: Bridge improvements on State Route 4010 over Little Anderson Creek in Brady Township, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$134	\$459	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$134	\$459	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$593					

PennDOT Project Id: 95990

Project Administrator: PennDOT

Title: T-566 over Clearfield Crk

Improvement Type: Bridge Removal

State Route: 7222

Municipality: Knox (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/12/23

Location: Clearfield County
 Knox Township
 SR 7222 (T-566) over Clearfield Creek
 Segment 0566 Offset 0010

Project Description: Bridge Removal on State Route 7222 (Township Road 566) over Clearfield Creek in Knox Township, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$10	\$150	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$10	\$150	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$160					

PennDOT Project Id: 3608

Project Administrator: PENNDOT
 Improvement Type: Bridge Removal
 Municipality: Pike (TWP)

Title: T-206 Anderson Creek
 State Route: 7226
 Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/12/23

Location: Clearfield County
 Pike Township
 T-206 over Anderson Creek
 BMS 17722602060005

Project Description: Bridge Removal on Township Road 206 over Anderson Creek in Pike Township, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$10	\$100	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$10	\$100	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$110					

Elk

PennDOT Project Id: 69080

Project Administrator: PennDOT
 Improvement Type: Bridge Improvement
 Municipality: Ridgway (TWP)

Title: Bridge over Trib Elk Cr.
 State Route: 120
 Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/31/31

Location: Elk County, Ridgway Township, SR 120 over Trib Elk Creek, BMS# 24-0120-0050-0815

Project Description: Bridge Improvement on State Route 120 over Trib Elk Creek in Ridgway Township, Elk County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$464	\$1044	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$464	\$1,044	\$0
Total FFY 2023-2034 Cost		\$1,508					

PennDOT Project Id: 69085

Project Administrator: PennDOT
 Improvement Type: Bridge Improvement
 Municipality: Saint Marys (CITY)

Title: Bridge over Big Run
 State Route: 120
 Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/7/24

Location: Elk County, City of St Marys, SR 120 over Big Run, BMS# 24-0120-0420-1705

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Project Description: Bridge improvements on State Route 120 over Big Run in City of St Marys, Elk County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$120	\$265	\$900	\$0	\$0	\$0
	State:	\$0	\$0	\$225	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$120	\$265	\$1,125	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,510					

PennDOT Project Id: 113951

Project Administrator: PennDOT **Title:** City of St.Marys SR 120 Connector
Improvement Type: New Roadway **State Route:** 120
Municipality: Saint Marys (CITY) **Air Quality Status:** AQ Conformity Does Not Apply

Actual Construction Bid Date: **Estimated Construction Bid Date:** 8/24/23

Location: Elk County
 City of St. Mary's
 SR 120, State St, Segment 0230
 Saint Mary's, Chestnut and South Michael Streets

Project Description: New roadway and reconstruction on State Route 120, (State Street), in the City of St. Mary's, Elk County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$7016	\$623	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$7,016	\$623	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$7,639					

PennDOT Project Id: 117069

Project Administrator: PennDOT **Title:** St Michaels Street to Sorg Street
Improvement Type: Restoration **State Route:** 120
Municipality: Saint Marys (CITY) **Air Quality Status:** AQ Conformity Does Not Apply

Actual Construction Bid Date: **Estimated Construction Bid Date:** 5/1/25

Location: Elk County
 City of St. Marys
 SR 120 from St. Michaels street to Johns street
 SEG 0258/0000 to SEG 0258/2440

Project Description: Highway Restoration on State Route 120 from Saint Michaels Street to Johns Street in Saint Mary's City, Elk County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$2976	\$1219	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$2,976	\$1,219	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$4,195					

PennDOT Project Id: 115854

Project Administrator: PennDOT **Title:** SR 153 ov Toby Creek
Improvement Type: Bridge Improvement **State Route:** 153
Municipality: Horton (TWP) **Air Quality Status:** AQ Conformity Does Not Apply

Actual Construction Bid Date: **Estimated Construction Bid Date:** 2/16/23

Location: Elk County
 Huston Township
 SR 153 over Toby Creek
 BMS 24015300801609

Project Description: Bridge Improvement on State Route 153 Toby Creek Bridge in Horton Township, Elk County.

Project Costs(In Thousands)

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$1436	\$1299	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,436	\$1,299	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$2,735					

PennDOT Project Id: 4024

Project Administrator: PENNDOT
Improvement Type: Bridge Replacement
Municipality: Jay (TWP)

Title: Caledonia Run
State Route: 555
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/8/22

Location: Elk County
 Jay Township
 SR 555 over UNT to Bennett Branch
 Segment 0080 Offset 0100
 Village of Caledonia

Project Description: Bridge Replacement on State Route 555 over unnamed tributary to Bennett Branch near Village of Caledonia, in Jay Township, Elk County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$629	\$934	\$0	\$0	\$0	\$0
	State:	\$15	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$644	\$934	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,578					

PennDOT Project Id: 69052

Project Administrator: PennDOT
Improvement Type: Bridge Improvement
Municipality: Ridgway (TWP)

Title: Bridge Over Little Mill Ck
State Route: 948
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/26/26

Location: Elk County
 Ridgway Township
 SR 948 over Little Mill Creek
 BMS 24-0948-0350-0000

Project Description: Bridge improvement on State Route 948 over Little Mill Creek in Ridgway Township, Elk County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$325	\$0	\$315	\$942	\$0	\$0
	State:	\$81	\$0	\$215	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$406	\$0	\$530	\$942	\$0	\$0
Total FFY 2023-2034 Cost		\$1,878					

PennDOT Project Id: 85158

Project Administrator: PennDOT
Improvement Type: Bridge Improvement
Municipality: Saint Marys (CITY)

Title: Trib to Elk Creek
State Route: 1005
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/30/25

Location: Elk County
 City of St Marys
 SR 1005 over Trib to Elk Creek
 BMS 24-1005-0020-0642

Project Description: Bridge improvement of the structure carrying State Route 1005 (Theresa Street) over tributary to Elk Creek in the City of St. Mary's, Elk County.

Project Costs(In Thousands)

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$338	\$168	\$1607	\$0	\$0	\$0
	State:	\$50	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$388	\$168	\$1,607	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$2,163					

PennDOT Project Id: 105943

Project Administrator: PennDOT

Title: Boot Jack Bypass

Improvement Type: Restoration

State Route: 2219

Municipality: Ridgway (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/1/27

Location: Elk County
Ridgway Township
SR 2219, Boot Jack Bypass
Segment 300 to 330

Project Description: Highway Restoration on State Route 2219, Boot Jack Bypass, in Ridgway Township, Elk County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$134	\$466	\$6041	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$134	\$466	\$6,041	\$0
Total FFY 2023-2034 Cost		\$6,641					

PennDOT Project Id: 83528

Project Administrator: PennDOT

Title: Wyncoop Run Bridge

Improvement Type: Bridge Replacement

State Route: 3005

Municipality: Millstone (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/19/26

Location: Elk County
Millstone Twp
SR 3005 over Wyncoop Run
BMS# 24-3005-0012-0000

Project Description: Bridge Improvement on State Route 3005 over Wyncoop Run in Millstone Twp, Elk County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$412	\$0	\$336	\$1888	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$412	\$0	\$336	\$1,888	\$0	\$0
Total FFY 2023-2034 Cost		\$2,636					

Jefferson

PennDOT Project Id: 68204

Project Administrator: PennDOT

Title: Jeff Hwy/Bridge Line Item

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Various locations in Jefferson County.

Project Description: Reserve established to act as a placeholder for surplus highway funds generated from the Transportation Improvement Program (TIP) adjustments in Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
-------	------	------	------	------	------	-------------	-------------

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Federal:	\$222	\$330	\$338	\$347	\$1386	\$1386
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$222	\$330	\$338	\$347	\$1,386	\$1,386

Total FFY 2023-2034 Cost \$4,009

PennDOT Project Id: 109387

Project Administrator: PennDOT

Title: South Park Street Crossing

Improvement Type: RR Warning Devices

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/6/23

Location: Existing at grade crossings of the Buffalo and Pittsburgh Railroad on South Park Street Road (DOT Crossing #148723B) in Sykesville Borough.

Project Description: Upgrade the existing railroad crossing crossbuck warning devices with the installation of LED lights and gates at the existing at grade crossing of the Buffalo and Pittsburgh Railroad on South Park Street Road (DOT Crossing #148723B) in Sykesville Borough, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$200	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$200	\$0	\$0	\$0	\$0

Total FFY 2023-2034 Cost \$200

PennDOT Project Id: 109836

Project Administrator: PennDOT

Title: Local Retro Line Item

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: District wide.

Project Description: Local Bridge Retroactive Reimbursement Reserve Line Item.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$193	\$0	\$148	\$157	\$502	\$477
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$193	\$0	\$148	\$157	\$502	\$477

Total FFY 2023-2034 Cost \$1,477

PennDOT Project Id: 110767

Project Administrator: PennDOT

Title: Mitchell Avenue Crossing

Improvement Type: RR Warning Devices

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/10/23

Location: Existing at grade crossing of the Buffalo & Pittsburgh Railroad on Mitchell Avenue (DOT Crossing # 148 893 V) in Punxsutawney Borough, Jefferson County.

Project Description: Upgrade of the existing railroad crossing crossbuck warning devices with the installation of LED lights at the existing at grade crossing of the Buffalo & Pittsburgh Railroad on Mitchell Avenue (DOT Crossing # 148 893 V) in Punxsutawney Borough, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$200	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$200	\$0	\$0	\$0	\$0	\$0

Total FFY 2023-2034 Cost \$200

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

PennDOT Project Id: 26064

Project Administrator: PENNDOT

Title: PA 28/US 322 Brookville Intersection

Improvement Type: Intersection Improvement

State Route: 28

Municipality: Pine Creek (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 3/14/19

Estimated Construction Bid Date: 3/14/19

Location: Existing at-grade intersection of PA 28 and US 322 in Brookville Borough and Pine Creek Township.

Project Description: Intersection reconfiguration, bituminous overlay, drainage, waterline replacement, signal work, and other miscellaneous construction of the existing at-grade intersection of PA 28 and US Route 322 in Brookville Borough and Pine Creek Township, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$101	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$101	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$101					

PennDOT Project Id: 100212

Project Administrator: PennDOT

Title: PA 28 Clarion Line-Snyder

Improvement Type: Resurface

State Route: 28

Municipality: Clover (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/13/25

Location: Along PA 28 From the Clarion County Line to T-397 (Snyder Road) in Clover and Rose Townships.

Project Description: Resurfacing to include milling of existing bituminous wearing courses, bituminous patching, paving, leveling, binder and wearing courses and minor drainage and guiderail upgrades along PA 28 From the Clarion County Line to T-397 (Snyder Road) in Clover and Rose Townships, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$1395	\$1523	\$1017	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$1,395	\$1,523	\$1,017	\$0
Total FFY 2023-2034 Cost		\$3,935					

PennDOT Project Id: 117206

Project Administrator: PennDOT

Title: Jefferson Bridge Latex Group

Improvement Type: Bridge Preservation Activities

State Route: 28

Municipality: Brockway (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/30/25

Location: Various structures, intersecting various features, in various municipalities, in Jefferson County.

Project Description: Preservation of various structures, intersecting various features, in various municipalities, in Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$412	\$31	\$1119	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$412	\$31	\$1,119	\$0
Total FFY 2023-2034 Cost		\$1,562					

PennDOT Project Id: 117373

Project Administrator: PennDOT

Title: Glen-Gery Group Bridges

Improvement Type: Bridge Replacement

State Route: 28

Municipality: Summerville (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/7/25

Location: Existing structures carrying PA 28 over a tributary to Redbank Creek and Runaway Run in Summerville Borough, Jefferson County.

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Project Description: Bridge replacement of the existing structures carrying PA 28 over a tributary to Redbank Creek and over Runaway Run in Summerville Borough, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$470	\$0	\$1017	\$1018	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$470	\$0	\$1,017	\$1,018	\$0	\$0
Total FFY 2023-2034 Cost		\$2,505					

PennDOT Project Id: 117204

Project Administrator: PennDOT

Title: SR 36/SR 949 Crash Avoidance System

Improvement Type: Safety Improvement

State Route: 36

Municipality: Eldred (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/8/24

Location: The existing intersection of SR 36 and SR 949 in Eldred Township, Jefferson County.

Project Description: Safety improvement at the existing intersection of SR 36 and SR 949 in Eldred Township, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$9	\$67	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$9	\$67	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$76					

PennDOT Project Id: 111830

Project Administrator: PennDOT

Title: Jefferson Co. Department Force Bridge Maintenance

Improvement Type: Bridge Rehabilitation

State Route: 119

Municipality: Sykesville (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/24

Location: Various state-owned structures on various routes, in various townships, Jefferson County.

Project Description: Department force bridge maintenance of various state-owned structures on various routes, in various townships, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$193	\$139	\$273	\$281	\$923	\$1000
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$193	\$139	\$273	\$281	\$923	\$1,000
Total FFY 2023-2034 Cost		\$2,809					

PennDOT Project Id: 112971

Project Administrator: PennDOT

Title: US 119 Punxsy South Resurfacing

Improvement Type: Resurface

State Route: 119

Municipality: Young (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/16/23

Location: Along SR 119 from Indiana/Jefferson County line north to the intersection of State Route 36 in Young Township and Punxsutawney Borough, Jefferson County

Project Description: Resurfacing to include longitudinal and transverse patching, minor drainage, ADA ramps, bituminous leveling and wearing courses along SR 119 from Indiana/Jefferson County line north to the intersection of State Route 36 in Young Township and Punxsutawney Borough, Jefferson County

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$1753	\$1652	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$1,753	\$1,652	\$0	\$0	\$0	\$0

Total FFY 2023-2034 Cost \$3,405

PennDOT Project Id: 117205

Project Administrator: PennDOT **Title:** SR 119 over Mahoning Creek Epoxy
Improvement Type: Bridge Preservation Activities **State Route:** 119
Municipality: Punxsutawney (BORO) **Air Quality Status:** AQ Conformity Does Not Apply

Actual Construction Bid Date: **Estimated Construction Bid Date:** 3/16/23

Location: Existing structure carrying SR 119 over Mahoning Creek in Punxsutawney Borough, Jefferson County.

Project Description: Preservation of the existing structure carrying SR 119 over Mahoning Creek in Punxsutawney Borough, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$50	\$51	\$217	\$0	\$70	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$50	\$51	\$217	\$0	\$70	\$0

Total FFY 2023-2034 Cost \$388

PennDOT Project Id: 102752

Project Administrator: PennDOT **Title:** US 219/PA 28 Brockway Intersection
Improvement Type: Intersection Improvement **State Route:** 219
Municipality: Brockway (BORO) **Air Quality Status:** Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:** 1/26/23

Location: Existing intersection of US 219 and PA 28 in Brockway Borough, Jefferson County.

Project Description: This is an intersection enhancement project at the intersection of US 219 and PA 28 in Brockway Borough, Jefferson County. Improvements include an updated traffic signal as well as improvements to traffic flow and safety through the intersection. Also included are sidewalk reconstruction and drainage updates.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$2163	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$2,163	\$0	\$0	\$0	\$0	\$0

Total FFY 2023-2034 Cost \$2,163

PennDOT Project Id: 84828

Project Administrator: PennDOT **Title:** US 322 over Campbell Run
Improvement Type: Bridge Replacement **State Route:** 322
Municipality: Rose (TWP) **Air Quality Status:** AQ Conformity Does Not Apply

Actual Construction Bid Date: **Estimated Construction Bid Date:** 5/10/29

Location: Replacement of existing structure carrying SR 322 over Campbell Run in Rose Township, Jefferson County

Project Description: Replacement of the existing structure carrying SR 322 over Campbell Run in Rose Township, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$663	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$980	\$990
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$663	\$0	\$0	\$0	\$980	\$990

Total FFY 2023-2034 Cost \$2,633

PennDOT Project Id: 100226

Project Administrator: PennDOT **Title:** US 322 Segmnt 300-PA950

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Improvement Type: Resurface

State Route: 322

Municipality: Pine Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/25/24

Location: Along US 322 from 0.31 mile northwest of T-520 (Hatten Road) to PA 950 in Pine Creek and Winslow Townships and Reynoldsville Borough.

Project Description: Resurfacing to include milling of the existing bituminous wearing courses, bituminous patching, paving, leveling, binder and wearing courses, and minor drainage and guide rail upgrades along US Route 322 from 0.31 mile northwest of T-520 (Hatten Road) to PA 950 in Pine Creek and Winslow Townships and Reynoldsville Borough, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$1719	\$2163	\$2388	\$51	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$1,719	\$2,163	\$2,388	\$51	\$0
Total FFY 2023-2034 Cost		\$6,321					

PennDOT Project Id: 114715

Project Administrator: PennDOT

Title: US 322 Roseville PM

Improvement Type: Restoration

State Route: 322

Municipality: Union (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 2/19/21

Estimated Construction Bid Date: 1/14/21

Location: US 322 from approximately 0.8 mile east of SR 2005 to approximately 0.2 mile east of the Brookville Borough line in Clarion and Limestone Townships, Clarion County, and Corsica and Brookville Boroughs and Union and Rose Townships, Jefferson County.

Project Description: Resurfacing to include milling of the existing bituminous wearing surface, bituminous patching, pavement relief joints, paving, leveling, binder and wearing courses, drainage and guide rail upgrades, and other miscellaneous construction along US 322 from approximately 0.8 mile east of SR 2005 to approximately 0.2 mile east of the Brookville Borough line in Clarion and Limestone Townships, Clarion County, and Corsica and Brookville Boroughs and Union and Rose Townships, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$1841	\$336	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,841	\$336	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$2,177					

PennDOT Project Id: 117197

Project Administrator: PennDOT

Title: SR 322/SR 1830 Intersection ITS

Improvement Type: Safety Improvement

State Route: 322

Municipality: Pine Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/7/23

Location: The existing intersection of SR 322 and SR 1830 in Pine Creek Township, Jefferson County.

Project Description: Safety improvements including the installation of Intersection Conflict Warning Systems (ICWS) and intersection pavement markings at the intersection of State Route 322 and State Route 1830 in Pine Creek Township, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$10	\$190	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$10	\$190	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$200					

PennDOT Project Id: 117363

Project Administrator: PennDOT

Title: Reynoldsville Bridge #1 Tickle Belly

Improvement Type: Bridge Improvement

State Route: 322

Municipality: Reynoldsville (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/27/28

Location: Existing structure carrying SR 322 over Sandy Lick Creek in Reynoldsville Borough, Jefferson County.

Project Description: Improvements to the existing structure carrying SR 322 over Sandy Lick Creek in Reynoldsville Borough, Jefferson County.

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$533	\$0	\$0	\$0	\$2628	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$533	\$0	\$0	\$0	\$2,628	\$0
Total FFY 2023-2034 Cost		\$3,161					

PennDOT Project Id: 106459

Project Administrator: PennDOT

Title: Jefferson Short Span Length Group Bridges

Improvement Type: Bridge Rehabilitation

State Route: 949

Municipality: Heath (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 1/13/22

Estimated Construction Bid Date: 1/13/22

Location: Existing structures carrying PA 949 and SR 1013 (Airport Road) over Mill Run, Pine Run, and Keys Run in Eldred, Heath, and Washington Townships.

Project Description: Replacement of the existing structures carrying PA 949 and SR 1013 (Airport Road) over Mill Run, Pine Run, and Keys Run in Eldred, Heath, and Washington Townships, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$647	\$776	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$647	\$776	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,423					

PennDOT Project Id: 109571

Project Administrator: PennDOT

Title: Ugly Run Bridge

Improvement Type: Bridge Replacement

State Route: 2001

Municipality: Gaskill (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/10/24

Location: Existing structure carrying SR 2001 (Winslow Extension) over Ugly Run in Gaskill Township.

Project Description: Replacement of the existing structure carrying SR 2001 (Winslow Extension) over Ugly Run in Gaskill Township, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$94	\$177	\$536	\$215	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$94	\$177	\$536	\$215	\$0
Total FFY 2023-2034 Cost		\$1,022					

PennDOT Project Id: 105576

Project Administrator: PennDOT

Title: Rikers Road Crossing

Improvement Type: RR Warning Devices

State Route: 2009

Municipality: Bell (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/5/23

Location: Existing at-grade crossing of the Buffalo and Pittsburgh Railroad on SR 2009 (Rikers Road) in Bell Township.

Project Description: Railroad warning devices and gates at the existing at-grade crossing of the Buffalo and Pittsburgh Railroad on SR 2009 (Rikers Road) in Bell Township.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$225	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$0	\$225	\$0	\$0	\$0	\$0

Total FFY 2023-2034 Cost \$225

PennDOT Project Id: 83322

Project Administrator: PennDOT **Title:** SR 2011 ov Trib Canoe Creek
Improvement Type: Bridge Replacement **State Route:** 2011
Municipality: Bell (TWP) **Air Quality Status:** Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:** 10/19/23

Location: Existing structure carrying SR 2011 (Cloe-Rossiter Road) over a tributary to Canoe Creek in Bell Township.

Project Description: Replacement of the existing structure carrying SR 2011 (Cloe-Rossiter Road) over a tributary to Canoe Creek in Bell Township, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$1179	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$1,179	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,179					

PennDOT Project Id: 105583

Project Administrator: PennDOT **Title:** Big Run Railroad Corridor
Improvement Type: RR Warning Devices **State Route:** 2012
Municipality: Henderson (TWP) **Air Quality Status:** AQ Conformity Does Not Apply

Actual Construction Bid Date: **Estimated Construction Bid Date:** 3/9/26

Location:

Existing at-grade crossing of the Buffalo and Pittsburgh Railroad on SR 2012 (Sykesville Troutville Road), T-628 (Bowser Road) and T-513 (Pike Road) in Gaskill and Henderson Townships.

Project Description: Railroad warning devices and gates at the existing at-grade crossing of the Buffalo and Pittsburgh Railroad on SR 2012 (Sykesville Troutville Road), T-628 (Bowser Road) and T-513 (Pike Road) in Gaskill and Henderson Townships.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$150	\$435	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$150	\$435	\$0
Total FFY 2023-2034 Cost		\$585					

PennDOT Project Id: 116508

Project Administrator: PennDOT **Title:** Stump Creek Bridge #3
Improvement Type: Bridge Replacement **State Route:** 2012
Municipality: Henderson (TWP) **Air Quality Status:** AQ Conformity Does Not Apply

Actual Construction Bid Date: **Estimated Construction Bid Date:** 5/9/24

Location: SR 2012 (Sykesville/Troutville Road) over Stump Creek in Henderson Township, Jefferson County.

Project Description: Replacement of the existing structure carrying SR 2012 (Sykesville/Troutville Road) over Stump Creek in Henderson Township, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$570	\$654	\$62	\$509	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$570	\$654	\$62	\$509	\$0	\$0
Total FFY 2023-2034 Cost		\$1,795					

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

PennDOT Project Id: 74315

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Mccalmont (TWP)

Title: Cortez Bridge
State Route: 2023
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: **Estimated Construction Bid Date:** 11/2/23

Location: Existing structure carrying SR 2023 (Knoxdale Road) over Elk Run in McCalmont Township.

Project Description: Replacement of the existing structure carrying SR 2023 (Knoxdale Road) over Elk Run in McCalmont Township, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$438	\$426	\$635	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$438	\$426	\$635	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,499					

PennDOT Project Id: 99498

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Clover (TWP)

Title: SR 3003 over Redbank Cr.
State Route: 3003
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: **Estimated Construction Bid Date:** 12/14/23

Location: Existing structure carrying SR 3003 (Mount Pleasant Road) over Redbank Creek in Clover Township, Jefferson County.

Project Description: Replacement of the existing structure carrying SR 3003 (Mount Pleasant Road) over Redbank Creek in Clover Township, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$211	\$1103	\$1103	\$1103	\$1103	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$211	\$1,103	\$1,103	\$1,103	\$1,103	\$0
Total FFY 2023-2034 Cost		\$4,623					

PennDOT Project Id: 78134

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Oliver (TWP)

Title: Near Cool Spring Bridge
State Route: 3031
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: **Estimated Construction Bid Date:** 5/1/25

Location: Existing structure carrying SR 3031 (Belshazzar Road) over Lick Run in Oliver Township, Jefferson County.

Project Description: Replacement of the existing structure carrying SR 3031 (Belshazzar Road) over Lick Run in Oliver Township, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$639	\$0	\$601	\$717	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$639	\$0	\$601	\$717	\$0	\$0
Total FFY 2023-2034 Cost		\$1,957					

PennDOT Project Id: 26163

Project Administrator: PENNDOT
Improvement Type: Bridge Rehabilitation
Municipality: Warsaw (TWP)

Title: Moore Bridge
State Route: 4006
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:** 10/5/23

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Location: Existing structure carrying SR 4006 (Moore Bridge Road) over North Fork Creek in Warsaw Township.

Project Description: Replacement of the existing structure carrying SR 4006 (Moore Bridge Road) over North Fork Creek in Warsaw Township, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$723	\$713	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$723	\$713	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,436					

PennDOT Project Id: 98137

Project Administrator: PennDOT

Title: T-517 Kramer Road Bridge

Improvement Type: Bridge Replacement

State Route: 7210

Municipality: Mccalmont (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/4/26

Location: Existing structure carrying T-517 (Kramer Road) over Big Run Creek in McCalmont Township, Jefferson County.

Project Description: Maintenance and repair (as required by bridge inspection reports) of the existing structure carrying T-517 (Kramer Road) over Big Run Creek in McCalmont Township.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$527	\$0	\$0	\$833	\$352	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$527	\$0	\$0	\$833	\$352	\$0
Total FFY 2023-2034 Cost		\$1,712					

PennDOT Project Id: 98132

Project Administrator: PennDOT

Title: T-385 Dobson Road Bridge

Improvement Type: Bridge Removal

State Route: 7216

Municipality: Ringgold (TWP)

Air Quality Status: Non-Significant: Not included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/2/23

Location: Structure carrying Township Road #385 (Dobson Road) over Big Run in Ringgold Township

Project Description: Removal of the bridge carrying Township Road #385 (Dobson Road) over Big Run in Ringgold Township, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$80	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$80	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$80					

PennDOT Project Id: 25944

Project Administrator: PENNDOT

Title: T-396 Seldom Seen Bridge

Improvement Type: Bridge Removal

State Route: 7217

Municipality:

Air Quality Status: Non-Significant: Not included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/13/23

Location: Structure carrying Township Road #396 (Seldom Seen Road) over Coder Run in Rose Township

Project Description: Removal of the bridge carrying Township Road #396 (Seldom Seen Road) over Coder Run in Rose Township, Jefferson County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
-------	------	------	------	------	------	-------------	-------------

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$100	\$0	\$0	\$0	\$0	\$0

Total FFY 2023-2034 Cost \$100

McKean

PennDOT Project Id: 110672

Project Administrator: PennDOT

Title: 2023 NC Bridge Preservation

Improvement Type: Bridge Improvement

State Route: 6

Municipality: Liberty (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/27/23

Location: McKean and Potter Counties
 SR 6 over Allegheny River, McKean Co
 SR 4017 over Bell Run, Potter Co
 SR 219 over Kinzua Creek, McKean Co
 Various Municipalities

Project Description: Bridge Improvements on US Route 6 over Allegheny River and US Route 219 over Kinzua Creek, McKean County and State Route 4017 over Bell Run, Potter County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$602	\$3183	\$0	\$0	\$0	\$0
	State:	\$10	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$612	\$3,183	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$3,795					

PennDOT Project Id: 112650

Project Administrator: PennDOT

Title: Resurface US 6 to PA 446

Improvement Type: Resurface

State Route: 46

Municipality: Smethport (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/28/22

Location: McKean County
 Smethport Borough and Keating Township
 PA 46 from US 6 to PA 446
 Segments 0320/0 to 0390/0

Project Description: Highway Resurfacing on PA Route 46 from US Route 6 to PA Route 446 in Smethport Borough and Keating Township, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$3333	\$240	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$3,333	\$240	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$3,573					

PennDOT Project Id: 117878

Project Administrator: PennDOT

Title: SR 46 Roadway Restoration

Improvement Type: Restoration

State Route: 46

Municipality: Keating (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/8/24

Location: McKean County
 Keating Twp
 SR 46 Roadway Restoration
 SEG 410/0000 to 420/2566

Project Description: Highway Restoration of State Route 46 in Keating Township, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
-------	------	------	------	------	------	-------------	-------------

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Federal:	\$240	\$680	\$0	\$0	\$0	\$0
State:	\$60	\$170	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$300	\$850	\$0	\$0	\$0	\$0

Total FFY 2023-2034 Cost \$1,150

PennDOT Project Id: 117802

Project Administrator: PennDOT

Title: SR 59 & SR 646 Pavement Restoration

Improvement Type: Restoration

State Route: 59

Municipality: Lafayette (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/7/25

Location: McKean County
Lafayette & Keating Twps
SR 59 Seg 340 to 470
SR 646 Seg 10 to 50

Project Description: Highway Restoration on State Route 59 from Airport to Ormsby and State Route 646 from Ormsby to Cyclone in Lafayette & Keating Townships, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$921	\$0	\$1751	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$921	\$0	\$1,751	\$0	\$0
Total FFY 2023-2034 Cost		\$2,672					

PennDOT Project Id: 85214

Project Administrator: PennDOT

Title: SR 146 ov Warner Brook BOX

Improvement Type: Bridge Improvement

State Route: 146

Municipality: Hamlin (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/15/22

Location: McKean County
Hamlin Township
SR 146 over Warner Brook
BMS# 42-0146-0040-1713

Project Description: Bridge Improvements of the bridge carrying State Route 146 over Warner Brook in Hamlin Township, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$863	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$863	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$863					

PennDOT Project Id: 91549

Project Administrator: PennDOT

Title: SR 155 Br. Portage Creek

Improvement Type: Bridge Improvement

State Route: 155

Municipality: Liberty (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/1/28

Location: McKean County
Liberty Township
SR 155 over Branch of Portage Creek
BMS# 42-0155-0020-0549

Project Description: Bridge improvement on State Route 155 in Liberty Township, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$0	\$0	\$0	\$0

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

State:	\$0	\$0	\$0	\$417	\$1019	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$0	\$0	\$0	\$417	\$1,019	\$0

Total FFY 2023-2034 Cost **\$1,436**

PennDOT Project Id: 4405

Project Administrator: PENNDOT

Title: Bradford Bypass

Improvement Type: Restoration

State Route: 219

Municipality: Bradford (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/28/22

Location: McKean County

City of Bradford, Bradford and Foster Township
US Route 219
Northbound Segment 0482/0500 to 0580/0466
Southbound Segment 0505/0000 to 0581/0493

Project Description: Restoration, Expansion Joint and Spalling Repairs with Milling and Overlay on US Route 219, Bradford Bypass, Northbound and Southbound in City of Bradford, Bradford and Foster Township, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$2473	\$2052	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$2,473	\$2,052	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$4,525					

PennDOT Project Id: 117588

Project Administrator: PennDOT

Title: US 219 from SR 59 toward Lewis Run

Improvement Type: Resurface

State Route: 219

Municipality: Lafayette (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/15/22

Location: McKean County

Lafayette Township
SR 219 from SR 59 toward Lewis Run
SEG 0290/0139 to 0350/0000

Project Description: Highway Resurfacing on State Route 219 from State Route 59 toward Lewis Run in Lafayette Township, McKean County

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$100	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$100	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$100					

PennDOT Project Id: 81410

Project Administrator: PennDOT

Title: SR 246 Baker Run

Improvement Type: Bridge Improvement

State Route: 246

Municipality: Otto (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/14/23

Location: McKean County

Otto Township
SR 246 over Baker Run
BMS# 42-0246-0090-1982

Project Description: Bridge improvement on State Route 246 over Baker Run in Otto Township, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$30	\$0	\$0	\$0	\$0	\$0
	State:	\$420	\$918	\$0	\$0	\$0	\$0

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$450	\$918	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost	\$1,368					

PennDOT Project Id: 85232

Project Administrator: PennDOT **Title:** Gates Hollow
Improvement Type: Bridge Improvement **State Route:** 346
Municipality: Bradford (TWP) **Air Quality Status:** Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:** 3/27/25

Location: McKean County
Bradford Township
SR 346 over Gates Hollow Run
BMS# 42-0346-03002-679

Project Description: Bridge Improvement of the bridge carrying State Route 346 (West Washington Street) over Gates Hollow Run approximately a half mile west of the City of Bradford in Bradford Township, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$79	\$812	\$992	\$750	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$79	\$812	\$992	\$750	\$0	\$0
Total FFY 2023-2034 Cost		\$2,633					

PennDOT Project Id: 85261

Project Administrator: PennDOT **Title:** Foster Brook BOX
Improvement Type: Bridge Improvement **State Route:** 346
Municipality: Foster (TWP) **Air Quality Status:** Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:** 12/18/25

Location: McKean County, Foster Township, SR 346 over Foster Brook, BMS# 42-0346-0420-2668

Project Description: Bridge Improvements on the bridge carrying State Route 346 over Foster Brook in Foster Township, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$281	\$204	\$489	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$281	\$204	\$489	\$0	\$0
Total FFY 2023-2034 Cost		\$974					

PennDOT Project Id: 88628

Project Administrator: PennDOT **Title:** Bridge on Tram Hollow Run
Improvement Type: Bridge Improvement **State Route:** 346
Municipality: Otto (TWP) **Air Quality Status:** Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:** 1/25/24

Location: McKean County
Otto Township
SR 346 over TRAM HOLLOW RUN
BMS 42-0346-0520-1803

Project Description: Bridge Improvement on State Route 346 over Tram Hollow Run in Otto Township, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$350	\$0	\$1093	\$0	\$0	\$0
State:		\$88	\$0	\$273	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$438	\$0	\$1,366	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$1,804					

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

PennDOT Project Id: 88633

Project Administrator: PennDOT
Improvement Type: Bridge Improvement
Municipality: Otto (TWP)

Title: Tram Hollow Run BOX
State Route: 346
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 12/16/21

Estimated Construction Bid Date: 12/16/21

Location: McKean County
 Otto Township
 SR 346 ov UNT to Tram Hollow Run
 BMS# 42-0346-0490-0000

Project Description: Bridge Improvements of the bridge carrying State Route 346 over unnamed tributary to Tram Hollow Run in Otto Township, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$50	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$50	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$50					

PennDOT Project Id: 91547

Project Administrator: PennDOT
Improvement Type: Bridge Improvement
Municipality: Bradford (TWP)

Title: SR 346 Marilla Creek Br
State Route: 346
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/1/27

Location: McKean County
 Bradford Township
 SR 346 over Marilla Creek
 BMS# 42-0346-0240-1105

Project Description: Bridge Improvement on State Route 346 over Marilla Creek in Bradford Township, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$338	\$397	\$790	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$338	\$397	\$790	\$0
Total FFY 2023-2034 Cost		\$1,525					

PennDOT Project Id: 109705

Project Administrator: PennDOT
Improvement Type: Bridge Improvement
Municipality: Bradford (TWP)

Title: SR 346 over Meadow Branch
State Route: 346
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/1/28

Location: McKean County
 Bradford City
 SR 346 over Meadow Branch
 BMS# 42-0346-0270-0000

Project Description: Bridge Improvement on State Route 346 over Meadow Branch in Bradford City, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$412	\$794	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$412	\$794	\$0
Total FFY 2023-2034 Cost		\$1,206					

PennDOT Project Id: 109873

Project Administrator: PennDOT
Improvement Type: Existing Signal Improvement

Title: SR 346/4009 Signals/Roadway Improvements
State Route: 346

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Municipality: Bradford (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/24/24

Location: McKean County
 City of Bradford
 SR 346/4009 (3 Signals)
 Segment 0310/1700 to 0330/1600

Project Description: Roadway and Safety Improvements on State Routes 346 & 4009 in the City of Bradford, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$332	\$477	\$1921	\$2601	\$0	\$0
	State:	\$0	\$0	\$1131	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$332	\$477	\$3,052	\$2,601	\$0	\$0
Total FFY 2023-2034 Cost		\$6,462					

PennDOT Project Id: 110671

Project Administrator: PennDOT

Title: 2022 NC Bridge Preservation

Improvement Type: Bridge Improvement

State Route: 346

Municipality: Eldred (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/28/22

Location: McKean County
 Eldred Borough
 SR 346 over T-398 and WNYPA RR
 includes SR 1023
 BMS# 42-0346-0630-0713
 BMS# 42-1023-0010-0000

Project Description: Bridge Improvements on State Route 346 over Township Road 398 and WNYPA RR, includes State Route 1023, in Eldred Borough, McKean County.

Project Costs(In Thousands)

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

PennDOT Project Id: 85236

Project Administrator: PennDOT

Title: SR 446 Canfield Creek

Improvement Type: Bridge Improvement

State Route: 446

Municipality: Eldred (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/28/28

Location: McKean County, Eldred Township, SR 446 over Canfield Creek, BMS# 42-0446-0170-0000

Project Description: Bridge Improvements on the bridge carrying State Route 446 over Canfield Creek in Eldred Township, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$406	\$1102	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$406	\$1,102	\$0
Total FFY 2023-2034 Cost		\$1,508					

PennDOT Project Id: 117079

Project Administrator: PennDOT

Title: SR 446 Main St. Recon.

Improvement Type: Resurface

State Route: 446

Municipality: Eldred (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/1/27

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Location: McKean County
 Eldred Borough Betterment
 SR 446
 Main Street

Project Description: Highway Restoration on State Route 446 also known as Main Street, in Eldred Borough, McKean County

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$394	\$2508	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$1452	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$394	\$2,508	\$1,452	\$0
Total FFY 2023-2034 Cost		\$4,354					

PennDOT Project Id: 85253

Project Administrator: PennDOT
Improvement Type: Bridge Improvement
Municipality: Eldred (TWP)

Title: SR 1011 over Mix Creek
State Route: 1011
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/28/22

Location: McKean County
 Eldred Township
 SR 1011 over Mix Creek
 Segment 0180/2411

Project Description: Bridge Improvements on State Route 1011 over Mix Creek in Eldred Township, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$854	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$854	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$854					

PennDOT Project Id: 85269

Project Administrator: PennDOT
Improvement Type: Bridge Improvement
Municipality: Eldred (TWP)

Title: SR 1011 over Fowler Run BOX
State Route: 1011
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/12/24

Location: McKean County
 Eldred Township
 SR 1011 over Fowler Run
 Segment 0080/0000

Project Description: Bridge Improvements on State Route 1011 over Fowler Run in Eldred Township, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$229	\$98	\$482	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$229	\$98	\$482	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$809					

PennDOT Project Id: 85241

Project Administrator: PennDOT
Improvement Type: Bridge Improvement
Municipality: Sergeant (TWP)

Title: SR 2001 over Smith Run
State Route: 2001
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/7/23

Location: McKean County
 Sergeant Township
 SR 2001 over Smith Run

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

BMS# 42-2001-0050-0000

Project Description: Bridge Improvement of the bridge carrying State Route 2001 over Smith Run in Sergeant Township, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$396	\$582	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$396	\$582	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$978					

PennDOT Project Id: 101510

Project Administrator: PennDOT

Title: Bridge over Bennett Brook

Improvement Type: Bridge Improvement

State Route: 4011

Municipality: Bradford (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/23/26

Location: McKean County, City of Bradford, SR 4011 over Bennett Brook, BMS# 42-4011-0010-1002

Project Description: Bridge Improvement on State Route 4011 over Bennett Brook in City of Bradford, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$382	\$393	\$952	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$382	\$393	\$952	\$0	\$0
Total FFY 2023-2034 Cost		\$1,727					

PennDOT Project Id: 69304

Project Administrator: PennDOT

Title: SR 4013 Bolivar Run

Improvement Type: Bridge Improvement

State Route: 4013

Municipality: Bradford (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/1/28

Location: McKean County, City of Bradford, SR 4013 over Bolivar Run (Seaward Ave), BMS# 42-4013-0030-0000

Project Description: Bridge Improvement on State Route 4013 over Bolivar Run (Seaward Avenue), in the City of Bradford, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$406	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$979	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$406	\$979	\$0
Total FFY 2023-2034 Cost		\$1,385					

PennDOT Project Id: 4383

Project Administrator: PENNDOT

Title: T-437 Oswayo Creek

Improvement Type: Bridge Removal

State Route: 7203

Municipality: Ceres (TWP)

Air Quality Status: Non-Significant: Not included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/12/23

Location: McKean County
Ceres Township
T-437 over Oswayo Creek
BMS# 42-7203-0437-0005

Project Description: Bridge Removal on Township Road 437 over Oswayo Creek in Ceres Township, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
-------	------	------	------	------	------	-------------	-------------

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$10	\$100	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$10	\$100	\$0	\$0	\$0	\$0

Total FFY 2023-2034 Cost \$110

PennDOT Project Id: 4435

Project Administrator: PENNDOT **Title:** Elm Street Bridge
Improvement Type: Bridge Replacement **State Route:** 7301
Municipality: **Air Quality Status:** Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 12/9/21 **Estimated Construction Bid Date:** 12/9/21

Location: McKean County
 City of Bradford
 Elm Street over E. Branch Tunungwant Creek
 BMS# 42-7301-0500-0005

Project Description: Bridge Replacement and minimal approaches on Elm Street over East Branch Tunungwant Creek in the City of Bradford, McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$467	\$0	\$0	\$0	\$0	\$0
	State:	\$88	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$555	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$555					

Potter

PennDOT Project Id: 100555

Project Administrator: PennDOT **Title:** SR 6, McKean Co to Fishing Crk
Improvement Type: Resurface **State Route:** 6
Municipality: Roulette (TWP) **Air Quality Status:** Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:** 4/28/22

Location: Potter County
 Roulette Township
 US 6 from McKean Co Line toward Mina
 Segments 10 to 100

Project Description: Resurfacing of US Route 6 from the McKean County line toward Mina and bridge preservation activities on 2 structures in Roulette Township, Potter County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$3968	\$0	\$0	\$0	\$0	\$0
	State:	\$227	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$4,195	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$4,195					

PennDOT Project Id: 85308

Project Administrator: PennDOT **Title:** SR 44 over Campbell Run
Improvement Type: Bridge Improvement **State Route:** 44
Municipality: Hebron (TWP) **Air Quality Status:** Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:** 12/15/22

Location: Potter County
 Hebron Township
 SR 44 over UNT to South Branch Oswayo Creek
 BMS# 52-0044-0810-0000

Project Description: Bridge Improvements on the bridge carrying State Route 44 over an unnamed tributary to South Branch Oswayo Creek in Hebron Township, Potter County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
-------	------	------	------	------	------	-------------	-------------

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$40	\$1203	\$125	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$40	\$1,203	\$125	\$0	\$0	\$0

Total FFY 2023-2034 Cost \$1,368

PennDOT Project Id: 116890

Project Administrator: PennDOT

Title: 2027 North Central Bridge Preservation

Improvement Type: Bridge Improvement

State Route: 44

Municipality: Abbott (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/1/27

Location: Clearfield and Potter Counties, BMS 52004402200000 ov Indian Run, Abbot Twp , BMS 52401700100292 ov Bell Run, Sharon Twp , BMS 17300400601614 ov Beaver Run, Burnside Twp

Project Description: Bridge Improvements on State Route 44 over Indian Run in Abbot Township, Potter County, on State Route 4017 over Bell Run in Sharon Township, Potter County, and on State Route 3004 over Beaver Run in Burnside Twp, Clearfield County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$338	\$0	\$1716	\$0
State:		\$0	\$0	\$0	\$0	\$361	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$338	\$0	\$2,077	\$0

Total FFY 2023-2034 Cost \$2,415

PennDOT Project Id: 84099

Project Administrator: PennDOT

Title: Marsh Creek

Improvement Type: Bridge Improvement

State Route: 49

Municipality: Bingham (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/26/26

Location: Potter County
Bingham Township
SR 49 over Unnamed Trib to Genesee River (name changed from Marsh Creek)
BMS 52-0049-0350-0000

Project Description: Bridge Improvement of the bridge carrying State Route 49 over an Unnamed Tributary to the Genesee River in Bingham Township, Potter County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$85	\$525	\$394	\$1136	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$85	\$525	\$394	\$1,136	\$0	\$0

Total FFY 2023-2034 Cost \$2,140

PennDOT Project Id: 85313

Project Administrator: PennDOT

Title: SR 49 over Trib. Allegh

Improvement Type: Drainage Improvement

State Route: 49

Municipality: Allegheny (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 5/1/27

Location: Potter County
Allegheny Township
SR 49 over Trib. Allegheny River
BMS# 52-0049-0120-0000

Project Description: Drainage Improvement on State Route 49 over Tributary to Allegheny River in Allegheny Township, Potter County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$291	\$502	\$955	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Period Totals: \$0 \$0 \$291 \$502 \$955 \$0

Total FFY 2023-2034 Cost \$1,748

PennDOT Project Id: 85314

Project Administrator: PennDOT

Title: SR 49 over Marsh Creek

Improvement Type: Bridge Improvement

State Route: 49

Municipality: Bingham (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/1/26

Location: Potter County
Bingham Township
SR 0049 over Marsh Creek
BMS# 52-0049-0350-1903

Project Description: Bridge Improvement on State Route 0049 over Marsh Creek in Bingham Township, Potter County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$417	\$369	\$184	\$914	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$417	\$369	\$184	\$914	\$0	\$0
Total FFY 2023-2034 Cost		\$1,884					

PennDOT Project Id: 91623

Project Administrator: PennDOT

Title: SR 144 Ives Run Bridge

Improvement Type: Bridge Replacement

State Route: 144

Municipality: Abbott (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 12/16/21

Estimated Construction Bid Date: 12/16/21

Location: Potter County
Abbott Township
SR 144 over Ives Run, Wenzel Hollow
Near Carter Camp
BMS# 52-0144-0210-0425

Project Description: Bridge Replacement on State Route 144 over Ives Run (Wenzel Hollow), near Carter Camp, in Abbott Township, Potter County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$525	\$0	\$0	\$0	\$0	\$0
	State:	\$131	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$656	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$656					

PennDOT Project Id: 112746

Project Administrator: PennDOT

Title: Tyler Hollow Run BOX

Improvement Type: Bridge Improvement

State Route: 244

Municipality: Oswayo (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/15/22

Location: Potter County
BMS 52024401200703 ov Tyler Hollow Run
Oswayo Township

Project Description: Bridge Improvements on State Route 244 over Tyler Hollow Run approximately 2 miles east of the village of Oswayo in Oswayo Township, Potter County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$593	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$593	\$0	\$0	\$0	\$0	\$0

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Total FFY 2023-2034 Cost \$593

PennDOT Project Id: 114317

Project Administrator: PennDOT

Title: 2024 NC Bridge Preservation

Improvement Type: Bridge Improvement

State Route: 244

Municipality: Hebron (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/14/24

Location: McKean and Potter Counties

BMS 52024400103101 ov Oswayo Crk in Hebron Twp
 BMS 52400300120000 ov Allegheny Rv in Roulette Twp
 BMS 42064603000019 ov Pennbrook Rn in Foster Twp

Project Description: Bridge Improvements on State Route 244 bridge over Oswayo Creek in Hebron Township, State Route 4003 bridge over Allegheny River in Roulette Township in Potter County and State Route 646 bridge over Pennbrook Run in Foster Township in McKean County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$2085	\$1598	\$0	\$0	\$0
	State:	\$219	\$120	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$219	\$2,205	\$1,598	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$4,022					

PennDOT Project Id: 117597

Project Administrator: PennDOT

Title: SR 244 North toward Oswayo ST62

Improvement Type: Restoration

State Route: 244

Municipality: Oswayo (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/15/22

Location: Potter County

Hebron & Oswayo Twp, Oswayo Borough
 SR 244 North toward Oswayo
 Seg 80/0 to 200/0300

Project Description: Highway Restoration on State Route 244 North toward Oswayo Borough in Hebron & Oswayo Townships and Oswayo Borough, Potter County

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$100	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$100	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$100					

PennDOT Project Id: 105915

Project Administrator: PennDOT

Title: SR 449 over Pine Creek

Improvement Type: Bridge Replacement

State Route: 449

Municipality: Ulysses (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/28/22

Location: Potter County

Ulysses Township
 SR 449 over Pine Creek
 BMS# 52-0449-0130-0000

Project Description: Bridge Replacement on State Route 449 over Pine Creek in Ulysses Township, Potter County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$726	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$726	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$726					

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

PennDOT Project Id: 85388

Project Administrator: PennDOT
Improvement Type: Bridge Improvement
Municipality: Ulysses (BORO)

Title: SR 1003 over Br Genesee
State Route: 1003
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: **Estimated Construction Bid Date:** 6/1/26

Location: Potter County, Ulysses Township, SR 1003 over Branch Genesee River, BMS# 52-1003-0240-0331,

Project Description: Bridge Improvement on SR 1003 over Branch Genesee River in Ulysses Township, Potter County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$362	\$340	\$579	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$362	\$340	\$579	\$0	\$0
Total FFY 2023-2034 Cost		\$1,281					

PennDOT Project Id: 78637

Project Administrator: PennDOT
Improvement Type: Bridge Improvement
Municipality: Galeton (BORO)

Title: SR 1022 over Pine Creek
State Route: 1022
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:** 3/28/24

Location: Potter County
 Galeton Borough
 SR 1022 over Pine Creek
 BMS# 52-1022-0020-0000

Project Description: Bridge Improvements on the bridge carrying State Route 1022 over Pine Creek in Galeton Borough, Potter County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$404	\$2541	\$276	\$0	\$0	\$0
	State:	\$98	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$502	\$2,541	\$276	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$3,319					

PennDOT Project Id: 117122

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Summit (TWP)

Title: East Fork Sinnamahoning Creek BOX
State Route: 3001
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: **Estimated Construction Bid Date:** 12/14/23

Location: Potter County
 Summit Township
 SR 3001 over East Fork Sinnamahoning Creek
 BMS 52300102601740

Project Description: Maintenance Box Culvert Installation on SR 3001 over East Fork Sinnamahoning Creek in Summit Township, Potter County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$94	\$437	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$94	\$437	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$531					

PennDOT Project Id: 83526

Project Administrator: PennDOT

Title: SR 3002 Cowley Run Bridge

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Improvement Type: Bridge Improvement

State Route: 3002

Municipality: Portage (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/30/28

Location: Potter County, Portage Twp, SR 3002 over Cowley Run, BMS# 52-3002-0010-1207

Project Description: Bridge Improvements on the bridge carrying State Route 3002 (Cowley Hill Road) over Cowley Run in Portage Township, Potter County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$339	\$1907	\$0
	State:	\$0	\$0	\$0	\$0	\$723	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$339	\$2,630	\$0
Total FFY 2023-2034 Cost		\$2,969					

PennDOT Project Id: 85399

Project Administrator: PennDOT

Title: SR 4013 over Allegheny Rv

Improvement Type: Bridge Replacement

State Route: 4013

Municipality: Allegany (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 11/4/21

Estimated Construction Bid Date: 11/4/21

Location: Potter County
Allegany Township
SR 4013 over Allegheny River
BMS 52-4013-0150-2323

Project Description: Bridge Replacement on the bridge carrying State Route 4013 over Allegheny River in Allegany Township, Potter County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$60	\$0	\$0	\$0	\$0	\$0
	State:	\$782	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$842	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$842					

PennDOT Project Id: 83527

Project Administrator: PennDOT

Title: Brizzee Hollow Run

Improvement Type: Bridge Improvement

State Route: 4025

Municipality: Oswayo (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/24/24

Location: Potter County
Oswayo Township
SR 4025 over Brizzee Hollow Run
BMS# 52-4025-0020-0472

Project Description: Bridge Improvement on State Route 4025 over Brizzee Hollow Run in Oswayo Township, Potter County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$421	\$164	\$902	\$276	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$421	\$164	\$902	\$276	\$0	\$0
Total FFY 2023-2034 Cost		\$1,763					

PennDOT Project Id: 85535

Project Administrator: PennDOT

Title: T-351 over Oswayo Creek,

Improvement Type: Bridge Removal

State Route: 7204

Municipality: Clara (TWP)

Air Quality Status: Non-Significant: Not included in regional conformity analysis

North Central PA Regional Planning & Development Commission RPO TIP - Highway & Bridge Projects

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/12/23

Location: Potter County, Clara Township, T-351 over Oswayo Creek, Topeka Rd, Segment 0351/0005

Project Description: Bridge Removal on Township Road 351 over Oswayo Creek, Topeka Road, in Clara Township, Potter County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$10	\$75	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$10	\$75	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$85					

HB TIP

Project Listing and Public Narratives

Public Transportation

RPT# TIP206D

Project Information			FFY 2023 Costs						FFY 2024 Costs						FFY 2025 Costs						FFY 2026 Costs						Totals
Project	Project Title	Sponsor	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals
89963	CON Terminal - Emporium	ATA							5311	400,000	OTH-S	96,775	3,225	500,000	5311	860,000	OTH-S	208,066	6,934	1,075,000							1,575,000
116266	CON Terminal Coudersport	ATA	5311	400,000	OTH-S	96,775	3,225	500,000	5311	860,000	OTH-S	208,066	6,934	1,075,000													1,575,000
118240	CON Terminal - Kane	ATA	OTH-F	400,000	OTH-S	96,775	3,225	500,000	OTH-F	2,400,000	OTH-S	580,650	19,350	3,000,000													3,500,000
118241	Vehicle Replacement - HD	ATA							5311	2,640,000	OTH-S	638,715	21,285	3,300,000	5311	5,824,000	OTH-S	1,409,044	46,956	7,280,000	5311	4,928,000	OTH-S	1,192,268	39,732	6,160,000	16,740,000
118242	Replace Para Vans	ATA							5311	576,000	OTH-S	139,356	4,644	720,000	5311	648,000	OTH-S	156,775	5,225	810,000	5311	648,000	OTH-S	156,775	5,225	810,000	2,340,000
118243	Replace - Para (under 30)	ATA							5311	648,000	OTH-S	156,775	5,225	810,000	5311	984,000	OTH-S	238,066	7,934	1,230,000	5311	504,000	OTH-S	121,936	4,064	630,000	2,670,000
118244	Replace - HD 35	ATA																			5311	1,560,000	OTH-S	377,422	12,578	1,950,000	1,950,000
Totals for: Area Transportation Authority of North Central PA				800,000		193,550	6,450	1,000,000		7,524,000		1,820,337	60,663	9,405,000		8,316,000		2,011,951	67,049	10,395,000		7,640,000		1,848,401	61,599	9,550,000	30,350,000
Overall Totals:				800,000		193,550	6,450	1,000,000		7,524,000		1,820,337	60,663	9,405,000		8,316,000		2,011,951	67,049	10,395,000		7,640,000		1,848,401	61,599	9,550,000	30,350,000

Area Transportation Authority of North Central PA

PennDOT Project Id: 89963

Title: CON Terminal - Emporium

Air Quality Status: Exempt from Regional Conformity Analysis

County: Cameron

Narrative: ATA - Facilities - Construct Terminal in Emporium, PA for boarding and disembarking of passengers under cover, restroom facilities for drivers and passengers, ticketing and traveler information.

Project Costs(In Thousands)							
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034	
Federal:	\$0	\$400	\$860	\$0	\$0	\$0	\$0
State:	\$0	\$97	\$208	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$3	\$7	\$0	\$0	\$0	\$0
Period Totals	\$0	\$500	\$1,075	\$0	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$1,575						

PennDOT Project Id: 116266

Title: CON Terminal Coudersport

Air Quality Status: AQ Conformity Does Not Apply

County: Potter

Narrative: Construction of a light maintenance and storage facility with driver and passenger amenities located in Coudersport.

Project Costs(In Thousands)							
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034	
Federal:	\$400	\$860	\$0	\$0	\$0	\$0	\$0
State:	\$97	\$208	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$3	\$7	\$0	\$0	\$0	\$0	\$0
Period Totals	\$500	\$1,075	\$0	\$0	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$1,575						

PennDOT Project Id: 118240

Title: CON Terminal - Kane

Air Quality Status: AQ Conformity Does Not Apply

County: McKean

Narrative: Construction of multimodal facility to replace existing vehicle storage facility located in Wetmore Township. Vehicle storage with driver and passenger amenities to serve southwestern McKean County. Terminal to be located at a site yet to be determined in Kane, PA. Consideration of pedestrian and biking trail head and service to inter-city bus service are key factors. Phase two to include: balance of site work, final design, construction, and furniture, fixtures, and equipment.

Project Costs(In Thousands)							
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034	
Federal:	\$400	\$2400	\$0	\$0	\$0	\$0	\$0
State:	\$97	\$581	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$3	\$19	\$0	\$0	\$0	\$0	\$0
Period Totals	\$500	\$3,000	\$0	\$0	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$3,500						

PennDOT Project Id: 118241

Title: Vehicle Replacement - HD

Air Quality Status: AQ Conformity Does Not Apply

County: Elk

Narrative: Replacement of 19 heavy duty 29' vehicles that have met useful life. Vehicles will be assigned based on need in any of the six counties in NC PA region.

Project Costs(In Thousands)							
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034	
Federal:	\$0	\$2640	\$5824	\$4928	\$0	\$0	\$0
State:	\$0	\$639	\$1409	\$1192	\$0	\$0	\$0
Local/Other:	\$0	\$21	\$47	\$40	\$0	\$0	\$0
Period Totals	\$0	\$3,300	\$7,280	\$6,160	\$0	\$0	\$0
Total FY 2023-2034 Cost	\$16,740						

PennDOT Project Id: 118242

Title: Replace Para Vans

Air Quality Status: AQ Conformity Does Not Apply

County: Elk

Narrative: Replacement of 17 paratransit van vehicles that have met useful life. Vehicles will be assigned based on need in any of the six counties in NC PA region.

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:	\$0	\$576	\$648	\$648	\$0	\$0
State:	\$0	\$139	\$157	\$157	\$0	\$0
Local/Other:	\$0	\$5	\$5	\$5	\$0	\$0
Period Totals	\$0	\$720	\$810	\$810	\$0	\$0
Total FY 2023-2034 Cost	\$2,340					

PennDOT Project Id: 118243

Title: Replace - Para (under 30)

Air Quality Status: AQ Conformity Does Not Apply

County: Elk

Narrative: Replacement of 27 paratransit vehicles < 30' that have met useful life. Vehicles will be assigned based on need in any of the six counties in NC PA region.

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:	\$0	\$648	\$984	\$504	\$0	\$0
State:	\$0	\$157	\$238	\$122	\$0	\$0
Local/Other:	\$0	\$5	\$8	\$4	\$0	\$0
Period Totals	\$0	\$810	\$1,230	\$630	\$0	\$0
Total FY 2023-2034 Cost	\$2,670					

PennDOT Project Id: 118244

Title: Replace - HD 35

Air Quality Status: AQ Conformity Does Not Apply

County: Elk

Narrative: Replacement of 3 heavy duty 35' vehicles that have met useful life. Vehicles will be assigned based on need in any of the six counties in NC PA region.

Project Costs(In Thousands)						
Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
Federal:	\$0	\$0	\$0	\$1560	\$0	\$0
State:	\$0	\$0	\$0	\$377	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$13	\$0	\$0
Period Totals	\$0	\$0	\$0	\$1,950	\$0	\$0
Total FY 2023-2034 Cost	\$1,950					

PTTIP

Project Listing and Public Narratives

Interstate – Clearfield/Jefferson Counties



RPT# TIP200

Project Information						FFY 2023 Costs					FFY 2024 Costs					FFY 2025 Costs					FFY 2026 Costs					Totals					
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals
Clearfield	80	B41	87729	I-80 over SR 970 Interchange	C	IMAN			185	100,000		100,000																		100,000.00	
Clearfield	80	B42	88579	I-80 Preservation MM 96 to MM 119	P	IMAN			185	1,572,360		1,572,360																		1,572,360.00	
Clearfield	80	B42	88579	I-80 Preservation MM 96 to MM 119	F	IMAN									185	225,000		225,000												225,000.00	
Clearfield	80	B42	88579	I-80 Preservation MM 96 to MM 119	C	IMAN							NHPP	15,000,000				15,000,000	BRIP	5,023,000				5,023,000	NHPP	15,000,000			15,000,000	35,023,000.00	
Clearfield	80	B56	116332	I-80 Bridge Approach Slabs I	C	IMAN			185	100,000		100,000																	100,000.00		
Totals for: Clearfield									1,772,360		1,772,360		15,000,000		225,000		15,225,000		5,023,000				5,023,000		15,000,000			15,000,000	37,020,360		
Jefferson	80	54A	106029	I-80 Brookville West Reconstruction	F	IMAN	NHPP	2,344,500	581	260,500		2,605,000	NHPP	1,800,000	581	200,000		2,000,000												4,605,000.00	
Jefferson	80	54A	106029	I-80 Brookville West Reconstruction	U	IMAN									581	500,000		500,000												500,000.00	
Jefferson	80	54A	106029	I-80 Brookville West Reconstruction	R	IMAN									581	500,000		500,000												500,000.00	
Jefferson	80	54A	106029	I-80 Brookville West Reconstruction	+C	IMAN							NHPP	20,000,000				20,000,000	NHPP	20,000,000				20,000,000	NHPP	20,000,000			20,000,000	60,000,000.00	
Jefferson	80	54B	106223	I-80 Brookville East Reconstruction	F	IMAN	NHPP	4,171,500	581	463,500		4,635,000																		4,635,000.00	
Jefferson	80	54B	106223	I-80 Brookville East Reconstruction	U	IMAN							NHPP	278,100	581	30,900		309,000												309,000.00	
Jefferson	80	54B	106223	I-80 Brookville East Reconstruction	R	IMAN													NHPP	370,800	581	41,200		412,000						412,000.00	
Jefferson	80	54B	106223	I-80 Brookville East Reconstruction	C	IMAN																		NHPP	27,000,000	581	3,000,000		30,000,000	30,000,000.00	
Jefferson	80	54F	106224	I-80 Brookville East PM	C	IMAN	NHPP	6,000,000				6,000,000																		6,000,000.00	
Jefferson	80	550	106275	I-80 North Fork Bridge Replacements	C	IMAN																				MBP3	40,000,000		40,000,000	40,000,000.00	
Totals for: Jefferson									12,516,000		724,000		13,240,000		22,078,100		1,230,900		23,309,000		20,370,800		41,200		20,412,000		47,000,000		43,000,000	90,000,000	146,961,000
Overall Totals:									12,516,000		2,496,360		15,012,360		37,078,100		1,455,900		38,534,000		25,393,800		41,200		25,435,000		62,000,000		43,000,000	105,000,000	183,981,360

d Discretionary

e Economic Development

f Flex

fd Flexed

s Spike

+ Indicates phase qualifies for TOLL funds

* Includes Conversion Amount

■ Obligations have occurred

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

Clearfield

PennDOT Project Id: 87729

Project Administrator: PennDOT

Title: I-80 over SR 970 Interchange

Improvement Type: Reconstruct

State Route: 80

Municipality: Bradford (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 1/16/20

Estimated Construction Bid Date: 1/16/20

Location: Interstate 80 over State Route 970 Eastbound and Westbound in Bradford Township, Clearfield County.

Project Description: Reconstruction of Interchange on Interstate 80 over State Route 970 at Exit 123 Eastbound and Westbound in Bradford Township in Clearfield County. Work will include a turning lane on State Route 970, drainage upgrades, pavement reconstruction, and a concrete box culvert under State Route 970 and the concrete arch culvert under I 80.

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

PennDOT Project Id: 88579

Project Administrator: PennDOT

Title: I-80 Preservation MM 96 to MM 119

Improvement Type: Restoration

State Route: 80

Municipality: Sandy (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/31/24

Location: Clearfield County
Lawrence, Pine, Sandy, and Union Townships
Segments 96/97 to 119/120

Project Description: Highway and Bridge Preservation. Mill and Overlay MM 96 to MM 119. Reconstruction of pavement under 4 overhead bridges. Bridge preservations at 6 bridges include deck joints, deck repairs, deck coating, diaphragm patching, painting and bearing repairs. ITS work includes 2 camera installations, retrofit of three HAR transmitters, and an I-80 Slow Vehicle Warning Sign in Clearfield County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$15000	\$5023	\$15000	\$8377	\$0
	State:	\$1572	\$225	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,572	\$15,225	\$5,023	\$15,000	\$8,377	\$0
Total FFY 2023-2034 Cost		\$45,197					

PennDOT Project Id: 116332

Project Administrator: PennDOT

Title: I-80 Bridge Approach Slabs I

Improvement Type: Bridge Improvement

State Route: 80

Municipality: Union (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: 9/16/21

Estimated Construction Bid Date: 9/16/21

Location: Clearfield County
BMS 17008010542217 over Anderson Creek
BMS 17008010552201 over Anderson Creek
Clinton County
BMS 18008018502217 over SR 477
BMS 18008018512266 over SR 477

Project Description: Bridge Preservation in Clearfield County over Anderson Creek at MM 106 and in Clinton County over State Route 477 at MM 185. Bridge Preservation will include items such as strip seals, backwall and deck rehab, approach slab/joint replacement, epoxy decks, roadway approach work including high friction surface, and pavement relief joints. Bridge Sprayer Upgrades in Clearfield County over Anderson Creek at MM 106 and in Centre County over State Route 150 at MM 158.

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

Jefferson

PennDOT Project Id: 106029

Project Administrator: PennDOT

Title: I-80 Brookville West Reconstruction

Improvement Type: Reconstruct

State Route: 80

Municipality: Union (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/26/23

Location: Along Interstate 80 from the Clarion/Jefferson County line east to just west of Exit 78 (Brookville Interchange) in Brookville Borough and Pine Creek Township.

Project Description: Reconstruction of highway to include drainage, subgrade, subbase, roadway, guiderail, ramps, and lighting along Interstate 80 from the Clarion/Jefferson County line east to just west of Exit 78 (Brookville Interchange) in Brookville Borough and Pine Creek Township.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$2345	\$21800	\$20000	\$20000	\$20000	\$0
	State:	\$261	\$1200	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$2,606	\$23,000	\$20,000	\$20,000	\$20,000	\$0
Total FFY 2023-2034 Cost		\$85,606					

PennDOT Project Id: 106223

Project Administrator: PennDOT

Title: I-80 Brookville East Reconstruction

Improvement Type: Reconstruct

State Route: 80

Municipality: Brookville (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/10/25

Location: Along Interstate 80 from just west of Exit 78 (Brookville Interchange) to approximately 0.81 miles southeast of SR 1006 (Sulgar Road) in Rose and Pine Creek Townships and Brookville Borough, Jefferson County.

Project Description: Interstate reconstruction including removal of existing bituminous and concrete, subgrade, subbase, concrete pavement, drainage and guiderail along Interstate 80 from just west of Exit 78 (Brookville Interchange) to approximately 0.81 miles southeast of SR 1006 (Sulgar Road) in Rose and Pine Creek Townships and Brookville Borough, Jefferson County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$4172	\$278	\$371	\$27000	\$144000	\$31500
	State:	\$464	\$31	\$41	\$3000	\$16000	\$3500
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$4,636	\$309	\$412	\$30,000	\$160,000	\$35,000
Total FFY 2023-2034 Cost		\$230,357					

PennDOT Project Id: 106224

Project Administrator: PennDOT

Title: I-80 Brookville East PM

Improvement Type: Resurface

State Route: 80

Municipality: Brookville (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: 2/17/22

Estimated Construction Bid Date: 2/17/22

Location: Along Interstate 80 from Brookville (Exit 78) to Mill Creek, west of Exit 86 in Rose and Pine Creek Townships and Brookville Borough, Jefferson County.

Project Description: Resurfacing of highway to include milling, patching, bituminous binder, leveling and wearing. along Interstate 80 from Brookville (Exit 78) to Mill Creek, west of Exit 86 in Rose and Pine Creek Townships and Brookville Borough, Jefferson County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$6000	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$6,000	\$0	\$0	\$0	\$0	\$0
Total FFY 2023-2034 Cost		\$6,000					

PennDOT Project Id: 106275

Project Administrator: PennDOT

Title: I-80 North Fork Bridge Replacements

Improvement Type: New Bridge

State Route: 80

Municipality: Brookville (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/10/25

Location: Interstate 80 eastbound and westbound over North Fork Creek and Water Plant Road in Brookville Borough.

Project Description: Replacement of dual-girder structures carrying Interstate 80 eastbound and westbound over North Fork Creek and Water Plant Road, as well as realignment of a portion of I-80 eastbound in Brookville Borough, Jefferson County.

Project Costs(In Thousands)							
Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$40000	\$109257	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$0	\$0	\$40,000	\$109,257	\$0
Total FFY 2023-2034 Cost		\$149,257					

FY 23-26

TIP Fiscal Constraint Chart



2023 - 2026 Transportation Program Development Checklist

Financial Constraint Tables

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

Fund Type	FFY 2023		FFY 2024		FFY 2025		FFY 2026		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP	\$9,017,000	\$9,017,000	\$8,514,000	\$8,514,000	\$8,060,000	\$8,060,000	\$7,614,000	\$7,614,000	
STP	\$7,911,000	\$7,911,000	\$8,080,000	\$8,080,000	\$8,318,000	\$8,318,000	\$8,560,000	\$8,560,000	
State Highway (581)	\$9,333,000	\$9,333,000	\$10,165,000	\$10,165,000	\$10,366,000	\$10,366,000	\$11,465,000	\$11,465,000	
State Bridge (185/183)	\$5,808,000	\$5,808,000	\$5,679,000	\$5,679,000	\$5,677,000	\$5,677,000	\$5,647,000	\$5,647,000	
BOF	\$6,302,000	\$6,302,000	\$6,302,000	\$6,302,000	\$6,302,000	\$6,302,000	\$6,302,000	\$6,302,000	
HSIP	\$1,611,000	\$1,611,000	\$1,651,000	\$1,651,000	\$1,692,000	\$1,692,000	\$1,733,000	\$1,733,000	
BRIP	\$6,191,000	\$6,191,000	\$6,191,000	\$6,191,000	\$6,191,000	\$6,191,000	\$6,191,000	\$6,191,000	
Total	\$46,173,000	\$46,173,000	\$46,582,000	\$46,582,000	\$46,606,000	\$46,606,000	\$47,512,000	\$47,512,000	

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

Additional Funding Type	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Comments
State Highway 581	\$10,000	\$75,000			MPMS 85535 - T351 over Oswayo Creek
State Highway 581	\$10,000	\$100,000			MPMS 4383 - T437 Oswayo Creek
State Highway 581	\$10,000	\$100,000			MPMS 3608 - T206 Anderson Creek
State Highway 581	\$10,000	\$150,000			MPMS 95990 - T566 Over Clearfield Creek
State Highway 581	\$10,000	\$75,000			MPMS 95989 - T330 Salt Run
State Highway 581	\$80,000				MPMS 98132 - T385 Dobson Road Bridge
State Highway 581	\$100,000				MPMS 25944 - T396 Seldon Seen Bridge
HSIP	\$200,000				MPMS 117197 - SR322/SR1830 Intersection ITS
HSIP	\$100,000				MPMS 85308 - SR6 McKean County to Fishing Creek
Other S	\$2,060,000				MPMS 102752 - US219/PA28 Brockway Intersection
RRX	\$70,400				MPMS 110875 - Cooper Road RR Warning Device
RRX		\$200,000	\$250,000		MPMS 114047 - Gardeau Rd RR Device
RRX				\$350,000	MPMS 114049 - McGees Mills RR Warning Device
RRX					MPMS 110767 - Mitchell Avenue Crossing
RRX		\$225,000			MPMS 105576 - Rikers Road Crossing
RRX		\$200,000			MPMS 109387 - South Park Street Crossing
RRX				\$150,000	MPMS 105583 - Big Run Corridor
Local Funds	\$200,000	\$200,000		\$200,000	Local Retros
Econ Dev	\$3,088,624				MPMS 113951: St Marys SR 120 Connector
TIFF	\$3,721,437	\$623,000			MPMS 113951: St Marys SR 120 Connector
ARC Access Road		\$1,292,207			MPMS 116245: Clearfield Industrial Park Access Road
Total	\$9,870,461	\$3,240,207	\$250,000	\$700,000	

Area Transportation Authority (ATA)

Statement of Net Position

AREA TRANSPORTATION AUTHORITY OF NORTH CENTRAL PENNSYLVANIA
 STATEMENTS OF NET POSITION
 JUNE 30, 2021 AND 2020

	<u>2021</u>	<u>2020</u>
ASSETS		
CURRENT ASSETS		
Cash and cash equivalents	\$ 10,947,359	\$ 8,738,270
Receivables	879,120	1,123,119
Prepaid expenses	173,770	171,930
Inventory	792,797	790,150
Other assets	252,683	223,615
	<hr/>	<hr/>
TOTAL CURRENT ASSETS	13,045,729	11,047,084
FIXED ASSETS		
Land	1,520,298	1,302,924
Buildings	18,958,267	18,913,916
Transit equipment	26,446,226	24,822,610
Passenger shelters and bus stop signs	371,158	371,158
Other equipment	3,340,287	2,848,906
Construction in progress	149,505	288,097
	<hr/>	<hr/>
	50,785,741	48,547,611
Less accumulated depreciation	(34,532,737)	(31,366,022)
	<hr/>	<hr/>
TOTAL FIXED ASSETS, NET	16,253,004	17,181,589
	<hr/>	<hr/>
TOTAL ASSETS	<u>\$ 29,298,733</u>	<u>\$ 28,228,673</u>
LIABILITIES AND NET POSITION		
CURRENT LIABILITIES		
Current portion of long-term debt	\$ 80,270	\$ 101,956
Payables	600,869	685,805
Accrued wages and benefits	149,275	313,999
Other liabilities	121,320	54,486
Unearned service revenue	6,336,757	4,384,096
	<hr/>	<hr/>
TOTAL CURRENT LIABILITIES	7,288,491	5,540,342
LONG-TERM LIABILITIES		
Other deferred liabilities	1,186,530	1,048,170
Long-term debt, net of current portion	39,024	119,346
Accrued compensated absences	812,932	765,812
	<hr/>	<hr/>
TOTAL LONG-TERM LIABILITIES	2,038,486	1,933,328
	<hr/>	<hr/>
TOTAL LIABILITIES	9,326,977	7,473,670
NET POSITION		
Invested in capital assets, net of related debt	16,133,710	16,960,287
Unrestricted	3,838,046	3,794,716
	<hr/>	<hr/>
TOTAL NET POSITION	19,971,756	20,755,003
	<hr/>	<hr/>
TOTAL LIABILITIES AND NET POSITION	<u>\$ 29,298,733</u>	<u>\$ 28,228,673</u>

See notes to the financial statements.

Environmental Justice (EJ)

ENVIRONMENTAL JUSTICE & BENEFIT AND BURDENS ANALYSIS

Environmental Justice (EJ) refers to the implementation of Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. This order directs procedures to be put in place to identify and address disproportionately high and adverse human health or environmental effects on minority and low-income population groups.

- Minority and Low-Income Populations are defined as any readily identifiable groups of minority or low-income persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy, or activity.
- Adverse effects means the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: Bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of DOT programs, policies, or activities.
- Disproportionately high and adverse effect on minority and low-income populations means an adverse effect that:
 - Is predominately borne by a minority population and/or a low-income population, or
 - Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

The Federal Highway Administration articulates four fundamental Environmental Justice principles:

- Identifying and evaluating environmental, public health and interrelated social and economic effects of DOT programs, policies, and activities.
- Proposing measures to avoid, minimize and/or mitigate disproportionately high and adverse environmental and public health effects and interrelated social and economic effects, and providing offsetting benefits and opportunities to enhance communities, neighborhoods, and individuals affected by DOT programs, policies, and activities, where permitted by law and consistent with the Executive Order.



- Considering alternatives to proposed programs, policies, and activities, where such alternatives would result in avoiding and/or minimizing disproportionately high and adverse human health or environmental impacts, consistent with the Executive Order.
- Eliciting public involvement opportunities and considering the results thereof, including soliciting input from affected minority and low-income populations in considering alternatives.

North Central understands that the identification of low-income and minority populations is important because these populations tend to have unique transportation requirements that need to be taken into consideration during all aspects of a transportation project. This includes maintaining the projects once completed.

The following list of federal acts and executive orders define the principles of Environmental Justice

- The Civil Rights Act of 1964, Title VI
- The Age Discrimination Act of 1975
- The Americans with Disabilities Act of 1990
- The Americans with Disabilities Act Amendments Act of 2008
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
- U.S. Department of Transportation (USDOT) EJ Order 5610.2(a) Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
- FHWA EJ Order 6640.23A
- Executive Order 13166 on Improving Access to Services for Persons with Limited English Proficiency (2000)

Overview of Environmental Justice (EJ):

Public participation must take into consideration the Presidential Executive Order 12898, Environmental Justice. Executive Order 12898 states:

“Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. Each Federal agency, whenever practicable and appropriate, shall collect, maintain, and analyze information assessing and comparing environmental and human health risks borne by populations identified by race, national origin, or income. To the extent practical and appropriate, Federal agencies shall use this information to determine whether their programs, policies, and activities have disproportionately high and adverse human health or environmental effects on minority populations and low-income populations.”

For the purposes of long-range transportation planning, Metropolitan Planning Organizations (MPOs) and Regional Planning Organizations (RPOs) must address EJ in the process of developing and advancing transportation programs and projects. Of central importance to the continued implementation of EJ principles within DOT is its 1997 internal EJ Order, which establishes procedures and guidance for the Department and its Offices of Administration (OAs) to implement Executive Order 12898. The DOT

Order is intended to ensure a consistent approach toward achieving EJ within the Department and to guarantee that all DOT components fully consider and incorporate, as appropriate, EJ principles in existing programs, policies, and activities. The Order also reaffirms DOT's commitment to ensuring that non-discrimination is an integral part of its programs, policies, and activities. Executive Order 12898 and the accompanying Presidential Memorandum underscore the importance of utilizing existing laws—including the National Environmental Policy Act (NEPA) and Title VI—to ensure that all persons live in a safe and healthy environment. Specifically, Title VI prohibits discrimination on the basis of race, color, or national origin in programs or activities receiving Federal financial assistance. Consistent with Title VI and the Executive Order, the DOT Order emphasizes the importance of ensuring that programs or activities funded by DOT which affect human health, or the environment do not discriminate on the basis of race, color, or national origin. The DOT Order also emphasizes that EJ principles apply to planning and programming activities and that requirements, such as NEPA, be administered so as to identify the risk of disproportionately high and adverse effects early in the development of the program, policy, or activity so that positive corrective action can be taken. The DOT Order also provides for data collection and research, as needed, to provide information to comply with Executive Order 12898.

To ensure that the North Central RPO meets the principles laid out by the Federal Highway Administration, North Central utilized Geographic Information Systems (GIS), a computer software program that allows a user to graphically manipulate, analyze, and represent spatial data. GIS is a key tool for mapping environmental justice data sets in that, when combined with quality data sources, it permits planners to map and layer the locations of groups based on attributes including race, ethnicity, and income characteristics. A variety of sources provide data that facilitate identifying EJ populations for a given jurisdiction. The most commonly used source of data comes from the U.S. Census Bureau. There is also data available from the American Community Survey in this format. US census block group data is gathered, and an Environmental Justice mapping analysis is completed utilizing GIS in order to determine where minority and low-income populations may exist in a region. Projects are then overlaid onto this region map and project specific analysis is completed to determine the “Benefits and Burdens” on how transportation investments may be affecting the region’s minority and low-income populations. Furthermore, as plans and programs are being updated, the RPO advertises and provides additional access to the communities that have higher concentrations of low-income or minority populations. One example of providing additional access is printing a document or plan and placing them in local libraries where these concentrations are higher. The RPO then works with the libraries to promote access and input into the plan and follows-up at the end of the comment period to ensure any feedback is documented.

Environmental Justice Populations of Concern

Environment Justice only relates to low-income and minority populations.

Traditionally underserved populations are defined as follows:

- **Minority:** Any individual or group that self-identifies as a member(s) of the racial categories of Black/African American, Asian American, American Indian/Alaskan Native, Native Hawaiian/other Pacific Islander, and the ethnic category Hispanic/Latino.
- **Low Income:** A “person” whose median household income is at or below the Department of Health and Human Services poverty guidelines



Datasets and mapping were created by utilizing data sources accessed in April 2022 from the US Census Bureau, The American Community Survey 5-year Estimates, PennDOT's Crash information Tool (PCIT), PennDOT's Roadway Management System, and PennDOT's Bridge Management System by North Central's GIS Department.

Low income	Minority
Concentrations of Low-income Populations	Concentrations of Minority Populations
Low-Income Populations	Minority Populations
Low-Income Populations & Bridges	Minority Populations & Bridges
Low-Income Populations & Crashes	Minority Populations & Crashes
Low-Income Populations and Federal Aid Roadways	Minority Populations and Federal Aid Roadways

Benefits and Burdens Analysis Overview

Consistent with the direction of Executive Order 12898, North Central has identified minority and low-income populations to analyze whether the RPOs programs, policies, and other activities had disproportionately high and/or adverse human health or environmental effects. Data collected for the analysis was downloaded from the following list of sources in April 2022. All US Census Bureau and 2015-2019 American Community Survey datasets were downloaded for North Central PA regional counties and census block groups. Applicable sections from the Census tables were extracted and merged into two new tables that produced a single "flat table profile". These tables were then joined to the related Census geography features for the North Central region.

Topic	Data Set	Table
Census Block Group Boundaries	US Census Bureau, 2019 State Level Geodatabase for Pennsylvania	
Census County Boundaries	US Census Bureau, 2019 State Level Geodatabase for Pennsylvania	
Race	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	B03002 Hispanic or Latino Origin by Race
Minority	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	B03002 Hispanic or Latino Origin by Race
Low-income Households	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	B17017 Poverty Status in the Past 12 Months by Household Type by Age of Householder
Low-Income Population	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	S1701 Poverty Status in the Past 12 Months
Minority Populations by Low-Income Status	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	S1701 Poverty Status in the Past 12 Months
Limited English Proficiency (LEP)	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	DP02 Selected Social Characteristics in the United States
Persons with a Disability	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	DP02 Selected Social Characteristics in the United States
Elderly (65 years or older)	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	DP05 ACS Demographic and Housing Estimates
Carless Households	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	DP04 Selected Housing Characteristics
Computerless Households	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	DP04 Selected Housing Characteristics
Internetless Households	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	DP04 Selected Housing Characteristics
Crashes	PennDOT Crash Data	Statewide Crash Data for 2015, 2016, 2017, 2018, and 2019
Federal Aid Segment Miles	PennDOT RMS	FED_AID_PRIM_IND field = Y
Bridges	PennDOT BMS 2	

Identifying Environmental Justice Populations

In order to identify EJ populations, Census block groups were classified into intervals. The intervals were based on the ratio of census block groups minority or low-income percentage to county or region overall minority or low-income percentage. Utilizing this method produced a uniform scale that is usable across the entire state of Pennsylvania. By standardizing the intervals across the state, like comparisons were able to be made between counties and regions and also allows the ability to scale the analysis up or down for larger or smaller geographies, which in-turn will produce a stronger analytical product. This method provides a uniform and communicable means of classifying concentrations of low-income and minority populations across the North Central region and Pennsylvania.

All data is from the Census Bureau's American Community Survey 5-year data estimates from 2015 to 2019. Then the FY 23-26 Transportation Improvement Projects (TIP) were overlaid to gain an overall picture of potential benefits and burdens impacts throughout the North Central region.

Sources and Methodology

The benefits that the North Central regional transportation program can bring are access, mobility, safety, and environmental quality. The burdens of the program can be a reduction in any of those areas to a community. The RPOs "Benefits and Burdens" analysis is being completed to ensure that the benefits of transportation investment are being shared equally and that the burdens created by new projects are not being borne by one part of the public over another. One Key factor to consider, when reviewing data, corresponding maps, etc. the North Central region is home to the following facilities:

- Federal Immigrant Detention Center, Decatur Township, Clearfield County
- State Correction Institution, Houtzdale, Woodward Township, Clearfield County
- Federal Correction Institution, Lafayette Township, McKean County
- State Motivational Boot Camp, Quehanna, Karthaus Township, Clearfield County

The RPO acknowledges these locales and works to better understand the presence these institutions have on the region and takes into consideration where to focus its heightened outreach activities.

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

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

For the North Central RPOs 2023-2026 TIP, the majority of projects will not require significant right-of-way acquisition, the displacement of people, or cause burdens on the mobility, access, or environmental health of any community as the RPO continues to place the vast majority of its resources into existing Asset Management activities such as bridge rehabilitation and replacement projects, box culvert replacements and roadway resurfacing projects scattered throughout the entire 6-county region. There is one highway restoration project, MPMS# 117588, McKean County US 219 that resulted in a “Significant” Minority Burden/Benefit Impact in the analysis. This/these Census BlockGroups have been identified as having a potential ‘demographic’ that may or may not be significantly Burdened (or benefited) from a planned transportation project and will require further analysis and local expertise to better understand the situation and its impact.

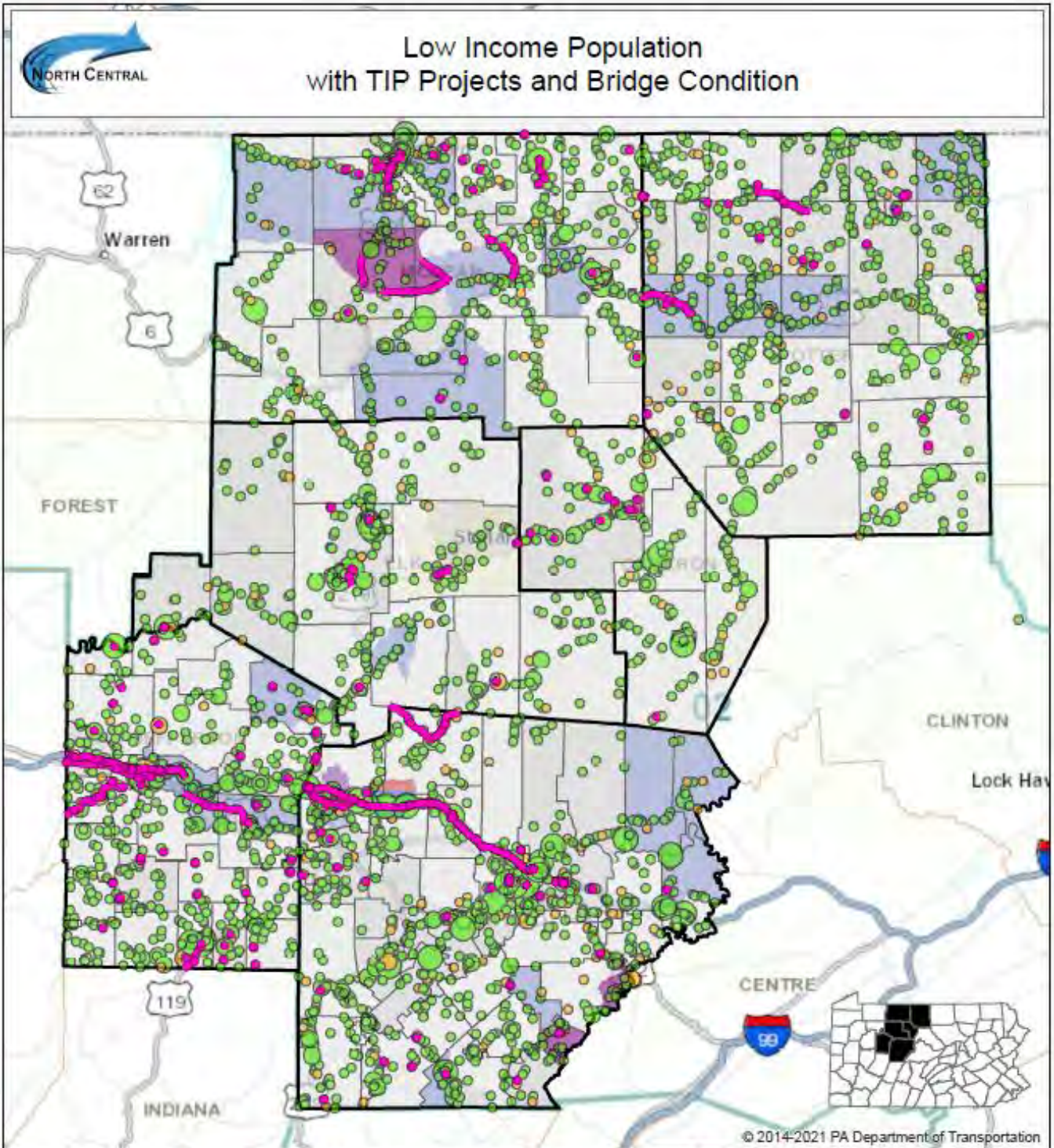
The GIS/TIP overlay analysis discussed throughout this “Benefits and Burdens” Summary is a snapshot into the physical proximity of the projects identified in the Draft 2023-2026 Regional TIP in relationship to census block groups with regionally significant concentrations of populations of interest both for low income and minority areas. A regional analysis of this kind does not directly assess “benefits and burdens” related to outcomes of specific projects or programs; that level of analysis would be made during the environmental analysis of individual projects and further outreach early in the planning process through the PennDOT Connects initiative. PennDOT Connects is one of the first parts of the process regarding transportation project planning and development. It provides an opportunity for the RPO and PennDOT to engage with Boroughs, Townships, and concerned residents, and including their input as a project is being considered for inclusion in a Long-Range Transportation Plan (LRTP) or the Transportation Improvement Program (TIP). PennDOT Connects is a shared understanding of what could go into a local transportation project that would add to a community’s safety, modes of getting around, and community appearance, or planned growth. Under this program, communities have the opportunity to be involved early in the planning process so there is a greater understanding of the potential benefits and burdens of transportation decisions in their communities. Focused attention and priority will be paid to TIP projects that fall within one or both identified EJ population areas within the region, and detailed conversations at the community and PennDOT District levels will occur in the planning phases of a project so that communities will not be disproportionately benefited nor burdened.

PennDOT (and its consultant teams) will further identify populations of concern through the project development process. The project design teams will work to avoid, minimize, and mitigate adverse impacts to those populations. These efforts are then documented in the appropriate environmental clearance documents for the projects.

The Benefits and Burdens Analysis evaluates the fairness of the Transportation Improvement Program (TIP), Twelve Year Program (TYP), and Long-Range Transportation Plan (LRTP). It explores the effects these programs have on underserved populations and aids with identifying any disproportionate impacts on the entire population.

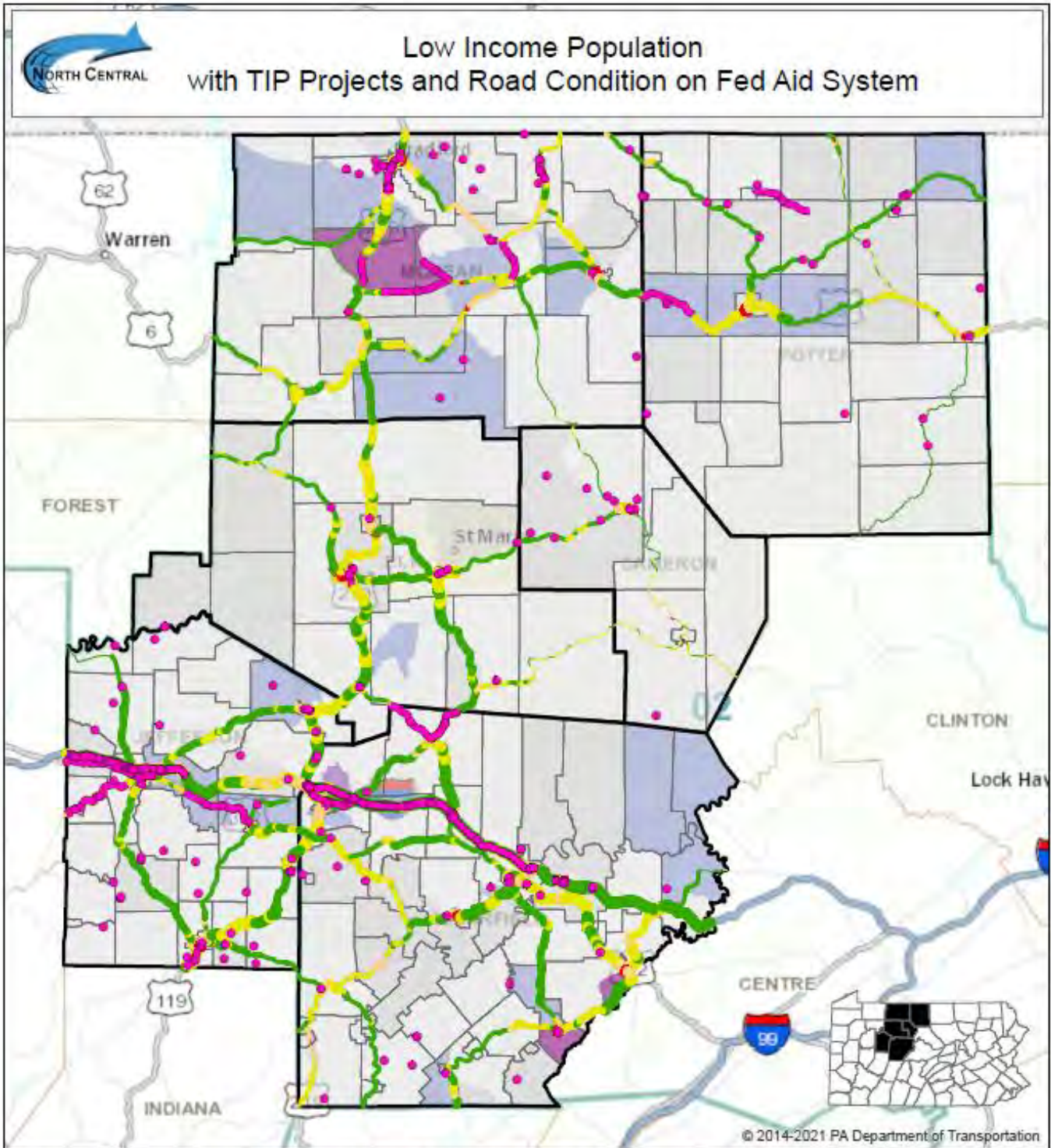
The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have not published a standardized methodology or produced a set of performance measures that establish a process for assessing benefits and burdens. Instead, the FHWA/FTA conduct reviews and certifications on publications from the RPOs/MPOs and ensure that they have established and documented some form of a process for assessing the benefits and burdens of transportation projects. Taking into considering as to how these effects are distributed amongst all the population groups.





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





© 2014-2021 PA Department of Transportation

Ratio of Low Income Population Percentage in Census Block Group to Planning Partner Low Income Population Percentage

- Less than or equal to half Planning Partner Low Income Population Percentage
- Greater than half and less than or equal to Planning Partner Low Income Population Percentage
- Greater than Planning Partner Low Income Population Percentage and less than or equal to twice the Planning Partner Low Income Population Percentage
- Greater than twice and less than or equal to four times the Planning Partner Low Income Population Percentage
- Greater than four times the Planning Partner Low Income Population Percentage
- Proposed TIP Projects Points
- Proposed TIP Projects Lines
- PA Municipalities
- PA Counties

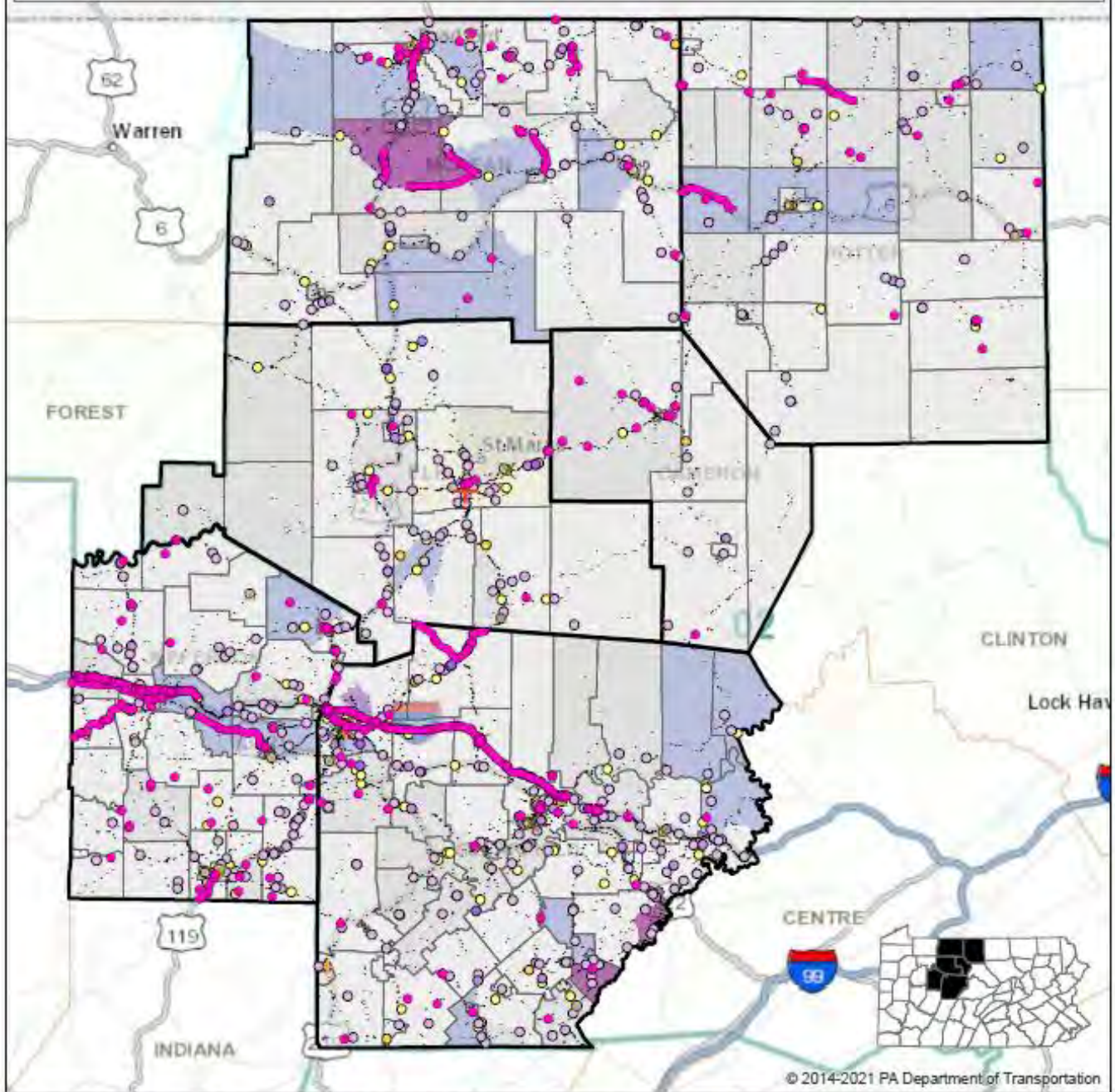
Road Conditions

- Excellent (R)**
 - Under 1,000 Vehicles
 - 1,000 - 2,000 Vehicles
 - Over 2,000 Vehicles
- Poor (R)**
 - Under 1,000 Vehicles
 - 1,000 - 2,000 Vehicles
 - Over 2,000 Vehicles
- Good (R)**
 - Under 1,000 Vehicles
 - 1,000 - 2,000 Vehicles
 - Over 2,000 Vehicles
- Other (R)**
 - Under 1,000 Vehicles
 - 1,000 - 2,000 Vehicles
 - Over 2,000 Vehicles
- Fair (R)**
 - Under 1,000 Vehicles
 - 1,000 - 2,000 Vehicles
 - Over 2,000 Vehicles

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



Low Income Population with TIP Projects and Safety & Crash Data



© 2014-2021 PA Department of Transportation

Ratio of Low Income Population Percentage In Census Block Group to Planning Partner Low Income Population Percentage

- Less than or equal to half Planning Partner Low Income Population Percentage
- Greater than half and less than or equal to Planning Partner Low Income Population Percentage
- Greater than Planning Partner Low Income Population Percentage and less than or equal to twice the Planning Partner Low Income Population Percentage
- Greater than twice and less than or equal to four times the Planning Partner Low Income Population Percentage
- Greater than four times the Planning Partner Low Income Population Percentage
- Proposed TIP Projects Points
- Proposed TIP Projects Lines
- PA Municipalities
- PA Counties

Safety & Crash Data

- All Crashes with Reported Serious Injuries, 2015-2018
- All Crashes with Reported Fatalities, 2015-2018
- All Crashes with Reported Property Damage Only, 2015-2018
- All Crashes with Reported Injuries, 2015-2018
- All Crashes with Reported Fatalities, 2015-2018
- All Crashes with Reported Property Damage Only, 2015-2018
- All Crashes with Reported Injuries, 2015-2018

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



FY 23 Transportation Improvements Program: Low Income Benefits and Burdens Analysis Results

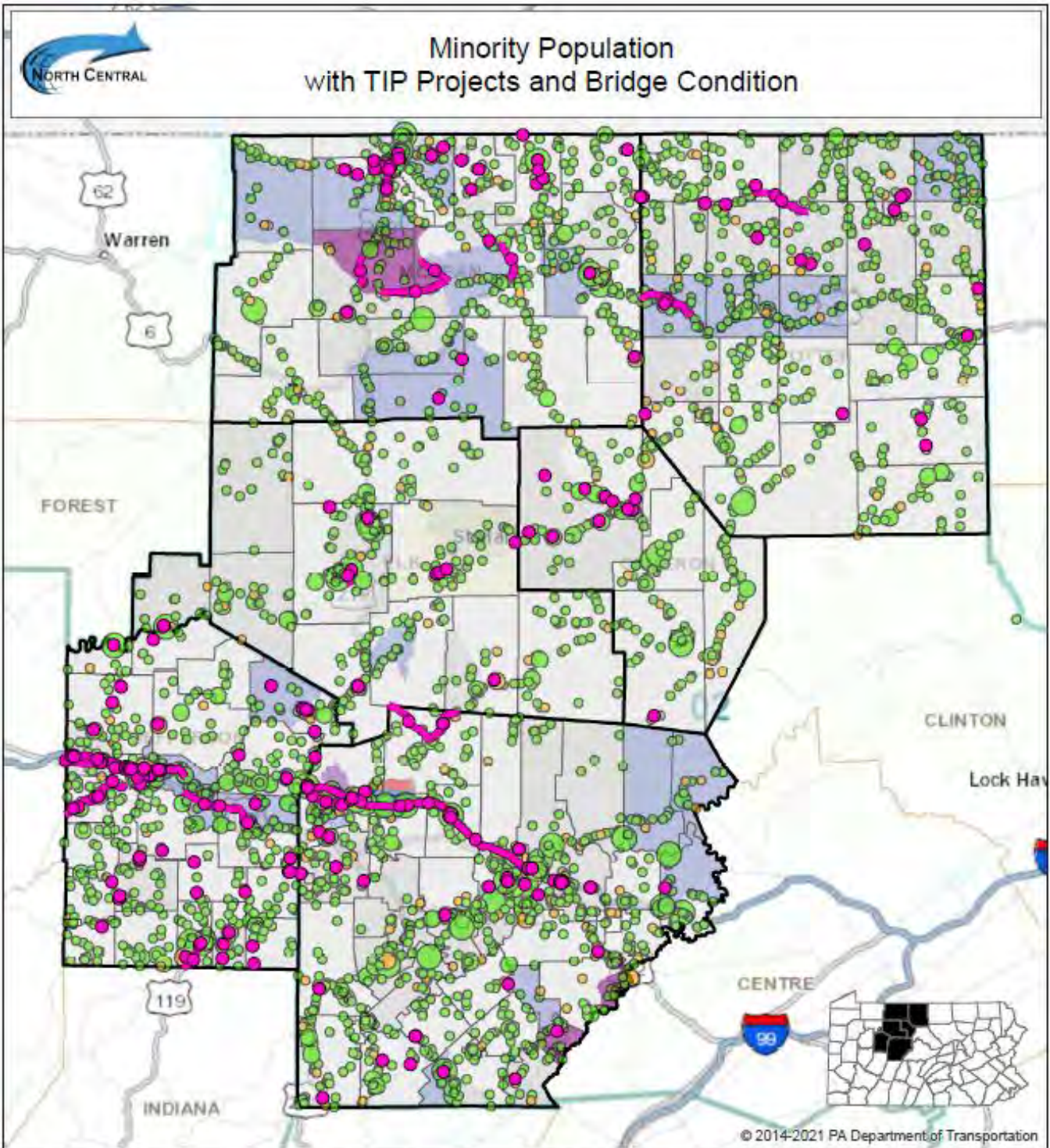
Regional Burden &/or Benefit Impact on Identified Populations			
No Significant Burden/Benefit Impact Identified			
Minimal Burden/Benefit Impact Identified			
Significant Burden/Benefit Impact Identified			
MPMS #	County	Project	Burden &/or Benefit Impact for Identified Populations
2676	CAMERON	Driftwood Br Sinnemahonin	No Significant Burden/Benefit Impact Identified: Bridge Replacement
68864	CAMERON	Bridge over Cooks Run	No Significant Burden/Benefit Impact Identified: Bridge Replacement
68897	CAMERON	Bridge over Eddies Run	No Significant Burden/Benefit Impact Identified: Bridge Replacement
85085	CAMERON	SR 46 over North Creek	No Significant Burden/Benefit Impact Identified: Bridge Restoration
85102	CAMERON	SR 4004 ov Little Elk Crk	No Significant Burden/Benefit Impact Identified: Bridge Restoration
95989	CAMERON	T-330, Salt Run	No Significant Burden/Benefit Impact Identified: Bridge Removal
112740	CAMERON	Towner Run BOX	No Significant Burden/Benefit Impact Identified: Bridge Restoration
112748	CAMERON	Branch Wykoff Run	No Significant Burden/Benefit Impact Identified: Bridge Restoration
116620	CAMERON	SR 120 East Allegany Aven	Minimal Burden/Benefit Impact Identified: Highway Restoration
116842	CAMERON	SR 155 over Sycamore Run	No Significant Burden/Benefit Impact Identified: Bridge Replacement
116888	CAMERON	2026 North Central Bridge	No Significant Burden/Benefit Impact Identified: Bridge Restoration
3410	CLEARFIELD	Montgomery Run Bridge	Minimal Burden/Benefit Impact Identified: Bridge Restoration
3449	CLEARFIELD	SR 4009 Conrail Br.	Minimal Burden/Benefit Impact Identified: Bridge Restoration
3557	CLEARFIELD	PA 153 Beaver Run Br.	No Significant Burden/Benefit Impact Identified: Bridge Restoration
3570	CLEARFIELD	Spring Creek BOX	No Significant Burden/Benefit Impact Identified: Bridge Restoration
3608	CLEARFIELD	T-206 Anderson Creek	Minimal Burden/Benefit Impact Identified: Bridge Removal
69380	CLEARFIELD	2025 NC Bridge Preservati	Minimal Burden/Benefit Impact Identified: Bridge Preservation - Federal
69383	CLEARFIELD	SR 322 over Roaring Run	No Significant Burden/Benefit Impact Identified: Bridge Restoration
83531	CLEARFIELD	North Camp Run Bridge	Minimal Burden/Benefit Impact Identified: Bridge Restoration
83532	CLEARFIELD	South Witmer Run Br	No Significant Burden/Benefit Impact Identified: Bridge Replacement
85080	CLEARFIELD	SR 219 Pentz Run	No Significant Burden/Benefit Impact Identified: Bridge Restoration
85127	CLEARFIELD	SR 4001 over Kuntz Run	Minimal Burden/Benefit Impact Identified: Bridge Restoration
87729	CLEARFIELD	I-80 over SR 970 Intercha	No Significant Burden/Benefit Impact Identified: Highway Reconstruction
87729	CLEARFIELD	I-80 over SR 970 Intercha	Minimal Burden/Benefit Impact Identified: Highway Reconstruction
88579	CLEARFIELD	I-80 Preservation MM 96 t	No Significant Burden/Benefit Impact Identified: Interstate Maintenance Program
88579	CLEARFIELD	I-80 Preservation MM 96 t	Minimal Burden/Benefit Impact Identified: Interstate Maintenance Program
91505	CLEARFIELD	Little Anderson Crk BOX	Minimal Burden/Benefit Impact Identified: Bridge Restoration
91543	CLEARFIELD	SR 410 Stump Creek Bridge	Minimal Burden/Benefit Impact Identified: Bridge Replacement
93330	CLEARFIELD	Clfd. Congestion Imprv	No Significant Burden/Benefit Impact Identified: Congestion Reduction
93330	CLEARFIELD	Clfd. Congestion Imprv	Minimal Burden/Benefit Impact Identified: Congestion Reduction
93723	CLEARFIELD	Little Muddy Run	No Significant Burden/Benefit Impact Identified: Bridge Replacement
93939	CLEARFIELD	SR 1006 Lick Run Bridge	Minimal Burden/Benefit Impact Identified: Bridge Restoration
95990	CLEARFIELD	T-566 over Clearfield Crk	No Significant Burden/Benefit Impact Identified: Bridge Removal
96271	CLEARFIELD	Penfield North Resurface	Minimal Burden/Benefit Impact Identified: Highway Restoration
112750	CLEARFIELD	Holes Run BOX	Minimal Burden/Benefit Impact Identified: Bridge Restoration
113127	CLEARFIELD	SR 255 over Muddy Run	No Significant Burden/Benefit Impact Identified: Bridge Restoration
114049	CLEARFIELD	McGees Mills RR Device Up	Minimal Burden/Benefit Impact Identified: Rail Highway Grade Crossing
114189	CLEARFIELD	SR 255 Signal/ITS Project	No Significant Burden/Benefit Impact Identified: Safety Improvement
114189	CLEARFIELD	SR 255 Signal/ITS Project	Minimal Burden/Benefit Impact Identified: Safety Improvement
115896	CLEARFIELD	Penfield to Elk Co. Line	Minimal Burden/Benefit Impact Identified: Highway Restoration
116332	CLEARFIELD	I-80 Bridge Approach Slab	No Significant Burden/Benefit Impact Identified: General Maintenance
116812	CLEARFIELD	SR 1011 over Browns Run	Minimal Burden/Benefit Impact Identified: Bridge Restoration
116890	CLEARFIELD	2027 North Central Bridge	Minimal Burden/Benefit Impact Identified: Bridge Restoration
117066	CLEARFIELD	SR 219 - SR 830 to Jeffer	Minimal Burden/Benefit Impact Identified: Highway Restoration
117237	CLEARFIELD	DuBois St toward Liberty	No Significant Burden/Benefit Impact Identified: Highway Restoration
117460	CLEARFIELD	SR 322 ov Clearfield Cree	Minimal Burden/Benefit Impact Identified: Bridge Restoration
117595	CLEARFIELD	SR 255 Drainage Improveme	Minimal Burden/Benefit Impact Identified: Highway Restoration
4024	ELK	Caledonia Run	No Significant Burden/Benefit Impact Identified: Bridge Replacement
69052	ELK	Bridge Over Little Mill C	No Significant Burden/Benefit Impact Identified: Bridge Replacement
69080	ELK	Bridge over Trib Elk Cr.	No Significant Burden/Benefit Impact Identified: Bridge Restoration
69085	ELK	Bridge over Big Run	No Significant Burden/Benefit Impact Identified: Bridge Restoration
69380	ELK	2025 NC Bridge Preservati	No Significant Burden/Benefit Impact Identified: Bridge Preservation - Federal
83528	ELK	Wyncoop Run Bridge	No Significant Burden/Benefit Impact Identified: Bridge Replacement
85158	ELK	Trib to Elk Creek	No Significant Burden/Benefit Impact Identified: Bridge Restoration
105943	ELK	Boot Jack Bypass	No Significant Burden/Benefit Impact Identified: Highway Restoration
110672	ELK	2023 NC Bridge Preservati	No Significant Burden/Benefit Impact Identified: Bridge Restoration
113951	ELK	City of St.Marys SR 120 C	No Significant Burden/Benefit Impact Identified: New Alignment
115854	ELK	SR 153 ov Toby Creek	No Significant Burden/Benefit Impact Identified: Bridge Restoration

FY 23 Transportation Improvements Program: Low Income Benefits and Burdens Analysis Results

Regional Burden &/or Benefit Impact on Identified Populations			
No Significant Burden/Benefit Impact Identified			
Minimal Burden/Benefit Impact Identified			
Significant Burden/Benefit Impact Identified			
MPMS #	County	Project	Burden &/or Benefit Impact for Identified Populations
25944	JEFFERSON	T-396 Seldom Seen Bridge	No Significant Burden/Benefit Impact Identified: Bridge Removal
26064	JEFFERSON	PA 28/US 322 Brookville I	No Significant Burden/Benefit Impact Identified: Safety Improvement
26064	JEFFERSON	PA 28/US 322 Brookville I	Minimal Burden/Benefit Impact Identified: Safety Improvement
26163	JEFFERSON	Moore Bridge	Minimal Burden/Benefit Impact Identified: Bridge Restoration
74315	JEFFERSON	Cortez Bridge	No Significant Burden/Benefit Impact Identified: Bridge Replacement
78134	JEFFERSON	Near Cool Spring Bridge	No Significant Burden/Benefit Impact Identified: Bridge Replacement
83322	JEFFERSON	SR 2011 ov Trib Canoe Cre	No Significant Burden/Benefit Impact Identified: Bridge Replacement
84828	JEFFERSON	US 322 over Campbell Run	No Significant Burden/Benefit Impact Identified: Bridge Replacement
98132	JEFFERSON	T-385 Dobson Road Bridge	Minimal Burden/Benefit Impact Identified: Bridge Removal
98137	JEFFERSON	T-517 Kramer Road Bridge	No Significant Burden/Benefit Impact Identified: Bridge Replacement
99498	JEFFERSON	SR 3003 over Redbank Cr.	No Significant Burden/Benefit Impact Identified: Bridge Replacement
100212	JEFFERSON	PA 28 Clarion Line-Snyder	No Significant Burden/Benefit Impact Identified: Highway Restoration
100226	JEFFERSON	US 322 Segmnt 300-PA950	No Significant Burden/Benefit Impact Identified: Preventive Maintenance
102752	JEFFERSON	US 219/PA 28 Brockway Int	Minimal Burden/Benefit Impact Identified: Safety Improvement
105576	JEFFERSON	Rikers Road Crossing	No Significant Burden/Benefit Impact Identified: Rail Highway Grade Crossing
105583	JEFFERSON	Big Run Railroad Corridor	Minimal Burden/Benefit Impact Identified: Rail Highway Grade Crossing
106029	JEFFERSON	I-80 Brookville West Reco	No Significant Burden/Benefit Impact Identified: Highway Reconstruction
106223	JEFFERSON	I-80 Brookville East Reco	No Significant Burden/Benefit Impact Identified: Highway Reconstruction
106224	JEFFERSON	I-80 Brookville East PM	No Significant Burden/Benefit Impact Identified: Bridge Preservation - Federal
106275	JEFFERSON	I-80 North Fork Bridge Re	Minimal Burden/Benefit Impact Identified: Bridge Replacement
106459	JEFFERSON	Jefferson Short Span Leng	No Significant Burden/Benefit Impact Identified: Bridge Replacement
106459	JEFFERSON	Jefferson Short Span Leng	Minimal Burden/Benefit Impact Identified: Bridge Replacement
109571	JEFFERSON	Ugly Run Bridge	Minimal Burden/Benefit Impact Identified: Bridge Replacement
111830	JEFFERSON	Jefferson Co. Department	No Significant Burden/Benefit Impact Identified: Bridge Restoration
111830	JEFFERSON	Jefferson Co. Department	Minimal Burden/Benefit Impact Identified: Bridge Restoration
112971	JEFFERSON	US 119 Punxsy South Resur	No Significant Burden/Benefit Impact Identified: Preventive Maintenance
114715	JEFFERSON	US 322 Roseville PM	No Significant Burden/Benefit Impact Identified: Highway Restoration
116508	JEFFERSON	Stump Creek Bridge #3	Minimal Burden/Benefit Impact Identified: Bridge Replacement
117197	JEFFERSON	SR 322/SR 1830 Intersecti	No Significant Burden/Benefit Impact Identified: Intelligent Transportation System
117204	JEFFERSON	SR 36/SR 949 Crash Avoida	No Significant Burden/Benefit Impact Identified: Safety Improvement
117205	JEFFERSON	SR 119 over Mahoning Cree	Minimal Burden/Benefit Impact Identified: Bridge Preservation - Federal
117206	JEFFERSON	Jefferson Bridge Latex Gr	Minimal Burden/Benefit Impact Identified: Bridge Preservation - State Funded
117363	JEFFERSON	Reynoldsville Bridge #1 T	Minimal Burden/Benefit Impact Identified: Bridge Replacement
117373	JEFFERSON	Glen-Gery Group Bridges	No Significant Burden/Benefit Impact Identified: Bridge Replacement
4383	MCKEAN	T-437 Oswayo Creek	No Significant Burden/Benefit Impact Identified: Bridge Removal
4405	MCKEAN	Bradford Bypass	No Significant Burden/Benefit Impact Identified: Highway Restoration
4405	MCKEAN	Bradford Bypass	Minimal Burden/Benefit Impact Identified: Highway Restoration
4435	MCKEAN	Elm Street Bridge	Minimal Burden/Benefit Impact Identified: Bridge Replacement
69304	MCKEAN	SR 4013 Bolivar Run	Minimal Burden/Benefit Impact Identified: Bridge Restoration
81410	MCKEAN	SR 246 Baker Run	Minimal Burden/Benefit Impact Identified: Bridge Restoration
85214	MCKEAN	SR 146 ov Warner Brook BO	No Significant Burden/Benefit Impact Identified: Bridge Restoration
85232	MCKEAN	Gates Hollow	No Significant Burden/Benefit Impact Identified: Bridge Restoration
85236	MCKEAN	SR 446 Canfield Creek	Minimal Burden/Benefit Impact Identified: Bridge Restoration
85241	MCKEAN	SR 2001 over Smith Run	No Significant Burden/Benefit Impact Identified: Bridge Restoration
85253	MCKEAN	SR 1011 over Mix Creek	No Significant Burden/Benefit Impact Identified: Bridge Restoration
85261	MCKEAN	Foster Brook BOX	No Significant Burden/Benefit Impact Identified: Bridge Restoration
85269	MCKEAN	SR 1011 over Fowler Run B	No Significant Burden/Benefit Impact Identified: Bridge Restoration
88628	MCKEAN	Bridge on Tram Hollow Run	Minimal Burden/Benefit Impact Identified: Bridge Restoration
88633	MCKEAN	Tram Hollow Run BOX	Minimal Burden/Benefit Impact Identified: Bridge Replacement
91547	MCKEAN	SR 346 Marilla Creek Br	No Significant Burden/Benefit Impact Identified: Bridge Restoration
91549	MCKEAN	SR 155 Br. Portage Creek	Minimal Burden/Benefit Impact Identified: Bridge Restoration
101510	MCKEAN	Bridge over Bennett Brook	No Significant Burden/Benefit Impact Identified: Bridge Restoration
109705	MCKEAN	SR 346 over Meadow Branch	No Significant Burden/Benefit Impact Identified: Bridge Restoration
109873	MCKEAN	SR 346/4009 Signals/Roadw	Minimal Burden/Benefit Impact Identified: Safety Improvement
110671	MCKEAN	2022 NC Bridge Preservati	No Significant Burden/Benefit Impact Identified: Bridge Restoration
110672	MCKEAN	2023 NC Bridge Preservati	Minimal Burden/Benefit Impact Identified: Bridge Restoration
112650	MCKEAN	Resurface US 6 to PA 446	No Significant Burden/Benefit Impact Identified: Highway Restoration
114317	MCKEAN	2024 NC Bridge Preservati	No Significant Burden/Benefit Impact Identified: Bridge Restoration

FY 23 Transportation Improvements Program: Low Income Benefits and Burdens Analysis Results

Regional Burden &/or Benefit Impact on Identified Populations			
No Significant Burden/Benefit Impact Identified			
Minimal Burden/Benefit Impact Identified			
Significant Burden/Benefit Impact Identified			
MPMS #	County	Project	Burden &/or Benefit Impact for Identified Populations
116888	MCKEAN	2026 North Central Bridge	Minimal Burden/Benefit Impact Identified: Bridge Restoration
117079	MCKEAN	SR 446 Main St. Recon.	Minimal Burden/Benefit Impact Identified: Highway Restoration
117588	MCKEAN	US 219 from SR 59 toward	No Significant Burden/Benefit Impact Identified: Highway Restoration
117802	MCKEAN	SR 59 AND SR 646 Pavement	No Significant Burden/Benefit Impact Identified: Highway Restoration
117802	MCKEAN	SR 59 AND SR 646 Pavement	Minimal Burden/Benefit Impact Identified: Highway Restoration
117878	MCKEAN	SR 46 Roadway Restoration	No Significant Burden/Benefit Impact Identified: Highway Restoration
69380	POTTER	2025 NC Bridge Preservati	No Significant Burden/Benefit Impact Identified: Bridge Preservation - Federal
78637	POTTER	SR 1022 over Pine Creek	Minimal Burden/Benefit Impact Identified: Bridge Restoration
83526	POTTER	SR 3002 Cowley Run Bridge	No Significant Burden/Benefit Impact Identified: Bridge Restoration
83527	POTTER	Brizzee Hollow Run	No Significant Burden/Benefit Impact Identified: Bridge Restoration
84099	POTTER	Marsh Creek	Minimal Burden/Benefit Impact Identified: Bridge Restoration
85308	POTTER	SR 44 over Campbell Run	No Significant Burden/Benefit Impact Identified: Bridge Restoration
85313	POTTER	SR 49 over Trib. Allegh	No Significant Burden/Benefit Impact Identified: Highway Restoration
85314	POTTER	SR 49 over Marsh Creek	Minimal Burden/Benefit Impact Identified: Bridge Restoration
85388	POTTER	SR 1003 over Br Genesee	Minimal Burden/Benefit Impact Identified: Bridge Replacement
85399	POTTER	SR 4013 over Allegheny Rv	No Significant Burden/Benefit Impact Identified: Bridge Replacement
85535	POTTER	T-351 over Oswayo Creek,	No Significant Burden/Benefit Impact Identified: Bridge Removal
91623	POTTER	SR 144 Ives Run Bridge	No Significant Burden/Benefit Impact Identified: Bridge Replacement
100555	POTTER	SR 6, McKean Co to Fishin	No Significant Burden/Benefit Impact Identified: Highway Restoration
105915	POTTER	SR 449 over Pine Creek	No Significant Burden/Benefit Impact Identified: Bridge Replacement
110672	POTTER	2023 NC Bridge Preservati	No Significant Burden/Benefit Impact Identified: Bridge Restoration
112746	POTTER	Tyler Hollow Run BOX	No Significant Burden/Benefit Impact Identified: Bridge Restoration
114317	POTTER	2024 NC Bridge Preservati	No Significant Burden/Benefit Impact Identified: Bridge Restoration
116890	POTTER	2027 North Central Bridge	No Significant Burden/Benefit Impact Identified: Bridge Restoration
117122	POTTER	East Fork Sinnamahoning C	No Significant Burden/Benefit Impact Identified: Bridge Replacement
117597	POTTER	SR 244 North toward Osway	No Significant Burden/Benefit Impact Identified: Highway Restoration



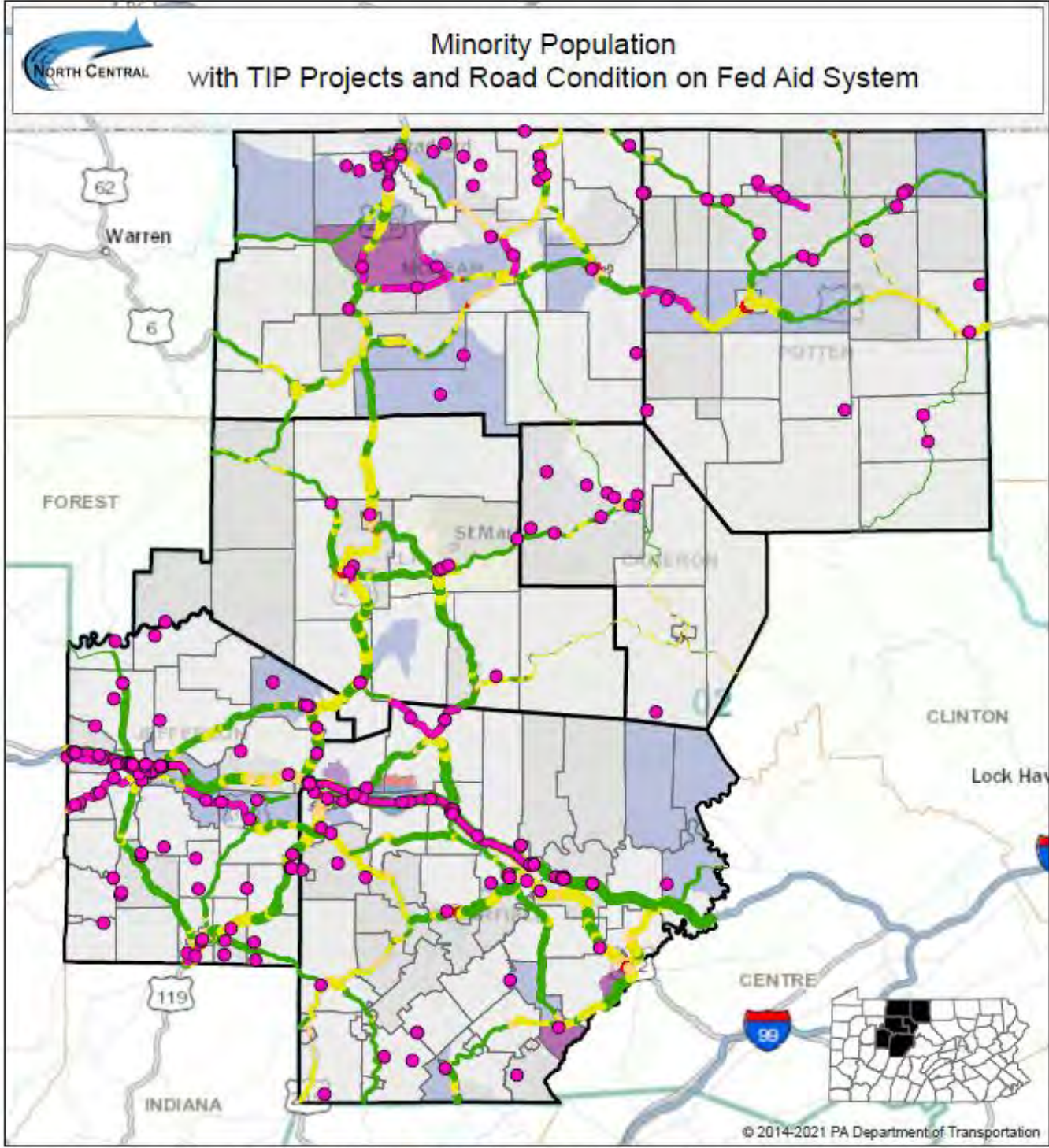
Ratio of Minority Population Percentage in Census Block Group to Planning Partner Minority Population Percentage

- Less than or equal to half Planning Partner Minority Population Percentage
- Greater than half and less than or equal to Planning Partner Minority Population Percentage
- Greater than Planning Partner Minority Population Percentage and less than or equal to twice the Planning Partner Minority Population Percentage
- Greater than twice and less than or equal to four times the Planning Partner Minority Population Percentage
- Greater than four times the Planning Partner Minority Population Percentage
- Proposed TIP Projects Points
- Proposed TIP Projects Lines
- PA Municipalities
- ▭ PA Counties

Bridge Conditions & Deck Area

- | | |
|--------------------------|--------------------------|
| ● Poor condition of deck | ● Fair condition of deck |
| ● Large deck area | ● Small deck area |

Source: US Census Bureau, 2105-2010 American Community Survey 5-Year Estimates



Ratio of Minority Population Percentage In Census Block Group to Planning Partner Minority Population Percentage

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

● Proposed TIP Projects Points

— Proposed TIP Projects Lines

□ PA Municipalities

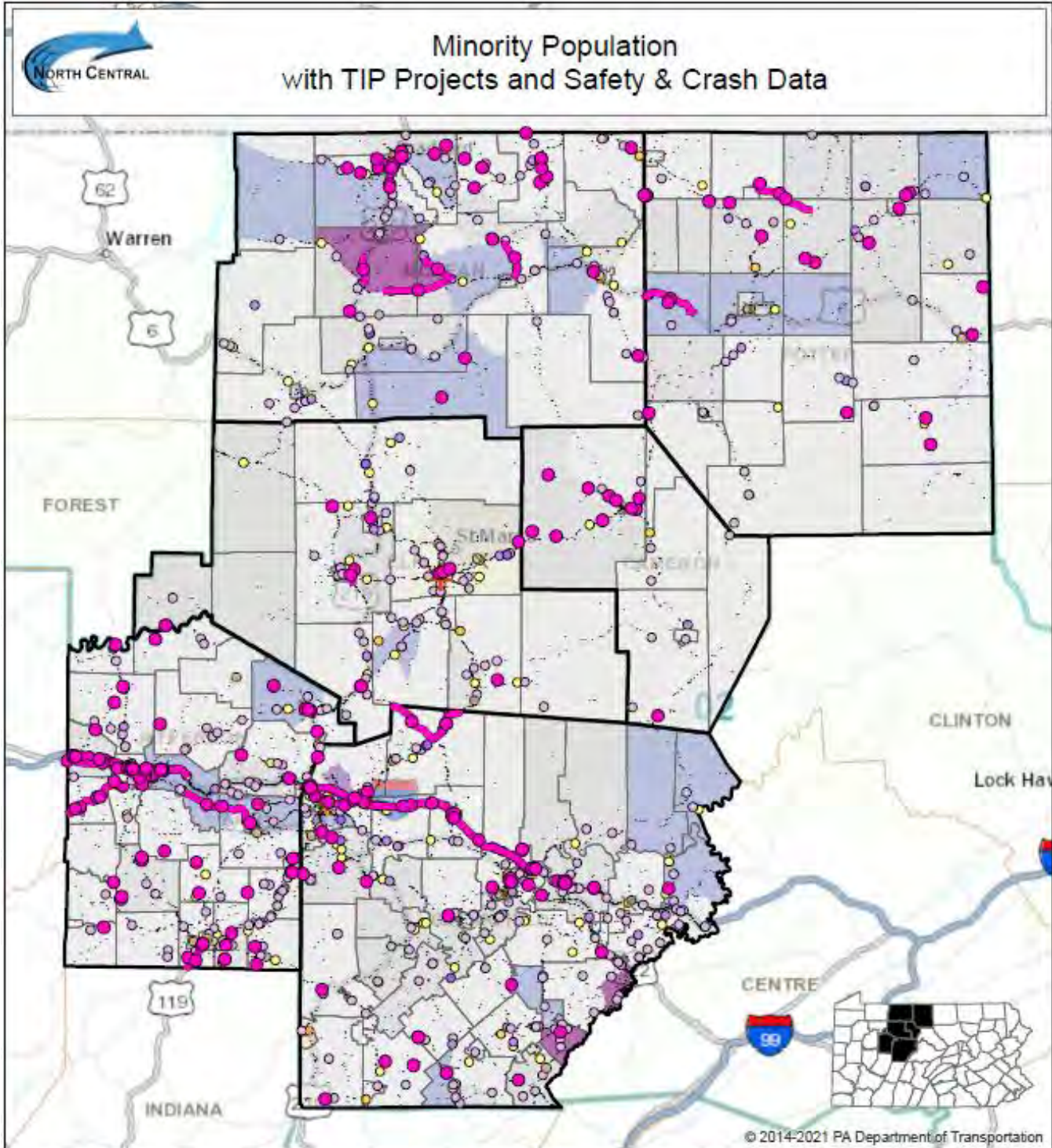
▭ PA Counties

Road Conditions

Excellent (R)	Under 1,000 Vehicles	2,500 - 5,000 Vehicles
1,000 - 2,500 Vehicles	Over 5,000 Vehicles	Poor (R)
Under 1,000 Vehicles	Over 1,000 Vehicles	Under 1,000 Vehicles
1,000 - 2,500 Vehicles	Over 1,000 - 2,500 Vehicles	Over 2,500 - 5,000 Vehicles
2,500 - 5,000 Vehicles	Over 5,000 - 10,000 Vehicles	Over 10,000 - 25,000 Vehicles
Over 5,000 Vehicles	Over 25,000 Vehicles	Other (R)
Under 1,000 Vehicles	Over 1,000 Vehicles	Under 1,000 Vehicles
1,000 - 2,500 Vehicles	Over 1,000 - 2,500 Vehicles	Over 2,500 - 5,000 Vehicles
2,500 - 5,000 Vehicles	Over 5,000 - 10,000 Vehicles	Over 10,000 - 25,000 Vehicles
Over 5,000 Vehicles	Over 25,000 Vehicles	Fair (R)
Under 1,000 Vehicles	Over 1,000 Vehicles	Under 1,000 Vehicles
1,000 - 2,500 Vehicles	Over 1,000 - 2,500 Vehicles	Over 2,500 - 5,000 Vehicles
2,500 - 5,000 Vehicles	Over 5,000 - 10,000 Vehicles	Over 10,000 - 25,000 Vehicles
Over 5,000 Vehicles	Over 25,000 Vehicles	

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





© 2014-2021 PA Department of Transportation

Ratio of Minority Population Percentage In Census Block Group to Planning Partner Minority Population Percentage

- Less than or equal to half Planning Partner Minority Population Percentage
- Greater than half and less than or equal to Planning Partner Minority Population Percentage
- Greater than Planning Partner Minority Population Percentage and less than or equal to twice the Planning Partner Minority Population Percentage
- Greater than twice and less than or equal to four times the Planning Partner Minority Population Percentage
- Greater than four times the Planning Partner Minority Population Percentage
- Proposed TIP Projects Points
- Proposed TIP Projects Lines
- PA Municipalities
- PA Counties

Safety & Crash Data

- State of Pennsylvania
- Allegheny County
- Butte County
- Washington County
- Warren County
- All Crashes with Fatalities 2018-2019
- All Crashes with Suspected Serious Injuries 2018-2019
- Other
- Proposed TIP Projects

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



FY 23 Transportation Improvements Program: Minority Benefits and Burdens Analysis Results

Regional Burden &/or Benefit Impact on Identified Populations			
No Significant Burden/Benefit Impact Identified			
Minimal Burden/Benefit Impact Identified			
Significant Burden/Benefit Impact Identified			
MPMS #	County	Project	Burden &/or Benefit Impact for Identified Populations
2676	CAMERON	Driftwood Br Sinnemahonin	No Significant Burden/Benefit Impact Identified: Bridge Replacement
68864	CAMERON	Bridge over Cooks Run	No Significant Burden/Benefit Impact Identified: Bridge Replacement
68897	CAMERON	Bridge over Eddies Run	No Significant Burden/Benefit Impact Identified: Bridge Replacement
85085	CAMERON	SR 46 over North Creek	No Significant Burden/Benefit Impact Identified: Bridge Restoration
85102	CAMERON	SR 4004 ov Little Elk Crk	No Significant Burden/Benefit Impact Identified: Bridge Restoration
95989	CAMERON	T-330, Salt Run	No Significant Burden/Benefit Impact Identified: Bridge Removal
112740	CAMERON	Towner Run BOX	No Significant Burden/Benefit Impact Identified: Bridge Restoration
112748	CAMERON	Branch Wykoff Run	No Significant Burden/Benefit Impact Identified: Bridge Restoration
116620	CAMERON	SR 120 East Allegany Aven	No Significant Burden/Benefit Impact Identified: Highway Restoration
116842	CAMERON	SR 155 over Sycamore Run	No Significant Burden/Benefit Impact Identified: Bridge Replacement
116888	CAMERON	2026 North Central Bridge	No Significant Burden/Benefit Impact Identified: Bridge Restoration
3410	CLEARFIELD	Montgomery Run Bridge	Minimal Burden/Benefit Impact Identified: Bridge Restoration
3449	CLEARFIELD	SR 4009 Conrail Br.	No Significant Burden/Benefit Impact Identified: Bridge Restoration
3557	CLEARFIELD	PA 153 Beaver Run Br.	No Significant Burden/Benefit Impact Identified: Bridge Restoration
3570	CLEARFIELD	Spring Creek BOX	No Significant Burden/Benefit Impact Identified: Bridge Restoration
3608	CLEARFIELD	T-206 Anderson Creek	No Significant Burden/Benefit Impact Identified: Bridge Removal
69380	CLEARFIELD	2025 NC Bridge Preservati	No Significant Burden/Benefit Impact Identified: Bridge Preservation - Federal
69383	CLEARFIELD	SR 322 over Roaring Run	No Significant Burden/Benefit Impact Identified: Bridge Restoration
83531	CLEARFIELD	North Camp Run Bridge	No Significant Burden/Benefit Impact Identified: Bridge Restoration
83532	CLEARFIELD	South Witmer Run Br	Minimal Burden/Benefit Impact Identified: Bridge Replacement
85080	CLEARFIELD	SR 219 Pentz Run	No Significant Burden/Benefit Impact Identified: Bridge Restoration
85127	CLEARFIELD	SR 4001 over Kuntz Run	No Significant Burden/Benefit Impact Identified: Bridge Restoration
87729	CLEARFIELD	I-80 over SR 970 Intercha	No Significant Burden/Benefit Impact Identified: Highway Reconstruction
88579	CLEARFIELD	I-80 Preservation MM 96 t	No Significant Burden/Benefit Impact Identified: Interstate Maintenance Program
91505	CLEARFIELD	Little Anderson Crk BOX	No Significant Burden/Benefit Impact Identified: Bridge Restoration
91543	CLEARFIELD	SR 410 Stump Creek Bridge	No Significant Burden/Benefit Impact Identified: Bridge Replacement
93330	CLEARFIELD	Clfd. Congestion Imprv	No Significant Burden/Benefit Impact Identified: Congestion Reduction
93330	CLEARFIELD	Clfd. Congestion Imprv	No Significant Burden/Benefit Impact Identified: Congestion Reduction
93723	CLEARFIELD	Little Muddy Run	No Significant Burden/Benefit Impact Identified: Bridge Replacement
93939	CLEARFIELD	SR 1006 Lick Run Bridge	No Significant Burden/Benefit Impact Identified: Bridge Restoration
95990	CLEARFIELD	T-566 over Clearfield Crk	Minimal Burden/Benefit Impact Identified: Bridge Removal
96271	CLEARFIELD	Penfield North Resurface	No Significant Burden/Benefit Impact Identified: Highway Restoration
112750	CLEARFIELD	Holes Run BOX	No Significant Burden/Benefit Impact Identified: Bridge Restoration
113127	CLEARFIELD	SR 255 over Muddy Run	No Significant Burden/Benefit Impact Identified: Bridge Restoration
114049	CLEARFIELD	McGees Mills RR Device Up	No Significant Burden/Benefit Impact Identified: Rail Highway Grade Crossing
114189	CLEARFIELD	SR 255 Signal/ITS Project	No Significant Burden/Benefit Impact Identified: Safety Improvement
115896	CLEARFIELD	Penfield to Elk Co. Line	No Significant Burden/Benefit Impact Identified: Highway Restoration
116332	CLEARFIELD	I-80 Bridge Approach Slab	No Significant Burden/Benefit Impact Identified: General Maintenance
116812	CLEARFIELD	SR 1011 over Browns Run	Minimal Burden/Benefit Impact Identified: Bridge Restoration
116890	CLEARFIELD	2027 North Central Bridge	No Significant Burden/Benefit Impact Identified: Bridge Restoration
117066	CLEARFIELD	SR 219 - SR 830 to Jeffer	No Significant Burden/Benefit Impact Identified: Highway Restoration
117237	CLEARFIELD	DuBois St toward Liberty	No Significant Burden/Benefit Impact Identified: Highway Restoration
117460	CLEARFIELD	SR 322 ov Clearfield Cree	No Significant Burden/Benefit Impact Identified: Bridge Restoration
117595	CLEARFIELD	SR 255 Drainage Improve	No Significant Burden/Benefit Impact Identified: Highway Restoration
4024	ELK	Caledonia Run	No Significant Burden/Benefit Impact Identified: Bridge Replacement
69052	ELK	Bridge Over Little Mill C	No Significant Burden/Benefit Impact Identified: Bridge Replacement
69080	ELK	Bridge over Trib Elk Cr.	No Significant Burden/Benefit Impact Identified: Bridge Restoration
69085	ELK	Bridge over Big Run	No Significant Burden/Benefit Impact Identified: Bridge Restoration
69380	ELK	2025 NC Bridge Preservati	Minimal Burden/Benefit Impact Identified: Bridge Preservation - Federal
83528	ELK	Wyncoop Run Bridge	No Significant Burden/Benefit Impact Identified: Bridge Replacement
85158	ELK	Trib to Elk Creek	No Significant Burden/Benefit Impact Identified: Bridge Restoration
105943	ELK	Boot Jack Bypass	No Significant Burden/Benefit Impact Identified: Highway Restoration
110672	ELK	2023 NC Bridge Preservati	No Significant Burden/Benefit Impact Identified: Bridge Restoration
113951	ELK	City of St.Marys SR 120 C	No Significant Burden/Benefit Impact Identified: New Alignment
115854	ELK	SR 153 ov Toby Creek	No Significant Burden/Benefit Impact Identified: Bridge Restoration
117069	ELK	St Michaels Street to Sor	No Significant Burden/Benefit Impact Identified: Highway Restoration
25944	JEFFERSON	T-396 Seldom Seen Bridge	No Significant Burden/Benefit Impact Identified: Bridge Removal
26064	JEFFERSON	PA 28/US 322 Brookville I	No Significant Burden/Benefit Impact Identified: Safety Improvement
26064	JEFFERSON	PA 28/US 322 Brookville I	Minimal Burden/Benefit Impact Identified: Safety Improvement
26163	JEFFERSON	Moore Bridge	No Significant Burden/Benefit Impact Identified: Bridge Restoration
74315	JEFFERSON	Cortez Bridge	No Significant Burden/Benefit Impact Identified: Bridge Replacement
78134	JEFFERSON	Near Cool Spring Bridge	No Significant Burden/Benefit Impact Identified: Bridge Replacement
83322	JEFFERSON	SR 2011 ov Trib Canoe Cre	No Significant Burden/Benefit Impact Identified: Bridge Replacement
84828	JEFFERSON	US 322 over Campbell Run	No Significant Burden/Benefit Impact Identified: Bridge Replacement
98132	JEFFERSON	T-385 Dobson Road Bridge	No Significant Burden/Benefit Impact Identified: Bridge Removal
98137	JEFFERSON	T-517 Kramer Road Bridge	No Significant Burden/Benefit Impact Identified: Bridge Replacement

FY 23 Transportation Improvements Program: Minority Benefits and Burdens Analysis Results

Regional Burden and/or Benefit Impact on Identified Populations

Regional Burden and/or Benefit Impact on Identified Populations			
No Significant Burden/Benefit Impact Identified			
Minimal Burden/Benefit Impact Identified			
Significant Burden/Benefit Impact Identified			
MPMS #	County	Project	Burden &/or Benefit Impact for Identified Populations
99498	JEFFERSON	SR 3003 over Redbank Cr.	No Significant Burden/Benefit Impact Identified: Bridge Replacement
100212	JEFFERSON	PA 28 Clarion Line-Snyder	No Significant Burden/Benefit Impact Identified: Highway Restoration
100226	JEFFERSON	US 322 Segmnt 300-PA950	Minimal Burden/Benefit Impact Identified: Preventive Maintenance
102752	JEFFERSON	US 219/PA 28 Brockway Int	No Significant Burden/Benefit Impact Identified: Safety Improvement
105576	JEFFERSON	Rikers Road Crossing	No Significant Burden/Benefit Impact Identified: Rail Highway Grade Crossing
105583	JEFFERSON	Big Run Railroad Corridor	No Significant Burden/Benefit Impact Identified: Rail Highway Grade Crossing
106029	JEFFERSON	I-80 Brookville West Reco	No Significant Burden/Benefit Impact Identified: Highway Reconstruction
106223	JEFFERSON	I-80 Brookville East Reco	No Significant Burden/Benefit Impact Identified: Highway Reconstruction
106223	JEFFERSON	I-80 Brookville East Reco	Minimal Burden/Benefit Impact Identified: Highway Reconstruction
106224	JEFFERSON	I-80 Brookville East PM	No Significant Burden/Benefit Impact Identified: Bridge Preservation - Federal
106224	JEFFERSON	I-80 Brookville East PM	Minimal Burden/Benefit Impact Identified: Bridge Preservation - Federal
106275	JEFFERSON	I-80 North Fork Bridge Re	No Significant Burden/Benefit Impact Identified: Bridge Replacement
106459	JEFFERSON	Jefferson Short Span Leng	No Significant Burden/Benefit Impact Identified: Bridge Replacement
109571	JEFFERSON	Ugly Run Bridge	No Significant Burden/Benefit Impact Identified: Bridge Replacement
111830	JEFFERSON	Jefferson Co. Department	No Significant Burden/Benefit Impact Identified: Bridge Restoration
111830	JEFFERSON	Jefferson Co. Department	Minimal Burden/Benefit Impact Identified: Bridge Restoration
112971	JEFFERSON	US 119 Punxsy South Resur	No Significant Burden/Benefit Impact Identified: Preventive Maintenance
112971	JEFFERSON	US 119 Punxsy South Resur	Minimal Burden/Benefit Impact Identified: Preventive Maintenance
114715	JEFFERSON	US 322 Roseville PM	No Significant Burden/Benefit Impact Identified: Highway Restoration
116508	JEFFERSON	Stump Creek Bridge #3	No Significant Burden/Benefit Impact Identified: Bridge Replacement
117197	JEFFERSON	SR 322/SR 1830 Intersecti	Minimal Burden/Benefit Impact Identified: Intelligent Transportation System
117204	JEFFERSON	SR 36/SR 949 Crash Avoida	No Significant Burden/Benefit Impact Identified: Safety Improvement
117205	JEFFERSON	SR 119 over Mahoning Cree	No Significant Burden/Benefit Impact Identified: Bridge Preservation - Federal
117206	JEFFERSON	Jefferson Bridge Latex Gr	No Significant Burden/Benefit Impact Identified: Bridge Preservation - State Funded
117363	JEFFERSON	Reynoldsville Bridge #1 T	No Significant Burden/Benefit Impact Identified: Bridge Replacement
117373	JEFFERSON	Glen-Gerry Group Bridges	No Significant Burden/Benefit Impact Identified: Bridge Replacement
4383	MCKEAN	T-437 Oswayo Creek	No Significant Burden/Benefit Impact Identified: Bridge Removal
4405	MCKEAN	Bradford Bypass	Minimal Burden/Benefit Impact Identified: Highway Restoration
4435	MCKEAN	Elm Street Bridge	Minimal Burden/Benefit Impact Identified: Bridge Replacement
69304	MCKEAN	SR 4013 Bolivar Run	Minimal Burden/Benefit Impact Identified: Bridge Restoration
81410	MCKEAN	SR 246 Baker Run	No Significant Burden/Benefit Impact Identified: Bridge Restoration
85214	MCKEAN	SR 146 ov Warner Brook BO	Minimal Burden/Benefit Impact Identified: Bridge Restoration
85232	MCKEAN	Gates Hollow	No Significant Burden/Benefit Impact Identified: Bridge Restoration
85236	MCKEAN	SR 446 Canfield Creek	No Significant Burden/Benefit Impact Identified: Bridge Restoration
85241	MCKEAN	SR 2001 over Smith Run	Minimal Burden/Benefit Impact Identified: Bridge Restoration
85253	MCKEAN	SR 1011 over Mix Creek	No Significant Burden/Benefit Impact Identified: Bridge Restoration
85261	MCKEAN	Foster Brook BOX	Minimal Burden/Benefit Impact Identified: Bridge Restoration
85269	MCKEAN	SR 1011 over Fowler Run B	No Significant Burden/Benefit Impact Identified: Bridge Restoration
88628	MCKEAN	Bridge on Tram Hollow Run	No Significant Burden/Benefit Impact Identified: Bridge Restoration
88633	MCKEAN	Tram Hollow Run BOX	No Significant Burden/Benefit Impact Identified: Bridge Replacement
91547	MCKEAN	SR 346 Marilla Creek Br	No Significant Burden/Benefit Impact Identified: Bridge Restoration
91549	MCKEAN	SR 155 Br. Portage Creek	No Significant Burden/Benefit Impact Identified: Bridge Restoration
101510	MCKEAN	Bridge over Bennett Brook	No Significant Burden/Benefit Impact Identified: Bridge Restoration
109705	MCKEAN	SR 346 over Meadow Branch	Minimal Burden/Benefit Impact Identified: Bridge Restoration
109873	MCKEAN	SR 346/4009 Signals/Roadw	No Significant Burden/Benefit Impact Identified: Safety Improvement
110671	MCKEAN	2022 NC Bridge Preservati	No Significant Burden/Benefit Impact Identified: Bridge Restoration
110672	MCKEAN	2023 NC Bridge Preservati	No Significant Burden/Benefit Impact Identified: Bridge Restoration
110672	MCKEAN	2023 NC Bridge Preservati	Minimal Burden/Benefit Impact Identified: Bridge Restoration
112650	MCKEAN	Resurface US 6 to PA 446	Minimal Burden/Benefit Impact Identified: Highway Restoration
114317	MCKEAN	2024 NC Bridge Preservati	No Significant Burden/Benefit Impact Identified: Bridge Restoration
116888	MCKEAN	2026 North Central Bridge	Minimal Burden/Benefit Impact Identified: Bridge Restoration
117079	MCKEAN	SR 446 Main St. Recon.	No Significant Burden/Benefit Impact Identified: Highway Restoration
117588	MCKEAN	US 219 from SR 59 toward	Significant Burden/Benefit Impact Identified: Highway Restoration
117802	MCKEAN	SR 59 AND SR 646 Pavement	No Significant Burden/Benefit Impact Identified: Highway Restoration
117802	MCKEAN	SR 59 AND SR 646 Pavement	Minimal Burden/Benefit Impact Identified: Highway Restoration
117878	MCKEAN	SR 46 Roadway Restoration	Minimal Burden/Benefit Impact Identified: Highway Restoration
69380	POTTER	2025 NC Bridge Preservati	No Significant Burden/Benefit Impact Identified: Bridge Preservation - Federal
78637	POTTER	SR 1022 over Pine Creek	No Significant Burden/Benefit Impact Identified: Bridge Restoration
83526	POTTER	SR 3002 Cowley Run Bridge	No Significant Burden/Benefit Impact Identified: Bridge Restoration
83527	POTTER	Brizee Hollow Run	No Significant Burden/Benefit Impact Identified: Bridge Restoration
84099	POTTER	Marsh Creek	No Significant Burden/Benefit Impact Identified: Bridge Restoration
85308	POTTER	SR 44 over Campbell Run	No Significant Burden/Benefit Impact Identified: Bridge Restoration
85313	POTTER	SR 49 over Trib. Allegh	No Significant Burden/Benefit Impact Identified: Highway Restoration
85314	POTTER	SR 49 over Marsh Creek	No Significant Burden/Benefit Impact Identified: Bridge Restoration
85388	POTTER	SR 1003 over Br Genesee	No Significant Burden/Benefit Impact Identified: Bridge Replacement
85399	POTTER	SR 4013 over Allegheny Rv	No Significant Burden/Benefit Impact Identified: Bridge Replacement

FY 23 Transportation Improvements Program: Minority Benefits and Burdens Analysis Results

Regional Burden and/or Benefit Impact on Identified Populations

No Significant Burden/Benefit Impact Identified			
Minimal Burden/Benefit Impact Identified			
Significant Burden/Benefit Impact Identified			
MPMS #	County	Project	Burden &/or Benefit Impact for Identified Populations
85535	POTTER	T-351 over Oswayo Creek,	No Significant Burden/Benefit Impact Identified: Bridge Removal
91623	POTTER	SR 144 Ives Run Bridge	No Significant Burden/Benefit Impact Identified: Bridge Replacement
100555	POTTER	SR 6, McKean Co to Fishin	Minimal Burden/Benefit Impact Identified: Highway Restoration
105915	POTTER	SR 449 over Pine Creek	No Significant Burden/Benefit Impact Identified: Bridge Replacement
110672	POTTER	2023 NC Bridge Preservati	No Significant Burden/Benefit Impact Identified: Bridge Restoration
112746	POTTER	Tyler Hollow Run BOX	No Significant Burden/Benefit Impact Identified: Bridge Restoration
114317	POTTER	2024 NC Bridge Preservati	No Significant Burden/Benefit Impact Identified: Bridge Restoration
114317	POTTER	2024 NC Bridge Preservati	Minimal Burden/Benefit Impact Identified: Bridge Restoration
116890	POTTER	2027 North Central Bridge	No Significant Burden/Benefit Impact Identified: Bridge Restoration
117122	POTTER	East Fork Sinnamahoning C	No Significant Burden/Benefit Impact Identified: Bridge Replacement
117597	POTTER	SR 244 North toward Osway	No Significant Burden/Benefit Impact Identified: Highway Restoration



TIP & TYP

Public Participation Documentation

TIP and Air Quality Conformity Legal Ad

Tribal Consultation letters


FY2023 – 2026 Public Comment Form & summary of Comments received

FY 2021 State Transportation (STC) TYP Survey Engagement



TIP AND AIR QUALITY CONFIRMITY LEGAL AD

Sample Sent to Bradford Era and Courier Express. Actual ad will be added upon completion



NORTH CENTRAL PENNSYLVANIA REGIONAL PLANNING and DEVELOPMENT COMMISSION
The Rural Transportation Planning Committee, P.A. 2007
Route 1933, Ridgway, PA 15853 Phone: (814) 773-3162

**LEGAL NOTICE
(BLOCK AD)**

FOR IMMEDIATE RELEASE **April 25, 2022**

TRANSPORTATION PLANS AVAILABLE FOR PUBLIC COMMENT

The North Central Pennsylvania Regional Planning & Development Commission and the Rural Transportation Planning Committee have issued a notice of a public review and comment period for the Draft Fiscal Year 2023-2026 Transportation Improvement Program (TIP), Air Quality Conformity Analysis Report, and related Documents. The official 30-day public comment period will be from May 1, 2022, to May 31, 2022.

The TIP lists all transportation projects that intend to use federal funds, along with non-federally funded projects that are regionally significant over the next four years. The draft Air Quality document for (Clearfield County only) demonstrates transportation conformity to federal air quality standards. On Thursday, May 19, 2022, at 10:30 AM EST, a public meeting will be held on the Draft TIP, AQCA Report, and related documents. This meeting will be in the NCPRPDC Building located at 49 Ridgmont Drive, Ridgway, PA 15853. A virtual option is available for participants and access information can be obtained by contacting North Central at (814) 773-3162 or visiting our website. If you require special assistance to attend or participate in this meeting or need additional information, please contact Amy Kessler at (814) 773-3162 five days prior to the meeting event so that special assistance can be accommodated

The Draft TIP, Air Quality Report, and related documents are available for review at the North Central website, at the following locations or by calling (814) 773-3162 ext. 3017

- Cameron County Planning Commission & Commissioners Office
- Clearfield County Planning Commission & Commissioners Office
- Elk County Planning Commission & Commissioners Office
- Jefferson County Department of Development and Commissioners Office
- McKean County Planning Commission & Commissioners Office
- Potter County Planning Department & Commissioners Office
- CareerLink Offices in Emporium, DuBois, Clearfield, St Marys, Punxsutawney, Bradford, and Coudersport
- North Central Pennsylvania Regional Planning & Development Commission

Page 2

April 27, 2022

- <http://www.rpo.ncentral.com>
- Area Transportation Authority Office St Marys & Punxsutawney
- Coudersport Public Library
- Bradford Area Public Library
- Mount Jewett Memorial Library
- Joseph and Elizabeth Shaw Library
- Osceola Mills Public Library
- DuBois Public Library
- Oswayo Valley Memorial Library
- Kane Chamber of Commerce
- PA Route 6 Alliance - Galeton

Public comments on the documents must be submitted in writing (online or mail) at any time prior to the end of the public comment period on May 31, 2022.

For a printed copy of any of these documents, submit a request in writing to the address below. Written comments and questions may be addressed to "FY23 TIP Comments," c/o NCPRPDC, 49 Ridgmont Drive, Ridgway, PA 15853. All comments must be received no later than 4 p.m. on May 31, 2022.

The Rural Transportation Planning Committee will vote to approve these documents at a public meeting on Tuesday, June 14, 2022 at 10:30 a.m.

#...#...#

Please bill to the above address Contact person: Amy Kessler
Proof of Publication required

TRIBAL CONSULTATION

Although there are no areas in Pennsylvania currently under the jurisdiction of Tribal governments, the North Central RPO and PennDOT recognizes the importance of tribal consultation and considers federally recognized Tribes and Nations to be interested parties. Therefore, PennDOT and MPOs/RPOs shall consult with federally recognized Tribes and Nations that have regions of interests in Pennsylvania to provide opportunities for review and comment on key planning documents, such as the TIP, LRTP, and Public Participation Plan (PPP). For the 2023 TIP update, this includes notifying Tribes and Nations of the opportunity to participate in any TIP public meetings and review the draft TIP during the public comment period.

Sample of letter sent to each tribe is provided below along with addresses where other letters were mailed:



April 26, 2022

Stockbridge-Munsee Community of Wisconsin
 Bonney Hartley
 Historic Preservation Manager
 N8476 MohHeConNuck Road
 Bowler WI 54416

**Re: Public Comment Period – May 1 to May 31, 2022
 FFY 2023-2026 Transportation Improvement Program (TIP)**

Dear Ms Hartley:

Greetings to you.

With respect to the special status of Federally Recognized Tribes, the purpose of this letter is to provide you with notice of the North Central Pennsylvania Regional Planning and Development Commission's public comment period for its proposed FFY 2023-2026 Transportation Improvement Program (TIP).

One of North Central's main responsibilities is the development of a TIP on behalf of its member counties: Cameron, Clearfield, Elk, Jefferson, McKean and Potter. The TIP is:

- An agreed upon list of the region's high-priority transportation projects
- Covers 4-year period (draft TIP is for FFYs 2023-2026)
- Is fiscally constrained by year; costs must account for year of inflation (YOE)
- Updated every 2 years (but is a living document that is constantly being modified)
- Approved by the RPO and PennDOT
- Incorporated into the Statewide Transportation Improvement Program (STIP)

The regional commission, as the administering agency of the Rural Planning Organization (RPO), must prepare the plan in accordance with 23 USC 134 and 135 and our Memorandum of Understanding with the Pennsylvania Department of Transportation, that provides for the development and implementation of the multimodal transportation system.

With this letter, we would like to formally extend to the Stockbridge-Munsee Community of Wisconsin an invitation to participate in the draft plan review process from May 1 to May 31, 2022. This is your opportunity to review and provide feedback on the TIP for the North Central PA region's transportation system. The views and feedback we receive from your tribe will help us to better understand how the TIP will impact your community now and in the future. We will consider comments received after May 31, 2022, but you are encouraged to provide them to us at your earliest convenience to ensure their consideration in the planning process.

The TIP does include future projects. When those projects advance you will be consulted during the Section 106 process. This project-specific outreach during Section 106 will occur whether or not you choose to participate in the public comment period, following the process through which PennDOT normally contacts Tribes and Nations. Following the public comment period, all comments and questions will be taken into consideration. A full summary of the process, comments and responses will be made available upon request.



A digital version of the TIP is available online at (<https://rpo.ncentral.com/transportation-improvement-plan/>) where you may submit your comments directly on the website. Hard copies of the draft TIP and comment form are available upon request as per the guidelines in our Public Participation Plan.

Should you or anyone in the Stockbridge-Munsee Community of Wisconsin have questions or comments regarding the TIP public comment period, please contact me via mail at 49 Ridgmont Drive, Ridgway, PA 15853, email amy@ncentral.com or phone 814-773-3162.

Thank you,

Amy Kessler

Amy Kessler, Director of Community Development and
Regional Planning
North Central PA Regional Planning and Development
Commission

cc:

Jennifer Crobak, FHWA

Camille Otto, FHWA

Barbara Shaffer, FHWA

Larry Shifflet, Deputy Secretary

Brian Hare, Center for Program Development and Management, PennDOT

Kristin Mulkerin, Center for Program Development and Management, PennDOT

Frank Hampton, Center for Program Development and Management, PennDOT

Scott Schaffer, Tribal Liaison, Bureau of Project Delivery, PennDOT



Eastern Shawnee Tribe of Oklahoma Brett Barnes 70500 East 128 Road Wyandotte OK 74370	Tuscarora Nation Bryan Printup 5226 Walmore Road Lewiston NY 14092
Shawnee Tribe Cassie Harper Tribal Administrator PO Box 189 29 South 69A Highway Miami OK 74344	Oneida Nation of Wisconsin Chair Tehassi Hill PO Box 365 N7219 Seminary Road Oneida WI 54115
Saint Regis Mohawk Tribe Chief Beverly Kiohawiton Cook 71 Margaret Terrance Memorial Way Akwasasne NY 13655	Eastern Shawnee Tribe of Oklahoma Chief Glenna Wallace PO Box 350 Seneca MO
Tuscarora Nation Chief Leo Henry 2006 Mt Hope Road Lewiston NY 14092	Tonawanda Band of Seneca Chief Roger Hill PO Box 795 7027 Meadville Road Basom NY 14013
Tonawanda Band of Seneca Chief Roger Hill PO Box 795 7027 Meadville Road	Tonawanda Band of Seneca Chief Roger Hill PO Box 795 7027 Meadville Road Basom NY 14013
Onondaga Nation Chief Sidney Hill 4040 Route 11 Nedrow NY 13120	Seneca-Cayuga Tribe of Oklahoma Chief William L Fisher PO Box 453220 23701 South 655 Road Grove OK 74344
Delaware Tribe of Indians Chief Brad Killscrow 5100 Tuxedo Boulevard Bartlesville OK 74006	Delaware Tribe of Indians Chief Chet Brooks 5100 Tuxedo Boulevard Bartlesville OK 74006
Cayuga Nation Clint Halftown PO Box 803 Seneca Falls NY 13148	Delaware Nation Dana Kelly Assistant Director 31064 State Highway 281 PO Box 825 Anadarko OK 73005
Saint Regis Mohawk Tribe Darren Bonaparte THPO 71 Margaret Terrance Memorial Way Akwasasne NY 13655	Delaware Nation Deborah Dotson Tribal President 31064 State Highway 281 PO Box 825 Anadarko OK 73005
Absentee-Shawnee Tribe of Oklahoma Devon Frazier THPO	Delaware Tribe of Indians Dr Brice Obermeyer Roosevelt Hall RM 212

2025 South Gordon Cooper Drive Shawnee OK 74801	Emporia State University 1 Kellogg Circle Emporia KS 66801
Seneca Nation of Indians Dr Joe Stahlman Director Seneca-Iroquois National Museum Tribal Historic Preservation Office Onōhsagwē: De' Cultural Center 82 W Hetzel StreetSalamanca NY 14779	Absentee-Shawnee Tribe of Oklahoma Edwina Butler-Wolfe Governor 2025 South Gordon Cooper Drive Shawnee OK 74801
Delaware Nation Erin Thompson-Paden 31064 State Highway 281 PO Box 825 Anadarko OK 73005	Oneida Indian Nation Jesse Bergevin Historic Preservation Specialist 2037 Dream Catcher Plaza Oneida NY 13421
Oneida Nation of Wisconsin Kristine Hill Supervisor PO Box 365 N7219 Seminary Road Oneida WI 54115	Oneida Indian Nation Laura Misita Land Administrator Oneida Indian National Legal Department 5218 Patrick Road Verona NY 13478
Stockbridge-Munsee Community of Wisconsin Nathan Allison THPO New York Office 65 1 st Street Troy NY 12180	Delaware Nation Nekole Alligood 103 West Broadway Anadarko OK 73005
Eastern Shawnee Tribe of Oklahoma Paul Barton NAGPRA Coordinator PO Box 350 Seneca MO 64865	Seneca Nation of Indians Paul Lepsch Chief of Staff Tribal Historic Preservation Office 90 O:hi'yoh Way Salamanca NY 14779
Seneca Nation of Indians President Rickey Armstrong Sr 90 O:hi'yoh Way Salamanca NY 14779	Oneida Indian Nation Raymond Halbritter Nation Representative 2037 Dream Catcher Plaza Oneida NY 13421
Stockbridge-Munsee Community of Wisconsin Shannon Holsey Tribal President N8476 MohHeConNuck Road Bowler WI 54416	Stockbridge-Munsee Community of Wisconsin Shannon Holsey Tribal President N8476 MohHeConNuck Road Bowler WI 54416
Delaware Tribe of Indians Susan Bachor Historic Preservation Representative East Stroudsburg University	Onondaga Nation Tony Gonyea Faithkeeper 4040 Route 11 Administrative Building Nedrow NY 13120

<p>126 University Circle Stroud Hall RM 437 East Stroudsburg PA 18301 Shawnee Tribe Tonya Tipton THPO PO Box 189 29 South 69A Highway Miami OK 74344</p>	
--	--

PUBLIC COMMENT FORM AND SUMMARY OF COMMENTS RECEIVED

*Note: The TIP Public Comment Meeting Sign-In Sheet and comments received will be uploaded after the May 19, 2022, meeting.



FY 21 STATE TRANSPORTATION COMMISSION PUBLIC COMMENTS

2019 and 2021 Regional Survey Result Comparison



State Transportation Commission
June 2021

**2023 12-YEAR PROGRAM UPDATE
2019 AND 2021 REGIONAL
SURVEY RESULTS COMPARISON**

**NORTH CENTRAL
PENNSYLVANIA
REGIONAL PLANNING
& DEVELOPMENT
COMMISSION**

2021

162 SURVEY PARTICIPANTS

86 MAPPED ISSUES
13 RESOLVED

2019

163 SURVEY PARTICIPANTS

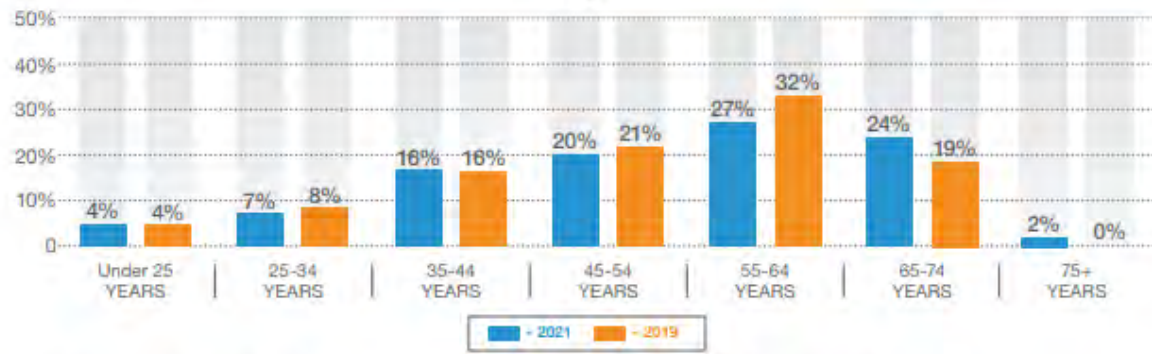
44 MAPPED ISSUES
7 RESOLVED

About the Survey Participants

2021		2019	
Male	54%	Male	56%
Female	43%	Female	40%
Third gender/Nonconforming	0%	Third gender/Nonconforming	0%
I prefer to self-describe	0%	I prefer to self-describe	1%
I prefer not to answer	3%	I prefer not to answer	3%

Responses to demographic questions were optional.

Age



Top Transportation Modes

2021

- 1 DRIVE ALONE
- 2 WALKING
- 3 AVIATION

2019

- 1 DRIVE ALONE
- 2 WALKING
- 3 AVIATION


Highest Ranked Priorities

2021

- 1 ROAD PAVEMENT
- 2 BRIDGES
- 3 INTERSTATE

2019

- 1 ROAD PAVEMENT
- 2 BRIDGES
- 3 INTERSTATE



pennsylvania
DEPARTMENT OF TRANSPORTATION

📞 TalkPATransportation.com
📞 717.783.2262
✉️ RA-PennDOTSTC@pa.gov

📍 Office of the State Transportation Commission
and Transportation Advisory Committee
P.O. Box 3365 | Harrisburg, PA 17105

Closer look at the North Central RPO Region





State Transportation Commission

**2023 12-YEAR PROGRAM UPDATE
REGIONAL TRANSPORTATION
SURVEY SUMMARY**

**NORTH CENTRAL
PENNSYLVANIA
REGIONAL PLANNING
& DEVELOPMENT
COMMISSION**

A CLOSER LOOK AT YOUR REGION

The State Transportation Commission held its 45-day Public Comment Period for the 2023 12-Year Program (TYP) Update March 1 through April 14, 2021. The public had the opportunity to take the Transportation Survey and participate in an Online Public Forum on either a webinar platform or Facebook Live. In accordance with Governor Tom Wolf's COVID-19 mitigation efforts, the Public Forum was held online only with a call-in option available. The public could request assistance to participate in the survey or Public Forum by contacting PennDOT's Program Center by email or phone. All public feedback received was analyzed to better understand public priorities and transportation trends.

Transportation Issues Identified
Statewide, survey participants mapped about **2,500** transportation concerns, **86** of these are located within the **North Central region**.

During the mapping exercise, some survey participants discovered their concerns were already addressed by projects on the 2021 TYP. See the map and data below for more details.



“Need safer bike access for US 219 south of Brockway from Broad Street to access Harveys Run Road Wolf Run rail to trail trailhead.”
Local Survey Participant

Number of Issues Identified

The icons below correspond with the same color dots on the map.

- 
53
 ROADWAY
- 
9
 BRIDGE
- 
7
 BIKING/
 WALKING
- 
2
 TRANSIT
- 
2
 FREIGHT
- 
13
 CONCERN(S)
 ALREADY
 ADDRESSED

Examples of 2021 TYP Projects that Addressed Public Concerns

- SR 646 HIGHWAY RESURFACING
- US 219 AND PA 28 INTERSECTION IMPROVEMENTS
- US 219 TO SMETHPORT HIGHWAY RESTORATION





State Transportation Commission

2023 12-YEAR PROGRAM UPDATE
REGIONAL TRANSPORTATION
SURVEY SUMMARY

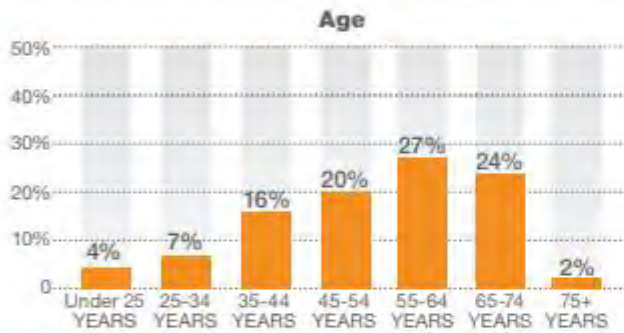
**NORTH CENTRAL
PENNSYLVANIA
REGIONAL PLANNING
& DEVELOPMENT
COMMISSION**

**ABOUT THE SURVEY
PARTICIPANTS IN YOUR REGION**

Over 7,000 individuals participated in the survey statewide, and **162** of the survey participants identified with the **North Central region** through feedback provided. Learn more about the participants from this region.

Male	83	54%
Female	67	43%
Third gender/nonconforming	0	0%
I prefer to self-describe	0	0%
I prefer not to answer	4	3%

Responses to demographic questions were optional.



Top Transportation Modes



Transportation Priorities Ranking

- 1 ROAD PAVEMENT**
Repairing, restoring, reconstructing and maintaining Pennsylvania's 120,000 miles of state and local roadways to improve your travel
- 2 BRIDGES**
Repairing, replacing and maintaining Pennsylvania's 31,000 state and local bridges
- 3 INTERSTATE HIGHWAY**
Specific, prioritized investments in reconstructing Pennsylvania's 1,868 miles of interstate highways
- 4 TRAFFIC FLOW**
Using technology to improve traffic flow and construction of new roads and additional travel lanes to safely move people and goods more efficiently
- 5 FREIGHT**
Modern highways, railways, airports and waterways to support the economy and ensure the efficient movement of goods and services
- 6 WALKING**
Accessible and connected routes to get you where you need to go safely
- 7 BICYCLING**
Safe bicycle routes and facilities throughout the commonwealth to get you where you need to go
- 8 AVIATION**
Modern facilities, operations and a wide range of commercial airline choices at airports
- 9 TRANSIT**
Accessible and timely public transportation that covers an extensive service area and crosses regions
- 10 PASSENGER RAIL**
Intercity and commuter rail service across Pennsylvania with out-of-state connections



@ TalkPATransportation.com
717.783.2262
RA-PennDOTSTC@pa.gov

Office of the State Transportation Commission
and Transportation Advisory Committee
P.O. Box 3365 | Harrisburg, PA 17105



Air Quality Conformity Clearfield County





NORTH CENTRAL PENNSYLVANIA REGIONAL PLANNING and DEVELOPMENT COMMISSION

49 Ridgmont Drive, Ridgway, PA 15853

Phone: (814) 773-3162

Fax: (814) 772-7045

20-08-3009

AIR QUALITY RESOLUTION

The North Central Pennsylvania Regional Planning and Development Commission has conducted air quality conformity of the FFY 2023-2026 North Central Pennsylvania Regional Planning Organization Transportation Improvement Program (TIP) and 2050 Integrated Mobility 2050 Long Range Transportation Plan (LRTP) for Clearfield County in accordance with the Clean Air Act Amendments of 1990.

WHEREAS, the Congress of the United States enacted the Clean Air Act Amendments of 1990 which were signed into law and became effective on November 15, 1990, hereafter referred to as the CAAA; and

WHEREAS, the United States Environmental Protection Agency (EPA), under the authority of the CAAA, has defined the geographic boundaries for areas that have been found to be in nonattainment with the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide and particulate matter; and

WHEREAS, the EPA issued the Final Rule on Transportation Conformity on November 24, 1993 for transportation plans, programs and projects, and amended the Final Conformity Rule various times between 1996 and present; and

WHEREAS, effective July 15, 2004, Clearfield County was designated by EPA as a non-attainment area under the 1997 eight-hour ozone NAAQS; and

WHEREAS, on March 19, 2009, Clearfield County was re-designated under the 1997 eight-hour ozone NAAQS as an attainment (maintenance) area by EPA with motor vehicle emissions budgets (MVEBs) established in the Commonwealth of Pennsylvania's State Implementation Plan (SIP) maintenance plan; and

WHEREAS, on April 6, 2015, EPA revoked the 1997 eight-hour ozone NAAQS for all purposes and established anti-backsliding requirements; and

WHEREAS, the U.S. Court of Appeals for the D.C. Eighth Circuit issued a decision in *South Coast Air Quality Management District v. EPA* on February 16, 2018 addressing air quality requirements for former 1997 ozone maintenance areas that are in attainment of all subsequent ozone NAAQS for which Clearfield County satisfies the criteria; and,

WHEREAS, the EPA issued the Transportation Conformity Guidance for the South Coast II Court Decision on November 29, 2018 to address how transportation conformity determinations can be made for the 1997 ozone NAAQS; and

WHEREAS, transportation plans and programs are required to conform to the purpose of the SIP and Sections 174 and 176 (c and d) of the CAAA [42 U.S.C. 7504, 7506 (c and d)]; and

WHEREAS, the North Central Pennsylvania Regional Planning and Development Commission (North Central) via the Rural Planning Organization (RPO) is responsible for the development of transportation plans and programs in accordance with Section 134 of Title 23, which requires coordination and public participation with the Pennsylvania Department of Transportation (PennDOT); and

WHEREAS, the Final Conformity Rule (and subsequent amendments) requires the RPO to determine that its transportation plans and programs conform with the CAAA requirements by meeting the Final Rule on Transportation Conformity; and

WHEREAS, an air quality analysis and conformity determination has been prepared for the North Central Integrated Mobility 2050 LRTP and the 2023-2026 North Central TIP (Clearfield County) for the 1997 ozone standard;

NOW, THEREFORE BE IT RESOLVED, that the RPO has found the North Central Integrated Mobility 2050 LRTP and the 2023-2026 North Central TIP (Clearfield County) contribute to the achievement and maintenance of the 1997 eight-hour NAAQS for ozone; and the RPO has found that the Integrated Mobility 2050 LRTP and the 2023-2026 TIP are consistent with the final conformity rule issued on November 24, 1993 and subsequent amendments; and that this conformity determination demonstrates that the requirements of 40 CFR Part 93 regarding conformity to the State Implementation Plan are met.

APPROVED AND ADOPTED BY:

This resolution serves to certify that the 2023 TIP and the Integrated Mobility 2050 LRTP, including the Air Quality Conformity determination report, was adopted by the North Central Pennsylvania Regional Planning Organization on the 14th day of June 2022.

I hereby certify that this Resolution was adopted by the North Central Pennsylvania Regional Planning and Development Commission, Executive Board on the 22nd day of June 2022.

Padraic McGrath
Secretary-Treasurer

Nancy Grupp
Board Chairman

Transportation Conformity Determination Report
1997 Ozone NAAQS

Transportation Conformity Determination
Clearfield County, PA

2023-2026 Transportation
Improvement Program (TIP)
and 2050 Long Range
Transportation Plan (LRTP)

April 2022

Table of Contents

EXECUTIVE SUMMARY1

1.0 BACKGROUND2

2.0 NORTH CENTRAL RPO TIP and LRTP3

3.0 TRANSPORTATION CONFORMITY PROCESS4

4.0 TRANSPORTATION CONFORMITY REQUIREMENTS4

5.0 CONCLUSION6

APPENDIX A: Regionally Significant Project List (Clearfield County)

Executive Summary

As part of its transportation planning process, the North Central Rural Planning Organization (RPO) completed the transportation conformity process for the 2023-2026 Transportation Improvement Program (TIP) and the 2050 Long Range Transportation Plan (LRTP). This report documents that the TIP and LRTP meets the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. Clearfield County was maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA’s *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

1.0 Background

1.1 Transportation Conformity Process

The concept of transportation conformity was introduced in the CAA of 1977, which included a provision to ensure that transportation investments conform to a State Implementation Plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with (“conform to”) the State’s air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with (“conform to”) the purpose of a State’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

1.2 National Ambient Air Quality Standards

The CAA requires the EPA to set NAAQS for pollutants considered harmful to public health and the environment. A nonattainment area is any area that does not meet the primary or secondary NAAQS. Once a nonattainment area meets the standards and additional redesignation requirements in the CAA [Section 107(d)(3)(E)], EPA will designate the area as a maintenance area.

Clearfield County is currently designated as a maintenance area under the 1997 8-hour ozone NAAQS. The region is in attainment of the 2008 and 2015 8-hour ozone, 2006 24-hour PM_{2.5} and 2012 annual PM_{2.5} NAAQS. Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not prevent an area from reaching its air quality attainment goals.

1997 8-hour Ozone NAAQS

The EPA published the 1997 8-hour ozone NAAQS on July, 18, 1997 (62 FR 38856), with an effective date of September 16, 1997. An area was in nonattainment of the 1997 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeded the NAAQS of 0.08 parts per million (ppm). On May 21, 2013, the EPA published a rule revoking the 1997 8-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 8-hour ozone NAAQS area designations (77 FR 30160).

On February 16, 2018 the D.C. Circuit reached a decision in *South Coast Air Quality Management District v. EPA*, Case No. 15-1115. In that decision, the court vacated major portions of the final rule that established procedures for transitioning from the 1997 ozone NAAQS to the stricter 2008 ozone NAAQS. By court decision, Clearfield County was designated as an “orphan” maintenance area since the area was maintenance for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and was designated attainment for the 2008 NAAQS in EPA’s original designations for this NAAQS (77 FR 30160, May 21, 2012).

2008 and 2015 8-hour Ozone NAAQS

The EPA published the 2008 8-hour ozone NAAQS on March 27, 2008 (73 FR 16436), with an effective date of May 27, 2008. EPA revised the ozone NAAQS by strengthening the standard to 0.075 ppm. Thus, an area is in nonattainment of the 2008 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeds the NAAQS of 0.075 ppm. Clearfield County was designated as an attainment area under the 2008 8-hour ozone NAAQS, effective July 20, 2012 (77 FR 30088).

In October 2015, based on its review of the air quality criteria for ozone and related photochemical oxidants, the EPA revised the primary and secondary NAAQS for ozone to provide requisite protection of public health and welfare, respectively (80 FR 65292). The EPA revised the levels of both standards to 0.070 ppm, and retained their indicators, forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). Under the Clean Air Act, the EPA administrator is required to make all attainment designations within two years after a final rule revising the NAAQS is published. Clearfield County is in attainment of the 2015 8-hour ozone NAAQS.

2.0 North Central RPO TIP and LRTP

MPO/RPOs each develop a TIP at the local level, which reflects the first four years of the Pennsylvania Department of Transportation (PennDOT) Twelve Year Program (TYP). The Statewide Transportation Improvement Program (STIP) covers the entire state and includes the individual TIPs representing each Planning Partner. Federal

Law requires TIPs to be updated at least every four years. Pennsylvania’s MPOs and RPOs update their TIPs every two years during the TYP update process.

The Long Range Transportation Plan (LRTP) serves as the official transportation plan for a metropolitan area. The LRTP documents the current and future transportation demand and identifies long-term improvements and projects to meet those needs. The [North Central 2050 LRTP](#) guides decision-making about transportation improvements in the region including those in Clearfield county. The planning factors specified in federal regulations provide the framework for developing the LRTP.

The February 16, 2018, *South Coast vs. EPA* Court decision did not vacate EPA’s revocation of the 1997 ozone standard and the decision does not change the area’s attainment status. Therefore, while such areas might be required to meet conformity requirements as part of anti-backsliding controls, such areas are not considered nonattainment or maintenance areas under the Transportation Planning Rule (23 CFR 450.104). Such areas continue to complete 5-year plan update cycles as described in 23 CFR 450.324(c). The 5-year metropolitan transportation plan update cycle continues to apply from the date of the most recent MPO metropolitan transportation plan adoption (not the most recent FHWA/FTA conformity determination). While these areas have a 5-year plan cycle for transportation planning purposes, as a result of the court decision they must still meet the 4-year frequency requirements for conformity determinations on TIPs and LRTPs as required by 40 CFR 93.104.

Appendix A provides a listing of the regional significant projects that are funded in the TIP and LRTP within Clearfield County. Regionally significant projects include transportation projects (other than exempt projects as defined under 40 CFR 93.126-127) that are on a facility which serves regional transportation needs.

3.0 Transportation Conformity Process

Per the court’s decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended TIPs and LRTPs. Once US DOT makes its 1997 ozone NAAQS conformity determination, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the Clearfield County portion of the North Central RPO 2023-2026 TIP and 2050 LRTP.

¹ The areas identified can be found in EPA’s “Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation .

4.0 Transportation Conformity Requirements

4.1 Overview

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**² (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and LRTPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for TIPs and LRTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests. Therefore, transportation conformity for the 1997 ozone NAAQS can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

4.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally applies to a regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. However, the Clearfield County SIP maintenance plan does not include any TCMs.

² Available from [Policy and Technical Guidance for State and Local Transportation | US EPA](#)

4.3 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

As required by the federal transportation conformity rule, the conformity process includes a significant level of cooperative interaction among federal, state, and local agencies. For this air quality conformity analysis, interagency consultation was conducted as required by the Pennsylvania Conformity SIP. This included conference call(s) or meeting(s) of the Pennsylvania Transportation-Air Quality Work Group (including PennDOT, DEP, EPA, FHWA, FTA and representatives from larger MPOs within the state).

Meeting and conference calls were conducted on October 28, 2021 and January 27, 2022 to review all planning assumptions and to discuss the template and content for transportation conformity analyses in 1997 ozone orphan areas.

The TIP, LRTP and associated conformity determination has undergone the public participation requirements as well as the comment and response requirements according to the procedures established in compliance with 23 CFR part 450, North Central RPO's Public Participation Plan, and Pennsylvania's Conformity SIP. The draft document was made available for a 30-day public review and comment period, which included a public meeting.

4.4 Fiscal Constraint

The planning regulations, Sections 450.324(f)(11) and 450.326(j), require the transportation plan to be financially constrained while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds are reasonably expected to be available are included. The North Central RPO, in conjunction with PennDOT, FHWA and FTA, has developed an estimate of the cost to maintain and operate existing roads, bridges and transit systems in the region and have compared the cost with the estimated revenues and maintenance needs of the new roads over the same period. The North Central RPO TIP and LRTP has been determined to be financially constrained.

5.0 Conclusion

The conformity determination process completed for the Clearfield County portion of the North Central RPO TIP and LRTP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Regionally Significant Project List
Clearfield County

Project Name	Description	Municipality
FY 2023-2026 Highway-Bridge TIP		
SR 255 Signal/ITS Project (MPMS 114189)	Safety Improvements on State Route (SR) 219 and SR 255 including 11 Signal locations, 1 full-color Type A digital message sign (DMS), and 2 HD closed circuit TV (CCTV) cameras.	City of Dubois and Sandy Township
2050 LRTP (Includes PennDOT's Twelve-Year Program)		
No Air Quality Significant Projects		

Appendix A:

FY2023-2026 TIP Modification Procedures - [TIP Modification Procedures](#)

MEMORANDUM OF UNDERSTANDING

North Central 2023-2026 North Central Transportation Improvement Program (TIP)

Procedures for TIP Revisions

Purpose

This document establishes a set of procedures to be used by North Central, the Area Transportation Authority (ATA), other project sponsors and the Pennsylvania Department of Transportation (PennDOT) for processing revisions to the North Central TIP.

Background

The TIP is the official transportation improvement program document mandated by federal statute [23 CFR 450.218](#) and recognized by FHWA and FTA. The TIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation required by federal statute.

This document identifies an approved set of general and procedural guidance to be employed by the North Central Rural Transportation Planning Committee to expedite amendments and modifications to the FFY 2023-2026 Transportation Improvement Program (TIP). The Rural Transportation Planning Committee, in cooperation with PennDOT and the Area Transportation Authority (ATA) transit agency, develops the TIP. Any TIP amendment or modification proposed by any agency must be coordinated through the North Central Rural Transportation Planning Committee. To expedite formal actions, telephone, e-mail, or fax ballots can and will be used to act on amendments. These actions will then be reaffirmed at the next regularly scheduled meeting.

Definitions

- **Administrative Revisions** is a minor revision to a Transportation Improvement Program (TIP) or Statewide Transportation Improvement Program (STIP).
- **Amendment** is a revision to a TIP or STIP that involves a major change to a project included in a TIP or STIP.
- **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.
- **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 Multi-modal Project Management System (MPMS) that depicts the transfer of funds from one source of funding to a project or projects 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) Lapse** is where a Planning Partner's LRTP has not been updated in accordance with the cycles defined in the federal planning regulations [23 CFR § 450.322 (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), or the independent County of Wayne.
- **Public Participation Plan (PPP)** is a documented broad-based public involvement process that describes how the Planning Partner 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.

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 MPOs, RPOs and PennDOT-developed Statewide Programs. 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 Major Bridge Public Private Partnership (MBP3) Program, 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, Transportation Infrastructure Investment Fund (TIIF), Statewide Transit 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 (Act 120 of 1970), includes the STIP/TIPs in the first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/TIP.

How and when is a TIP Developed?

For more information on the development of the STIP/TIP, see *Pennsylvania’s 2023 Transportation Program General and Procedural Guidance* and *Pennsylvania’s 2023 Transportation Program Financial Guidance*. These documents were both released on July 15, 2021, and can be found on the [STIP page](#) on the STC Website under 2023 Guidance Documents.

TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved TIP. If North Central, ATA, 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 for revisions of the STIP and individual MPO TIPs. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming actions. If necessary, [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 Transportation Performance Management (TPM) requirements, Pennsylvania's Long Range Transportation Plan (LRTP), and the North Central 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. 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 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 North Central's Public Participation Plans (PPP). A PPP is a documented broad-based public involvement process that describes how North Central 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.

If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an **amendment** to the region's LRTP shall also be developed and approved by North Central. The modified conformity determination would then be based on the amended LRTP conformity analysis and public involvement procedures consistent with the region's PPP.

The federal planning regulations, [23 CFR 450.324\(c\)](#), define update cycles for MPO/RPO LRTPs. If a MPO's/RPO's LRTP expires because the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for that MPO/RPO. During a LRTP expiration, all STIP/TIP revisions that involve projects with federal funds within that MPO/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 MPO's/RPO's LRTP is once again in compliance with the federal planning regulations.

If a TIP revision occurs based on FHWA August Redistribution that adds, advances, or adjusts federal funding for a project, North Central will be notified of the Administrative Modification by PennDOT.

North Central TIP Revisions

In accordance with the federal transportation planning regulations [23 CFR 450](#), revisions to the TIP will be handled as an **Amendment** or an **Administrative Modification** based on agreed-upon procedures detailed below.



TIP Amendments Requiring Formal Action by North Central

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 federally funded project 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 Federal obligations.
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 project phase(s) or increases a current project phase or deletes a project phase(s) or decreases a current project phase that utilizes Federal funds where the revision exceeds the following thresholds:
 - \$10 million for the Interstate Management (IM) Program
 - \$1 million for the remaining areas.
 - \$1 million for other federally funded Statewide Programs
5. Involves a Change in the Scope of Work to a project(s) that would:
 - Result in an air quality conformity re-evaluation,
 - Result in a revised total project estimate that exceeds the thresholds established between PennDOT and North Central (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.
6. If North Central's Long Range Transportation Plan (LRTP) lapses because it has not been updated according to the required planning cycle or updated to reflect changes in federal transportation planning regulations, all revisions will be considered Amendments that require Federal approval, until the LRTP is in compliance with all Federal requirements

Approval by the North Central RPO is required for **Amendments**. North Central must then initiate PennDOT Central Office approval using the e-STIP process. An e-STIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before requested adjustments, after changes, and detailed comments explaining the reason for the adjustment(s) and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modification actions that occurred along with or were presented with this action at the North Central meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) materials, if available.

All revisions associated with an amendment, including any supporting administrative modifications, should be shown on the same FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire action) will require review and/or approval by the cooperating parties. In the case that a project phase is pushed out of the TIP period, North Central and PennDOT

will demonstrate, through an FCC, fiscal balance of the subject project phase in the second or third four years of the TYP and/or the respective regional LRTP.

The initial submission and approval process of the Interstate Program and other federally funded Statewide Programs and increases/decreases to these programs, which exceed the thresholds above will be considered an amendment and require approval by PennDOT and FHWA/FTA (subsequent placement of these individual projects or line items on respective MPO/RPO 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 PMC and FHWA is required. Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by FTA. These projects will be coordinated between FTA, PennDOT, the transit agency and associated MPO/RPO and should be programmed within the TIP where the project is located. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

TIP Administrative Modifications Not Requiring Formal Action

Administrative Modifications do not require federal approval. PennDOT and North Central 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 modification that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

- 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.
- 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 federal 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 of scope or type of funding.

- Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution based on documented August Redistribution Strategic Approach.
- 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 MPO/RPO, or the threshold established by this MOU (as detailed in the Amendment Section aforementioned); 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.

Financial Constraint

Demonstration that TIP fiscal constraint is maintained takes place through an FCC. Real time versions of the TIP are available to FHWA and FTA through PennDOT's Multi-modal Project Management System (MPMS). All revisions must maintain year-to-year fiscal constraint, per [23 CFR 450.218\(l\)](#) and [23 CFR 450.326\(g\)\(j\)&\(k\)](#), for each of the four years of the TIP. All revisions shall account for year of expenditure (YOE) 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 North Central 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 MPO/RPO and Statewide. In addition, PennDOT will provide the Transit Federal Capital Projects report at the end of each FFY to all the parties listed above and FTA. The reports can be used by the MPOs/RPOs 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 MPOs/RPOs will ensure STIP/TIP revisions promote progress toward achievement of performance targets.

Statewide Transit Projects

Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the TIP where the project is located.

TIP Revision Procedures

As North Central's TIP is adopted, the respective MOU will be included with the TIP documentation. The MOU will clarify how North Central will address all TIP revisions. **In all cases, North Central's revision procedures will be developed under the guidance umbrella of this document.** If North



Central elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures.

This document will serve as the basis for PennDOT when addressing federally funded Statewide Program TIP revisions.

This Memorandum of Understanding will begin October 1, 2022, and remain in effect until September 30, 2024, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

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

Nancy Grupp, Chairman North Central Board of Directors	Date
---	------

Rick Viglione, Chairman Rural Transportation Planning Committee	Date
--	------

Amy Kessler, Community Development/ Regional Planning Director North Central Rural Planning Organization (RPO)	Date
--	------

Michael Imbrogno, Executive Director Area Transportation Authority	Date
---	------

Brian Hare, Director, Program Center Pennsylvania Department of Transportation	Date
---	------



Appendix B: Pennsylvania 2023 Transportation Program General & Procedural Guidance -

<https://rpo.ncentral.com/wp-content/uploads/2022/03/Pennsylvania-2023-Transportation-Program-General-and-Procedural-Guidance.pdf>

Appendix C: Pennsylvania 2023 Transportation Program Financial Guidance

<https://rpo.ncentral.com/wp-content/uploads/2022/03/Pennsylvania-2023-Transportation-Program-Financial-Guidance-UPDATED-3-8-22.pdf>

Appendix D: List of Major Projects Completed/Delayed from Previous TIP

- Cameron SR 4004-A03, MPMS# 2676, Driftwood Branch Sinnemahoning Creek Bridge
- Clearfield had a couple ARC/APD projects in Penn Highlands Access and Sandy Twp Industrial Drive
- Clearfield SR 255-N47, MPMS# 114189, SR 255 Signal/ITS Project (I-80 DuBois Exit Detour Route)
- Elk SR 120-ST8, MPMS# 116276, SR 120 Brussels Street Resurfacing
- McKean SR 6-ENH, MPMS# 111457, Mt Jewett Enhancement/Streetscape
- McKean SR 6-540, MPMS# 114038, Port Allegany Betterment
- McKean SR 219-ST5, MPMS# 116089, Lantz Corners North Resurfacing
- McKean SR 219-537, MPMS# 4405, Bradford ByPass Resurfacing
- McKean Elm Street Bridge, MPMS# 4435
- Potter SR 6-626, MPMS# 100555, McKean Co. Line East into Potter Co. Roadway Restoration
- Potter SR 144-A03, MPMS# 91623, Ives Run Bridge