



Serving the counties of Clarion, Crawford, Erie, Forest, Lawrence, Mercer, Venango, and Warren

July 2, 2024

Ms. Kristin Mulkerin
PA Department of Transportation
Center for Program Development and Management
400 North Street, 6th Floor
Harrisburg PA 17120

Dear Ms. Mulkerin,

The 2025-2028 Northwest Transportation Improvement Program (TIP) was adopted by the Northwest Rural Planning Organization during the June 26, 2024 Transportation Advisory Committee meeting. Please find the required TIP documents attached:

1. Cover Letter
2. TIP Development & Project Selection Process Documentation
3. TIP Development Timeline
4. TPM (PM1, PM2, and PM3) Narrative Documentation
5. HSIP SharePoint Application Submission Confirmation
6. Transit Performance Measures Narrative Documentation
7. Highway and Bridge Program Project Listing with Public Narrative
8. Public Transportation Program Project Listing with Public Narrative
9. TIP Listings
 - a. Interstate TIP Listing with Public Narrative (regional portion)
 - b. Statewide TIP Listing (regional portion)
10. TIP Fiscal Constraint Chart
11. Public Transportation Financial Capacity Analysis (not applicable to RPO)
12. Environmental Justice (EJ) Analysis and Documentation
13. Air Quality Conformity Determination Report (Not Applicable)
14. Air Quality Resolution (Not Applicable)
15. Public Comment Advertisement
16. Documented Public Comments (Not Applicable)
17. Title VI Policy Statement
18. Memorandum of Understanding TIP Revision Procedures
19. RPO Self Certification Resolution
20. Major regional projects list implemented from previous TIP(s)
21. Major regional projects list from the previous TIP with significant delays
22. TIP Checklist

For questions, please contact me at 814-677-4800 x123 or at aaronr@northwestpa.org.

Regards,

Aaron Ritsig
Regional Planning Manager
Northwest Commission

Limited English Proficiency

English

If you speak another language, language assistance services are available by emailing aaronr@northwestpa.org

Español

Si habla otro idioma, los servicios de asistencia lingüística están disponibles enviando un correo electrónico aaronr@northwestpa.org

Arabic

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2025 – 2028 Transportation Improvement Program (TIP) Update Project Prioritizing & Selection Process

The Northwest Rural Planning Organization (NW RPO) utilized the following process for the 2025-2028 TIP Update project selection to effectively choose the best projects that meet the needs of our five-county region while maintaining fiscal constraint. Preservation and asset management continue to be the highest priority in PA and the RPO strives to emphasize both.

Several TIP meetings were held between the county planners, PennDOT Districts, the RPO, and PennDOT Center for Program Development and Management (CPDM) to review projects and solicit input and comment. The table below illustrates and documents this process.

DATE	ATTENDEES	PURPOSE
May 15, 2023	PennDOT District 1, PennDOT CPDM, RPO	Discuss TIP development process and project selection process and possible draft TIP Projects.
June 16, 2023	PennDOT District 10-0, County Planners, RPO, County Commissioners	Go through initial proposed projects for Clarion County
June 27, 2023	NW RPO Transportation Advisory Committee, RPO	Discussed and presented a list of draft projects to the TAC
August 8, 2023	PennDOT District 1, PennDOT, RPO	Discussed TSMO project applications for submission.
September 26, 2023	NW RPO Transportation Advisory Committee, RPO	Updated TAC on Draft TIP Projects
October 16, 2023	NW RPO, PennDOT District 1-0, County Planners	Went through each of the projects in each county with planners.
November 14, 2023	NW RPO Transportation Advisory Committee, RPO	Updated TAC on Draft TIP Projects
March 26, 2024	NW RPO Transportation Advisory Committee, RPO	Last look at projects before Public Comment Period
June 26, 2024	NW RPO Transportation Advisory Committee, RPO	TIP Adoption

The final approval of the TIP took place at the TAC meeting on June 26, 2024. To meet the environmental justice requirements, the draft TIP was advertised and distributed for public review for the 30-day period of April 18, 2024– May 23, 2024, with the public meeting being held on May 09, 2024 from 1:00pm-2:30pm. For those wishing to attend in person, visit The Northwest Commission, 395 Seneca St., Oil City, PA. A virtual option is available via TEAMS at https://teams.microsoft.com/l/meetup-join/19%3ameeting_NGRkZjU3N2ItZWlxNS00MzM3LTkzODgtNTY1MzFiODQwMTdm%40thread.v2/0?context=%7b%22Tid%22%3a%22c298b9f5-be73-4077-8286-cc32eac5073%22%2c%22Oid%22%3a%22ff57753d-52db-4712-b68b-f46c5be32d75%22%7d

The public meeting was advertised in accordance with the RPO's PPP regarding the notification of the public to ensure there is access to all meetings, especially since being held virtually. Attendees could join via the web as well as by phone.

The TIP development required that ongoing projects from the 2023-2026 TIP are carried forward onto the 2025-2028 Draft TIP. (Projects that are still advancing through the project delivery process; Projects with unforeseen cost increases; Projects with anticipated Advance Construct (AC) conversions, etc.)

Roles and Responsibilities of the RPO/CPDM/PennDOT Districts

Highway/bridge carryover project scopes, costs, and schedules were reviewed and updated based on information obtained from the district project managers. PennDOT District 1-0's role was to ensure that accurate project information was inputted into PennDOT's Multimodal Project Management System (MPMS) and shared this information with the RPO and PennDOT CPDM at the previously mentioned meetings. (i.e....Carryover TIP)

PennDOT Districts/Northwest RPO/CPDM worked to produce clear and understandable project descriptions with details including the location and scope of work that were easily understood by the public and reduced potential confusion during discussions with county planners.

PennDOT Districts, RPO staff and PennDOT CPDM staff collaborated to evaluate highway/bridge project ideas or additional needs that have been identified through the Transportation Performance Management (TPM) process and informed by the TAMP, transportation performance measures (these are further explained in the PM narrative), the regional LRTP, and from local input/outreach sources such as the STC Public Survey, RPO public involvement (MetroQuest/Listening tours), PennDOT Connects, and Environmental Justice Core Elements and Analysis.

Based on the above continued coordination throughout the TIP development process, PennDOT District staff created project scopes, costs, and schedules in MPMS for the mutually agreed-upon new projects and attached the TIP to MPMS.

This allowed for more open discussion maintaining and improving the 3C process (cooperative, comprehensive, and continuing). The collaboration and cooperative discussions between the RPO, Districts and CPDM continued, and the TIP was finalized prior to preparation of a fiscally constrained project list.

The district took the lead role in working through funding eligibility for each project within the limitations laid out by financial guidance.

Transit TIP

The process for the transit component of the TIP works a little differently and is a much more cut-and-dry process. The NW RPO has two main transit providers—The Crawford Area Transportation Authority (CATA) and the Transit Authority of Warren County (TAWC). All PA transit agencies are required to utilize Pennsylvania’s transit Capital Planning Tool (CPT) as part of their capital planning 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 and really helps guide the development of the transit portion of the TIP. The RPO staff relies heavily on the CPT and works closely with the PennDOT Bureau of Multimodal Transportation and in accordance with the Federal Transit Administration’s (FTA’s) guidelines. A draft TIP was shared with RPO and PennDOT CPDM staff members in early 2022. As with past updates, most projects fund transit vehicles, facilities, equipment, and other capital expenditures that allow the transit system to operate efficiently and safely. Operating assistance is also included within the TIP.

It was the responsibility of CPDM staff to create the transit projects and narratives in MPMS. Then they attached the projects in MPMS, thus creating the Transit TIP. Then CPDM staff coordinated the Transit TIP. The RPO’s role then was to provide this to the transit agencies to confirm information accuracy. Upon approval, CPDM’s responsibility was to provide the TIP to Bureau of Public Transit (BPT) and FTA for review and comment.

The additional funding received from Act 89 continues to be used for Decade of Investment Projects. Line-Item Reserves are included for bridge/highway, All Weather Pavement Markings and Betterment Projects. Using the line-item reserve process provides for a faster, more efficient, method to complete projects.

As funds allow, additional projects were selected in collaboration with the county planning directors from the prioritized list included in the 2020-2045 NWPA Long Range Transportation Plan. Those projects are consistent with the county and/or regional comprehensive plans and were prioritized using the ranking a rating process software tool, Decision Lens. The criterion utilized in this process included the following:

- **Safety and Security** – considers safety for motorists, pedestrians, and cyclists.
- **Infrastructure Condition**– considers the condition of the existing infrastructure.
- **System Performance and Operations** – considers the travel reliability of the existing infrastructure.
- **Sustainability and Smart Growth** – considers the economic and land use impacts of transportation improvements.
- **Traffic Congestion and Network Classification** – considers traffic volume, truck volume, and various transportation networks.
- **Multimodal Accessibility and Mobility** – considers mobility and interconnectivity of transportation modes, including trucks/freight, automobiles, pedestrians, bicycles, transit, and airports.
- **Project Impact and Benefit** – considers impacts on environmental justice populations and environmental resources.

These projects are prioritized with a strong emphasis on preservation and operating efficiency of the existing infrastructure for all modes to ensure consistency between the regional LRTP, comprehensive plans, and regional TIP.

The RPO works closely with PennDOT and members of the NW RPO Transportation Advisory Committee to select the criteria and assign each of the criteria a weight. The final result is a list used as a starting point for and project selection deliberation.

PennDOT District 1-0 and 10-0 Priorities

Even before initial meetings between the Districts and the RPO begin, PennDOT's Planning and Programming staff have already worked with several other departments within PennDOT Districts to get an idea of what their highest priorities are. These include:

- Traffic (Safety)
- Maintenance
- Highway Design
- Bridge Design
- Executive Team

Planning and Programming staff took this information into consideration, and also looked at carryover projects from the current TIP (e.g. projects partially funded but not yet fully complete during the 2023 TIP cycle). These carryover projects typically constitute a very large portion of our total dollars available. These departments' priorities were incorporated into an initial, "rough draft" TIP and this was presented to the RPO staff. Project-specific discussions between Districts and RPO staff took place several times in the following months. The Districts then attached the documents to MPMS. Later, CPDM reviewed the attached TIP and coordinated with the Districts to update narratives.

Local Planning Studies

Local studies that have been conducted by PennDOT as well as the RPO are taken into consideration as well. Most studies have recommendations in them that assist in the decision-making process. A list of transportation studies completed by the Northwest RPO can be found at

https://www.northwestpa.org/community_development/transportation/studies__plans.php

Transportation Performance Measures

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act & IIJA include performance management requirements. Performance-based planning will ensure that PennDOT and the RPOs collectively invest Federal transportation funds efficiently towards achieving national goals.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. Four transportation performance measures addressing five topics were evaluated as part of the 2023 TIP development process as noted below:

- PM1 - Safety
- PM2 – Pavement Condition
- PM2 – Bridge Condition
- PM3 – System Performance
- TAM – Transit Asset Management

Environmental Justice

Environmental justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Presidential Executive Order 12898 of 1994 requires Federal agencies to achieve Environmental Justice by identifying and addressing disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations. In layman’s terms, it is essential for the RPO to evaluate the effects/impacts of all TIP projects on traditionally underserved minority and low-income populations and mitigate any inequities in the disbursement of funds or the process itself.

In April 2019, the FHWA PA Division, FTA Region III, PennDOT Central Office, PennDOT Engineering District 8-0, and six MPOs within District 8-0 Pennsylvania, jointly developed the *South-Central Pennsylvania Environmental Justice Unified Process and Methodology Guide*. This was developed to help these agencies collaboratively analyze potential EJ impacts to minority and low-income populations in a straightforward manner. This “best practice” guidance was then shared with the RPO for consideration of their future programs including their respective Transportation Improvement Programs (TIP) and the Long Range Transportation Plans (LRTP).

The Guide outlines several strategies for accomplishing the core elements of an EJ analysis acceptable to FHWA and FTA. It identifies specific core activities that MPOs in Pennsylvania should complete.

PennDOT Connects

The PennDOT Connects Project Initiation Forms are used to initiate all new projects being considered for the 2025 – 2028 draft TIP. This supports the vision of the Northwest transportation system with an integrated system that offers convenient, efficient, effective, and safe travel choices for both people and goods, while preserving the character and livability of our communities.

In April of 2024, the TIP entered into a 30-day public comment period. A legal ad was placed in 3 of the major newspapers in the RPO region, while the TIP documents were posted on the Northwest Commission website, and various notifications were sent out to the transportation community, including native tribes, stating that the TIP was available for public comment. A Public Hearing was also scheduled during this 30-day public comment period (documentation of this process is included within this TIP submittal).

The final TIP is to be approved at the June 2024 TAC meeting and will then be processed by PennDOT. After their review, PennDOT will bundle together this and all other PA MPO/RPO TIPs and submit as one Statewide TIP (STIP) to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for final approval. After final approval of the STIP by FHWA and FTA, the TIP takes effect at the beginning of the federal fiscal year on October 1, 2024.

GLOSSARY: These abbreviations and acronyms can be found throughout the TIP Document.

FEDERAL FUNDING SOURCES:

BOF– Bridge Off-System
BRIP – Bridge Infrastructure Improvement Program
CAQ– Congestion Mitigation/Air Quality
HSIP– Highway Safety Improvement Program
NHPP– National Highway Performance Program
STP– Surface Transportation Program
SXF– Special Federal Earmarked Funds
TAP– Transportation Alternatives Set-Aside
NFP– National Highway Freight Program

STATE FUNDING SOURCES:

183– State Bridge Funds for Local Bridges
185– State Bridge Funds for State Bridges
409– Maintenance Funds from Act 89
581– State Highway Funds
LOC– Local Funds

PROJECT PHASES:

P– Preliminary Engineering
F– Final Design
U– Utility
ROW– Right of Way
C– Construction

Northwest RPO

2025-2028 Transportation Improvement Program (TIP) Timeline



Transportation Performance Management

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

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

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

Performance Based Planning and Programming

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

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

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

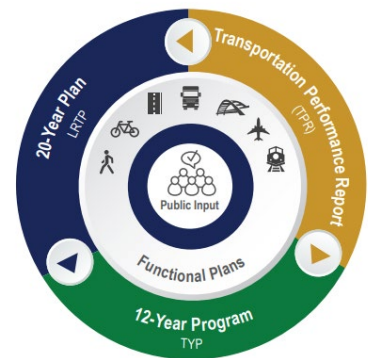
The above documents in combination with data resources including PennDOT’s bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based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



PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets.

Evaluating 2025-2028 STIP Performance

The Federal Fiscal Year (FFY) 2025-2028 State Transportation Improvement Program (STIP) supports the goal areas established in PennDOT’s current long range transportation plan ([Pennsylvania 2045](#)). These include safety, mobility, equity, resilience, performance, and resources. The goals are aligned with the national goal areas and federal performance measures and guide PennDOT in addressing transportation priorities.



The following sections provide an overview of the federal performance measures and how the current project selection process for the FFY 2025-2028 STIP supports meeting future targets. Over the 4-year STIP, nearly 85% of the total funding is associated with highway and bridge reconstruction, preservation, and restoration projects. However, these projects are also anticipated to provide significant improvements to highway safety and traffic reliability for both passenger and freight travel. Through the federal performance measures, PennDOT will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools including transportation data and project-level prioritization methods will be continually developed and enhanced to meet PennDOT and MPO/RPO needs. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.

Safety Performance Measures (PM1)

Background		
<p>The FHWA rules for the <i>National Performance Management Measures: Highway Safety Improvement Program</i> (Safety PM) and <i>Highway Safety Improvement Program</i> (HSIP) (81 FR 13881 and 81 FR 13722) became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). The current regulations are found at 23 CFR 490 Subpart B and 23 CFR 924. Targets for the safety measures are established on an annual basis.</p>		
Data Source		
<p>Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS).</p>		
2024 Safety Measures and Targets (Statewide)		
Measure	Baseline (2018-2022)	Target (2020-2024)
Number of fatalities	1,157.4	1,164.1
Rate of fatalities per 100 million VMT	1.182	1.219
Number of serious injuries	4682.4	4,721.0
Rate of serious injuries per 100 million VMT	4.783	4.939
Number of non-motorized fatalities & serious injuries	804.6	817.6
Methods for Developing Targets		
<p>An analysis of Pennsylvania’s historic safety trends was utilized as the basis for PennDOT and MPO/RPO coordination on the State’s safety targets. The targets listed above are based on the five-year average value for each measure from 2020-2024. The 2023 and 2024 values are projected from the actual 2022 values. A determination of having met or made significant progress toward meeting the 2022 safety targets will be issued by the FHWA in April 2024.</p>		

Progress Towards Target Achievement and Reporting:

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

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

2022 SHSP Safety Focus Areas			
Lane Departure Crashes	Speed & Aggressive Driving	Seat Belt Usage	Impaired Driving
Intersection Safety	Mature Driver Safety	Local Road Safety	Motorcycle Safety

Pedestrian Safety	Bicycle Safety	Commercial Vehicle Safety	Young & Inexperienced Drivers
Distracted Driving	Traffic Records Data	Work Zone Safety	Transportation Systems Management & Operations
Emergency Medical Services	Vehicle-Train Crashes		

Pursuant to 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress toward meeting its safety performance targets when at least 4 of the 5 safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance for the year prior to the establishment of the target.

For Pennsylvania’s 2021 targets, the FHWA determined in April 2023 that Pennsylvania did not meet the statewide targets and is subject to the provisions of 23 U.S.C. 148(i). This requires the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. In addition, the Department is required to obligate in Federal Fiscal Year (FFY) 2024 an amount equal to the FFY 2020 HSIP apportionment.

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

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

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

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

Below are the statewide targets as well as the target that the Northwest RPO has agreed to adopt:

Table 1

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	40.5		36.0
Fatality Rate	1.827		1.601
Number of Serious Injuries	97.8		105.0
Serious Injury Rate	4.412		4.670
Number of Non-motorized Fatalities and Serious Injuries	12.3		13

* Future VMT estimated to hold level over next few years

Evaluation of STIP for Target Achievement:

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

- PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The 2025-2028 STIP includes \$534 million of HSIP funding. The Department distributes over 60% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a portion of the HSIP funding is reserved for various statewide safety initiatives.
- All projects utilizing HSIP funds are evaluated based on a Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high-risk rural roads, and deliverability. A data-driven safety analysis is generated through an HSM analysis is required as part of PennDOT's HSIP application process. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the STIP will support the fatality and serious injury reductions goals established under PM1.
- The process for selecting safety projects for inclusion in the STIP begins with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is included in PennDOT's OneMap to ease use by PennDOT's partners. At the current time, this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. Once this analysis has been performed, the data is used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern
- PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.¹
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in FHWA's Every Day Counts round 5 (EDC-5) to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These new strategies are to be incorporated into future updates to the SHSP.
- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many restoration or reconstruction projects also provide important safety benefits.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are the best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

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

The HSIP Project Application Site provides a single point of communication for all HSIP eligibility and funding requests. Applications submitted through this process will document all the processes discussed earlier in this section. Project applications can be initiated either by an MPO/RPO or an Engineering District. The applications are reviewed through an approval workflow involving the PennDOT Engineering District, BOO safety and CPDM staff. To ensure that there are no conflicts between the approved TIP and safety performance measures this application should be created as early in the planning process as possible. Candidate projects submitted into the HSIP Project Application Site must receive necessary approvals prior to being programmed on the draft TIPs.

The chart below highlights projects on the 2025 TIP that have HSIP funds programmed, along with the HSIP Application IDs to signify these projects have the necessary approval as described above:

Project Title	HSIP Application ID
Crawford Co. Motorcycle HFST	2023-01-24
US 62 & 322 from SR 8 to US 322	2023-01-23
SR 157/SR 208 Ramp Removal in Clarion County	2020-10-1
SR 36/SR 208 Ramp Removal in Clarion County	2020-10-1
Clarion County High Friction Surface Treatment Projects	2022-10-11

Pavement/Bridge Performance Measures (PM2)

Background			
The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program (82 FR 5886) became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The measures are commonly known as PM2. The current regulations are found at 23 CFR 490 Subpart C and Subpart D . Targets are established for these measures as part of a four-year performance period. This STIP includes projects that will impact future performance periods based on when projects are constructed or completed.			
Data Source			
Data for the pavement and bridge measures are based on information maintained in PennDOT’s Roadway Management System (RMS) and Bridge Management System (BMS). The VMT are derived from the Highway Performance Monitoring System (HPMS).			
2022-2025 Pavement Performance Measure Targets (Statewide)			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of Interstate pavements in Good condition	68.8%	69.0%	65.0%

% of Interstate pavements in Poor condition	0.4%	2.0%	2.0%
% of non-Interstate NHS pavements in Good condition	37.2%	31.0%	29.0%
% of non-Interstate NHS pavements in Poor condition	1.5%	6.0%	6.5%
Bridge Performance Measure Targets (Statewide)			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of NHS bridges by deck area in Good condition	27.5%	28.0%	28.0%
% of NHS bridges by deck area in Poor condition	4.4%	7.5%	7.5%
Methods for Developing Targets			
<p>Pennsylvania’s pavement and bridge targets were established in late 2022 through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA’s Pennsylvania Division. The targets are consistent with PennDOT’s asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals.² Targets were calculated based on general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the STIP along with planned state funded maintenance projects.</p>			

Progress Towards Target Achievement and Reporting:

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

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

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

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

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

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

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

The Northwest RPO works with PennDOT to monitor trends around the region and the Commonwealth to ensure that performance in the region is being optimized.

Evaluation of STIP for Target Achievement:

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

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge preservation, restoration, and reconstruction projects. Many of these projects are focused on our state's interstate and NHS roadways.
- Pennsylvania's investment strategy, reflected in the statewide 2025 Twelve Year Program (TYP) and 2025-2028 STIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- In support of the STIP development, PennDOT and MPOs/RPOs jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents.³ The guidance, which is consistent with the TAMP, formalizes the process for Districts, MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program.

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

- The Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT’s asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost.
- PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT’s PAMS and BAMS. PennDOT AMD provides any necessary support. For the 2025 Program Update, as PennDOT integrates PAMS and BAMS into the STIP and TYP development, AMD provides the PAMS and BAMS outputs for any District or MPO/RPO that requests them. Those areas that have the capability may produce their own outputs. PAMS and BAMS outputs define recommended treatments and forecasted conditions, but not necessarily complete project scopes and limits. These outputs serve as a guide to assist in the prioritization and selection of new projects to be considered for the program. Performance can be compared if projects are considered that do not align with PAMS and BAMS outputs.
- As part of the regional TIP development process mentioned above, the MPOs/RPOs and PennDOT Districts must document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information is used by PennDOT AMD to improve future asset management policy and procedures, sharing of information and tools, and system functionality.

System Performance Measures (PM3)

Background			
The FHWA final rule for the <i>National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program</i> (82 FR 5970) became effective on May 20, 2017. This rule established six measures related to transportation performance (commonly known as PM3). The current regulations are found at <u>23 CFR 490 Subparts E, F, G & H</u> . Targets are established for these measures as part of a four-year performance period. This TIP includes projects that will impact future performance periods based on when projects are constructed or completed.			
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 emissions measures.			
Travel Time and Annual Peak Hour Excessive Delay Targets			
Measure	Area	2-year Target 2023	4-year Target 2025
Interstate Reliability	Statewide	89.5%	89.5%
Non-Interstate Reliability		88.0%	88.0%
Truck Reliability Index		1.40	1.40
	Philadelphia	15.2	15.1

Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	<i>Pittsburgh</i>	10.5	10.5
	<i>Reading</i>	6.5	6.5
	<i>Allentown</i>	8.4	8.4
	<i>Harrisburg</i>	9.1	9.1
	<i>York</i>	6.4	6.4
	<i>Lancaster</i>	3.7	3.7
Non-SOV Travel Measure Targets			
Measure	Area	2-year Target 2023	4-year Target 2025
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	<i>Philadelphia</i>	30.0%	30.0%
	<i>Pittsburgh</i>	27.0%	27.0%
	<i>Reading</i>	20.2%	20.2%
	<i>Allentown</i>	18.6%	18.6%
	<i>Harrisburg</i>	20.2%	20.2%
	<i>York</i>	15.8%	15.8%
	<i>Lancaster</i>	21.9%	21.9%
CMAQ Emission Targets			
Measure	Area	2-year Target 2023	4-year Target 2025
VOC Emissions (kg/day)	<i>Statewide</i>	18.000	36.000
NOx Emissions (kg/day)		392.000	785.000
PM2.5 Emissions (kg/day)		46.000	93.000
CO and PM10 Emissions (kg/day)		0.000	0.000
Methods for Developing Targets			
The System Performance measure targets were established in early 2023 in coordination with MPOs/RPOs within the state. PennDOT continues to evaluate historic variances in performance measures in relation to project completion to assist with the target setting process.			

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs work to ensure that the STIP, regional TIPs, and LRTP are crafted and managed to support the improvement of the reliability and Congestion Mitigation and Air Quality (CMAQ) performance measures. These efforts are further supported by auxiliary plans such as the Regional Operations Plans (ROPs), Congestion Management Processes (CMPs), and CMAQ Performance Plans.

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

Tracking performance trends also supports assessing the influence of completed investments on performance measures, provided that data is accessible pre and post-project construction. These

project impacts offer invaluable insights into the efficacy of historical funding, as well as potential benefits of future investments on traffic congestion and reliability.

Despite a significant portion of funding being allocated towards infrastructure repair and maintenance, PennDOT remains steadfast in its commitment to improve system mobility and enhance modal connections. PennDOT's LRTP lays out objectives aimed at fostering mobility across the transportation system, thereby steering investment decisions. Federal systems performance measures will be harnessed to evaluate future advancements in meeting these objectives and the associated targets.

PennDOT LRTP Mobility Goal and Objectives

MOBILITY

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

- 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.)

Attachment 1B: Reliability Performance by MPO/RPO 2018-2021
(Green Highlighted Cells = Better than Target; Red Highlighted Cells = Worse than Target)

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

When developing the RPO TIP and Long Range Transportation Plan, the RPO works with PennDOT to look at performance trends and plans accordingly for how long each of the projects are projected to last.

Evaluation of STIP for Target Achievement:

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

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of ROPs that integrate with the MPO CMP to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2025-2028 STIP includes over \$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 and Carbon Reduction Program (CRP) provides over \$700 million of funding on the STIP for projects that benefit regional air quality or greenhouse gases. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ/CRP project selection procedures to maximize the air quality and carbon reduction benefits from these projects.
- Over \$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.
- Currently, the potential impact of past and planned STIP investments on PM3 performance measures are still being evaluated. The timeline for project implementation often prevents an assessment of measurable results until several years after project completion. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts in relation to other factors including incidents and weather on system reliability and delay.

Transit Asset Management Performance Measures

Background

In July 2016, FTA issued a final rule ([TAM Rule](#)) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories (tier I and II) based on size and mode. The TAM process requires agencies to annually set performance measure targets and report performance against those targets. For more information see: [Transit Asset Management | FTA \(dot.gov\)](#)

Data Source

The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding, and additionally allows other tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining tier II systems except for Centre Area Transportation Authority (CATA), have elected to participate in the PennDOT Group Plan. The Group Plan is available on PennDOT's website at [PennDOT Group Plan](#). The group plan is updated annually with new targets as well as the current performance of the group.

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

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

Methods for Developing Targets

PennDOT annually updates performance targets based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT requires rolling stock and non-revenue vehicles (equipment) to meet both age and mileage ESL standards prior to being replaced. While the identified annual targets represent only age and condition in line with FTA guidelines, PennDOT will continue to apply age and mileage when making investment decisions.

Progress Towards Target Achievement and Reporting:

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

- PennDOT provides asset performance reports to transit agencies by August 31 of each year that measure performance against established targets for the previous fiscal year.
- Transit agencies review the content for accuracy and confirm with PennDOT that information related to transportation asset performance has been received and is accurate.
- Transit agencies share performance data with their respective planning partner by the end of each calendar year, or earlier as decided between the partners.

- New performance goals for the upcoming fiscal year are established no later than September 15 of each year and communicated to transit agencies covered under the group plan.
- Transit agencies continue regular coordination regarding the local Transportation Improvement Plan (TIP) and other planning initiatives of the local planning partner.

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

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

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

Evaluation of STIP for Target Achievement:

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

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

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

The RPO works with the transit agencies to compile a list of potential transit projects that help achieve the performance targets set by the RPO. The RPO then works with PennDOT to develop the projects further with descriptions of each. The three agencies work together through the process to ensure the TIP projects are beneficial to the region.

System performance is considered when the RPO plans its projects through the LRTP as well as the TIP. In accordance with the Transit Asset Management Plan targets, this item provides funds to replace and update computers, and technology to support transit operations. The asset management plan to replace vehicles that have exceeded their useful life supports the above performance measures. Vehicles in both CATA and TAWC are looking to upgrade equipment fleets to newer vehicles.

Public Transit Safety Performance Measures

In addition to the Transit Asset Management Performance, FTA issued a final rule on Public Transportation Agency Safety Plans (PTASP), effective July 19, 2019. The PTASP final rule ([49 CFR 673](#)) is meant to enhance safety by creating a framework for transit agencies to manage safety risks in their organization. It requires recipients of [FTA Section 5307](#) funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS). At this time, recipients which receive only [Section 5311](#) (Formula Grants for Rural Areas) or [Section 5310](#) (Enhanced Mobility of Seniors and Individuals with Disabilities Program) are exempt from the PTASP requirement.

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

1. Fatalities
2. Injuries
3. Safety Events
4. System Reliability

All applicable public transit agencies in the Commonwealth have written safety plans compliant with [49 CFR 673](#). These safety plans must be updated annually based on agency specific execution dates and shared with PennDOT BPT. It is also the transit agency's responsibility to share the updated plan with their respective MPO/RPO, so the new targets and measures can be incorporated into regional planning practices.

As in all projects, the RPO values transit safety with high regard when working through the selection process. This includes safety components to transit vehicles as well as making sure fleets are fully updated to ensure that all riders are being transported in the safest manner possible.

The upgrade of fleet vehicles will help work toward achieving performance goals by making sure that the age and condition of vehicles are being addressed to ensure both the safety of the passengers as well as the driver.

County	SR/SEC	MPMS#	Comments/Notes
Crawford		121183	Emailed PM 6/21 requesting location info. Will create SR/Sec once location info is known.
Venango	62/13M	109153	

Aaron Ritsig

From: Swan, Harold L <hswan@pa.gov>
Sent: Thursday, June 20, 2024 4:18 PM
To: Aaron Ritsig; Tassone, Sara
Cc: Lyle, Courtney J; Dupnock, Douglas M
Subject: RE: [External] Questions on HSIP SharePoint Application Submission Confirmation for 2025 TIP

Follow Up Flag: Follow up
Flag Status: Flagged

Hey Aaron,

For the NW Planning Region and District 10, we only have two HSIP funds projects on the DRAFT 2025 TIP being **SR 157/SR 208 Ramp Removal** #117328 and **SR 36/SR 208 Ramp Removal** #117329. Both of these projects have Final Design funding beginning in FFY 2027 with Construction phase funds in FFY 2028 (Est. LET is 01/13/2028). We have the PennDOT Connects forms created and are working towards document completion.

To answer your second question, I don't know what is "required" but North Central Planning Region has taken our email response in the past and used those details for documentation. I would think an email is sufficient, but that's just my opinion.

Let me know if you have any further questions.

Harold L. Swan | District Planning and Programming Manager
PA Department of Transportation | Engineering District 10
Design Unit
2550 Oakland Avenue | Route 286 South | Indiana, PA 15701
Phone: (724) 357-2082 | Fax: (724) 357-2084
www.penndot.pa.gov

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From: Aaron Ritsig <aaronr@northwestpa.org>
Sent: Thursday, June 20, 2024 4:04 PM
To: Tassone, Sara <stassone@pa.gov>; Swan, Harold L <hswan@pa.gov>
Cc: Lyle, Courtney J <clyle@pa.gov>
Subject: [External] Questions on HSIP SharePoint Application Submission Confirmation for 2025 TIP

ATTENTION: This email message is from an external sender. Do not open links or attachments from unknown senders. To report suspicious email, use the [Report Phishing button in Outlook](#).

Hello Sara & Harold,

We're finalizing our 2025 TIP for submission, and one of the things that it says we need is an HSIP SharePoint Application Submission Confirmation. So, two things:

1. I wanted to check in with you and double-check that you've submitted PennDOT Connects forms for all the HSIP projects in the District.
2. Our Checklist says we need documentation for this – would a PDF printout of your email response saying that all forms have been completed suffice?

Let me know if you have any questions of your own. Have a great day!

Kind regards,

Aaron Ritsig, CPP

Regional Planning Manager

Northwest PA Regional Planning & Development Commission

395 Seneca Street

Oil City, PA 16301

Phone: (814) 677-4800, ext. 123

Web: https://northwestpa.org/community_development/transportation/index.php

Transit Performance Measures

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

- Tier I
 - o Operates Rail Fixed Guideway (Section 5337) **OR**
 - o Operates over 100 vehicles across all fixed route modes **OR**
 - o Operates over 100 vehicles in one non-fixed route mode
- Tier II
 - o Urban and Rural Public Transportation (Section 5307, 5310, and 5311 eligible) **OR**
 - o Operates up to and including 100 vehicles across all fixed route modes **OR**
 - o Operates up to and including 100 vehicles in one non-fixed route mode

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 (Tier II), 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 in Pennsylvania, except for the Centre Area Transportation Authority (CATA), elected to participate in the PennDOT Group Plan.

The TAM process requires agencies to annually set performance measure targets and report performance against those targets. Required measures are:

- Rolling Stock – Percentage past the Useful Life Benchmark (ULB) (age only)
- Equipment – Percentage of service vehicles past the ULB (age only)
- Facilities – Percentage of passenger/parking and admin/maintenance facilities that are below a 3 on the Transit Economic Recovery Model (TERM) Scale
- Infrastructure – Percentage with performance restrictions (fixed-guideway only)

Performance targets, and how those targets translate into project prioritization, is the focus of TAM plans. The Pennsylvania Group Plan is available on PennDOT's website at <https://www.penndot.gov/Doing-Business/Transit/InformationandReports/>. The group plan is updated annually with new targets as well as the current performance of the group.

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. Transit agencies update CPT data annually to provide a current picture of asset inventory and performance.

From this data, PennDOT BPT updates performance targets for both the statewide inventory of Tier II agencies and for each individual agency in the plan based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT BPT then reports this information to FTA and shares it with the RPO, along with investment information on priority capital projects anticipated for

the following year. Agencies that are Tier I or non-participating Tier II use similar CPT data to set independent TAM performance targets and report these directly to the RPO.

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 will ensure 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.

Clarion

PennDOT Project Id: 25087

Project Administrator: PENNDOT

Title: T-327 Shettler Bridge

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Beaver (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/22/2026

Location: Existing structure carrying T-327 (Shettler Road) over Canoe Creek in Beaver Township, Clarion County.

Project Description: Replacement of the existing structure carrying T--327 (Shettler Road) over Canoe Creek in Beaver Township, Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$326	\$464	\$328	\$601	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$326	\$464	\$328	\$601	\$0	\$0
Total FFY 2025-2036 Cost	\$1,719					

PennDOT Project Id: 25170

Project Administrator: PENNDOT

Title: Little Licking Creek Bridge #1

Improvement Type: Bridge Replacement

State Route: 68

Municipality: Sligo (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/5/2026

Location: Existing structure carrying PA 68 over Little Licking Creek in Sligo Borough, Clarion County.

Project Description: Replacement of the existing structure carrying PA 68 over Little Licking Creek in Sligo Borough, Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$483	\$60	\$0	\$0	\$0	\$0
State:	\$0	\$113	\$775	\$975	\$865	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$483	\$173	\$775	\$975	\$865	\$0
Total FFY 2025-2036 Cost	\$3,271					

PennDOT Project Id: 25249

Project Administrator: PENNDOT

Title: Huefner Bridge #2

Improvement Type: Bridge Replacement

State Route: 4008

Municipality: Knox (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/19/2028

Location: Existing structure carrying SR 4008 (Huefner Springs Road) over Licking Creek in Knox Township, Clarion County.

Project Description: Replacement of the existing structure carrying SR 4008 (Huefner Springs Road) over Licking Creek in Knox Township, Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$391	\$1378	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$391	\$1,378	\$0
Total FFY 2025-2036 Cost	\$1,769					

PennDOT Project Id: 70209

Project Administrator: PennDOT

Title: Clarion Hwy/Bridge Line

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Clarion County

Project Description: Highway and bridge funding Reserve.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$257	\$308	\$297	\$0	\$941	\$1233
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$257	\$308	\$297	\$0	\$941	\$1,233
Total FFY 2025-2036 Cost	\$3,036					

PennDOT Project Id: 99659

Project Administrator: PennDOT

Title: US 322 Clarion to Strattanville Resurfacing

Improvement Type: Resurface

State Route: 322

Municipality: Clarion (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/8/2026

Location: Along US 322 from 0.03 miles south of Liberty Street to 0.10 miles east of Woodlawn Avenue in Clarion Borough, Clarion County.

Project Description: Resurfacing to include milling of existing bituminous wearing courses, bituminous patching, paving, leveling, binder and wearing courses and minor drainage and guiderail upgrad along US 322 from 0.03 miles south of Liberty Street to 0.10 miles east of Woodlawn Avenue Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$800	\$66	\$0	\$0	\$0
State:	\$0	\$200	\$16	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$1,000	\$82	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,082					

PennDOT Project Id: 106502

Project Administrator: PennDOT

Title: PA 68 Dolby Street to Trout Run

Improvement Type: Safety Improvement

State Route: 68

Municipality: Monroe (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/26/2024

Location: Realignment of PA 68 from 0.07 mile south of the Monroe Township line to Trout Run including the addition of a center turn lane and the replacement of the existing structure carrying PA 68 over Trout Run in Monroe and Clarion Townships.

Project Description: Realignment of PA 68 from 0.07 mile south of the Monroe Township line to Trout Run including the addition of a center turn lane and the replacement of the existing structure carrying PA 68 over Trout Run in Monroe and Clarion Townships, Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1755	\$583	\$0	\$0	\$3443	\$0
State:	\$55	\$0	\$602	\$2763	\$1390	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,810	\$583	\$602	\$2,763	\$4,833	\$0
Total FFY 2025-2036 Cost	\$10,591					

PennDOT Project Id: 110092

Project Administrator: PennDOT

Title: SR 2009 Rimersburg Bridge

Improvement Type: Bridge Replacement

State Route: 2009

Municipality: Toby (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: 10/19/2023

Estimated Construction Bid Date: 10/19/2023

Location: Existing structure carrying SR 2009 (Cherry Run Road) over Cherry Run in Toby Township.

Project Description: Replacement of the existing structure carrying SR 2009 (Cherry Run Road) over Cherry Run in Toby Township, Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$118	\$163	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$118	\$163	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$281					

PennDOT Project Id: 110093

Project Administrator: PennDOT

Title: US 322 Paint Creek Bridge

Improvement Type: Bridge Replacement

State Route: 322

Municipality: Elk (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/13/2026

Location: Existing structure carrying SR 322 over Paint Creek in Elk Township.

Project Description: Replacement of the existing structure carrying US Route 322 over Paint Creek in Elk Township, Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$1585	\$2679	\$2494	\$671	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$1,585	\$2,679	\$2,494	\$671	\$0
Total FFY 2025-2036 Cost	\$7,429					

PennDOT Project Id: 111828

Project Administrator: PennDOT

Title: Clarion Co. Department Force Bridge Maintenance

Improvement Type: Bridge Rehabilitation

State Route: 28

Municipality: Redbank (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2018

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$113	\$117	\$120	\$124	\$480	\$480
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$113	\$117	\$120	\$124	\$480	\$480
Total FFY 2025-2036 Cost	\$1,434					

PennDOT Project Id: 112946

Project Administrator: PennDOT

Title: SR 66 PM Phase 2

Improvement Type: Resurface

State Route: 66

Municipality: Porter (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: 1/11/2024

Estimated Construction Bid Date: 1/11/2024

Location: Along PA 66 from T-750 (Leisure Road) to near the intersection of SR 66 and Olean Trail Road, Red Bank, and Limestone Townships, Clarion County.

Project Description: Resurfacing to include milling of existing bituminous wearing courses, bituminous patching, paving, leveling, binder and wearing courses and minor drainage and guiderail upgrad along PA 66 from T-750 (Leisure Road) to near the intersection of SR 66 and Olean Trail Road, Red Bank, and Limestone Townships, Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$2334	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$2,334	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,334					

PennDOT Project Id: 115154

Project Administrator: PennDOT

Title: US 322 Strattanville to County Line Resurf

Improvement Type: Resurface

State Route: 322

Municipality: Clarion (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/1/2024

Location: Along SR 322 from the intersection of SR 1011 east to the Clarion/Jefferson County line in Clarion Township, Clarion County

Project Description: Resurfacing to include milling of the existing bituminous wearing courses, bituminous patching, pavement relief joints, paving, leveling, binder and wearing courses, and drainage : guide rail upgrades along SR 322 from the intersection of SR 1011 east to the Clarion/Jefferson County line in Clarion Township, Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$139	\$1588	\$785	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$139	\$1,588	\$785	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,512					

PennDOT Project Id: 115163

Project Administrator: PennDOT

Title: US 322 County Line East PM

Improvement Type: Resurface

State Route: 322

Municipality: Ashland (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/8/2026

Location: Along US 322 from the Venango/Clarion County Line, east to east of the Ashland/Elk Township line in Ashland and Elk Townships, Clarion County.

Project Description: Resurfacing to include milling of the existing bituminous wearing courses, bituminous patching, pavement relief joints, paving, leveling, binder and wearing courses, and drainage : guide rail upgrades along US 322 from the Venango/Clarion County Line to east of the Ashland/Elk Township line in Ashland and Elk Townships, Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$1060	\$1825	\$785	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$0	\$1,060	\$1,825	\$785	\$0	\$0
Total FFY 2025-2036 Cost	\$3,670					

PennDOT Project Id: 116596

Project Administrator: PennDOT

Title: SR 2009 Cherry Run Church Bridge

Improvement Type: Bridge Replacement

State Route: 2009

Municipality: Toby (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/24/2024

Location: Existing structure carrying SR 2009 (Cherry Run Road) over Cherry Run in Toby Township, Clarion County.

Project Description: Replacement of the existing structure carrying SR 2009 (Cherry Run Road) over Cherry Run in Toby Township, Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$875	\$701	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$875	\$701	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,576					

PennDOT Project Id: 117212

Project Administrator: PennDOT

Title: Clarion Bridge Epoxy Group

Improvement Type: Bridge Preservation Activities

State Route: 28

Municipality: Redbank (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/13/2025

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$668	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$668	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$668					

PennDOT Project Id: 117296

Project Administrator: PennDOT

Title: Paint Mills Bridge

Improvement Type: Bridge Replacement

State Route: 4029

Municipality: Paint (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/13/2026

Location: Existing structure carrying SR 4029 (Paint Mills Road) over Paint Creek in Paint Township, Clarion County.

Project Description: Replacement of the existing structure carrying SR 4029 (Paint Mills Road) over Paint Creek in Paint Township, Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$35	\$572	\$907	\$747	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$35	\$572	\$907	\$747	\$0	\$0
Total FFY 2025-2036 Cost	\$2,261					

PennDOT Project Id: 117303

Project Administrator: PennDOT

Title: Frank James Walls Memorial Bridge

Improvement Type: Bridge Improvement

State Route: 322

Municipality: Clarion (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Existing structure carrying US 323 over the Clarion River in Clarion Township, Clarion County.

Project Description: Improvements to the existing structure carrying US 323 over the Clarion River in Clarion Township, Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$383	\$360	\$3323	\$2677
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$383	\$360	\$3,323	\$2,677
Total FFY 2025-2036 Cost	\$6,743					

PennDOT Project Id: 117313

Project Administrator: PennDOT

Title: Alum Rock Bridge #3 Preservation

Improvement Type: Bridge Improvement

State Route: 3020

Municipality: Richland (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/15/2027

Location: Existing structure carrying SR 3020 (Master Road) over Turkey Run in Richland Township, Clarion County.

Project Description: Improvements to the existing structure carrying SR 3020 (Master Road) over Turkey Run in Richland Township, Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$147	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$147	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$147					

PennDOT Project Id: 117316

Project Administrator: PennDOT

Title: Canoe Furnace Bridge

Improvement Type: Bridge Improvement

State Route: 4005

Municipality: Beaver (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/16/2027

Location: Existing structure carrying SR 4005 (Tippecanoe Road) over Canoe Creek in Beaver Township, Clarion County.

Project Description: Improvements to the existing structure carrying SR 4005 (Tippecanoe Road) over Canoe Creek in Beaver Township, Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$157	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$157	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$157					

PennDOT Project Id: 117318

Project Administrator: PennDOT

Title: East Sligo Bridge

Improvement Type: Bridge Improvement

State Route: 68

Municipality: Piney (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/10/2027

Location: Existing structure carrying SR 68 over Licking Creek in Piney Township, Clarion County.

Project Description: Improvements to the existing structure carrying SR 68 over Licking Creek in Piney Township, Clarion County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$94	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$94	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$94					

PennDOT Project Id: 117328

Project Administrator: PennDOT

Title: SR 157/SR 208 Ramp Removal

Improvement Type: Safety Improvement

State Route: 157

Municipality: Washington (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/13/2028

Location: Junction of SR 157 and SR 208 in Washington Township, Clarion County.

Project Description: Safety improvement (ramp removal) at the junction of SR 157 and SR 208 in Washington Township, Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$6	\$154	\$146	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$6	\$154	\$146	\$0
Total FFY 2025-2036 Cost	\$306					

PennDOT Project Id: 117329

Project Administrator: PennDOT

Title: SR 36/SR 208 Ramp Removal

Improvement Type: Safety Improvement

State Route: 36

Municipality: Washington (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/13/2028

Location: Junction of SR 36 and SR 208 in Washington Township, Clarion County.

Project Description: Safety improvement (ramp removal) at the junction of SR 36 and SR 208 in Washington Township, Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$6	\$154	\$146	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$6	\$154	\$146	\$0
Total FFY 2025-2036 Cost	\$306					

PennDOT Project Id: 117547

Project Administrator: PennDOT

Title: Pilgrimham Bridge #1

Improvement Type: Bridge Replacement

State Route: 208

Municipality: Salem (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/11/2025

Location: Existing structure carrying SR 208 over Turkey Run in Salem Township, Clarion County.

Project Description: Replacement of the existing structure carrying SR 208 over Turkey Run in Salem Township, Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$891	\$729	\$111	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$891	\$729	\$111	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,731					

PennDOT Project Id: 117549

Project Administrator: PennDOT

Title: Clarion River Arch Bearings

Improvement Type: Bridge Preservation Activities

State Route: 322

Municipality: Clarion (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/2024

Location: Existing structure carrying US 322 over the Clarion River in Clarion and Paint Townships, Clarion County.

Project Description: Preservation of the existing structure carrying US 322 over the Clarion River in Clarion and Paint Townships, Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$631	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$631	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$631					

PennDOT Project Id: 118370

Project Administrator: PennDOT

Title: Sligo Pedestrian Bridge

Improvement Type: Transportation Enhancement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/16/2025

Location: Existing pedestrian bridge (adjacent to PA 58) over Licking Creek in Sligo Borough.

Project Description: Replacement of the existing pedestrian bridge (adjacent to PA 58) over Licking Creek in Sligo Borough, Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$510	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$510	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$510					

PennDOT Project Id: 119693

Project Administrator: PennDOT

Title: D10/Clarion Carbon Reduction Line Item

Improvement Type: Environmental Mitigation

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Various locations in various municipalities in Clarion County.

Project Description: Reserve line item for funds to help mitigate carbon emissions and reduce carbon footprint at various locations in various municipalities in Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$263	\$269	\$269	\$269	\$1076	\$1077
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$263	\$269	\$269	\$269	\$1,076	\$1,077
Total FFY 2025-2036 Cost	\$3,223					

PennDOT Project Id: 120043

Project Administrator: PennDOT

Title: District 10/NW High Friction Surface Treatment

Improvement Type: Safety Improvement

State Route: 66

Municipality: Limestone (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: 12/14/2023

Estimated Construction Bid Date: 12/14/2023

Location: Along various routes in various municipalities in Clarion County.

Project Description: Safety improvements (high friction surface treatment) along various routes in various municipalities in Clarion County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$44	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$44	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$44					

Crawford

PennDOT Project Id: 323

Project Administrator: Crawford County

Title: Wightman Road Bridge (T-620)

Improvement Type: Bridge Rehabilitation

State Route: 7210

Municipality: Fairfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2025

Location: Wightman Road (Township Road 620) Bridge over Conneaut Outlet approximately .7 miles northwest of SR 285 in Fairfield Township, Crawford County.

Project Description: This project includes the bridge preservation/restoration/replacement of the Wightman Road (Township Road 620) Bridge over Conneaut Outlet approximately .7 miles northwest of State Route 285 in Fairfield Township, Crawford County. This local bridge is 80 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$550	\$462	\$0	\$0	\$0	\$0
State:	\$103	\$87	\$0	\$0	\$0	\$0
Local/Other:	\$34	\$29	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$687	\$578	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,265					

PennDOT Project Id: 328

Project Administrator: Crawford County

Title: Dotyville Rd (T-926) Br

Improvement Type: Bridge Rehabilitation

State Route: 7214

Municipality: Oil Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/7/2025

Location: Dotyville Road (Township Road 926) Bridge over Pine Creek approximately 1.4 miles east of Titusville in Oil Creek Township, Crawford County.

Project Description: This project includes the preservation/restoration/replacement of the Dotyville Road (Township Road 926) Bridge over Pine Creek approximately 1.4 miles east of Titusville in Oil Creek Township, Crawford County. This local bridge is 84 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$451	\$500	\$0	\$0	\$0	\$0
State:	\$85	\$94	\$0	\$0	\$0	\$0
Local/Other:	\$28	\$31	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$564	\$625	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,189					

PennDOT Project Id: 423

Project Administrator: PENNDOT

Title: SR 1014: Johnstown Rd Br

Improvement Type: Bridge Rehabilitation

State Route: 1014

Municipality: Rockdale (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: SR 1014 (Johnstown Road) Bridge over Muddy Creek in Rockdale Township, Crawford County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 1014 (Johnstown Road) Bridge over Muddy Creek in Rockdale Township, Crawford County. The bridge is 83 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$175	\$320	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$0	\$175	\$320	\$0
Total FFY 2025-2036 Cost	\$495					

PennDOT Project Id: 514

Project Administrator: PENNDOT

Title: PA 8 Bridge over Thompson Ck

Improvement Type: Bridge Rehabilitation

State Route: 8

Municipality: Hydetown (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: SR 8 (Spring Street) Main Street Bridge over Thompson Creek in the Borough of Hydetown, Crawford County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 8 (Spring Street) Main Street Bridge over Thompson Creek in the Borough of Hydetown, Crawford County. The bridge is 82 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$1100	\$0
State:	\$0	\$0	\$190	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$190	\$0	\$1,100	\$0
Total FFY 2025-2036 Cost	\$1,290					

PennDOT Project Id: 516

Project Administrator: PENNDOT

Title: SR 2039: Dunham Rd Br

Improvement Type: Bridge Rehabilitation

State Route: 2039

Municipality: Vernon (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/12/2024

Location: State Route 2039 (Dunham Road) Bridge over Cussewago Creek in Vernon Township, Crawford County.

Project Description: This project includes the Rehabilitation of the State Route 2039 (Dunham Road) Bridge over Cussewago Creek in Vernon Township, Crawford County. The bridge is 157 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$2661	\$3000	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$2,661	\$3,000	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$5,661					

PennDOT Project Id: 562

Project Administrator: PENNDOT

Title: US 6: SR 198 to Brink Drive

Improvement Type: Resurface

State Route: 6

Municipality: Venango (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: US Route 6 (Grand Army of the Rep. Hwy.) from SR 198 (Brookhouser Rd.) to Brink Dr. in Cambridge, Hayfield and Woodcock Townships and Cambridge Springs and Venango Boroughs in Crawford County.

Project Description: This project includes 7.11 miles of resurfacing on US Route 6 (Grand Army of the Rep. Hwy.) from SR 198 (Brookhouser Rd.) to Brink Dr. in Cambridge, Hayfield and Woodcock Townships and Cambridge Springs and Venango Boroughs, Crawford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$150	\$1539	\$4761	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$150	\$1,539	\$4,761	\$0	\$0
Total FFY 2025-2036 Cost	\$6,450					

PennDOT Project Id: 563

Project Administrator: PENNDOT

Title: US 322: Wilson Chute to Mercer Co. Line

Improvement Type: Resurface

State Route: 322

Municipality: West Mead (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: US 322 (28th Division Highway) from Wilson Chute to Mercer Co. Line in East Fairfield, East Fallowfield, West Mead, and Wayne Townships, and Cochranon Borough, Crawford County.

Project Description: This project includes 10.32 miles of resurfacing on US 322 (28th Division Highway) from Wilson Chute to Mercer County Line in East Fairfield, East Fallowfield, West Mead, and Wayne Townships and Cochranon Borough, Crawford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$150	\$0	\$656	\$5317	\$3077	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$150	\$0	\$656	\$5,317	\$3,077	\$0
Total FFY 2025-2036 Cost	\$9,200					

PennDOT Project Id: 573

Project Administrator: PENNDOT

Title: US 6 French Creek Br #1

Improvement Type: Bridge Rehabilitation

State Route: 6

Municipality: Woodcock (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/2024

Location: US Route 6 (French Creek Parkway) Bridge #1 over French Creek in Hayfield and Woodcock Townships, Crawford County.

Project Description: This project includes the rehabilitation of the US Route 6 (French Creek Parkway) bridge #1 over French Creek in Hayfield and Woodcock Townships, Crawford County. The bridge is 300 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$1300	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,300	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,300					

PennDOT Project Id: 585

Project Administrator: PENNDOT

Title: SR 1024 Bridge over Britton Run

Improvement Type: Bridge Rehabilitation

State Route: 1024

Municipality: Sparta (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: State Route 1024 (Canadohta Lake Road) Mount Pleasant Road Bridge over Britton Run in Sparta Township, Crawford County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 1024 (Canadohta Lake Road) Mount Pleasant Road Bridge over Britton Run in Sparta Township, Crawford County. The bridge is 70 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$100	\$100	\$0	\$300	\$900	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$100	\$100	\$0	\$300	\$900	\$0
Total FFY 2025-2036 Cost	\$1,400					

PennDOT Project Id: 57945

Project Administrator: PennDOT

Title: US 6 French Ck Br #3

Improvement Type: Bridge Rehabilitation

State Route: 6

Municipality: Woodcock (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/2026

Location: US Route 6 (French Creek Parkway) Bridge #3 over French Creek Hayfield and Woodcock Townships

Project Description: This project includes the preservation/restoration/replacement on US Route 6 (French Creek Parkway) for Bridge #3 over French Creek which is located in Hayfield and Woodcock Townships, Crawford County. The bridge is 300 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$1138	\$3046	\$2616	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$1,138	\$3,046	\$2,616	\$0	\$0
Total FFY 2025-2036 Cost	\$6,800					

PennDOT Project Id: 57970

Project Administrator: PennDOT

Title: SR 1013: McLaughlin Ck Br

Improvement Type: Bridge Rehabilitation

State Route: 1013

Municipality: Oil Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: State Route 1013 (Thompson Run Road) Bridge over McLaughlin Creek in Oil Creek Township

Project Description: This project includes the preservation/restoration/replacement of the State Route 1013 (Thompson Run Road) Bridge over McLaughlin Creek in Oil Creek Township, Crawford County. The bridge is 42 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$75	\$95	\$0	\$384	\$616	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$75	\$95	\$0	\$384	\$616	\$0
Total FFY 2025-2036 Cost	\$1,170					

PennDOT Project Id: 57971

Project Administrator: PennDOT

Title: SR 1015: Hotch Kiss Run

Improvement Type: Bridge Rehabilitation

State Route: 1015

Municipality: Cussewago (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: State Route 1015 (Gospel Hill Road) Bridge over Hotch Kiss Run in Cussewago Township, Crawford County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 1015 (Gospel Hill Road) Bridge over Hotch Kiss Run in Cussewago Township, Crawford County. The bridge is 23 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$75	\$95	\$0	\$400	\$400	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$75	\$95	\$0	\$400	\$400	\$0
Total FFY 2025-2036 Cost	\$970					

PennDOT Project Id: 57973

Project Administrator: PennDOT

Title: SR 1037/Lil Federal Run

Improvement Type: Bridge Rehabilitation

State Route: 1037

Municipality: Athens (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: State Route 1037 (Little Cooley Road) Bridge over Little Federal Run in Athens Township, Crawford County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 1037 (Little Cooley Road) over Little Federal Run in Athens Township, Crawford County. The bridge is 34 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$10	\$500	\$638	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$10	\$500	\$638	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,148					

PennDOT Project Id: 57984

Project Administrator: PennDOT

Title: Pymatuning Reservoir Br

Improvement Type: Bridge Rehabilitation

State Route: 3011

Municipality: Pine (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: State Route 3011 (Hartstown Road) Bridge over the Pymatuning Reservoir in Pine Township, Crawford County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 3011 (Hartstown Road) Bridge over the Pymatuning Reservoir in Pine Township, Crawford County. The bridge is 40 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$1162	\$1838	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$1,162	\$1,838	\$0	\$0
Total FFY 2025-2036 Cost	\$3,000					

PennDOT Project Id: 57988

Project Administrator: PennDOT

Title: SR 4004: Center Rd Br #2

Improvement Type: Bridge Rehabilitation

State Route: 4004

Municipality: Conneaut (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: SR 4004 (Center Road) Bridge over Graham Creek in Conneaut Township, Crawford County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 4004 (Center Road) Bridge over Graham Creek in Conneaut Township, Crawford County. The bridge is 12 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$110	\$325	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$110	\$325	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$435					

PennDOT Project Id: 74563

Project Administrator: PennDOT

Title: SR 4004 over Summit Run

Improvement Type: Bridge Rehabilitation

State Route: 4004

Municipality: Conneaut (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: State Route 4004 (Center Road) Bridge over Summit Run in Conneaut Township, Crawford County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 4004 (Center Road) Bridge over Summit Run in Conneaut Township, Crawford County. The bridge is 16 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$110	\$325	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$110	\$325	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$435					

PennDOT Project Id: 78836

Project Administrator: PennDOT

Title: US 6 over West NY & PA RR

Improvement Type: Bridge Rehabilitation

State Route: 6

Municipality: Woodcock (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/2028

Location: US Route 6 (French Creek Parkway) Bridge over the Western New York and Pennsylvania Railroad (DOT #262855W) in Woodcock Township, Crawford County.

Project Description: This project includes the preservation/restoration/replacement of the US Route 6 (French Creek Parkway) Bridge over the Western New York and Pennsylvania Railroad (DOT #262855W) in Woodcock Township, Crawford County. The bridge is 90 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$200	\$600	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$0	\$200	\$600	\$0
Total FFY 2025-2036 Cost	\$800					

PennDOT Project Id: 82113

Project Administrator: PennDOT

Title: Cussewago St/French Creek

Improvement Type: Bridge Rehabilitation

State Route: 6

Municipality: Cambridge (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/2028

Location: State Route 6 (River Street) Cussewago Street Bridge over French Creek in Cambridge Township and the Borough of Venango, Crawford County.

Project Description: This project includes the preservation/restoration/replacement of the US Route 6 (River Street) Cussewago Street Bridge over French Creek in Cambridge Township and the Borough of Venango, Crawford County. The bridge is 295 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$200	\$310	\$2400	\$2400	\$0
State:	\$0	\$0	\$0	\$600	\$600	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$200	\$310	\$3,000	\$3,000	\$0
Total FFY 2025-2036 Cost	\$6,510					

PennDOT Project Id: 84921

Project Administrator: PennDOT

Title: SR 8 over East Branch of Oil Creek

Improvement Type: Bridge Rehabilitation

State Route: 8

Municipality: Centerville (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/9/2025

Location: State Route 8 (Spring Street) Bridge over the East Branch of Oil Creek in the Borough of Centerville, Crawford County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 8 (Spring Street) Bridge over the East Branch of Oil Creek in the Borough of Centerville, Crawford County. The bridge is 140 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$2541	\$459	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$2,541	\$459	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$3,000					

PennDOT Project Id: 84927

Project Administrator: PennDOT

Title: SR 408 over Mohawk Run

Improvement Type: Bridge Rehabilitation

State Route: 408

Municipality: Rockdale (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/27/2025

Location: State Route 408 (Church Street) Bridge over Mohawk Run in Rockdale Township, Crawford County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 408 (Church Street) Bridge over Mohawk Run in Rockdale Township, Crawford County. The bridge is 36 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$606	\$594	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$606	\$594	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,200					

PennDOT Project Id: 84942

Project Administrator: PennDOT

Title: SR 4010 ov Cussewago Ck

Improvement Type: Bridge Rehabilitation

State Route: 4010

Municipality: Cussewago (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: State Route 4010 (West Road) Bridge over Cussewago Creek in Cussewago Township, Crawford County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 4010 (West Road) Bridge over Cussewago Creek in Cussewago Township, Crawford County. The bridge is 98 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$120	\$1000	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$0	\$120	\$1,000	\$0
Total FFY 2025-2036 Cost	\$1,120					

PennDOT Project Id: 85776

Project Administrator: PennDOT

Title: US 6: Spring St - Baldwin St Ext

Improvement Type: Reconstruct

State Route: 6

Municipality: West Mead (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/6/2024

Location: US Route 6 (French Creek Parkway) from State Route 2034 (Spring Street) to State Route 2037 (Baldwin Street Extension) in the City of Meadville and West Mead Township, Crawford County.

Project Description: This project includes 5.01 miles of safety improvements and roadway reconstruction on US Route 6 (French Creek Parkway) from State Route 2034 (Spring Street) to State Route 2037 (Baldwin Street Extension) in the City of Meadville and West Mead Township, Crawford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$6968	\$600	\$0	\$0	\$0	\$0
State:	\$1742	\$150	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$8,710	\$750	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$9,460					

PennDOT Project Id: 88452

Project Administrator: PennDOT

Title: SR 1016 over Kelly Run

Improvement Type: Bridge Rehabilitation

State Route: 1016

Municipality: Rockdale (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: State Route 1016 (Miller Station Road) Bridge over Kelly Run in Rockdale Township, Crawford County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 1016 (Miller Station Road) Bridge over Kelly Run in Rockdale Township, Crawford County. The bridge is 47 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$100	\$0	\$452	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$100	\$0	\$452	\$0	\$0
Total FFY 2025-2036 Cost	\$552					

PennDOT Project Id: 89173

Project Administrator: PennDOT

Title: SR 285: US 19 to SR 173

Improvement Type: Resurface

State Route: 285

Municipality: Greenwood (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: State Route 285 from US Route 19 (Perry Highway) to State Route 173 in Fairfield and Greenwood Townships, Crawford County.

Project Description: This project includes 7.94 miles of resurfacing on State Route 285 from US Route 19 (Perry Highway) to State Route 173 in Fairfield and Greenwood Townships, Crawford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$5441	\$79	\$0	\$0	\$0
State:	\$0	\$1360	\$20	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$6,801	\$99	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$6,900					

PennDOT Project Id: 90274

Project Administrator: PennDOT

Title: US 6: Baldwin St. Ext. to SR 198

Improvement Type: Resurface

State Route: 6

Municipality: West Mead (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: US 6 from the French Creek Parkway to State Route 198 (South Street) in West Mead, Woodcock, Hayfield Townships and the Borough of Saegertown, Crawford County.

Project Description: This project includes 2.53 miles of resurfacing on US 6 from the French Creek Parkway to State Route 198 (South Street) in West Mead, Woodcock, Hayfield Townships and the Borough of Saegertown, in Crawford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$2200	\$0
State:	\$0	\$0	\$150	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$150	\$0	\$2,200	\$0
Total FFY 2025-2036 Cost	\$2,350					

PennDOT Project Id: 97092

Project Administrator: PennDOT

Title: Crawford County Tbeam Rehab Group

Improvement Type: Bridge Rehabilitation

State Route: 322

Municipality: West Shenango (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: State Route 1018 (Guys Mills Road) Bridge over Woodcock Creek in Randolph Township, Crawford County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 1018 (Guys Mills Road) Bridge over Woodcock Creek in Randolph Township, Crawford County. The bridge is 42 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$12	\$44	\$706	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$12	\$44	\$706	\$0
Total FFY 2025-2036 Cost	\$762					

PennDOT Project Id: 97107

Project Administrator: PennDOT

Title: PA 18 Brdg/Conneaut Ck Trib

Improvement Type: Bridge Rehabilitation

State Route: 18

Municipality: Summerhill (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

Location: State Route 18 Bridge over Conneaut Creek Tributary in Summerhill Township, Crawford County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 18 Bridge over Conneaut Creek Tributary in Summerhill Township, Crawford County. The bridge is 45 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$550	\$0
State:	\$0	\$0	\$100	\$0	\$10	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$100	\$0	\$560	\$0
Total FFY 2025-2036 Cost	\$660					

PennDOT Project Id: 97123

Project Administrator: PennDOT

Title: SR 4004 Bridge over Paden Creek

Improvement Type: Bridge Rehabilitation

State Route: 4004

Municipality: Conneaut (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/6/2024

Location: State Route 4004 (Center Road) Bridge over Paden Creek in Conneaut Township, Crawford County.

Project Description: This project includes the rehabilitation of the State Route 4004 (Center Road) bridge over Paden Creek in Conneaut Township, Crawford County. The bridge is 48 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$334	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$334	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$334					

PennDOT Project Id: 97878

Project Administrator: PennDOT

Title: SR 8: Venago Co. Ln. to SR 408

Improvement Type: Resurface

State Route: 8

Municipality: Titusville (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: State Route 8 (Spring Street) from the Venango County Line to SR 408 (Main Street) in the City of Titusville, Oil Creek Township, and Hydetown Borough, in Crawford County.

Project Description: This project includes 3.85 miles of resurfacing on State Route 8 (Spring Street) from the Venango County Line to SR 408 (Main Street) in the City of Titusville, Oil Creek Township and Hydetown Borough, in Crawford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$150	\$1004	\$2500	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$150	\$1,004	\$2,500	\$0	\$0
Total FFY 2025-2036 Cost	\$3,654					

PennDOT Project Id: 98635

Project Administrator: PennDOT

Title: SR 18 Brdg/Inlet Ck Brnch

Improvement Type: Bridge Rehabilitation

State Route: 18

Municipality: Summit (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: State Route 18 Bridge over Inlet Creek Branch in Summit Township, Crawford County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 18 Bridge over Inlet Creek Branch in Summit Township, Crawford County. The bridge is 36 feet in length.

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

PennDOT Project Id: 98899

Project Administrator: PennDOT

Title: SR 18: Conneautville - Erie Co. Ln.

Improvement Type: Resurface

State Route: 18

Municipality: Conneautville (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: State Route 18 (Springboro Rd./Main St./Water St.) from the Erie County Line to Smith Ave. in Spring Township, Springboro Borough, and Conneautville Borough in Crawford County.

Project Description: This project includes 7.33 miles of resurfacing on State Route 18 (Springboro Rd./Main St./Water St.) from the Erie County Line to Smith Ave. in Spring Township, Springboro Borough, and Conneautville Borough in Crawford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$3514	\$3386	\$0
State:	\$0	\$100	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$100	\$0	\$3,514	\$3,386	\$0
Total FFY 2025-2036 Cost	\$7,000					

PennDOT Project Id: 99603

Project Administrator: PennDOT

Title: US 322: Pine Rd to US 6

Improvement Type: Resurface

State Route: 322

Municipality: East Fallowfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 5/22/2025

Location: State Route 322 (Twentyeighth Division Highway) from Pine Road to State Route 6 (Water Street) in Sadsbury and East Fallowfield Townships and the Borough of Conneaut Lake Crawford County.

Project Description: This project includes 3.71 miles of resurfacing State Route 322 (Twentyeighth Division Highway) from Pine Road to State Route 6 (Water Street) in Sadsbury and East Fallowfield Townships and the Borough of Conneaut Lake, Crawford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$2809	\$331	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$2,809	\$331	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$3,140					

PennDOT Project Id: 106162

Project Administrator: PennDOT

Title: Mt Pleasant Rd RR Crossing

Improvement Type: RR Warning Devices

State Route: 0

Municipality: Union (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/1/2025

Location: Mount Pleasant Road Railroad Crossing Safety Improvements, Railroad (DOT#262775D) in Union Township, Crawford County.

Project Description: This project includes the Mount Pleasant Road Railroad Crossing Safety Improvements, Railroad (DOT#262775D) in Union Township, Crawford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$319	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$319	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$319					

PennDOT Project Id: 110842

Project Administrator: PennDOT

Title: US 6: SR 618 to US 19

Improvement Type: Resurface

State Route: 6

Municipality: Sadsbury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/25/2024

Location: US Route 6 (Grand Army of the Rep. Highway) from State Route 618 to US 19 in Conneaut Lake Borough and Sadsbury and Vernon Townships, Crawford County.

Project Description: This project includes 11.69 miles of resurfacing on US Route 6 (Grand Army of the Rep. Highway) from State Route 618 to US 19 in Conneaut Lake Borough and Sadsbury and Vernon Townships in Crawford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$4933	\$3064	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$4,933	\$3,064	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$7,997					

PennDOT Project Id: 110853

Project Administrator: PennDOT

Title: US 322: Linden St to Wilson Chute Rd

Improvement Type: Resurface

State Route: 322

Municipality: Meadville (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/13/2025

Location: US Route 322 (Cochranton Rd.) from Linden Street to SR 2008 (Wilson Chute Rd.) in West Mead Township and the City of Meadville in Crawford County.

Project Description: This project includes 2.68 miles of resurfacing of US Route 322 (Cochranton Rd.) from Linden Street to SR 2008 (Wilson Chute Rd.) in West Mead Township and the City of Meadville in Crawford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1601	\$259	\$0	\$0	\$0	\$0
State:	\$400	\$65	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$2,001	\$324	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,325					

PennDOT Project Id: 113216

Project Administrator: PennDOT

Title: Shaw's Landing RRX

Improvement Type: RR Warning Devices

State Route: 2005

Municipality: East Fairfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2025

Location: SR 2005 (Townhall Rd.) in Union and Fairfield Townships in Crawford County.

Project Description: This project includes Railroad Crossing Safety Improvements at Shaw's Landing Rail Road Crossing on State Route 2005 (Townhall Rd.) in Union and Fairfield Townships, Crawford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$301	\$74	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$301	\$74	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$375					

PennDOT Project Id: 114035

Project Administrator: PennDOT

Title: PA 102: US 6 to PA 98

Improvement Type: Resurface

State Route: 102

Municipality: Vernon (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 5/9/2024

Location: State Route 102 (Cussewago Rd) from State Route 98 to US Route 6 (Grand Army of the Rep. Hwy) in Vernon Township, Crawford County.

Project Description: This project includes 4.29 miles of resurfacing on State Route 102 (Cussewago Rd) from State Route 98 to US Route 6 (Grand Army of the Rep. Hwy) in Vernon Township, Crawford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1693	\$0	\$0	\$0	\$0	\$0
State:	\$423	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$2,116	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,116					

PennDOT Project Id: 115353

Project Administrator: PennDOT

Title: SR 18: Mercer Co. Line to US 322

Improvement Type: Resurface

State Route: 18

Municipality: West Fallowfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: State Route 18 (Main Street) from the Mercer County Line to US 322 (28th Division Highway) in West Fallowfield Township, Crawford County.

Project Description: This project includes 4.7 miles of resurfacing on State Route 18 (Main Street) from the Mercer County Line to US 322 (28th Division Highway) in West Fallowfield Township, Crawford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$150	\$3600	\$600	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$150	\$3,600	\$600	\$0	\$0
Total FFY 2025-2036 Cost	\$4,350					

PennDOT Project Id: 115366

Project Administrator: PennDOT

Title: US 19: SR 285 to US 6

Improvement Type: Resurface

State Route: 19

Municipality: Greenwood (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: US Route 19 (Perry Highway) from SR 285 (Center St.) to US Route 6 (Grand Army of the Rep. Hwy.) in Greenwood, Union, and Vernon Townships, Crawford County.

Project Description: This project includes 5.76 miles of resurfacing on US Route 19 (Perry Highway) from SR 285 (Center St.) to US Route 6 (Grand Army of the Rep. Hwy.) in Greenwood, Union, and Vernon Townships, Crawford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$150	\$4308	\$744	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$150	\$4,308	\$744	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$5,202					

PennDOT Project Id: 117798

Project Administrator: PennDOT

Title: US 6 Bridge over French Creek Trib

Improvement Type: Bridge Rehabilitation

State Route: 6

Municipality: Venango (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: US Route 6 (Church St.) over French Creek in Venango Borough, Crawford County.

Project Description: This project includes the preservation/restoration/replacement of US Route 6 (Church St.) over a French Creek tributary in Venango Borough, Crawford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$10	\$457	\$443	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$10	\$457	\$443	\$0
Total FFY 2025-2036 Cost	\$910					

PennDOT Project Id: 120816

Project Administrator: PennDOT

Title: SR 3023 S. Watson Run Road Bridge #2

Improvement Type: Bridge Rehabilitation

State Route: 3023

Municipality: Vernon (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: State Route 3023 (S. Watson Run Rd.) Bridge #2 over Watson Run in Vernon Township, Crawford County.

Project Description: This project includes the preservation/restoration/replacement of State Route 3023 (S. Watson Run Rd.) Bridge #2 over Watson Run in Vernon Township, Crawford County. The bridge is 53 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$75	\$75	\$500	\$520	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$75	\$75	\$500	\$520	\$0
Total FFY 2025-2036 Cost	\$1,170					

Forest

PennDOT Project Id: 47278

Project Administrator: PENNDOT

Title: SR 666: US 62 to Yellow Hammer

Improvement Type: Reconstruct

State Route: 666

Municipality: Hickory (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: State Route 666 (David Zeisburger Highway) from US Route 62 to Brecht Road in Hickory Township, Forest County.

Project Description: This project includes 5.35 miles of reconstruction on State Route 666 (David Zeisburger Highway) from US Route 62 to Brecht Road in Hickory Township, Forest County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$150	\$0	\$0	\$4500	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$150	\$0	\$0	\$4,500	\$0	\$0
Total FFY 2025-2036 Cost	\$4,650					

PennDOT Project Id: 74693

Project Administrator: PennDOT

Title: PA 36 over Tionesta Creek

Improvement Type: Bridge Rehabilitation

State Route: 36

Municipality: Tionesta (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

Location: State Route 36 (Elm Street) Bridge over Tionesta Creek in the Borough of Tionesta , Forest County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 36 (Elm Street) Bridge over Tionesta Creek in the Borough of Tionesta, Forest County. The bridge is 352 feet long.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$400	\$0	\$4000	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$400	\$0	\$4,000	\$0
Total FFY 2025-2036 Cost	\$4,400					

PennDOT Project Id: 84944

Project Administrator: PennDOT

Title: SR 2002 over Coleman Run

Improvement Type: Bridge Rehabilitation

State Route: 2002

Municipality: Barnett (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/24/2025

Location: State Route 2002 (River Road) Bridge over Coleman Run in Barnett Township, Forest County.

Project Description: This project includes the preservation/restoration/replacement of State Route 2002 (River Road) Bridge over Coleman Run in Barnett Township, Forest County. The bridge is 22 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$380	\$620	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$380	\$620	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,000					

PennDOT Project Id: 88475

Project Administrator: PennDOT

Title: US 62 Bridge over Prather Run

Improvement Type: Bridge Rehabilitation

State Route: 62

Municipality: Hickory (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: State Route 62 Bridge over Prather Run in Hickory Township, Forest County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 62 Bridge over Prather Run in Hickory Township, Forest County. The bridge is 34 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$200	\$1400	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$200	\$1,400	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,600					

PennDOT Project Id: 116652

Project Administrator: PennDOT

Title: SR 66: SR 2003 to SR 899

Improvement Type: Restoration

State Route: 66

Municipality: Jenks (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: State Route 66 from State Route 2003 (Blood Road) to State Route 899 in Jenks Township, Forest County.

Project Description: This project includes 4.4 miles resurfacing/restoration on State Route 66 from State Route 2003 (Blood Road) to State Route 899 in Jenks Township, Forest County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$4000	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$0	\$0	\$4,000	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$4,000					

PennDOT Project Id: 117484

Project Administrator: PennDOT

Title: SR 66: Seg 290 to Elk Co Ln

Improvement Type: Reconstruct

State Route: 66

Municipality: Howe (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: State Route 66 from Segment 290 to the Elk County Line in Howe Township, Forest County.

Project Description: This project consists of 4.0 miles of resurfacing State Route 66 from Segment/Offset 0290/0000 to Elk County Line in Howe Township, Forest County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$150	\$0	\$3611	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$150	\$0	\$3,611	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$3,761					

Venango

PennDOT Project Id: 2107

Project Administrator: PENNDOT

Title: Petroleum Center Bridge

Improvement Type: Bridge Rehabilitation

State Route: 1004

Municipality: Cornplanter (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: State Route 1004 (Petroleum Center Road) Bridge over Oil Creek in Cornplanter Township, Venango County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 1004 (Petroleum Center Road) Bridge over Oil Creek in Cornplanter Township, Venango County. The bridge is 239 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$100	\$1230	\$1270	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$100	\$1,230	\$1,270	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,600					

PennDOT Project Id: 2235

Project Administrator: PENNDOT

Title: SR 2023 over Porcupine Ck

Improvement Type: Bridge Rehabilitation

State Route: 2023

Municipality: President (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/6/2024

Location: State Route 2023 (President Road) Bridge over Porcupine Creek in President Township, Venango County.

Project Description: This project includes the preservation/restoration/replacement on State Route 2023 (President Road) over Porcupine Creek in President Township, Venango County. The bridge is 4 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$536	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$536	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$536					

PennDOT Project Id: 2263

Project Administrator: Venango County

Title: Miller Farm (T-635) Bridge

Improvement Type: Bridge Rehabilitation

State Route: 7212

Municipality: Oil Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: Miller Farm Road (Township Road 635) Bridge over Oil Creek in Oil Creek Township, Venango County.

Project Description: This project includes the preservation/restoration/replacement of the Miller Farm Road (Township Road 635) Bridge over Oil Creek in Oil Creek Township, Venango County. This local bridge is 154 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$800	\$0	\$0
State:	\$0	\$0	\$0	\$150	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$50	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$0	\$1,000	\$0	\$0
Total FFY 2025-2036 Cost	\$1,000					

PennDOT Project Id: 51193

Project Administrator:

Title: US 62: Allegheny Boulevard

Improvement Type: Restoration

State Route: 62

Municipality: Sugarcreek (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

Location: US Route 62 (Allegheny Boulevard) from Segment/Offset 0360/0000 to Segment/Offset 0410/2025 in Sugarcreek Boro, Venango County.

Project Description: This project includes 2.61 miles of resurfacing on US Route 62 (Allegheny Boulevard) from the end of the 4 lanes (segment /offset 0360/0000) which turns to 3 lanes and runs to the divided 4 lane section (segment /offset 0410/2025) in Sugarcreek Borough, Venango County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$2500	\$0
State:	\$0	\$0	\$0	\$200	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$0	\$200	\$2,500	\$0
Total FFY 2025-2036 Cost	\$2,700					

PennDOT Project Id: 58248

Project Administrator: PennDOT

Title: Venango County T-Beam Rehab Group

Improvement Type: Bridge Rehabilitation

State Route: 62

Municipality: Cranberry (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: Various Bridges in Venango County.

Project Description: This project includes the preservation/restoration/replacement of various bridges in Venango County. The bridge is 44 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$150	\$400	\$0	\$0	\$0
State:	\$0	\$0	\$100	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$150	\$500	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$650					

PennDOT Project Id: 67098

Project Administrator: PennDOT

Title: On Demand Bridge Repair Contract - 2025

Improvement Type: Bridge Preservation Activities

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/24/2024

Location: Various structures in Crawford, Forest, Venango and Warren Counties

Project Description: This project is for the on demand repair of priority 0's and 1's on structures in the Northwest RPO, District 1, including Crawford, Forest, Venango and Warren counties in 2025.

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

PennDOT Project Id: 67102

Project Administrator: PennDOT

Title: On Demand Bridge Repair Line Item

Improvement Type: Bridge Preservation Activities

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Crawford, Forest, Venango and Warren counties, various structures

Project Description: This is a Line Item for the contracting of on demand repair of priority 0's and 1's after bridge inspection in Crawford, Forest, Venango and Warren counties.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$500	\$500	\$500	\$2000	\$500
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$500	\$500	\$500	\$2,000	\$500
Total FFY 2025-2036 Cost	\$4,000					

PennDOT Project Id: 75383

Project Administrator: PennDOT

Title: SR 227: SR 8 to SR 1006

Improvement Type: Restoration

State Route: 227

Municipality: Rouseville (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: State Route 227 (Rouseville Road) from State Route 8 (Main Street) to State Route 1006 (Pithole Road) in Rousville Borough and Complanter Township, Venango County.

Project Description: This project includes 5.48 miles of resurfacing on State Route 227 (Rouseville Road) from State Route 8 (Main Street) to State Route 1006 (Pithole Road) in Rousville Borough and Complanter Township, Venango County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$200	\$5300	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$200	\$5,300	\$0
Total FFY 2025-2036 Cost	\$5,500					

PennDOT Project Id: 75597

Project Administrator: PennDOT

Title: Slide Repair Resrv

Improvement Type: Slides Correction

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Venango County
Countywide

Project Description: NWRPO

Various Counties & Municipalities
Slide Repair Reserve Line Item 2010

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$500	\$500	\$500	\$500	\$2000	\$2000
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$500	\$500	\$500	\$500	\$2,000	\$2,000
Total FFY 2025-2036 Cost	\$6,000					

PennDOT Project Id: 78464

Project Administrator: Plum Township

Title: Williams Road Bridge (T-627)

Improvement Type: Bridge Rehabilitation

State Route: 7214

Municipality: Plum (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2025

Location: Williams Road (Township Road 627) Bridge over Sugar Creek Middle Branch in Plum Township, Venango County.

Project Description: This project includes the preservation/restoration/replacement of Williams Road (Township Road 627) Bridge over Sugar Creek Middle Branch in Plum Township, Venango County. This local bridge is 75 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$580	\$300	\$0	\$0	\$0	\$0
State:	\$109	\$56	\$0	\$0	\$0	\$0
Local/Other:	\$36	\$19	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$725	\$375	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,100					

PennDOT Project Id: 84307

Project Administrator: PennDOT

Title: Dept. Force Br Line Item

Improvement Type: Bridge Preservation Activities

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Various SRs
Crawford, Forest, Venango & Warren Counties

Project Description: Various SRs

Crawford, Forest, Venango & Warren Counties
Dept. Force Bridge Preservation, Replacement & Rehab

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$240	\$240	\$240	\$240	\$960	\$483
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$240	\$240	\$240	\$240	\$960	\$483
Total FFY 2025-2036 Cost	\$2,403					

PennDOT Project Id: 90271

Project Administrator: PennDOT

Title: SR 257: Fletcher Ln to US 62

Improvement Type: Resurface

State Route: 257

Municipality: Cranberry (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

Location: State Route 257 (Salina Road) from Fletcher Lane to US Route 62 (Riverside Drive) in Cranberry Township, Venango County.

Project Description: This project includes 1.97 miles of resurfacing on State Route 257 (Salina Road) from Fletcher Lane to US Route 62 (Riverside Drive) in Cranberry Township and Oil City, Venango County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$1700	\$0
State:	\$0	\$0	\$0	\$199	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$0	\$199	\$1,700	\$0
Total FFY 2025-2036 Cost	\$1,899					

PennDOT Project Id: 90446

Project Administrator: PennDOT

Title: Northwest Safety Line Item

Improvement Type: Safety Improvement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Various

Project Description: Safety Line Item

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$250	\$250	\$250	\$250	\$1000	\$1000
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$250	\$250	\$250	\$250	\$1,000	\$1,000
Total FFY 2025-2036 Cost	\$3,000					

PennDOT Project Id: 97340

Project Administrator: PennDOT

Title: SR 3101 Bridge over I-80

Improvement Type: Bridge Rehabilitation

State Route: 3101

Municipality: Clintonville (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: State Route 3101 (Porter Road) Bridge over Interstate 80 (Z H Confair Highway) in the Borough of Clintonville, Venango County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 3101 (Porter Road) Bridge over Interstate 80 (Z H Confair Highway) in the Borough of Clintonville, Venango County. The bridge is 262 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$130	\$0	\$730	\$270	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$130	\$0	\$730	\$270	\$0	\$0
Total FFY 2025-2036 Cost	\$1,130					

PennDOT Project Id: 97361

Project Administrator: PennDOT

Title: PA 38 Bridge/Richey Run 2

Improvement Type: Bridge Rehabilitation

State Route: 38

Municipality: Richland (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: State Route 38 Bridge over Richey Run #2 in Richland Township, Venango County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 38 Bridge over Richey Run #2 in Richland Township, Venango County. The bridge is 21 feet in length.

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

PennDOT Project Id: 97380

Project Administrator: PennDOT

Title: SR 3102 Bridge over SR 8

Improvement Type: Bridge Rehabilitation

State Route: 3102

Municipality: Irwin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: State Route 3102 (Blair Road) Bridge over State Route 8 (Richard C. Frame Highway) in Irwin Township, Venango County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 3102 (Blair Road) Bridge over State Route 8 (Richard C. Frame Highway) in Irwin Township. The bridge is 236 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$130	\$0	\$1000	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$130	\$0	\$1,000	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,130					

PennDOT Project Id: 97401

Project Administrator: PennDOT

Title: PA 208 Bridge over Little Scrubgrass Creek

Improvement Type: Bridge Rehabilitation

State Route: 208

Municipality: Scrubgrass (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/2/2025

Location: State Route 208 (Clintonville Road) Bridge over Little Scrubgrass Creek in Scrubgrass Township, Venango County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 208 (Clintonville Road) Bridge over Little Scrubgrass Creek in Scrubgrass Township, Venango County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$2194	\$2406	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$2,194	\$2,406	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$4,600					

PennDOT Project Id: 98262

Project Administrator: PennDOT

Title: NW Local Brdg Line Item

Improvement Type: Bridge Replacement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Local bridges on local routes in various municipalities throughout Crawford, Forest, Venango, and Warren Counties

Project Description: This project includes a local bridge reserve line item for the years 2015 and 2016 to be used on local bridges on local routes in various municipalities throughout Crawford, Forest, Venango and Warren Counties.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$660	\$1600	\$6400	\$6400
State:	\$0	\$0	\$76	\$300	\$930	\$1200
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$736	\$1,900	\$7,330	\$7,600
Total FFY 2025-2036 Cost	\$17,566					

PennDOT Project Id: 98544

Project Administrator: PennDOT

Title: US 62 & SR 4002: Resurfacing

Improvement Type: Resurface

State Route: 62

Municipality: Franklin (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: US 62 (Allegheny Blvd.) from US 322 (Liberty St.) to Halyday Run Rd. and SR 4002 (Front St.) from US 62 to SR 417 (Rocky Grove Ave.) in Sugarcreek Boro, the City of Franklin, and Oil City, Venango County.

Project Description: This project includes 6.26 miles of resurfacing on US Route 62 (Allegheny Blvd.) from US Route 322 (Liberty St.) to Halyday Run Rd. and State Route 4002 (Front St.) from US Route 62 to State Route 417 (Rocky Grove Ave.) in the City of Franklin, Sugarcreek Boro, and Oil City, Venango County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$140	\$0	\$7500	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$140	\$0	\$7,500	\$0
Total FFY 2025-2036 Cost	\$7,640					

PennDOT Project Id: 100171

Project Administrator: PennDOT

Title: US 322: Whipoorwill Rd. - Clarion Co

Improvement Type: Resurface

State Route: 322

Municipality: Cranberry (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/11/2024

Location: US Route 322 (28th Division Highway) from Whipoorwill Road to the Clarion County line in Rockland and Cranberry Townships, Venango County.

Project Description: This project includes 5.51 miles of resurfacing on US Route 322 (28th Division Highway) from Whipoorwill Road to the Clarion County line in Rockland and Cranberry Township Venango County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$2710	\$0	\$0	\$0	\$0	\$0
State:	\$677	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$3,387	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$3,387					

PennDOT Project Id: 106422

Project Administrator: PennDOT

Title: NW Highway/Bridge Line Item

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: State Routes in various municipalities throughout Crawford, Forest, Venango, and Warren Counties

Project Description: This project includes a line item reserve to be used on State Routes in various municipalities throughout Crawford, Forest, Venango and Warren Counties.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$3499	\$3561	\$3814	\$3576	\$15151	\$15245
State:	\$603	\$812	\$506	\$600	\$2400	\$2400
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$4,102	\$4,373	\$4,320	\$4,176	\$17,551	\$17,645
Total FFY 2025-2036 Cost	\$52,167					

PennDOT Project Id: 106581

Project Administrator: PennDOT

Title: NW Local Fed Aid Rt Line Item

Improvement Type: Resurface

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Crawford, Forest, Venango and Warren Counties

Project Description: Reserve line item for locally owned federal aid routes.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$800	\$1000	\$1000	\$1000	\$4000	\$4000
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$800	\$1,000	\$1,000	\$1,000	\$4,000	\$4,000
Total FFY 2025-2036 Cost	\$11,800					

PennDOT Project Id: 109153

Project Administrator: PennDOT

Title: US 62 & 322 from SR 8 to US 322

Improvement Type: Restoration

State Route: 62

Municipality: Sandy Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: US Routes 62 & 322 (Fifteenth & Liberty Streets) from US Route 62 (Mercer Road) to US 322 Eighth Street) in Sandy Creek Township and the City of Franklin. This project is the lead, let with 118375.

Project Description: This project includes 3.28 miles of Highway Restoration and Safety Improvements on US Routes 62 & 322 (Fifteenth & Liberty Streets) from US Route 62 & State Route 8 intersection in Sandy Creek Township to US Route 322 & Eighth Street in the City of Franklin, Venango County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$4000	\$4000	\$0	\$0	\$0
State:	\$0	\$1000	\$1000	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$5,000	\$5,000	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$10,000					

PennDOT Project Id: 110984

Project Administrator: PennDOT

Title: SR 227: SR 1006 to SR 27

Improvement Type: Restoration

State Route: 227

Municipality: Cornplanter (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

Location: State Route 227 (Rouseville Road) from State Route 1006 (Pithole Road) to State Route 27 (State Street) in Cornplanter and Cherry Tree Townships, Venango County.

Project Description: This project includes 6.18 miles of resurfacing on State Route 227 (Rouseville Road) from State Route 1006 (Pithole Road) to State Route 27 (State Street) in Cornplanter and Cherry Tree Townships, Venango County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$200	\$6100	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$200	\$6,100	\$0
Total FFY 2025-2036 Cost	\$6,300					

PennDOT Project Id: 116197

Project Administrator: PennDOT

Title: Northwest 2025 RPM

Improvement Type: Reflective Pavement Markers

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/13/2025

Location: Crawford, Forest, Venango, and Warren Countywide

Project Description: This project includes the replacement and repair of Reflective Pavement Markings in Crawford, Forest, Venango, and Warren counties in 2025.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$160	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$160	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$160					

PennDOT Project Id: 116198

Project Administrator:

Title: Northwest 2026 RPM

Improvement Type: Reflective Pavement Markers

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/1/2026

Location: Crawford, Forest, Venango, and Warren Countywide

Project Description: This project includes the repair and replacement of Reflective Pavement Markings throughout Crawford, Forest, Venango, and Warren counties.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$160	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$160	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$160					

PennDOT Project Id: 116632

Project Administrator: PennDOT

Title: US 62: SR 157 - SR 2025

Improvement Type: Restoration

State Route: 62

Municipality: Cranberry (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2031

Location: US Route 62 from SR 157 Fryburg Rd) to SR 2025 (Henry's Bend Rd) in Cranberry and President Townships, Venango County.

Project Description: This project includes 4.88 miles resurfacing on US Route 62 from SR 157 (Fryburg Rd) to SR 2025 (Henry's Bend Rd) in Cranberry and President Townships, Venango County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$6555	\$490
State:	\$0	\$0	\$0	\$200	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$200	\$6,555	\$490
Total FFY 2025-2036 Cost	\$7,245					

PennDOT Project Id: 117449

Project Administrator: PennDOT

Title: US 62/SR 8: Start of 4 lanes to SR 428

Improvement Type: Restoration

State Route: 62

Municipality: Sugarcreek (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: US Route 62 & State Route 8 starting at the 4 lanes and going to State Route 428 (Halyday Run Road) in Sugarcreek Boro and Oil City, Venango County.

Project Description: This project includes 4.63 miles of resurfacing on US Route 62 & State Route 8 starting at the 4 lanes and going to State Route 428 (Halyday Run Road) in Sugarcreek Boro and Oil City, Venango County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$300	\$0	\$4200	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$300	\$0	\$4,200	\$0
Total FFY 2025-2036 Cost	\$4,500					

PennDOT Project Id: 118221

Project Administrator: PennDOT

Title: Oil City Corridor WNYPA

Improvement Type: RR Warning Devices

State Route: 1001

Municipality: Oil City (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/30/2025

Location: Five Locations in Oil City, Venango County

Project Description: This project includes improvements to five railroad crossings in Oil City. These crossings include Center Street, Duncomb Street, North Seneca Street, Sycamore Street and Union Street. These are owned by WNYPA Railroad.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$400	\$400	\$400	\$300	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$400	\$400	\$400	\$300	\$0	\$0
Total FFY 2025-2036 Cost	\$1,500					

PennDOT Project Id: 118375

Project Administrator: PennDOT

Title: City of Franklin TASA Project 2022

Improvement Type: Transportation Enhancement

State Route: 62

Municipality: Franklin (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: US Route 62 from Thirteenth Street and Tenth Street intersection in the City of Franklin, Venango County.
This project is the child being let with 109153.

Project Description: This is an Intersection Safety Improvement project in the City of Franklin on US 62 from 13th to 12th streets. Work will include pedestrian bump-outs, improve visibility, adding b lanes, and signal improvements.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$710	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$710	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$710					

PennDOT Project Id: 120634

Project Administrator: PennDOT

Title: Northwest 2027 RPM

Improvement Type: Reflective Pavement Markers

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Crawford, Forest, Venango and Warren counties

Project Description: This project is for the replacement of Reflective Pavement Markings on various state routes in Crawford, Forest, Venango and Warren counties.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$160	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$160	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$160					

PennDOT Project Id: 120635

Project Administrator: PennDOT

Title: Northwest 2028 RPM

Improvement Type: Reflective Pavement Markers

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Crawford, Forest, Venango and Warren counties

Project Description: This project is for the replacement of Reflective Pavement Markings on various state routes in Crawford, Forest, Venango and Warren counties.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$160	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$160	\$0	\$0
Total FFY 2025-2036 Cost	\$160					

PennDOT Project Id: 120814

Project Administrator: PennDOT

Title: SR 62 Bridge over Two Mile

Improvement Type: Bridge Rehabilitation

State Route: 62

Municipality: Sugarcreek (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

Location: State Route 62 over Upper Two Mile Run in Sugar Creek Borough, Venango County

Project Description: This project includes the preservation/restoration/replacement of the structure carrying State Route 62 over Upper Two Mile Run in Sugar Creek Borough in Venango County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$110	\$2540	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$110	\$2,540	\$0
Total FFY 2025-2036 Cost	\$2,650					

Warren

PennDOT Project Id: 2477

Project Administrator: PENNDOT

Title: SR 27: Grand Street Bridge

Improvement Type: Bridge Rehabilitation

State Route: 27

Municipality: Eldred (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: SR 27 (Grand Street) Bridge over Caldwell Creek in Eldred Township, Warren County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 27 (Grand Street) Bridge over Caldwell Creek in Eldred Township, Warren County. The bridge is 29 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$150	\$35	\$775	\$0	\$0	\$0
State:	\$0	\$6	\$194	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$150	\$41	\$969	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,160					

PennDOT Project Id: 2560

Project Administrator: Columbus Township

Title: Stewart Rd (T-639) Bridge

Improvement Type: Bridge Rehabilitation

State Route: 7203

Municipality: Columbus (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/1/2026

Location: Stewart Road (Township Road 639) Bridge over Winton Run in Columbus Township, Warren County.

Project Description: This project includes the preservation/restoration/replacement of the Stewart Road (Township Road 639) Bridge over Winton Run in Columbus Township, Warren County. This local bridge is 29 feet in length and is owned by Columbus Township.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$20	\$183	\$297	\$0	\$0	\$0
State:	\$4	\$46	\$74	\$0	\$0	\$0
Local/Other:	\$1	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$25	\$229	\$371	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$625					

PennDOT Project Id: 2581

Project Administrator: PENNDOT

Title: SR 62 Bridge over Bully Run

Improvement Type: Bridge Rehabilitation

State Route: 62

Municipality: Watson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2031

Location: State Route 62 Bridge over Bully Run in Watson Township, Warren County.

Project Description: This project includes the replacement of the State Route 62 Bridge over Bully Run in Watson Township. The bridge is 20 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$1200	\$0
State:	\$0	\$0	\$0	\$150	\$10	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$150	\$1,210	\$0
Total FFY 2025-2036 Cost	\$1,360					

PennDOT Project Id: 32411

Project Administrator: PENNDOT

Title: US 6: Sheffield Resurfacing

Improvement Type: Resurface

State Route: 6

Municipality: Sheffield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: US Route 6 (Grand Army of the Republic Highway/Main Street) from Segment/Offset 0850/0000 to Segment/Offset 0900/0000 in Sheffield Township, Warren County.

Project Description: This project includes 2.42 miles of resurfacing on US Route 6 (Grand Army of the Republic Highway/Main Street) from Segment/Offset 0850/0000 to Segment/Offset 0900/0000 in Sheffield Township, Warren County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$150	\$0	\$0	\$2200	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$150	\$0	\$0	\$2,200	\$0
Total FFY 2025-2036 Cost	\$2,350					

PennDOT Project Id: 47291

Project Administrator: PENNDOT

Title: US 62: Forest County line to SR 127

Improvement Type: Resurface

State Route: 62

Municipality: Limestone (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: US Route 62 from the Forest County line to State Route 127 (Buckingham Street) in Limestone Township, Warren County.

Project Description: This project includes 4.04 miles of resurfacing on US Route 62 from the Forest County line to State Route 127 (Buckingham Street) in Limestone Township, Warren County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$2271	\$1260	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$2,271	\$1,260	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$3,531					

PennDOT Project Id: 57178

Project Administrator: PennDOT

Title: US 6: Bridge over Dutchman Run #1

Improvement Type: Bridge Rehabilitation

State Route: 6

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: US 6 (Grand Army of the Republic Highway) Bridge #1 over Dutchman Run in Mead Township, Warren County.

Project Description: This project includes the preservation/restoration/replacement of the US Route 6 (Grand Army of the Republic Highway) Bridge #1 over Dutchman Run in Mead Township, Warren County. The bridge is 50 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$150	\$0	\$761	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$150	\$0	\$761	\$0
Total FFY 2025-2036 Cost	\$911					

PennDOT Project Id: 58298

Project Administrator: PennDOT

Title: PA 27: Matthews Run Bridge

Improvement Type: Bridge Rehabilitation

State Route: 27

Municipality: Sugar Grove (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/22/2024

Location: State Route 27 (North Main Street) Bridge over Matthews Run in Sugar Grove Township, Warren County.

Project Description: This project includes the rehabilitation on State Route 27 (North Main Street) over Matthews Run in Sugar Grove Township, Warren County. The bridge is 32 feet in length.

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

PennDOT Project Id: 58301

Project Administrator: PennDOT

Title: PA 59: Morrison Run Bridge

Improvement Type: Bridge Rehabilitation

State Route: 59

Municipality: Mead (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: SR 59 (Kinzua Road) Bridge over Morrison Run in Mead Township, Warren County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 59 (Kinzua Road) Bridge over Morrison Run in Mead Township, Warren County. The bridge is 30 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$160	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$95	\$905	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$160	\$0	\$95	\$905	\$0
Total FFY 2025-2036 Cost	\$1,160					

PennDOT Project Id: 58311

Project Administrator: PennDOT

Title: SR 3004: Caldwell Ck Bridge

Improvement Type: Bridge Rehabilitation

State Route: 3004

Municipality: Southwest (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

Location: SR 3004 (Selkirk Road) Bridge over Caldwell Creek in Southwest Township, Warren County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 3004 (Selkirk Road) Bridge over Caldwell Creek in Southwest Township, Warren County. The bridge is 75 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$170	\$0	\$1000	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$170	\$0	\$1,000	\$0
Total FFY 2025-2036 Cost	\$1,170					

PennDOT Project Id: 74673

Project Administrator: PennDOT

Title: Warren County TBeam Rehab Group

Improvement Type: Bridge Rehabilitation

State Route: 62

Municipality: Conewango (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: Various Bridges in Conewango, Mead, Sheffield and Freehold Townships in Warren County.

Project Description: This project includes the preservation/restoration/replacement of various bridges in various bridges in Conewango, Mead, Sheffield and Freehold Townships, Warren County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$80	\$360	\$140	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$80	\$360	\$140	\$0	\$0
Total FFY 2025-2036 Cost	\$580					

PennDOT Project Id: 78945

Project Administrator: PennDOT

Title: SR 4004 Brdg/Pine Valley

Improvement Type: Bridge Rehabilitation

State Route: 4004

Municipality: Columbus (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/20/2024

Location: State Route 4004 (Cornish Hill Road) Center Street Bridge over Pine Valley Brook in Columbus Township, Warren County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 4004 (Cornish Hill Road) Center Street Bridge over Pine Valley Brook in Columbus Township, Warren County. The bridge is 40 feet in length.

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

PennDOT Project Id: 78952

Project Administrator: PennDOT

Title: SR 4015 Brdg/ Mill Brook

Improvement Type: Bridge Rehabilitation

State Route: 4015

Municipality: Freehold (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/20/2024

Location: State Route 4015 (Lottsville Niobe Road) Bridge over Mill Brook in Freehold Township, Warren County.

Project Description: This project includes the rehabilitation of the State Route 4015 (Lottsville Niobe Road) Bridge over Mill Brook in Freehold Township, Warren County. The bridge is 46 feet in length.

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

PennDOT Project Id: 88491

Project Administrator: PennDOT

Title: SR 3022 Bridge over Brokenstraw Creek

Improvement Type: Bridge Rehabilitation

State Route: 3022

Municipality: Brokenstraw (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

Location: State Route 3022 (National Forge Road) Grand Army Bridge over Brokenstraw Creek in Brokenstraw Township, Warren County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 3022 (National Forge Road) Grand Army Bridge over Brokenstraw Creek in Brokenstraw Township, Warren County. The bridge is 170 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$100	\$1025	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$100	\$1,025	\$0
Total FFY 2025-2036 Cost	\$1,125					

PennDOT Project Id: 88493

Project Administrator: PennDOT

Title: SR 2001 Br ov Tionesta Ck

Improvement Type: Bridge Rehabilitation

State Route: 2001

Municipality: Mead (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: State Route 2001 (Cherry Grove Road) Bridge over Tionesta Creek in Mead Township, Warren County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 2001 (Cherry Grove Road) Bridge over Tionesta Creek in Mead Township, Warren County. The bridge is 125 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$125	\$0	\$100	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$125	\$0	\$100	\$0
Total FFY 2025-2036 Cost	\$225					

PennDOT Project Id: 97419

Project Administrator: PennDOT

Title: PA 127 Bridge/Allegheny River

Improvement Type: Bridge Rehabilitation

State Route: 127

Municipality: Limestone (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: State Route 127 (Buckingham Street) Tidioute Truss Bridge over the Allegheny River in Limestone Township and the Borough of Tidioute, Warren County.

Project Description: This project includes the preservation/restoration/replacement of the State Route 127 (Buckingham Street) Tidioute Truss Bridge over the Allegheny River in Limestone Township and the Borough of Tidioute, Warren County. The bridge is 551 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$2849	\$776	\$0	\$0
State:	\$0	\$0	\$563	\$338	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$3,412	\$1,114	\$0	\$0
Total FFY 2025-2036 Cost	\$4,526					

PennDOT Project Id: 97448

Project Administrator: PennDOT

Title: SR 3014 Br/Brokenstraw Ck

Improvement Type: Bridge Rehabilitation

State Route: 3014

Municipality: Pittsfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/7/2024

Location: State Route 3014 (Kane Road) Cole Hill Bridge over Brokenstraw Creek in Pittsfield Township, Warren County.

Project Description: This project includes the rehabilitation of the State Route 3014 (Kane Road) Cole Hill Bridge over Brokenstraw Creek in Pittsfield Township, Warren County. The bridge is 92 feet length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$924	\$1576	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$924	\$1,576	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,500					

PennDOT Project Id: 97458

Project Administrator: PennDOT

Title: US 6 Br/Dutchmans Run #1

Improvement Type: Bridge Rehabilitation

State Route: 6

Municipality: Mead (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: US 6 (Grand Army of the Republic Highway) Bridge over Dutchman's Run in Mead Township, Warren County.

Project Description: This project includes the preservation/restoration/replacement of the US 6 (Grand Army of the Republic Highway) Bridge over Dutchman's Run in Mead Township, Warren County. The bridge is 45 feet in length.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$160	\$500	\$100	\$0	\$0
State:	\$0	\$0	\$125	\$25	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$160	\$625	\$125	\$0	\$0
Total FFY 2025-2036 Cost	\$910					

PennDOT Project Id: 98579

Project Administrator: PennDOT

Title: US 6 & SR 27 & US 6 & SR 3016 Intersections

Improvement Type: Intersection Improvement

State Route: 27

Municipality: Pittsfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: US Route 6 (Grand Army of the Republic Highway) and State Route 27 (Main Street) and US Route 6 and State Route 3016 (Main Street) intersection in Pittsfield Township and Youngsville Boro, Warren County.

Project Description: This project includes intersection improvements and reconstruction at US Route 6 (Grand Army of the Republic Highway) and State Route 27 (Main Street) and US Route 6 and State Route 3016 (Main Street) intersections in Pittsfield Township and Youngsville Boro, Warren County.

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

PennDOT Project Id: 100445

Project Administrator: PennDOT

Title: SR 1013: US 6 to Seg/Off 0180/0000

Improvement Type: Resurface

State Route: 1013

Municipality: Warren (CITY)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: State Route 1013 from US Route US 6 (Pennsylvania Ave) to Segment/Offset 0180/0000 in the City of Warren and Glad and Elk Townships, Warren County.

Project Description: This project includes 8.55 miles of resurfacing on State Route 1013 from US Route US 6 (Pennsylvania Ave) to Segment/Offset 0180/0000 in the City of Warren and Glad and Elk Townships, Warren County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$150	\$8679	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$150	\$8,679	\$0
Total FFY 2025-2036 Cost	\$8,829					

PennDOT Project Id: 115377

Project Administrator: PennDOT

Title: SR 27: Brown Road to Hosmer Run

Improvement Type: Resurface

State Route: 27

Municipality: Eldred (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: State Route 27 from Brown Road to Hosmer Run in Deerfield, Eldred, and Pittsfield Townships, Warren County.

Project Description: This project includes 4.76 miles of resurfacing on State Route 27 from Brown Road to Hosmer Run in Deerfield, Eldred, and Pittsfield Townships, Warren County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$1919	\$2481	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$1,919	\$2,481	\$0	\$0
Total FFY 2025-2036 Cost	\$4,400					

PennDOT Project Id: 116656

Project Administrator: PennDOT

Title: State Route 958

Improvement Type: Restoration

State Route: 958

Municipality: Freehold (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

Location: State Route 958 from US Route 6 (Grand Army of the Republic Highway) to the New York State line in Freehold and Pittsfield Townships, Warren County.

Project Description: This project includes 8.01 miles of resurfacing on State Route 958 from US Route 6 (Grand Army of the Republic Highway) to the New York State line in Freehold and Pittsfield Townships, Warren County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$6290	\$0
State:	\$0	\$0	\$0	\$150	\$1573	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$150	\$7,863	\$0
Total FFY 2025-2036 Cost	\$8,013					

PennDOT Project Id: 117804

Project Administrator: PennDOT

Title: SR 62 Bridge over Wiltse Run

Improvement Type: Bridge Rehabilitation

State Route: 62

Municipality: Pine Grove (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2031

Location: State Route 62 Bridge over Wiltse Run in Pine Grove Township, Warren County.

Project Description: This project includes the preservation/restoration/replacement of State Route 62 Bridge over Wiltse Run in Pine Grove Township, Warren County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$900	\$0
State:	\$0	\$0	\$0	\$100	\$10	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$100	\$910	\$0
Total FFY 2025-2036 Cost	\$1,010					

PennDOT Project Id: 120815

Project Administrator: PennDOT

Title: State Route 3007 Bridge

Improvement Type: Bridge Rehabilitation

State Route: 3007

Municipality: Tidioute (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2031

Location: State Route 3007 Bridge over McGuire Run in Tidioute, Warren County.

Project Description: This project includes the preservation/restoration/replacement of State Route 3007 Bridge over McGuire Run in Tidioute, Warren County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$100	\$670	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$100	\$670	\$0
Total FFY 2025-2036 Cost	\$770					

Crawford Area Transportation Authority

PennDOT Project Id: 89724

Title: Rev Fleet Veh -Paratran

Air Quality Status: Exempt from Regional Conformity Analysis

County: Crawford

Narrative: Purchase 8 vehicles to support paratransit service
 Purchase 10 vehicles to support paratransit service
 Purchase 7 vehicles to support paratransit service
 Purchase 10 vehicles to support paratransit service
 In accordance with the Transit Asset Management Plan targets, this item provides funds to replace vehicles which will have exceeded useful life

Full title: Revenue Fleet Vehicle -Para-transit

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$2160	\$1100	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$2,160	\$1,100	\$0	\$0	\$0	\$0
Total FY 2025-2036 Cost	\$3,260					

PennDOT Project Id: 110573

Title: IT Infrastructure

Air Quality Status: AQ Conformity Does Not Apply

County: Crawford

Narrative: Purchase computers, copiers, technology support equipment. In accordance with the Transit Asset Management Plan targets, this item provides funds to replace and update computers, and technology to support transit operations.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$20	\$20	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$20	\$20	\$0	\$0	\$0	\$0
Total FY 2025-2036 Cost	\$40					

PennDOT Project Id: 110574

Title: Rev Fleet Vehic - Fix Rte

Air Quality Status: AQ Conformity Does Not Apply

County: Crawford

Narrative: Purchase vehicles to support paratransit service
 Purchase 1 vehicle to support Fixed Route service
 Purchase 1 vehicles to support Fixed Route service
 Purchase 4 vehicles to support Fixed Route service
 In accordance with the Transit Asset Management Plan targets, this item provides funds to replace vehicles which will have exceeded their useful life

Full title: Revenue Fleet Vehicle - Fixed Route

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1280	\$1280	\$0	\$0	\$0	\$0
State:	\$17	\$17	\$0	\$0	\$0	\$0
Local/Other:	\$1	\$1	\$0	\$0	\$0	\$0
Period Totals	\$1,298	\$1,298	\$0	\$0	\$0	\$0
Total FY 2025-2036 Cost	\$2,596					

PennDOT Project Id: 110576

Title: Bus Shelters

Air Quality Status: AQ Conformity Does Not Apply

County: Crawford

Narrative: purchase bus shelters for various locations throughout service area. In accordance with the Transit Asset Management Plan targets, this item provides funds to replace and improve bus shelters within the transit service area

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$58	\$58	\$0	\$0	\$0	\$0
State:	\$14	\$14	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$72	\$72	\$0	\$0	\$0	\$0
Total FY 2025-2036 Cost	\$144					

PennDOT Project Id: 110578

Title: Maintenance Equipment

Air Quality Status: AQ Conformity Does Not Apply

County: Crawford

Narrative: Purchase maintenance equipment for Crawford and Venango based garage locations. In accordance with Transit Asset Management Plan targets, this item provides funds to replace and improve maintenance equipment at the service locations to keep vehicles in good and working order.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$240	\$240	\$0	\$0	\$0	\$0
State:	\$58	\$58	\$0	\$0	\$0	\$0
Local/Other:	\$2	\$2	\$0	\$0	\$0	\$0
Period Totals	\$300	\$300	\$0	\$0	\$0	\$0
Total FY 2025-2036 Cost	\$600					

PennDOT Project Id: 114974

Title: Support Vehicles

Air Quality Status: AQ Conformity Does Not Apply

County: Crawford

Narrative: purchase vehicle for Administration, Operation Management and Maintenance
 purchase vehicle for Administration, Operation, and Maintenance use
 purchase 1 vehicle for administration and driver relief
 purchase vehicle for administration, operations and driver relief. In accordance with Transit Asset Management Plan targets, this item provide funds to replace administrative shop, and relief vehicles that will have exceeded useful life.

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

Warren County Transit Authority

PennDOT Project Id: 106432

Title: Shared Ride Bus Procurement

Air Quality Status: AQ Conformity Does Not Apply

County: Warren

Narrative: Four Shared Ride Buses

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$190	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$0	\$190	\$0	\$0	\$0	\$0
Total FY 2025-2036 Cost	\$190					

Crawford

PennDOT Project Id: 76858

Project Administrator: PennDOT

Title: I-79: Mercer Co Ln to the Geneva Swamp Br

Improvement Type: Restoration

State Route: 79

Municipality: Greenwood (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/29/2024

Location: Interstate 79 (Raymond P Shafer Highway) from the Mercer Co. line to the Geneva Swamp bridges
Greenwood and Union Townships

Project Description: This project includes 9.68 miles of mill and inlay on Interstate 79 (Raymond P Shafer Highway) from milepost 136 to milepost 141 in Greenwood and Union townships, Crawford County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$5000	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$5,000						

2025 Program - Spike Projects (State)															
MPMS	Planning Partner	District	County	Project Title	Phase	2025	2026	2027	2028	2029	2030	2031	2032	2033-2036	Total
99603	Northwest	1	Crawford	US 322: Pine Rd to US 6	CON	1,900,000	0	0	0	0	0	0	0	0	1,900,000

2025 Program - TSMO (CRP)															
MPMS	Planning Partner	District	County	Project Title	Phase	2025	2026	2027	2028	2029	2030	2031	2032	2033-2036	Total
121314	Northwest	1	Venango	I-80 Venango Co ITS Add at Barkeyville - TSMO	CON	570,534	0	0	0	0	0	0	0	0	570,534

2025 Program - Highway-Rail Grade Crossing Safety (RRX)															
MPMS	Planning Partner	District	County	Project Title	Phase	2025	2026	2027	2028	2029	2030	2031	2032	2033-2036	Total
106162	Northwest	1	Crawford	Mt Pleasant Rd RR Crossing	CON	0	0	0	318,500	0	0	0	0	0	318,500
113216	Northwest	1	Crawford	Shaw's Landing RRX	CON	0	0	375,000	0	0	0	0	0	0	375,000
113217	Northwest	1	Venango	13th Street Franklin RRX	CON	500,000	0	0	0	0	0	0	0	0	500,000
118221	Northwest	1	Venango	Oil City Corridor WNYPA	CON	500,000	800,000	600,000	0	0	0	0	0	0	1,900,000

2025 Program - Highway Safety Improvement Program																
MPMS	Planning Partner	District	County	Project Title	Phase	Fund	2025	2026	2027	2028	2029	2030	2031	2032	2033-2036	Total
109153	Northwest	1	Venango	Venango Co. SR 62 and Elk St.	PE	HSIP	20,000	0	0	0	0	0	0	0	0	20,000
109153	Northwest	1	Venango	Venango Co. SR 62 and Elk St.	CON	HSIP	313,290	0	0	0	0	0	0	0	0	313,290
121183	Northwest	1	Crawford	Crawford Co. Motorcycle HFST	PE	HSIP	10,000	0	0	0	0	0	0	0	0	10,000
121183	Northwest	1	Crawford	Crawford Co. Motorcycle HFST	CON	HSIP	674,088	0	0	0	0	0	0	0	0	674,088

2025 Program - Transportation Alternatives Set Aside (TAP)															
MPMS	Planning Partner	District	County	Project Title	Phase	2025	2026	2027	2028	2029	2030	2031	2032	2033-2036	Total
118375	Northwest	1	Venango	City of Franklin TASA Project 2022	CON	0	1,110,000	0	0	0	0	0	0	0	1,110,000
118370	Northwest	10	Clarion	Sligo Pedestrian Bridge	CON	614,500	0	0	0	0	0	0	0	0	614,500

2025 Program - Transportation Alternatives Set Aside (TAP)						
Planning Partner	District	County	Project Title	TASA Funding	SRTS Funding	Total Funding
Northwest	10	Clarion	Clarion Borough Safe Route to School and Recreation	\$1,500,000	\$0	\$1,500,000

2025 - 2028 Transportation Program Development Checklist

Financial Constraint Tables

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

Fund Type	FFY 2025		FFY 2026		FFY 2027		FFY 2028		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP	\$8,341,000	\$8,341,000	\$7,879,000	\$7,879,000	\$6,976,000	\$6,976,000	\$6,303,000	\$6,303,000	
STP	\$8,725,000	\$8,725,000	\$8,981,000	\$8,981,000	\$8,978,000	\$8,978,000	\$8,975,000	\$8,975,000	
State Highway (581)	\$13,111,000	\$13,111,000	\$14,727,000	\$14,727,000	\$16,645,000	\$16,645,000	\$18,258,000	\$18,258,000	
State Bridge (185/183)	\$7,560,000	\$7,560,000	\$7,557,000	\$7,557,000	\$7,423,000	\$7,423,000	\$7,420,000	\$7,420,000	
BOF	\$6,751,000	\$6,751,000	\$6,751,000	\$6,751,000	\$6,751,000	\$6,751,000	\$6,751,000	\$6,751,000	
HSIP	\$1,641,000	\$1,641,000	\$1,686,000	\$1,686,000	\$1,686,000	\$1,686,000	\$1,686,000	\$1,686,000	
CRP	\$1,220,000	\$1,220,000	\$1,251,000	\$1,251,000	\$1,251,000	\$1,251,000	\$1,251,000	\$1,251,000	
TAU									
STU									
BRIP	\$7,610,000	\$7,610,000	\$7,610,000	\$7,610,000	\$7,610,000	\$7,610,000	\$7,610,000	\$7,610,000	
Total	\$54,959,000	\$54,959,000	\$56,442,000	\$56,442,000	\$57,320,000	\$57,320,000	\$58,254,000	\$58,254,000	

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

Additional Funding Type	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Comments
Rail - Federal	\$1,300,647	\$874,353	\$975,000	\$318,500	
CRP Spike/Earmark	\$570,534	\$0	\$0	\$0	
Hwy Spike/Earmark - Fed	\$1,900,000	\$0	\$0	\$0	
TAP - Federal	\$614,500	\$111,000	\$0	\$0	
Safety Spike/Earmark-Fed	\$1,017,378	\$0	\$0	\$0	
Total	\$5,403,059	\$985,353	\$975,000	\$318,500	

Introduction

The public involvement efforts for MPO/RPOs are guided by several federal mandates to ensure nondiscrimination in federally funded activities. These mandates are designed so that planning and public involvement activities are conducted equitably and in consideration of all citizens, regardless of race, nationality, sex, age, ability, language spoken, or economic status. These mandates include:

- **Title VI of the Civil Rights Act of 1964** - Title VI of the Civil Rights Act states that "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance." MPOs are committed to providing open and inclusive access to the transportation decision-making process for all persons, regardless of race, color, or national origin.

- **Executive Order on Environmental Justice (Executive Order 12898 February 11, 1994)** - Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. MPOs/RPOs are committed to providing opportunities for full and fair participation by minority and low-income communities in the transportation decision making process.

- **Americans with Disabilities Act (ADA)** - The Americans with Disabilities Act of 1990 stipulates involving persons with disabilities in the development and improvement of services. Sites of public involvement activities as well as the information presented must be accessible to persons with disabilities. MPOs/RPOs are committed to providing full access to public involvement programs and information for persons with disabilities. All public meetings are held in ADA-accessible locations. With advance notice, special provisions can be made for hearing-impaired or visually impaired participants.

- **Executive Order on Limited English Proficiency** - Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," was signed on August 11, 2000. Recipients of federal funding "are required to take reasonable steps to ensure meaningful access to programs and activities by LEP person." MPOs/RPOs will make special arrangements for the provision of interpretative services upon request. FHWA introduced the Environmental Justice Core Elements Methodology to ensure an MPO/RPO can meaningfully assess the benefits and burdens of plans and programs. The Northwest RPO is committed to following the Core Elements approach, which includes efforts to:

- Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.

- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations. By integrating the Core Elements into the planning

process, state and local agencies are better equipped to carry out the investment strategy and project selection. The EJ process should be comprehensive and continuous with each task informing and cycling back to influence the next step.

Data Collection Analysis

This analysis was conducted completely on “fresh” data acquired from the below identified sources in April 2021.

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 RMS 2	

All US Census Bureau, 2015-2019 American Community Survey datasets were acquired for all Pennsylvania Counties and for all Pennsylvania Census Block Groups. Relevant columns from the Census tables were extracted into two new tables to produce flat table profiles. These tables were then joined to the relevant Census geography features.

I. Identifying and Engaging Populations

A statistical analysis of Clarion, Crawford, Forest, Venango, and Warren Counties, which make up the Northwest Rural Planning Organization (RPO), was performed to determine thresholds of population, minority population, and low-income population. Varying resources will be utilized to provide information about proposed projects to all residents including those identified target audiences and to receive input from them.

If necessary, project alternatives will be developed to prevent disproportionately high or adverse effects on any identified minority or low-income populations. An anomaly, the 2009 construction of a state correctional institution in Forest County, was identified and should be considered in the analysis of the statistics for the RPO.

Minority population is defined as the population that is non-White alone and/or Hispanic who live in geographic proximity and who would be similarly affected by a proposed FHWA program, policy, or activity.

All municipalities will receive either an electronic or hard copy draft of the 2025-2028 Transportation Improvement Program (TIP) for public display in their municipality.

Native American Tribes who maintain cultural identification through tribal affiliation or community recognition are considered an identified minority population. The Absentee-Shawnee Tribe of Oklahoma, the Delaware Tribe, the Eastern Shawnee Tribe of Oklahoma, the Seneca Nation of Indians, the Seneca-Cayuga Tribe of Oklahoma, the St. Regis Mohawk Tribe, the Shawnee Tribe, and the Tonawanda Seneca Nation all having interests in any and/or all of the RPO five county geographic area, will receive either an electronic or hard copy draft of the TIP for review and comment.

The low-income population is defined as any readily identifiable group of persons at or below the Department of Health and Human Services poverty guidelines who live in a geographic proximity who would be similarly affected by a proposed FHWA program, policy, or activity.

In addition, the 2025-2028 draft TIP will be on public display at the RPO's five counties planning and human services offices, the Northwest Commission office, and on the Northwest Commission website. This availability will be published via legal notices in *The Derrick*, *The Meadville Tribune*, and *The Warren Times Observer* newspapers; the Northwest Commission Newsletter; an email blast to all municipalities in the RPO coverage area; and on Facebook and Twitter.

II. Benefits and Burdens Analysis

In development of the TIP, the Northwest RPO conducted an Environmental Justice Benefits and Burdens analysis. A distributive geographic analysis was conducted to identify the locations and concentrations of minority, low-income and other Traditionally Underserved Populations (TUP). The identification of these populations is essential to establishing effective strategies for engaging them in the transportation planning process. When meaningful opportunities for interaction are established, the transportation planning process can effectively draw upon the perspectives of communities to identify existing transportation needs, localized deficiencies, and the demand for transportation services. Mapping of these populations not only provides a baseline for assessing impacts of the transportation investment program, but also aids in the development of an effective public involvement program.

Fundamentally, the principles of Environmental Justice are aimed at preventing the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations. The establishment of transportation funding as a performance measure is consistent with this principle by supporting the evaluation of funding priorities considered for TIP. Mapping and analyzing transportation funding can assist in making the prioritization process more open, transparent, and accountable to the public. In developing this funding performance measure, the core issue is whether the number and types of projects and the total project investment are equitably distributed throughout the Northwest RPO Region.

Demographic Profiles:

Low Income Profile

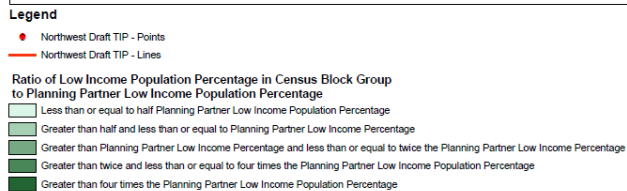
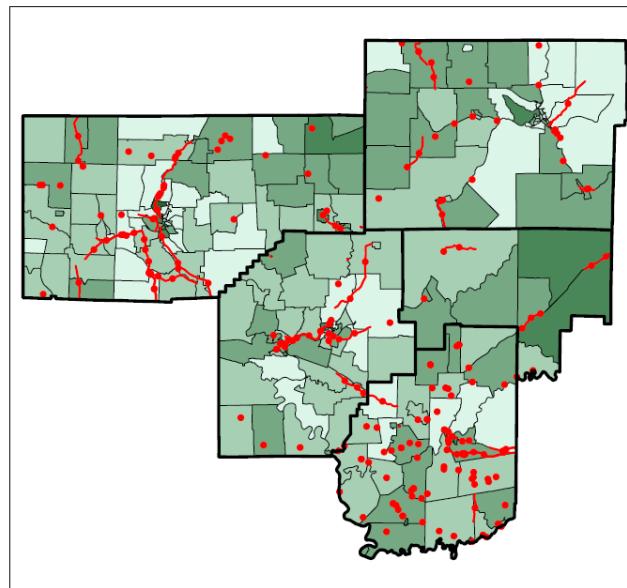
Low Income Interval ID	Low Income Population	Interval Population	Low Income Percent of Interval Population
1	1,528	50,377	3.03%
2	8,661	88,240	9.82%
3	10,639	58,771	18.10%
4	6,797	21,400	31.76%

Definitions:

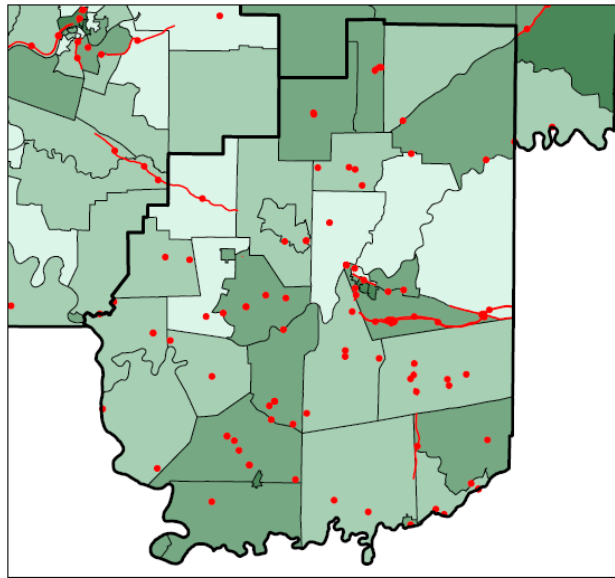
Low Income Intervals	Ratio of Low Income Population Percentage in Census Block Group to County or Planning Partner Low Income Population Percentage
1	Census Block Low Income Population Percentage / County Low Income Population Percentage ≤ 0.5 (Census block group Low Income population percentage less 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)

The maps below show the 2025-2028 Draft TIP projects in proximity to the low-income areas of the RPO:

Concentrations of Low Income Populations in Northwest RPO



**Concentrations of Low Income Populations
in Clarion County**



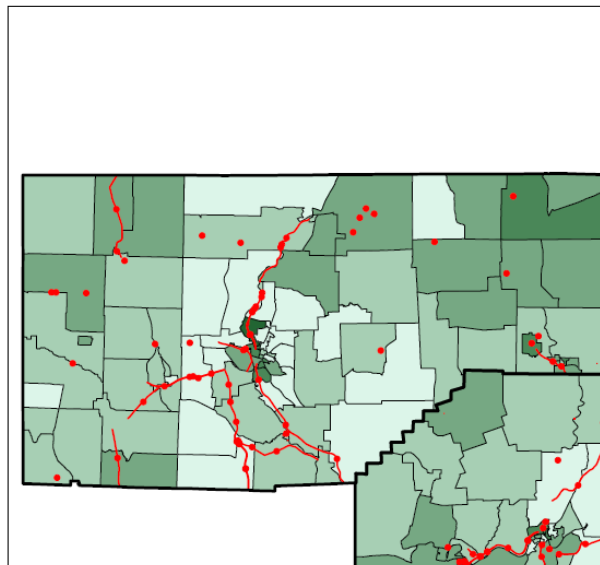
Legend

- Northwest Draft TIP - Points
- Northwest Draft TIP - Lines

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

**Concentrations of Low Income Populations
in Crawford County**



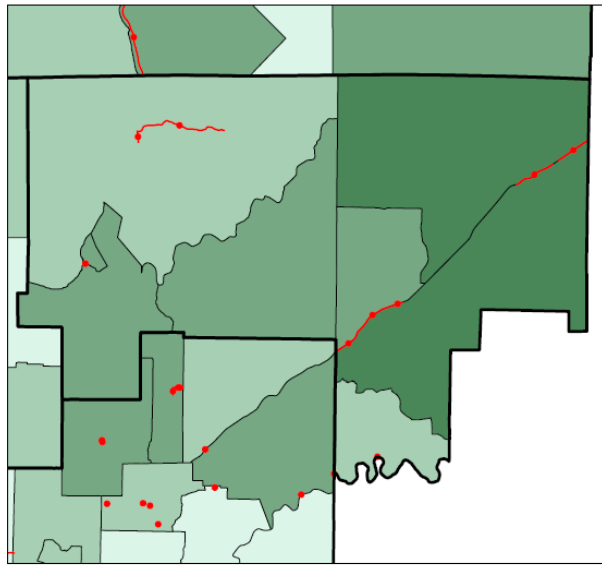
Legend

- Northwest Draft TIP - Points
- Northwest Draft TIP - Lines

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

**Concentrations of Low Income Populations
in Forest County**



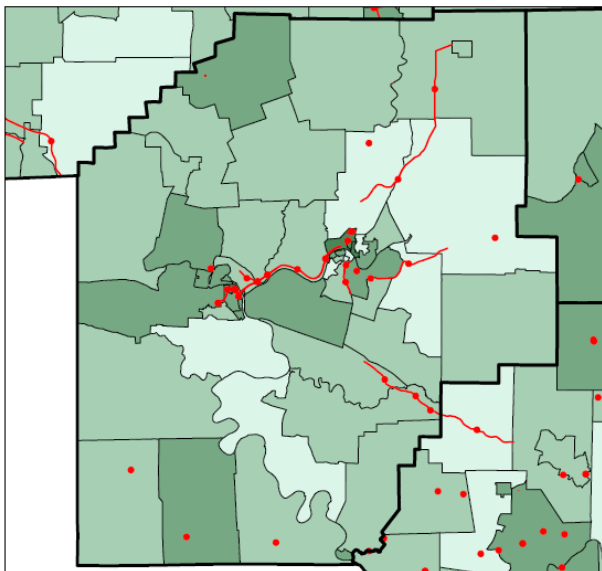
Legend

- Northwest Draft TIP - Points
- Northwest Draft TIP - Lines

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

**Concentrations of Low Income Populations
in Venango County**



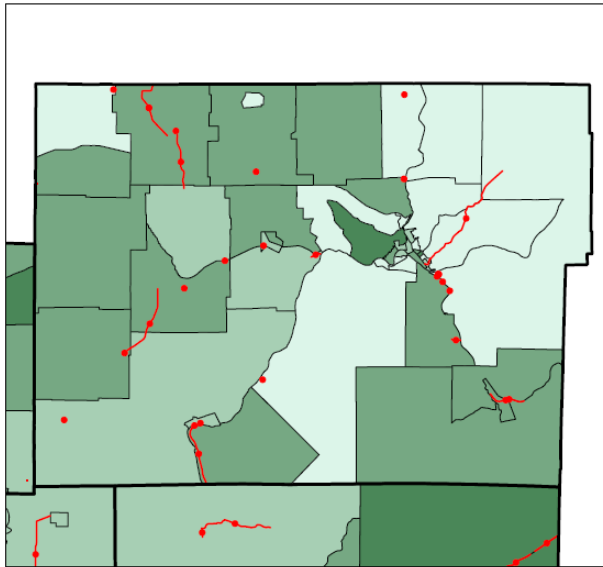
Legend

- Northwest Draft TIP - Points
- Northwest Draft TIP - Lines

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

Concentrations of Low Income Populations in Warren County

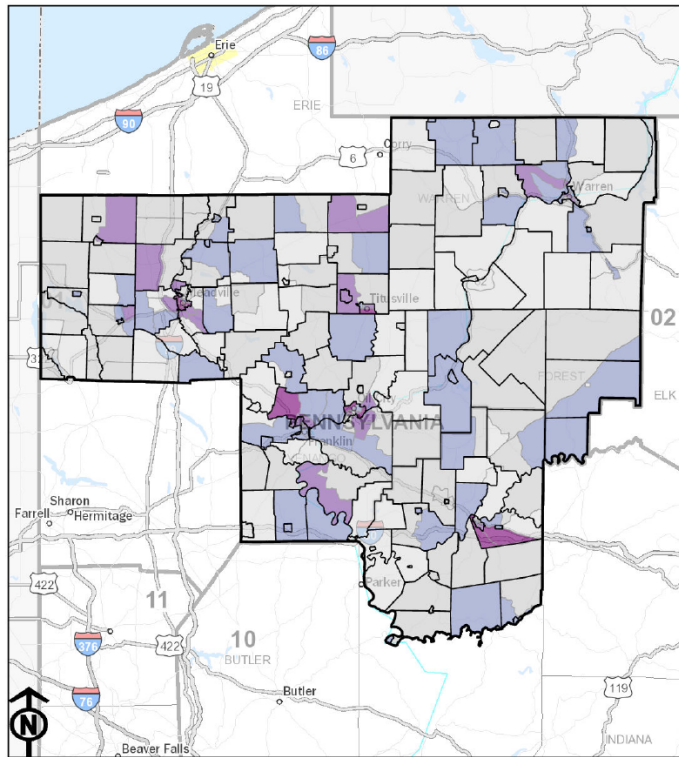


Legend

- Northwest Draft TIP - Points
- Northwest Draft TIP - Lines

Ratio of Low Income Population Percentage in Census Block Group to Planning Partner Low Income Population Percentage

- Lightest Green: Less than or equal to half Planning Partner Low Income Population Percentage
- Light Green: Greater than half and less than or equal to Planning Partner Low Income Percentage
- Medium Green: Greater than Planning Partner Low Income Percentage and less than or equal to twice the Planning Partner Low Income Percentage
- Dark Green: Greater than twice and less than or equal to four times the Planning Partner Low Income Population Percentage
- Darkest Green: Greater than four times the Planning Partner Low Income Population Percentage



Northwest Low Income Population by Block Group

Statistics:

- Planning Partner total Population: 218,788
- Planning Partner Low Income Population: 27,625
- Planning Partner Overall Low Income Population Percentage: 12.6%

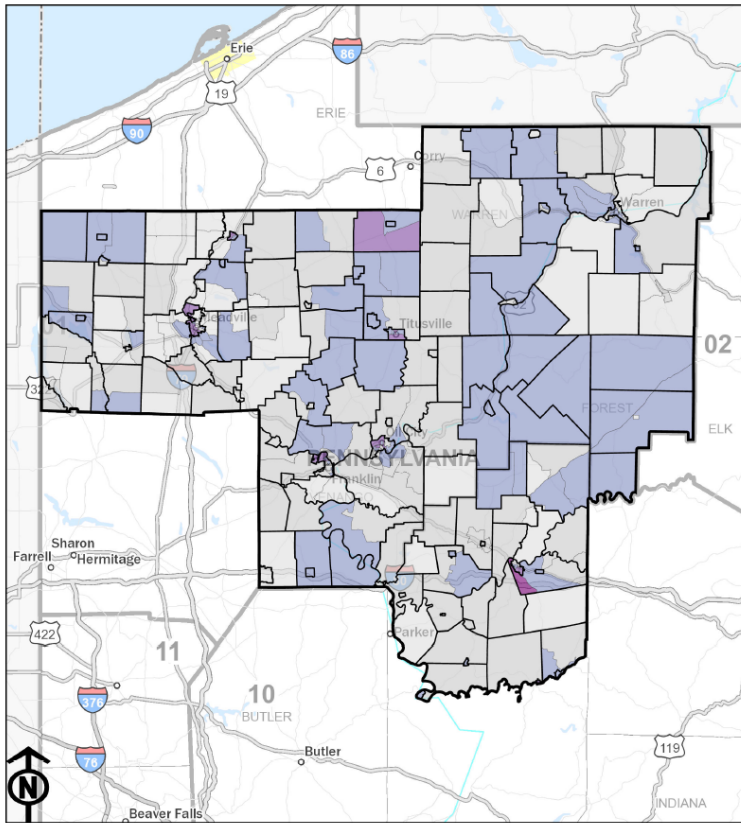
Legend

- Black outline: Planning Partner Boundaries
- White outline: Pennsylvania Municipalities
- Grey outline: Pennsylvania Census Block Groups, 2019
- Low Income Population:
 - Lightest Purple: 3 - 14
 - Light Purple: 15 - 27
 - Medium Purple: 28 - 44
 - Dark Purple: 45 - 72
 - Darkest Purple: 73 - 579



0 10 20 40 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Nakima & Vengst Consulting Engineers, Inc.



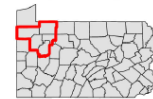
Northwest Concentrations of Low Income Population by Block Group

Statistics:

Planning Partner total Population: 218,788
 Planning Partner Low Income Population: 27,625
 Planning Partner Overall Low Income Population Percentage: 12.6%

Legend

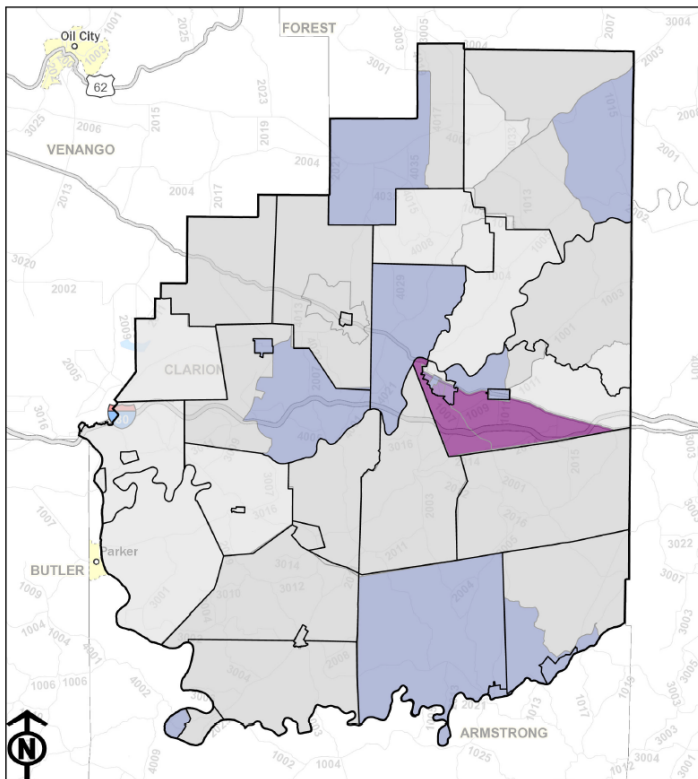
- Planning Partner Boundaries
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021**
- Ratio of Low Income Block Group Percentage to Low Income Planning Partner Percentage**
- Less than or equal to half Planning Partner Low Income Population Percentage
- Greater than half and less than or equal to Planning Partner Low Income Population Percentage
- Greater than Planning Partner Low Income Population Percentage and less than or equal to twice the Planning Partner Low Income Population Percentage
- Greater than twice and less than or equal to four times the Planning Partner Low Income Population Percentage
- Greater than four times the Planning Partner Low Income Population Percentage



0 10 20 40 Miles

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

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



Clarion County Low Income Population Count by Block Group

Statistics:

County Total Population: 37,571
 County Low Income Population: 5,542
 County Overall Low Income Population Percentage: 15.2%

Legend

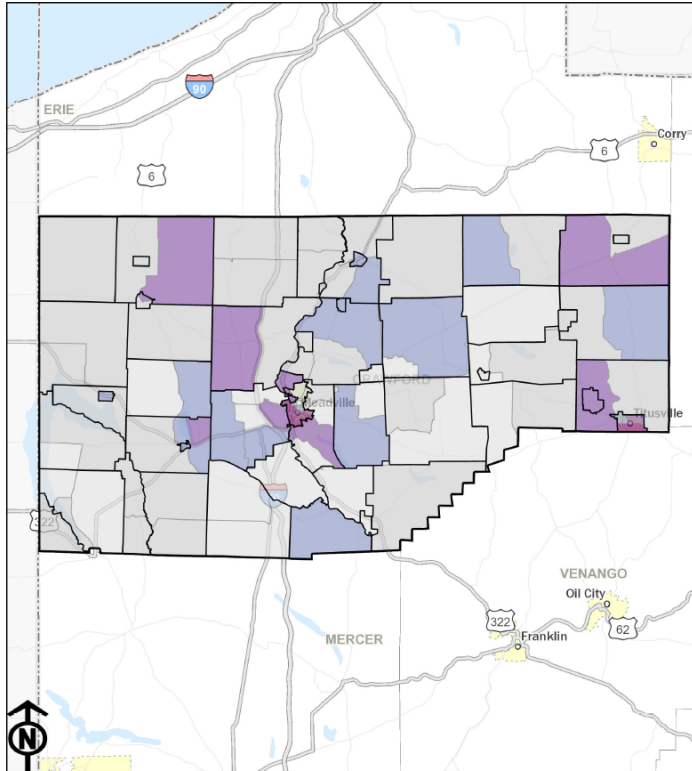
- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2023**
- Low Income Population**
- 3 - 14
- 15 - 27
- 28 - 44
- 45 - 72
- 73 - 580



0 3.5 7 14 Miles

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

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



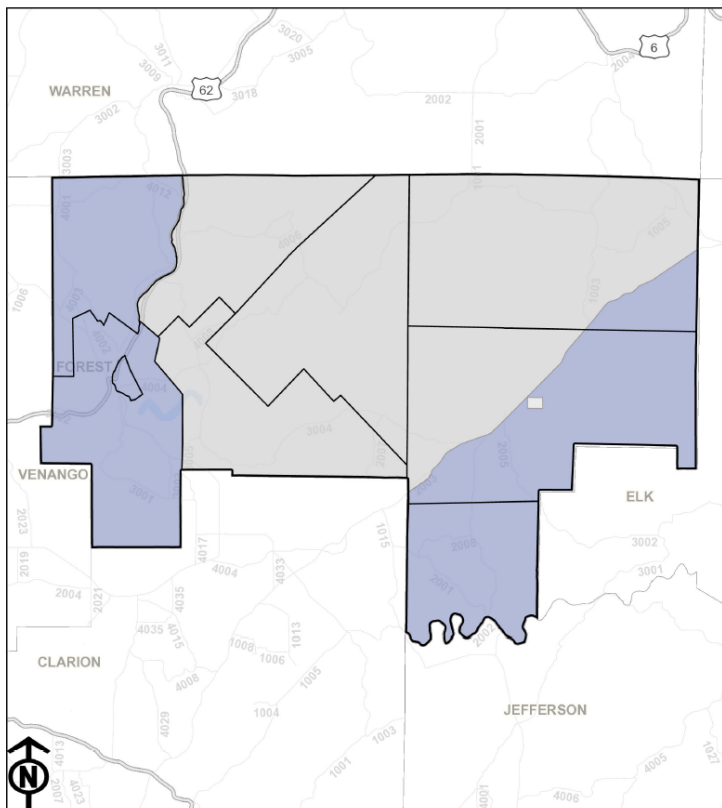
Crawford County Low Income Population Count by Block Group

Statistics:
 County Total Population: 84,495
 County Low Income Population: 10,606
 County Overall Low Income Population Percentage: 13.1%

Legend

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2023**
- Low Income Population**
- 3 - 14
- 15 - 27
- 28 - 44
- 45 - 72
- 73 - 580

0 5 10 20 Miles
 Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



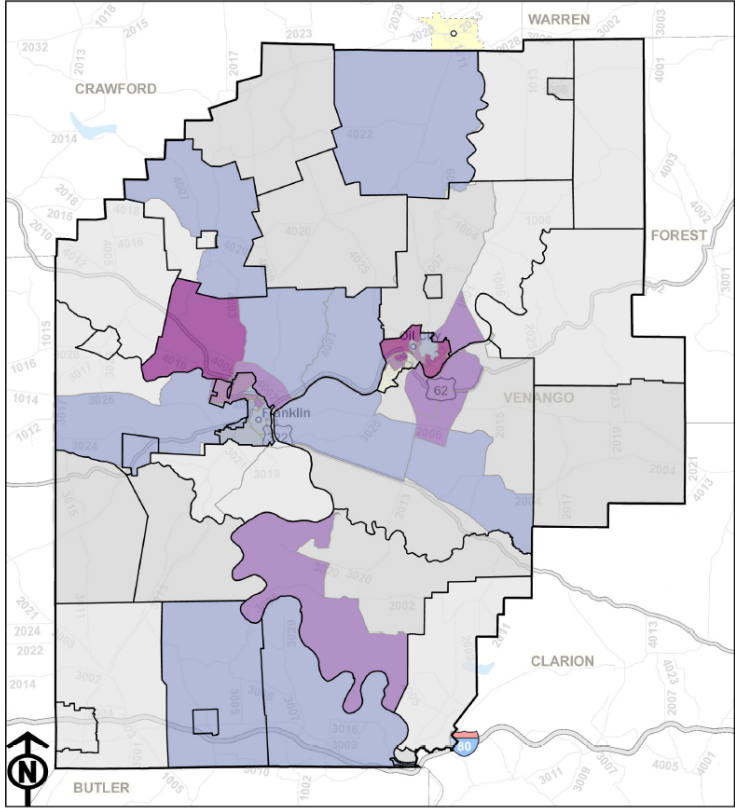
Forest County Low Income Population Count by Block Group

Statistics:
 County Total Population: 7,121
 County Low Income Population: 718
 County Overall Low Income Population Percentage: 16.7%

Legend

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2023**
- Low Income Population**
- 3 - 14
- 15 - 27
- 28 - 44
- 45 - 72
- 73 - 580

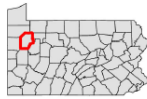
0 3.5 7 14 Miles
 Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Venango County Low Income Population Count by Block Group

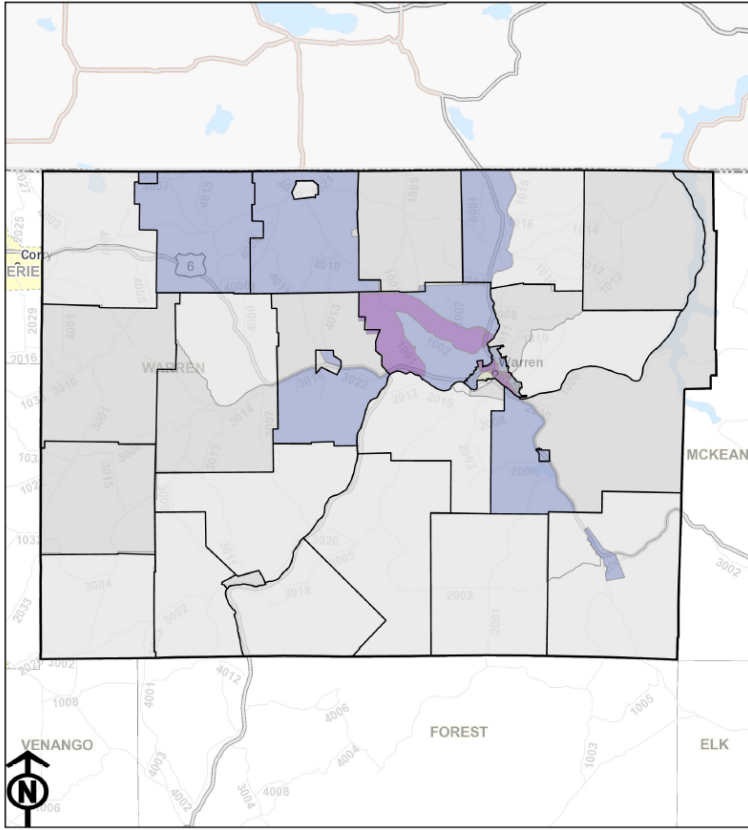
Statistics:
 County Total Population: 50,810
 County Low Income Population: 6,386
 County Overall Low Income Population Percentage: 12.9%

- Legend**
- Pennsylvania Counties
 - Pennsylvania Municipalities
 - Pennsylvania Census Block Groups, 2023**
 - Low Income Population**
 - 3 - 14
 - 15 - 27
 - 28 - 44
 - 45 - 72
 - 73 - 580



0 3.5 7 14 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Warren County Low Income Population Count by Block Group

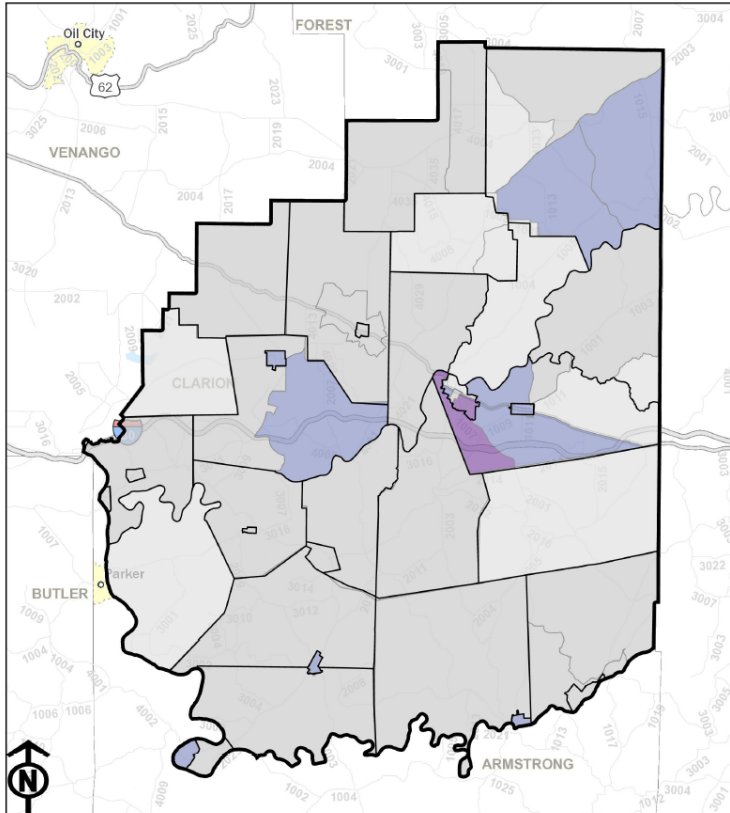
Statistics:
 County Total Population: 38,791
 County Low Income Population: 4,373
 County Overall Low Income Population Percentage: 11.5%

- Legend**
- Pennsylvania Counties
 - Pennsylvania Municipalities
 - Pennsylvania Census Block Groups, 2023**
 - Low Income Population**
 - 3 - 14
 - 15 - 27
 - 28 - 44
 - 45 - 72
 - 73 - 580



0 4.5 9 18 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Clarion County Concentrations of Low Income Population by Block Group

Statistics:

County Total Population: 37,571
 County Low Income Population: 5,542
 County Overall Low Income Population Percentage: 15%

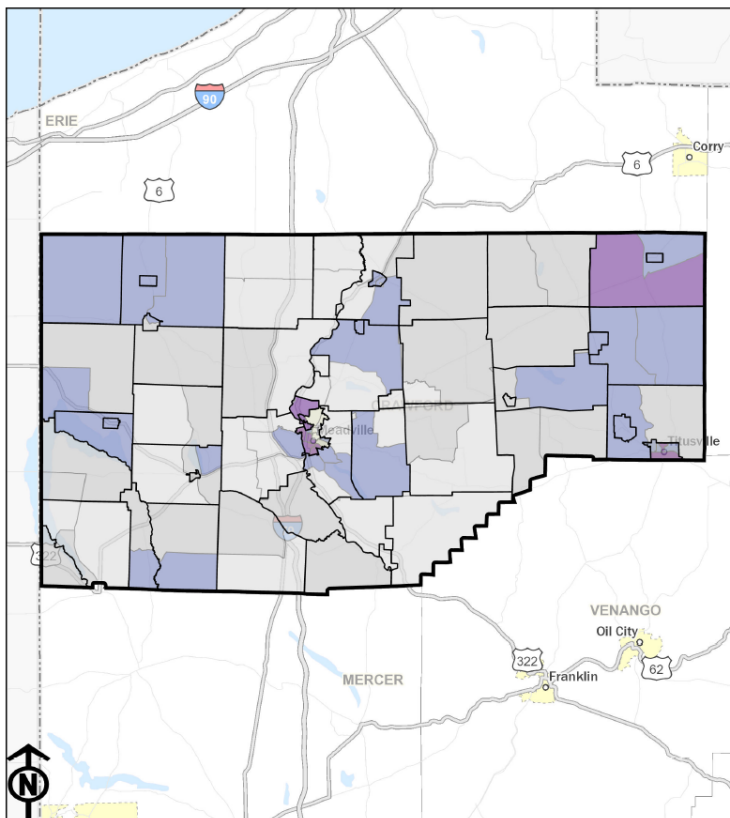
Legend

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021**
- Ratio of Low Income Block Group Percentage to Low Income County Percentage: Less than or equal to half County Low Income Population Percentage
- Greater than half and less than or equal to County Low Income Population Percentage
- Greater than County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage
- Greater than twice and less than or equal to four times the County Low Income Population Percentage
- Greater than four times the County Low Income Population Percentage



0 3.5 7 14 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Crawford County Concentrations of Low Income Population by Block Group

Statistics:

County Total Population: 84,495
 County Low Income Population: 10,606
 County Overall Low Income Population Percentage: 13%

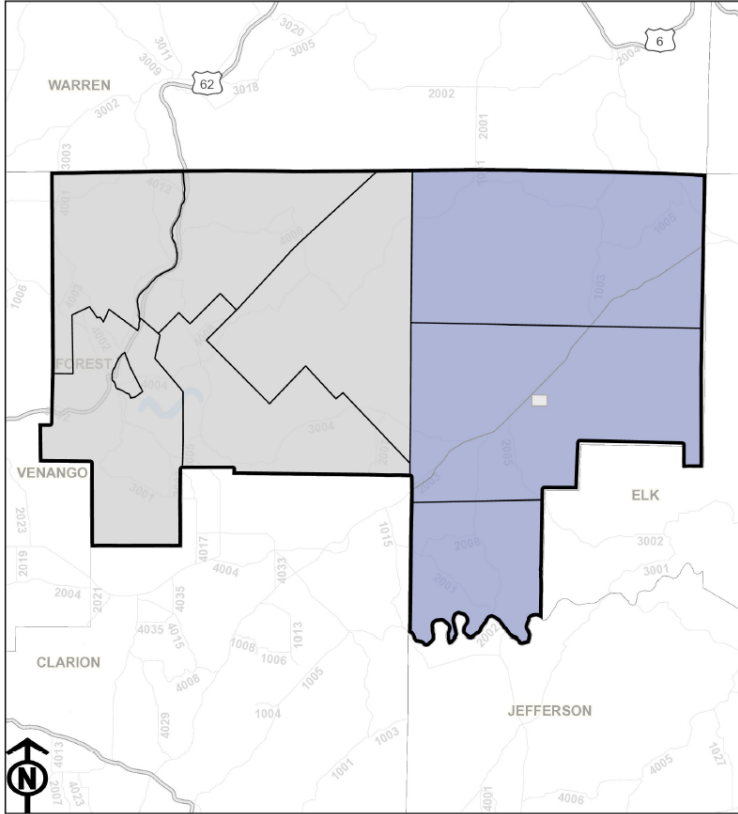
Legend

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021**
- Ratio of Low Income Block Group Percentage to Low Income County Percentage: Less than or equal to half County Low Income Population Percentage
- Greater than half and less than or equal to County Low Income Population Percentage
- Greater than County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage
- Greater than twice and less than or equal to four times the County Low Income Population Percentage
- Greater than four times the County Low Income Population Percentage



0 5 10 20 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Forest County Concentrations of Low Income Population by Block Group

Statistics:

County Total Population: 7,121
 County Low Income Population: 718
 County Overall Low Income Population Percentage: 17%

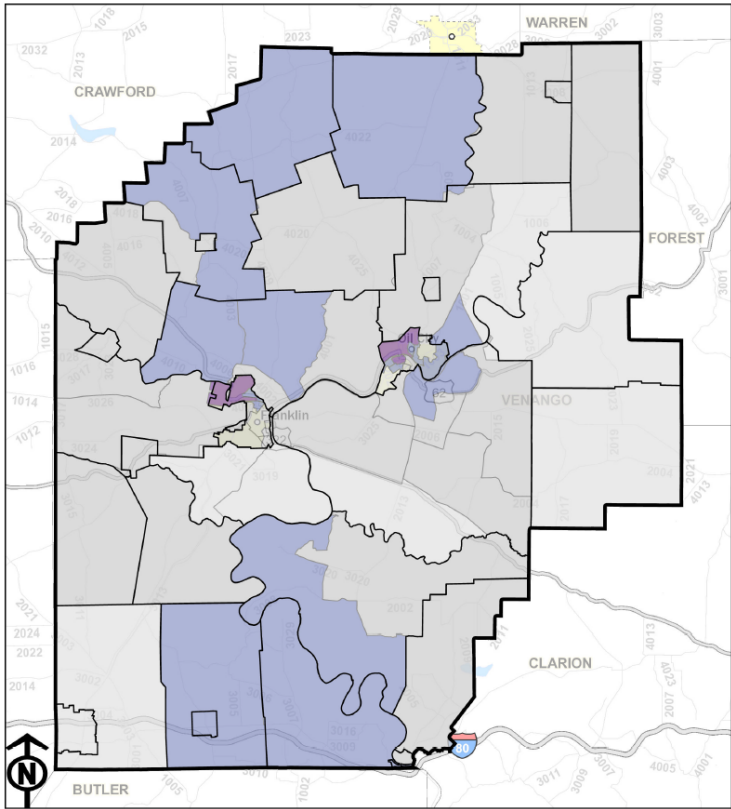
Legend

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021**
- Ratio of Low Income Block Group Percentage to Low Income County**
- Less than or equal to half County Low Income Population Percentage
- Greater than half and less than or equal to County Low Income Population Percentage
- Greater than County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage
- Greater than twice and less than or equal to four times the County Low Income Population Percentage
- Greater than four times the County Low Income Population Percentage



0 3.5 7 14 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



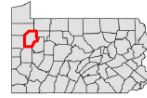
Venango County Concentrations of Low Income Population by Block Group

Statistics:

County Total Population: 50,810
 County Low Income Population: 6,386
 County Overall Low Income Population Percentage: 13%

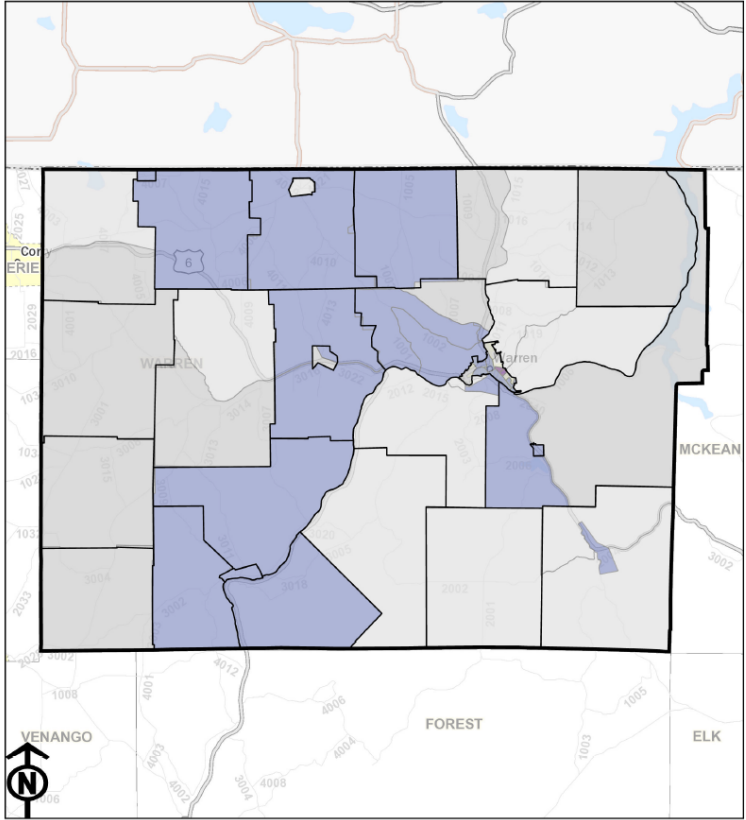
Legend

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021**
- Ratio of Low Income Block Group Percentage to Low Income County**
- Less than or equal to half County Low Income Population Percentage
- Greater than half and less than or equal to County Low Income Population Percentage
- Greater than County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage
- Greater than twice and less than or equal to four times the County Low Income Population Percentage
- Greater than four times the County Low Income Population Percentage



0 3.5 7 14 Miles

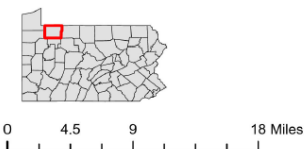
Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



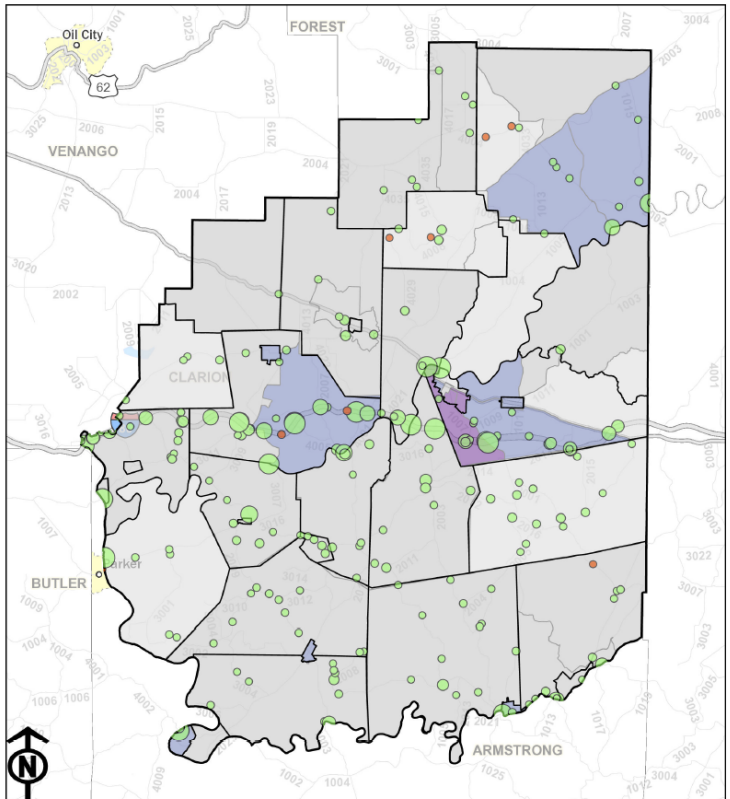
Warren County Concentrations of Low Income Population by Block Group

Statistics:
 County Total Population: 38,791
 County Low Income Population: 4,373
 County Overall Low Income Population Percentage: 12%

- Legend**
- Pennsylvania Counties
 - Pennsylvania Municipalities
 - Pennsylvania Census Block Groups, 2021**
 - Ratio of Low Income Block Group Percentage to Low Income County**
 - Less than or equal to half County Low Income Population Percentage
 - Greater than half and less than or equal to County Low Income Population Percentage
 - Greater than County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage
 - Greater than twice and less than or equal to four times the County Low Income Population Percentage
 - Greater than four times the County Low Income Population Percentage



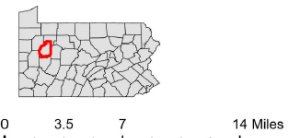
Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



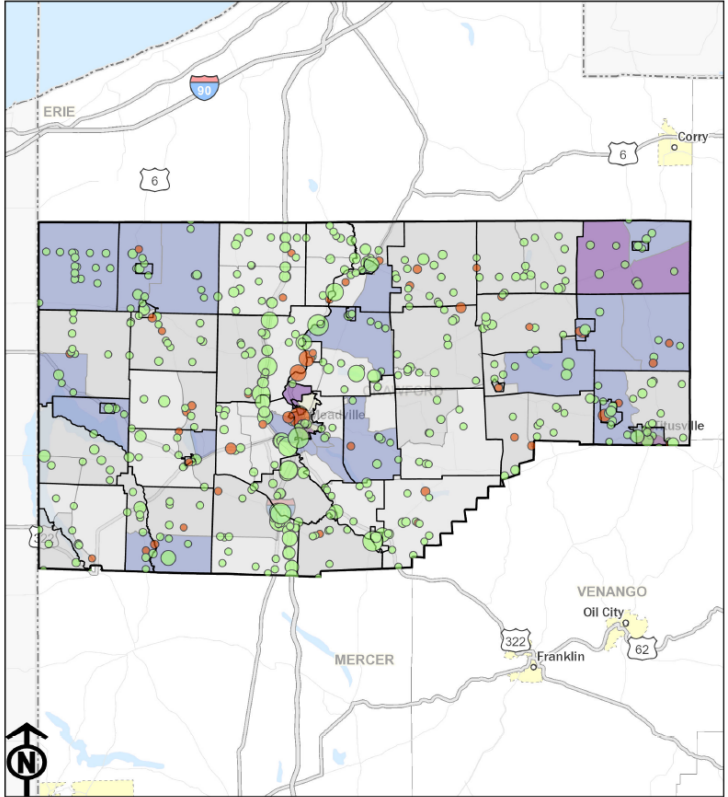
Clarion County Concentrations of Low Income Population and Bridges

- Legend**
- Pennsylvania Counties
 - Pennsylvania Municipalities
 - Pennsylvania Census Block Groups, 2021**
 - Ratio of Low Income Block Group Percentage to Low Income County**
 - Less than or equal to half County Low Income Population Percentage
 - Greater than half and less than or equal to County Low Income Population Percentage
 - Greater than County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage
 - Greater than twice and less than or equal to four times the County Low Income Population Percentage

- Bridges**
- Bridge Condition**
- Poor Condition or Worse
 - Fair Condition or Better
- Deck Area (Square Feet)**
- 0
 - 5,333.33
 - 10,666.7
 - 16,000



Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Crawford County Concentrations of Low Income Population and Bridges

Legend

- ▬ Pennsylvania Counties
- ▬ Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2021

Ratio of Low Income Block Group Percentage to Low Income County Percentage

- Light Gray: Less than or equal to half County Low Income Population Percentage
- Medium Gray: Greater than half and less than or equal to County Low Income Population Percentage
- Blue: Greater than County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage
- Purple: Greater than twice and less than or equal to four times the County Low Income Population Percentage

Bridges

Bridge Condition

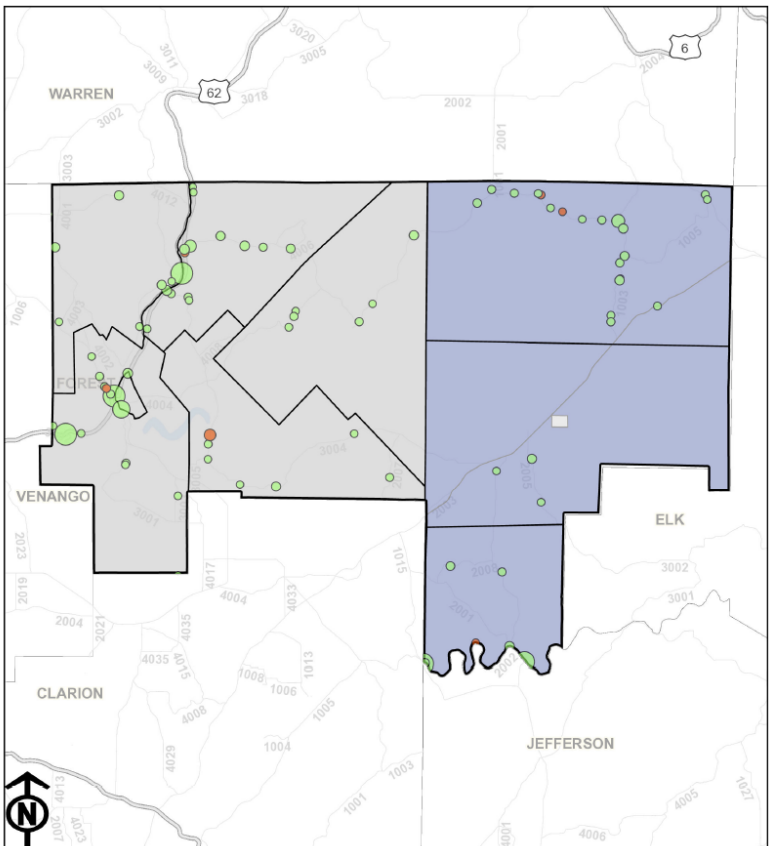
- Red Circle: Poor Condition or Worse
- Green Circle: Fair Condition or Better

Deck Area (Square Feet)

- Small Red Circle: 0
- Medium Red Circle: 5,333.33
- Large Red Circle: 10,666.7
- Very Large Red Circle: 16,000

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

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



Forest County Concentrations of Low Income Population and Bridges

Legend

- ▬ Pennsylvania Counties
- ▬ Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2021

Ratio of Low Income Block Group Percentage to Low Income County Percentage

- Light Gray: Less than or equal to half County Low Income Population Percentage
- Medium Gray: Greater than half and less than or equal to County Low Income Population Percentage
- Blue: Greater than County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage

Bridges

Bridge Condition

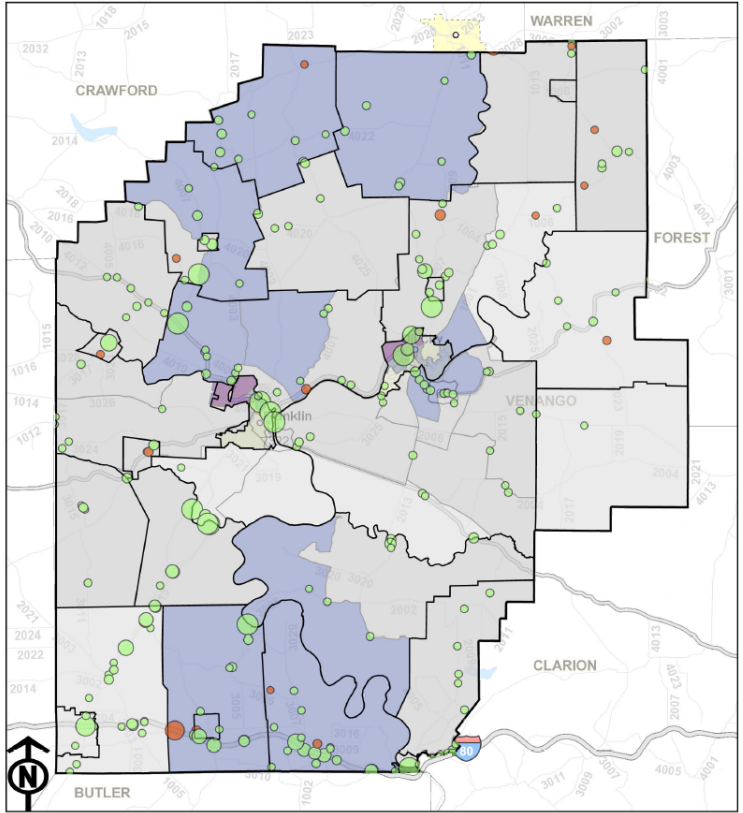
- Red Circle: Poor Condition or Worse
- Green Circle: Fair Condition or Better

Deck Area (Square Feet)

- Small Red Circle: 0
- Medium Red Circle: 5,333.33
- Large Red Circle: 10,666.7
- Very Large Red Circle: 16,000

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

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



Venango County Concentrations of Low Income Population and Bridges

Legend

- Pennsylvania Counties
- Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2021

Ratio of Low Income Block Group Percentage to Low Income County Percentage

- Lightest Gray: Less than or equal to half County Low Income Population Percentage
- Light Gray: Greater than half and less than or equal to County Low Income Population Percentage
- Medium Gray: Greater than County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage
- Dark Gray: Greater than twice and less than or equal to four times the County Low Income Population Percentage

Bridges

Bridge Condition

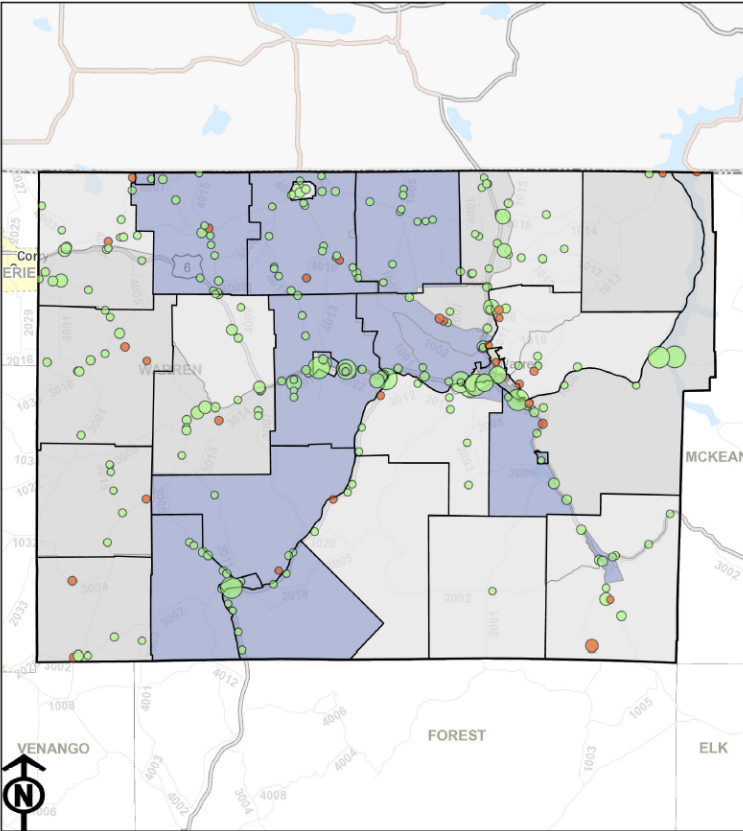
- Poor Condition or Worse
- Fair Condition or Better

Deck Area (Square Feet)

- 0
- 5,333.33
- 10,666.67
- 16,000

0 3.5 7 14 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Warren County Concentrations of Low Income Population and Bridges

Legend

- Pennsylvania Counties
- Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2021

Ratio of Low Income Block Group Percentage to Low Income County Percentage

- Lightest Gray: Less than or equal to half County Low Income Population Percentage
- Light Gray: Greater than half and less than or equal to County Low Income Population Percentage
- Medium Gray: Greater than County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage
- Dark Gray: Greater than twice and less than or equal to four times the County Low Income Population Percentage

Bridges

Bridge Condition

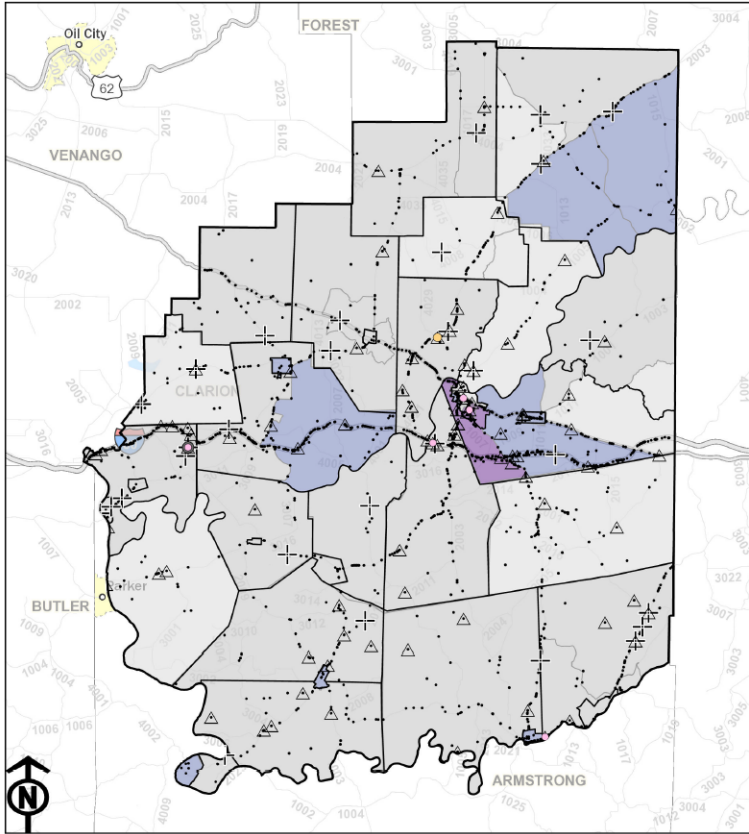
- Poor Condition or Worse
- Fair Condition or Better

Deck Area (Square Feet)

- 0
- 5,333.33
- 10,666.67
- 16,000

0 4.5 9 18 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Clarion County Concentrations of Low Income Population and Crashes

Legend

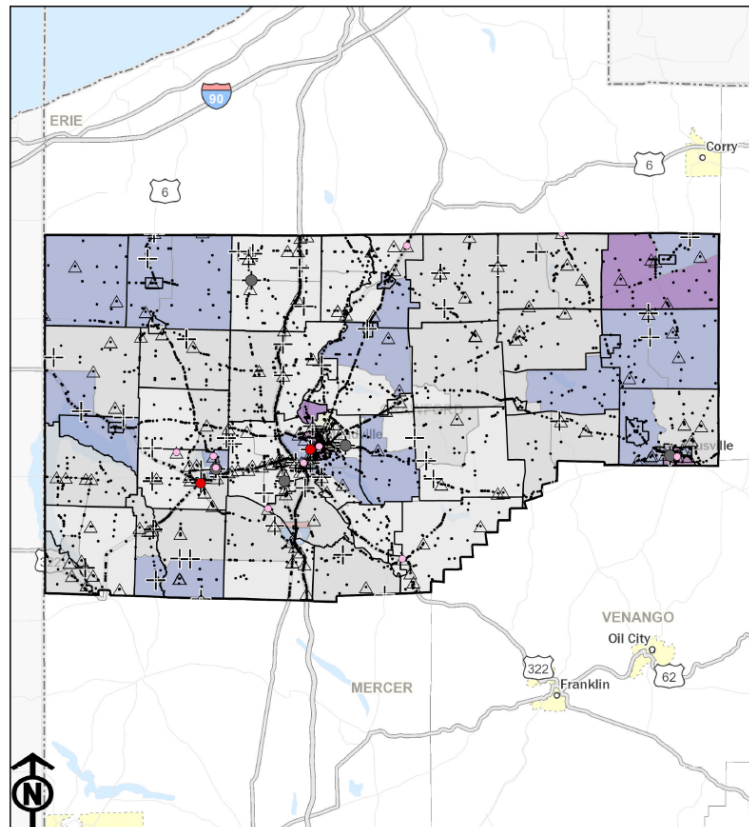
- Pedestrian Suspected Serious Injuries, 2017-2021
 - Pedestrian Fatalities, 2017-2021
 - Bicycle Suspected Serious Injuries, 2017-2021
 - Bicycle Fatalities, 2017-2021
 - △ All Suspected Serious Injuries, 2017-2021
 - ⊕ All Fatalities, 2017-2021
 - All Reportable Crashes, 2017-2021
 - Pennsylvania Counties
 - Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021
- Ratio of Low Income Block Group Percentage to Low Income County Percentage
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 - Greater than half and less than or equal to County Low Income Population Percentage
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 - Greater than four times the County Low Income Population Percentage



0 3.5 7 14 Miles

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

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



Crawford County Concentrations of Low Income Population and Crashes

Legend

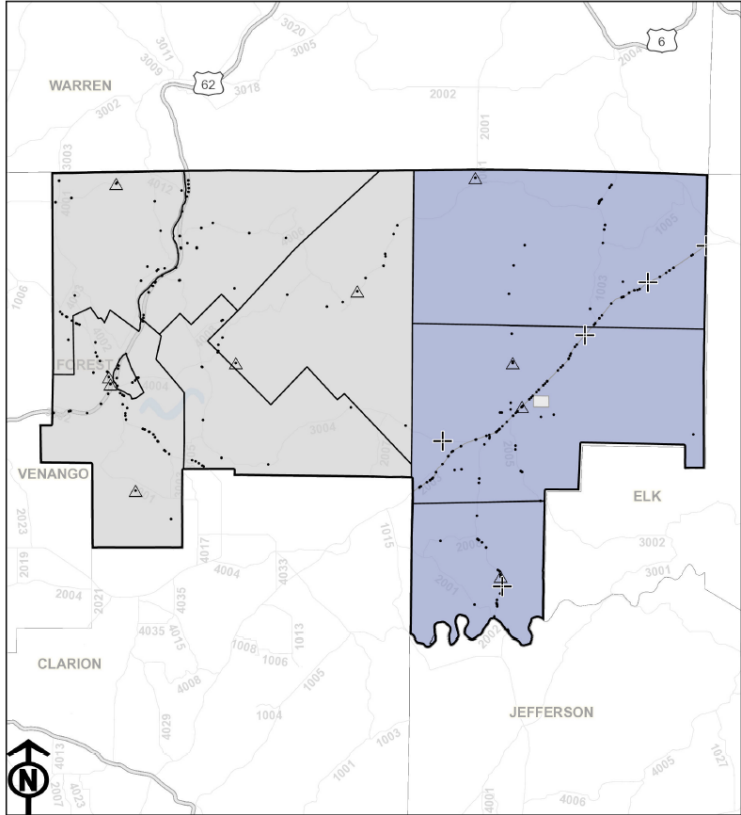
- Pedestrian Suspected Serious Injuries, 2017-2021
 - Pedestrian Fatalities, 2017-2021
 - Bicycle Suspected Serious Injuries, 2017-2021
 - Bicycle Fatalities, 2017-2021
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0 5 10 20 Miles

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

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



Forest County Concentrations of Low Income Population and Crashes

Legend

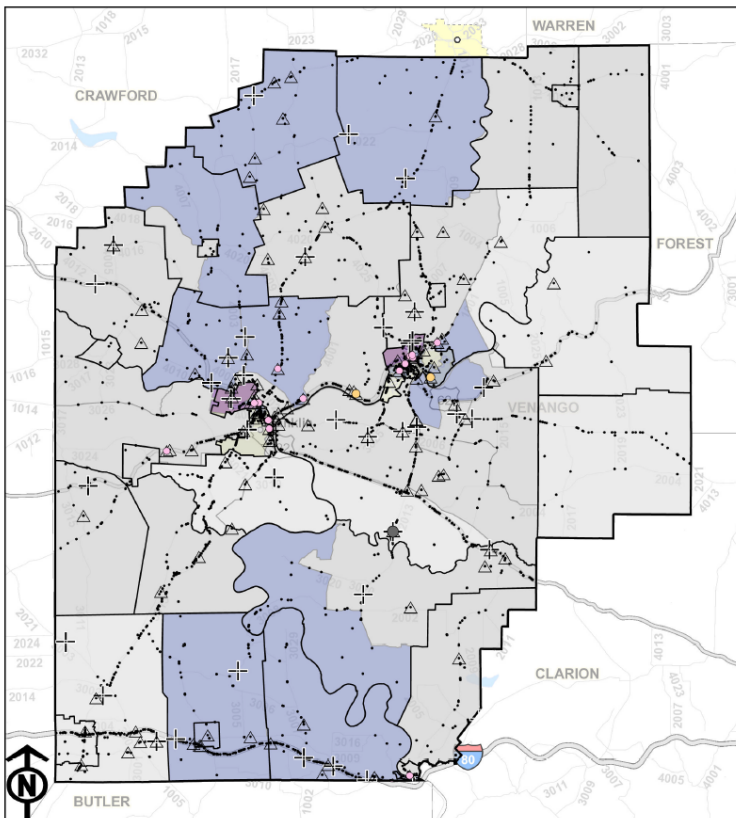
- Pedestrian Suspected Serious Injuries, 2017-2021
 - Pedestrian Fatalities, 2017-2021
 - Bicycle Suspected Serious Injuries, 2017-2021
 - Bicycle Fatalities, 2017-2021
 - △ All Suspected Serious Injuries, 2017-2021
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0 3.5 7 14 Miles

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

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



Venango County Concentrations of Low Income Population and Crashes

Legend

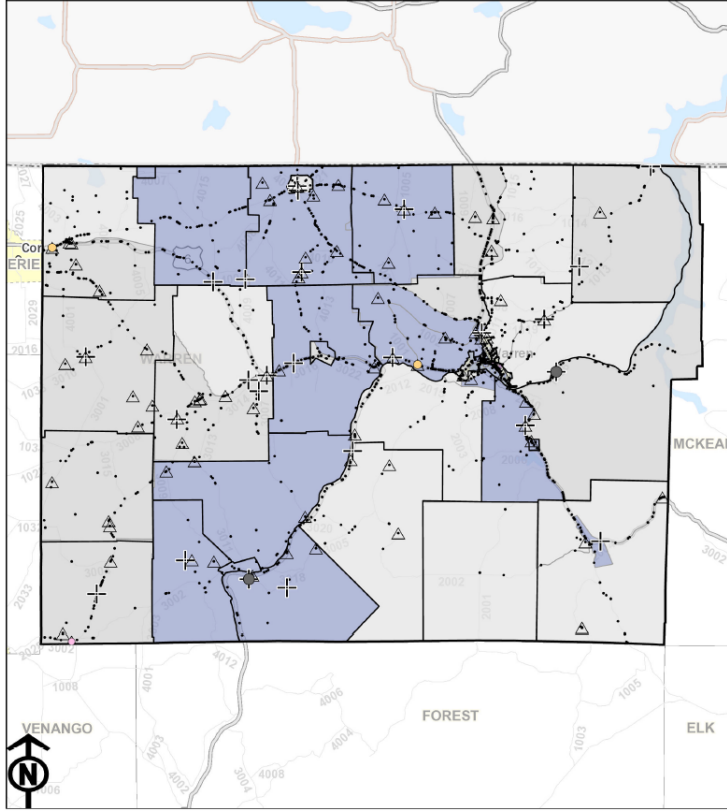
- Pedestrian Suspected Serious Injuries, 2017-2021
 - Pedestrian Fatalities, 2017-2021
 - Bicycle Suspected Serious Injuries, 2017-2021
 - Bicycle Fatalities, 2017-2021
 - △ All Suspected Serious Injuries, 2017-2021
 - + All Fatalities, 2017-2021
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 - Greater than four times the County Low Income Population Percentage



0 3.5 7 14 Miles

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

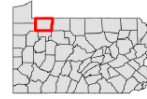
Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Warren County Concentrations of Low Income Population and Crashes

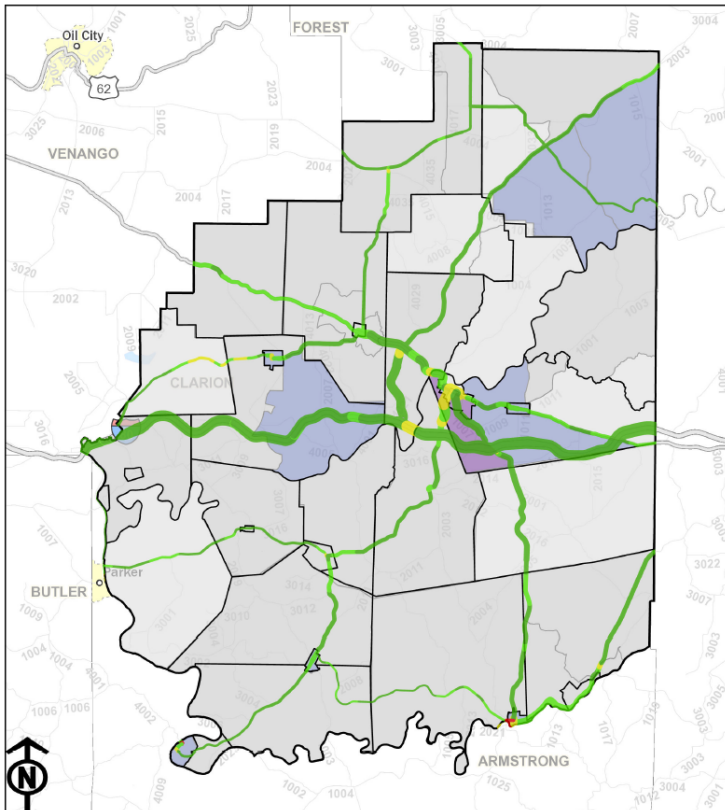
Legend

- Pedestrian Suspected Serious Injuries, 2017-2021
- Pedestrian Fatalities, 2017-2021
- Bicycle Suspected Serious Injuries, 2017-2021
- Bicycle Fatalities, 2017-2021
- △ All Suspected Serious Injuries, 2017-2021
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- ▭ Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021
- Ratio of Low Income Block Group Percentage to Low Income County Percentage
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0 4.5 9 18 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Clarion County Concentrations of Low Income Population and Federal Aid Road Segments

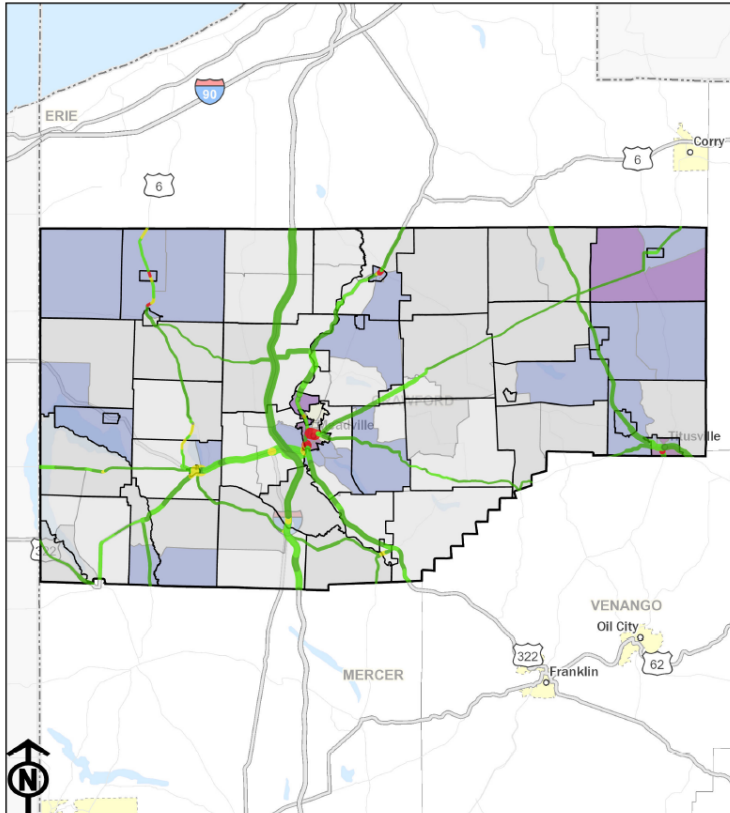
Legend

- Federal Aid Road Segments (PennDOT RMS)
- Pavement Condition (IRI rating)
 - EXCELLENT
 - GOOD
 - FAIR
 - POOR
 - OTHER
- Traffic Volume (Current AADT)
 - 318
 - 5,212
 - 10,106
 - 15,000
- ▭ Pennsylvania Counties
- ▭ Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021
- Ratio of Low Income Block Group Percentage to Low Income County Percentage
 - Less than or equal to half County Low Income Population Percentage
 - Greater than half and less than or equal to County Low Income Population Percentage
 - Greater than County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage
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0 3.5 7 14 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Crawford County Concentrations of Low Income Population and Federal Aid Road Segments

Legend

Federal Aid Road Segments (PennDOT RMS)
Pavement Condition (IRI rating)

- EXCELLENT
- GOOD
- FAIR
- POOR
- OTHER

Traffic Volume (Current AADT)

- 318
- 5,212
- 10,106
- 15,000

- Pennsylvania Counties
- Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2021

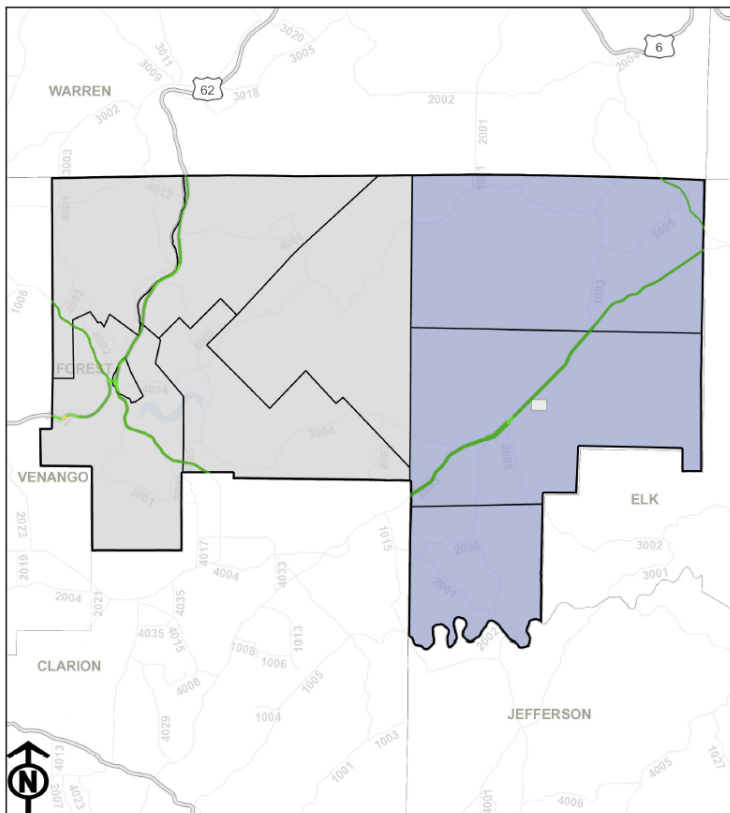
- Ratio of Low Income Block Group Percentage to Low Income County Percentage
- Less than or equal to half County Low Income Population Percentage
 - Greater than half and less than or equal to County Low Income Population Percentage
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 - Greater than twice and less than or equal to four times the County Low Income Population Percentage
 - Greater than four times the County Low Income Population Percentage



0 5 10 20 Miles

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

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



Forest County Concentrations of Low Income Population and Federal Aid Road Segments

Legend

Federal Aid Road Segments (PennDOT RMS)
Pavement Condition (IRI rating)

- EXCELLENT
- GOOD
- FAIR
- POOR
- OTHER

Traffic Volume (Current AADT)

- 318
- 5,212
- 10,106
- 15,000

- Pennsylvania Counties
- Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2021

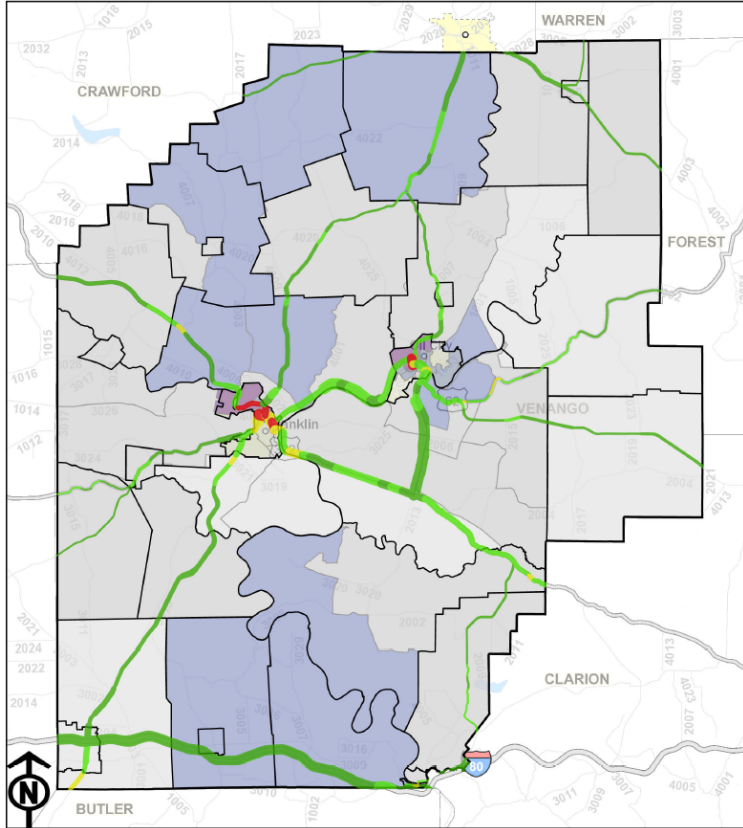
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 - Greater than four times the County Low Income Population Percentage



0 3.5 7 14 Miles

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

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



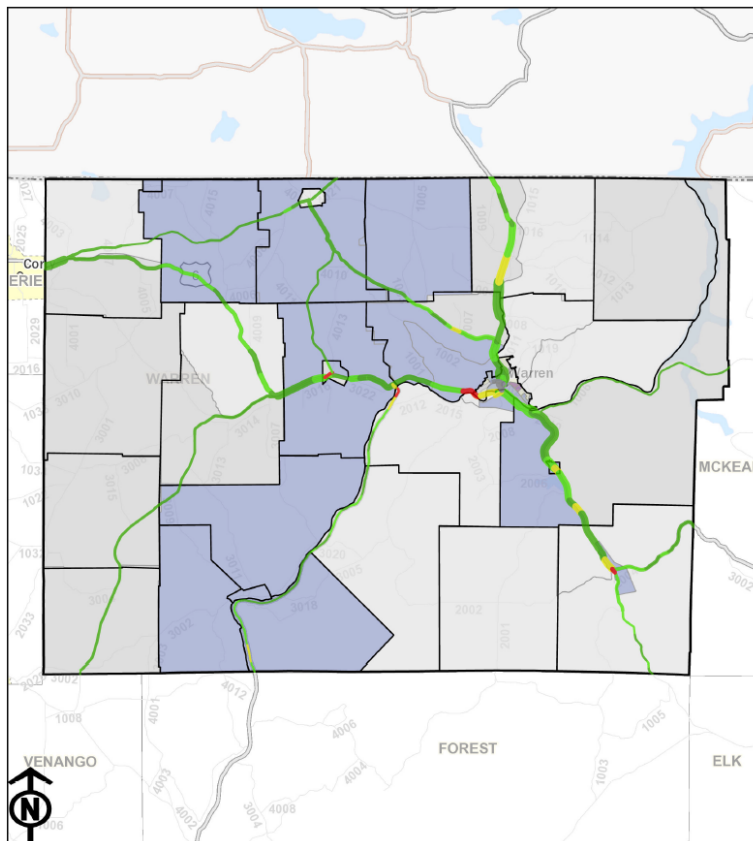
Venango County Concentrations of Low Income Population and Federal Aid Road Segments

Legend

- Federal Aid Road Segments (PennDOT RMS)
 - Pavement Condition (IRI rating)
 - EXCELLENT
 - GOOD
 - FAIR
 - POOR
 - OTHER
 - Traffic Volume (Current AADT)
 - 318
 - 5,212
 - 10,106
 - 15,000
- Pennsylvania Counties
 - Pennsylvania Municipalities
 - Pennsylvania Census Block Groups, 2021
 - Ratio of Low Income Block Group Percentage to Low Income County Population Percentage
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 - Greater than half and less than or equal to County Low Income Population Percentage
 - Greater than County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage
 - Greater than twice and less than or equal to four times the County Low Income Population Percentage
 - Greater than four times the County Low Income Population Percentage



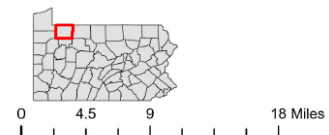
Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Warren County Concentrations of Low Income Population and Federal Aid Road Segments

Legend

- Federal Aid Road Segments (PennDOT RMS)
 - Pavement Condition (IRI rating)
 - EXCELLENT
 - GOOD
 - FAIR
 - POOR
 - OTHER
 - Traffic Volume (Current AADT)
 - 318
 - 5,212
 - 10,106
 - 15,000
- Pennsylvania Counties
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 - Greater than twice and less than or equal to four times the County Low Income Population Percentage
 - Greater than four times the County Low Income Population Percentage



Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.

Minority Profile

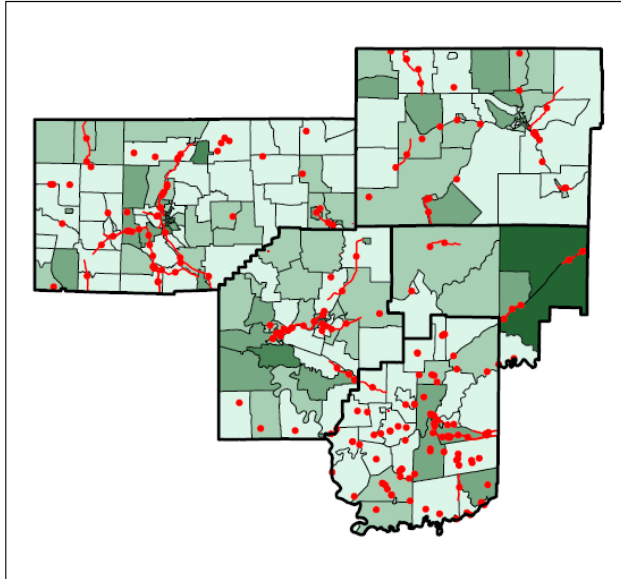
Minority Interval ID	Minority Population	Total Interval Population	Minority Percent of Interval Population
1	1,180	86,246	1.37%
2	2,519	59,628	4.22%
3	3,789	47,204	8.03%
4	3,004	19,567	15.35%
5	2,649	6,143	43.12%

Definitions:

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)

The maps below show the 2025-2028 Draft TIP projects in proximity to the minority areas of the RPO Region:

**Concentrations of Minority Populations
in Northwest RPO**



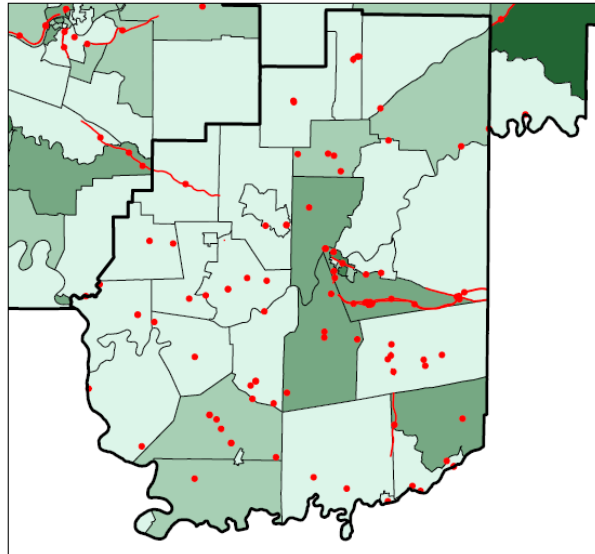
Legend

- Northwest Draft TIP - Points
- Northwest Draft TIP - Lines

**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 Percentage
- Greater than Planning Partner Minority 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

**Concentrations of Minority Populations
in Clarion County**



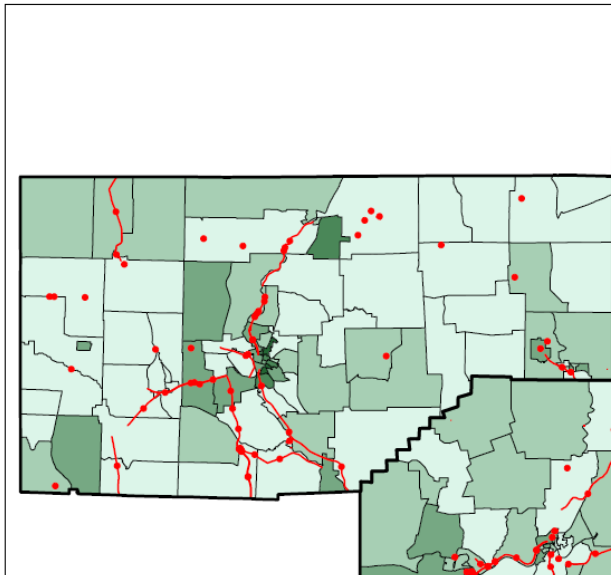
Legend

- Northwest Draft TIP - Points
- Northwest Draft TIP - Lines

**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 Percentage
- Greater than Planning Partner Minority 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

Concentrations of Minority Populations in Crawford County



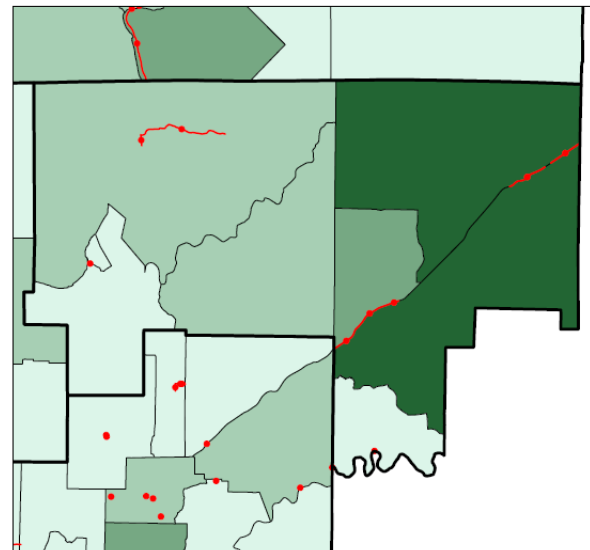
Legend

- Northwest Draft TIP - Points
- Northwest Draft TIP - Lines

**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 Percentage
- Greater than Planning Partner Minority 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

Concentrations of Minority Populations in Forest County



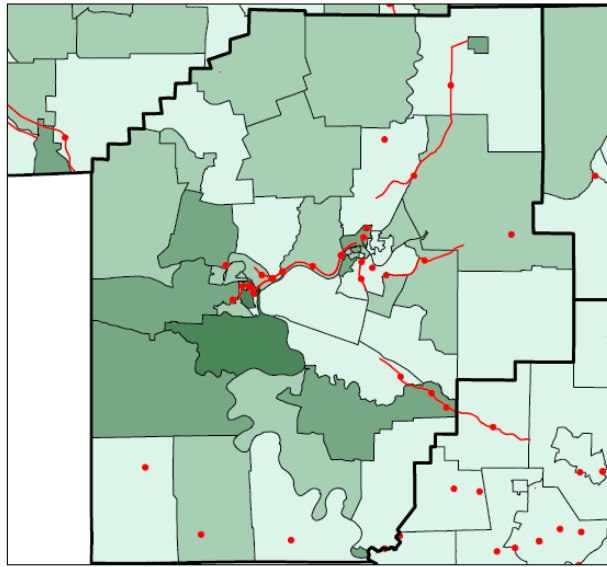
Legend

- Northwest Draft TIP - Points
- Northwest Draft TIP - Lines

**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 Percentage
- Greater than Planning Partner Minority 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

Concentrations of Minority Populations in Venango County



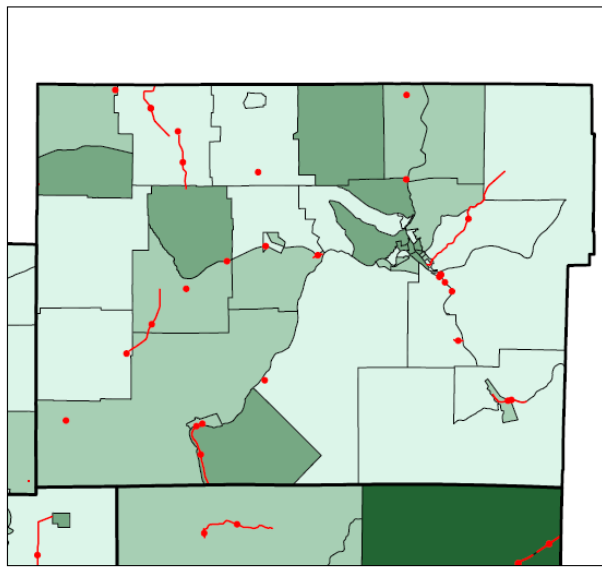
Legend

- Northwest Draft TIP - Points
- Northwest Draft TIP - Lines

**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 Percentage
- Greater than Planning Partner Minority 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

Concentrations of Minority Populations in Warren County

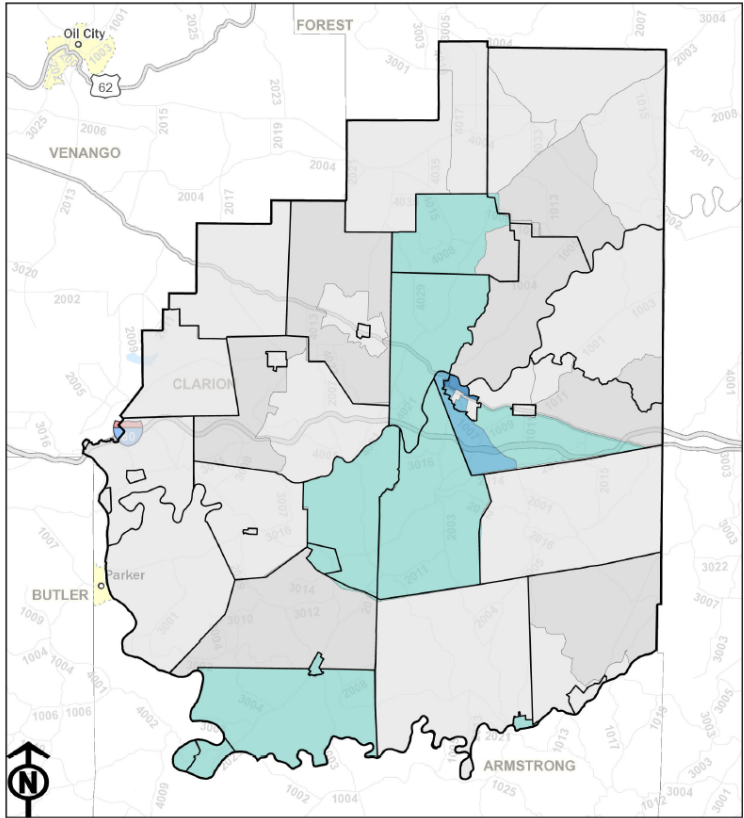


Legend

- Northwest Draft TIP - Points
- Northwest Draft TIP - Lines

**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 Percentage
- Greater than Planning Partner Minority 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



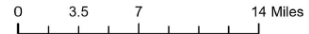
Clarion County Concentrations of Minority Population by Block Group

Statistics:

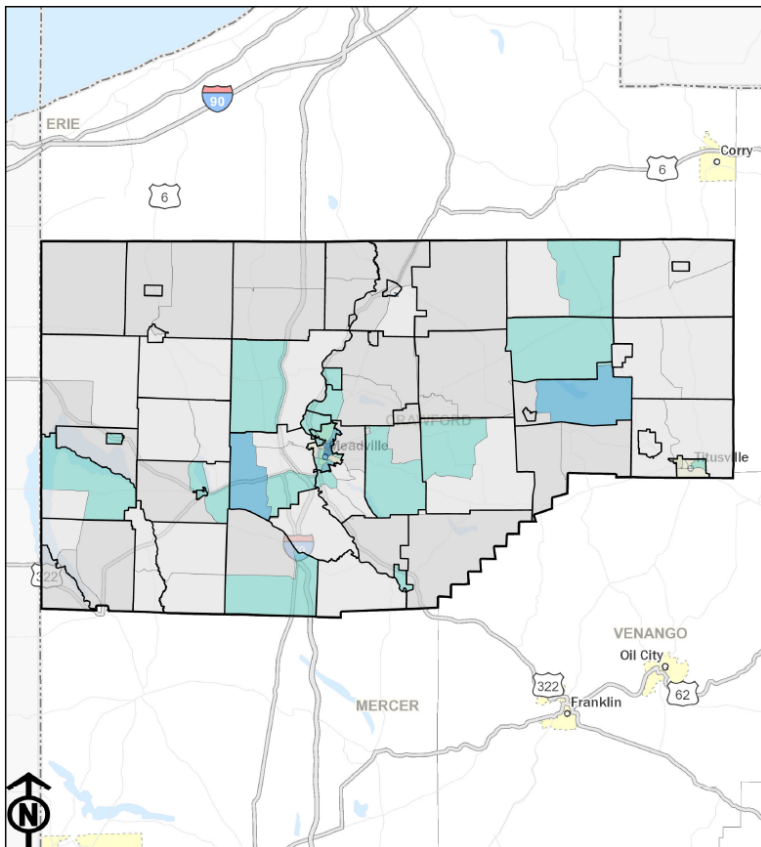
County Total Population: 37,571
 County Minority Population: 1,792
 County Overall Minority Population Percentage: 5%

Legend

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021**
- Ratio of Block Group Minority Percent to County Minority Percent**
- Less than or equal to half County Minority Population Percentage
- Greater than half and less than or equal to County Minority Population Percentage
- Greater than County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
- Greater than twice and less than or equal to four times the County Minority Population Percentage
- Greater than four times the County Minority Population Percentage



Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



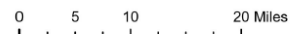
Crawford County Concentrations of Minority Population by Block Group

Statistics:

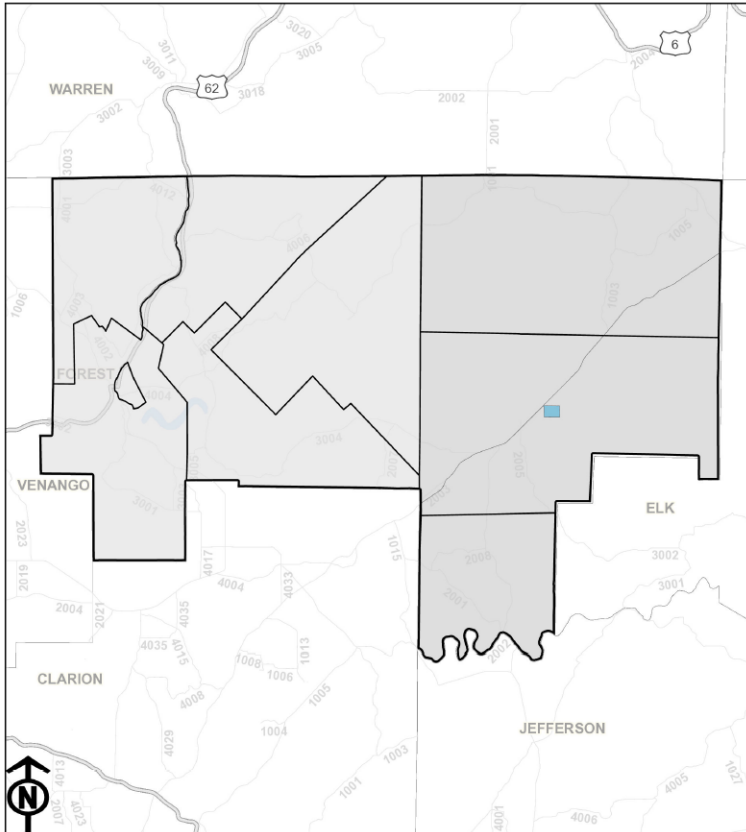
County Total Population: 84,495
 County Minority Population: 4,910
 County Overall Minority Population Percentage: 6%

Legend

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021**
- Ratio of Block Group Minority Percent to County Minority Percent**
- Less than or equal to half County Minority Population Percentage
- Greater than half and less than or equal to County Minority Population Percentage
- Greater than County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
- Greater than twice and less than or equal to four times the County Minority Population Percentage
- Greater than four times the County Minority Population Percentage



Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Forest County Concentrations of Minority Population by Block Group

Statistics:

County Total Population: 7,121
 County Minority Population: 1,996
 County Overall Minority Population Percentage: 28%

Legend

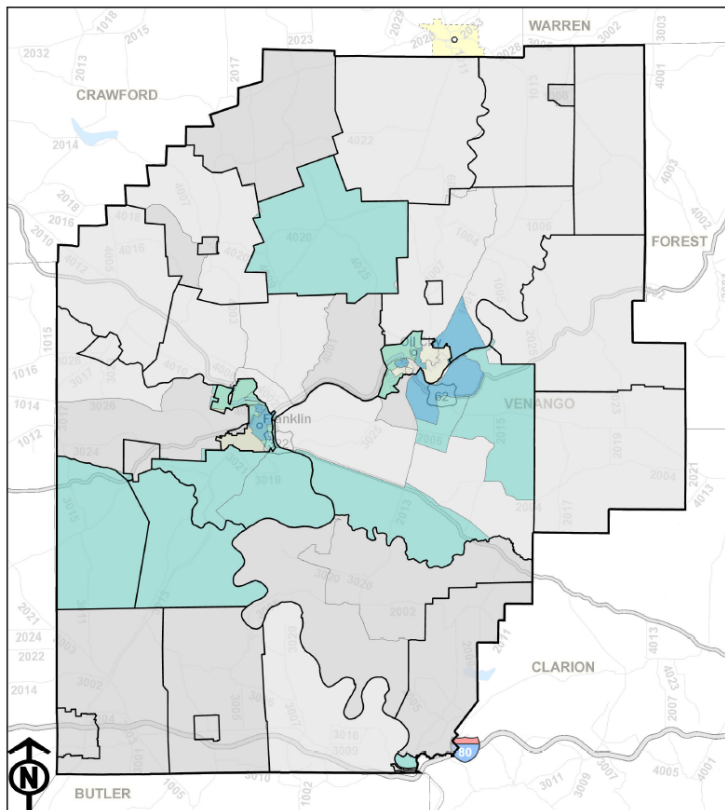
- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021
- Ratio of Block Group Minority Percent to County Minority Percent
 - Less than or equal to half County Minority Population Percentage
 - Greater than half and less than or equal to County Minority Population Percentage
 - Greater than County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
 - Greater than twice and less than or equal to four times the County Minority Population Percentage



0 3.5 7 14 Miles

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

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



Venango County Concentrations of Minority Population by Block Group

Statistics:

County Total Population: 50,810
 County Minority Population: 2,618
 County Overall Minority Population Percentage: 5%

Legend

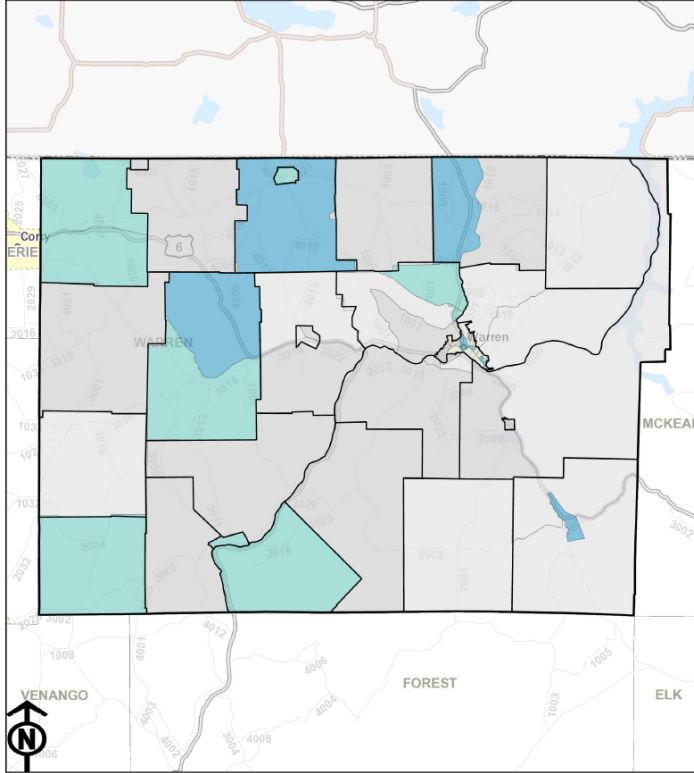
- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021
- Ratio of Block Group Minority Percent to County Minority Percent
 - Less than or equal to half County Minority Population Percentage
 - Greater than half and less than or equal to County Minority Population Percentage
 - Greater than County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
 - Greater than twice and less than or equal to four times the County Minority Population Percentage



0 3.5 7 14 Miles

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

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



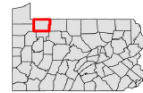
Warren County Concentrations of Minority Population by Block Group

Statistics:

County Total Population: 38,791
 County Minority Population: 1,825
 County Overall Minority Population Percentage: 5%

Legend

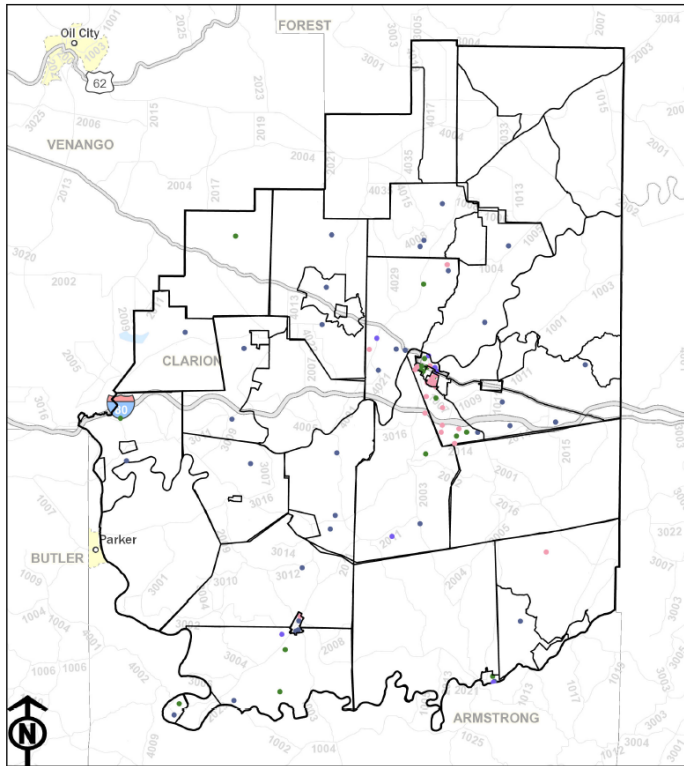
- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021**
- Ratio of Block Group Minority Percent to County Minority Percent**
- Less than or equal to half County Minority Population Percentage
- Greater than half and less than or equal to County Minority Population Percentage
- Greater than County Minority Population Percentage, and less than or equal to twice the County Minority Population Percentage
- Greater than twice and less than or equal to four times the County Minority Population Percentage



0 4.5 9 18 Miles

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

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



Clarion County Minority Populations by Block Group

Statistics:

County Total Population: 37,571
 County Minority Population: 1,792
 County Overall Minority Population Percentage: 4.8%

Legend

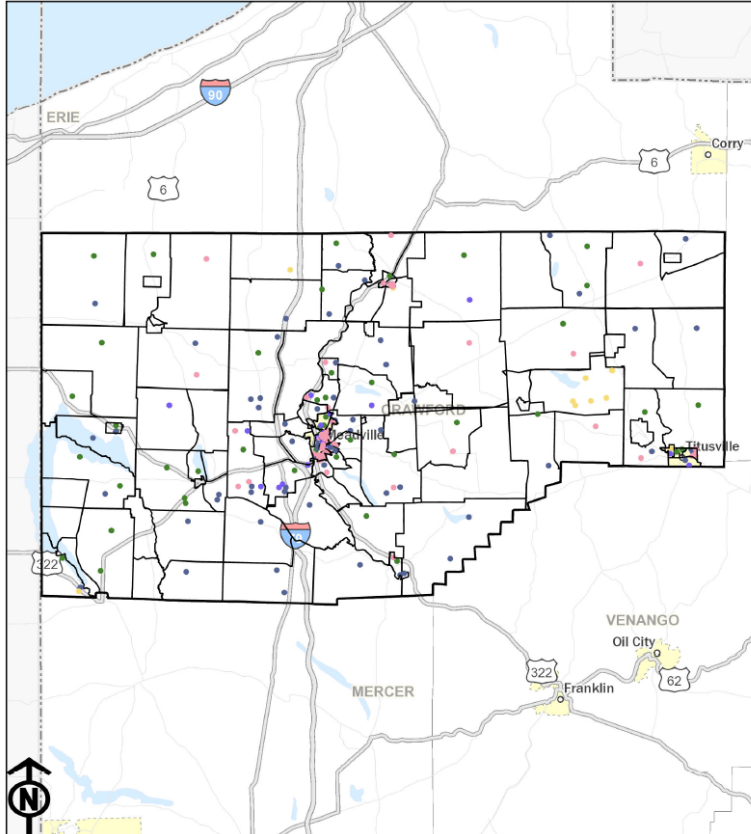
- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021**
- 1 Dot = 20 People**
- Black or African-American, Not Hispanic or Latino
- American Indian or Alaskan Native, Not Hispanic or Latino
- Asian, Not Hispanic or Latino
- Native Hawaiian or Pacific Islander, Not Hispanic or Latino
- Other Race, Not Hispanic or Latino
- Two or more Races, Not Hispanic or Latino
- Hispanic or Latino



0 3.5 7 14 Miles

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

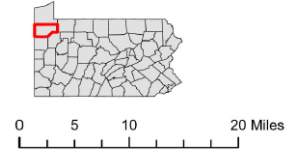
Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



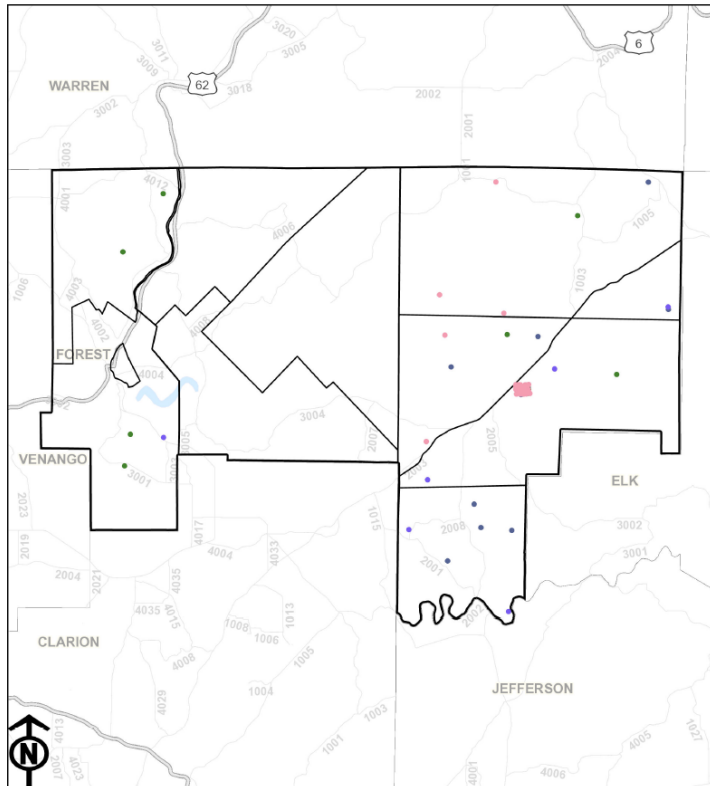
Crawford County Minority Populations by Block Group

Statistics:
 County Total Population: 84,495
 County Minority Population: 4,910
 County Overall Minority Population Percentage: 5.8%

- Legend**
- Pennsylvania Counties
 - Pennsylvania Municipalities
 - Pennsylvania Census Block Groups, 2021
 - 1 Dot = 20 People
 - Black or African-American, Not Hispanic or Latino
 - American Indian or Alaskan Native, Not Hispanic or Latino
 - Asian, Not Hispanic or Latino
 - Native Hawaiian or Pacific Islander, Not Hispanic or Latino
 - Other Race, Not Hispanic or Latino
 - Two or more Races, Not Hispanic or Latino
 - Hispanic or Latino



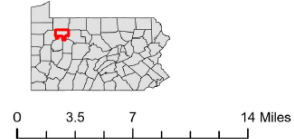
Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



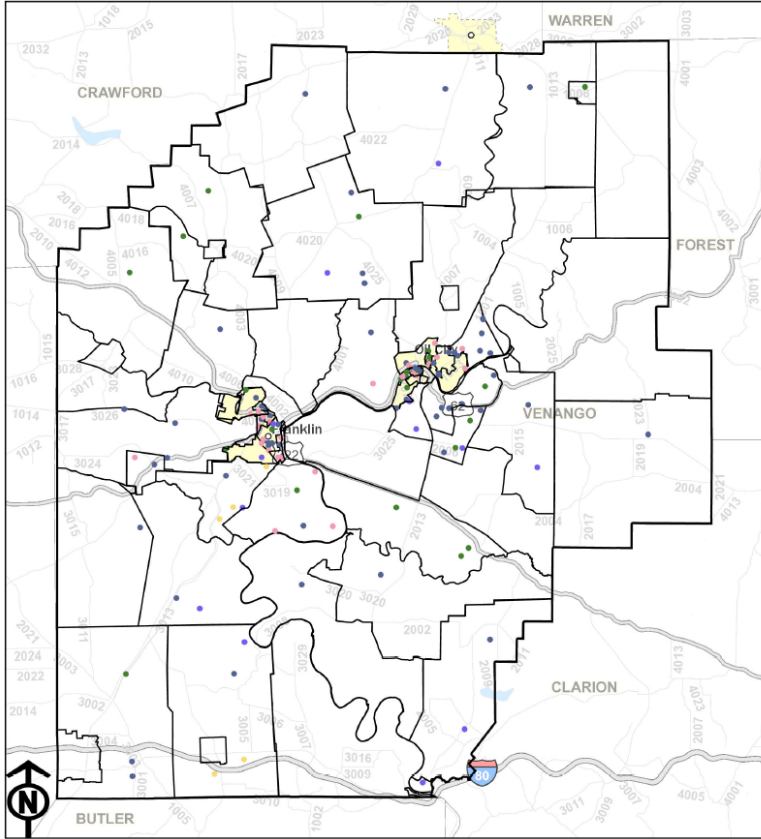
Forest County Minority Populations by Block Group

Statistics:
 County Total Population: 7,121
 County Minority Population: 1,996
 County Overall Minority Population Percentage: 28.0%

- Legend**
- Pennsylvania Counties
 - Pennsylvania Municipalities
 - Pennsylvania Census Block Groups, 2021
 - 1 Dot = 20 People
 - Black or African-American, Not Hispanic or Latino
 - American Indian or Alaskan Native, Not Hispanic or Latino
 - Asian, Not Hispanic or Latino
 - Native Hawaiian or Pacific Islander, Not Hispanic or Latino
 - Other Race, Not Hispanic or Latino
 - Two or more Races, Not Hispanic or Latino
 - Hispanic or Latino



Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



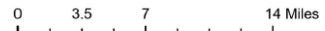
Venango County Minority Populations by Block Group

Statistics:

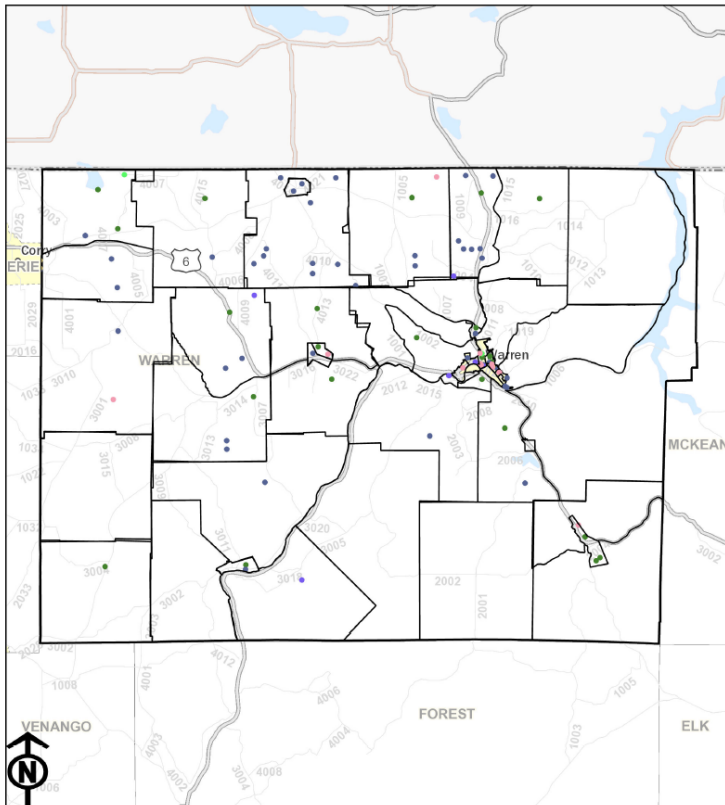
County Total Population: 50,810
 County Minority Population: 2,618
 County Overall Minority Population Percentage: 5.2%

Legend

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021**
- 1 Dot = 20 People
- Black or African-American, Not Hispanic or Latino
- American Indian or Alaskan Native, Not Hispanic or Latino
- Asian, Not Hispanic or Latino
- Native Hawaiian or Pacific Islander, Not Hispanic or Latino
- Other Race, Not Hispanic or Latino
- Two or more Races, Not Hispanic or Latino
- Hispanic or Latino



Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



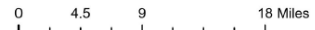
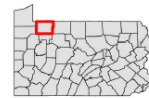
Warren County Minority Populations by Block Group

Statistics:

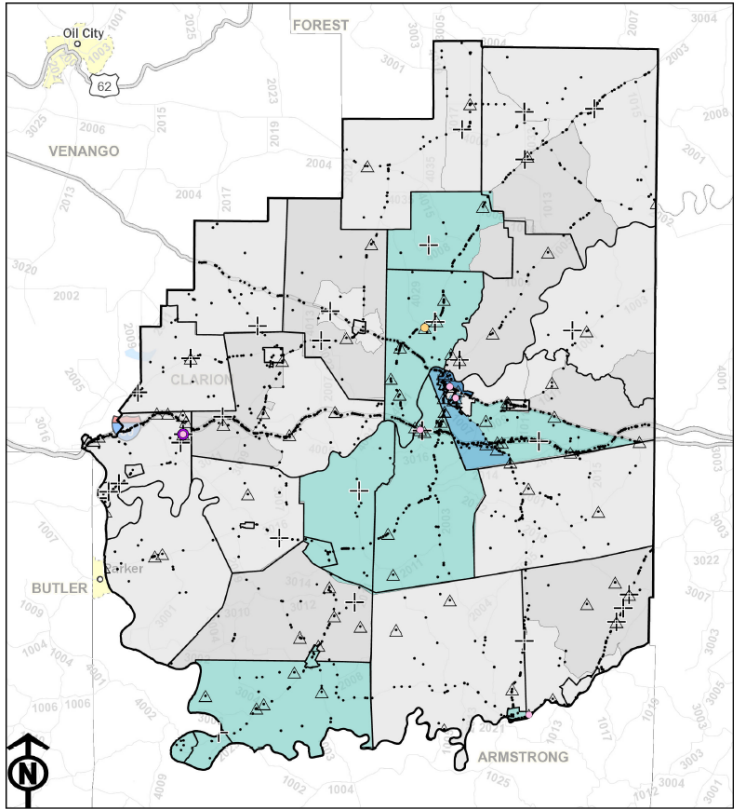
County Total Population: 38,791
 County Minority Population: 1,825
 County Overall Minority Population Percentage: 4.7%

Legend

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021**
- 1 Dot = 20 People
- Black or African-American, Not Hispanic or Latino
- American Indian or Alaskan Native, Not Hispanic or Latino
- Asian, Not Hispanic or Latino
- Native Hawaiian or Pacific Islander, Not Hispanic or Latino
- Other Race, Not Hispanic or Latino
- Two or more Races, Not Hispanic or Latino
- Hispanic or Latino



Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.

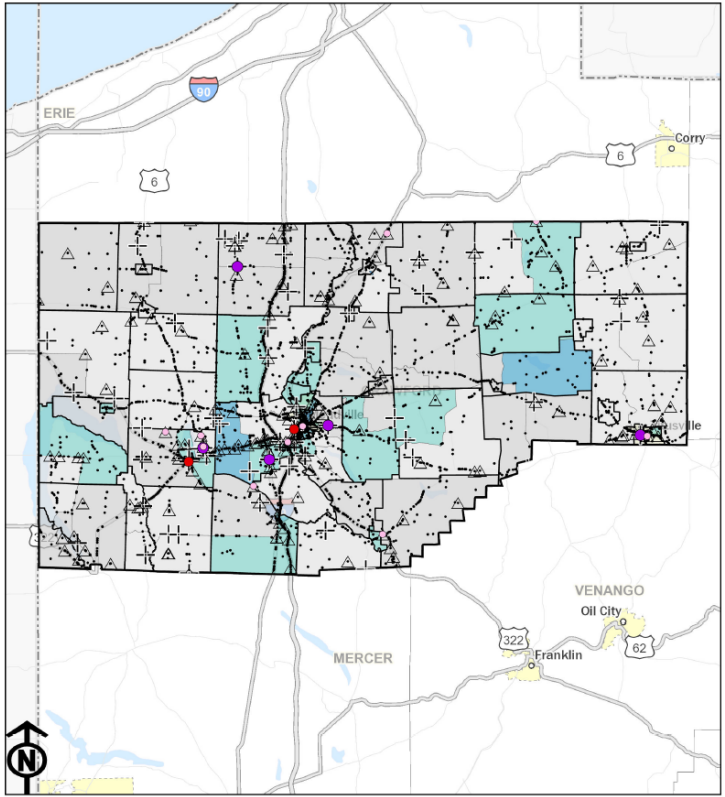


Clarion County Concentrations of Minority Population by Block Group and Crashes

- Legend**
- Pedestrian Suspected Serious Injuries, 2017-2021
 - Pedestrian Fatalities, 2017-2021
 - Bicycle Suspected Serious Injuries, 2017-2021
 - Bicycle Fatalities, 2017-2021
 - △ All Suspected Serious Injuries, 2017-2021
 - ⊕ All Fatalities, 2017-2021
 - All Reportable Crashes, 2017-2021
 - ▭ Pennsylvania Counties
 - ▭ Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021**
- Ratio of Block Group Minority Percent to County Minority Percent
- Lightest Gray: Less than or equal to half County Minority Population Percentage
 - Light Gray: Greater than half and less than or equal to County Minority Population Percentage
 - Medium Gray: Greater than County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
 - Dark Gray: Greater than twice and less than or equal to four times the County Minority Population Percentage
 - Black: Greater than four times the County Minority Population Percentage

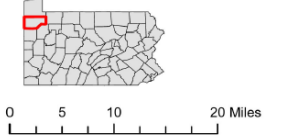


Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.

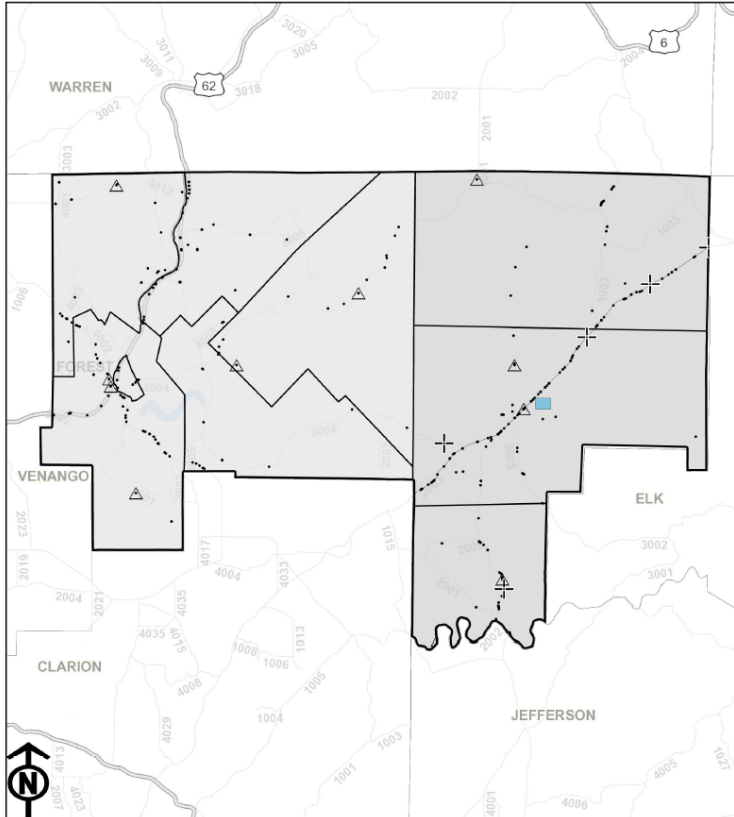


Crawford County Concentrations of Minority Population by Block Group and Crashes

- Legend**
- Pedestrian Suspected Serious Injuries, 2017-2021
 - Pedestrian Fatalities, 2017-2021
 - Bicycle Suspected Serious Injuries, 2017-2021
 - Bicycle Fatalities, 2017-2021
 - △ All Suspected Serious Injuries, 2017-2021
 - ⊕ All Fatalities, 2017-2021
 - All Reportable Crashes, 2017-2021
 - ▭ Pennsylvania Counties
 - ▭ Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021**
- Ratio of Block Group Minority Percent to County Minority Percent
- Lightest Gray: Less than or equal to half County Minority Population Percentage
 - Light Gray: Greater than half and less than or equal to County Minority Population Percentage
 - Medium Gray: Greater than County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
 - Dark Gray: Greater than twice and less than or equal to four times the County Minority Population Percentage
 - Black: Greater than four times the County Minority Population Percentage



Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Forest County Concentrations of Minority Population by Block Group and Crashes

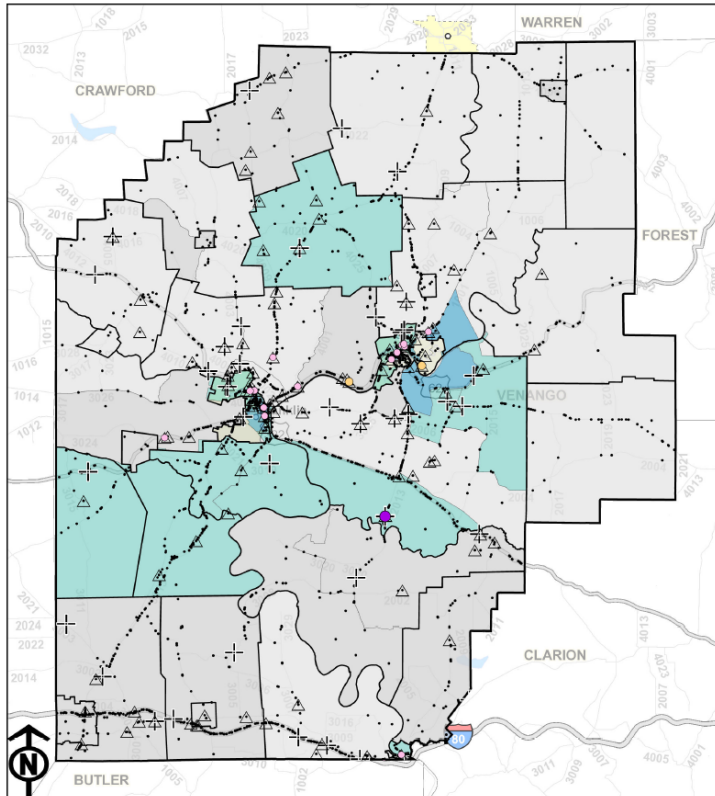
Legend

- Pedestrian Suspected Serious Injuries, 2017-2021
 - Pedestrian Fatalities, 2017-2021
 - Bicycle Suspected Serious Injuries, 2017-2021
 - Bicycle Fatalities, 2017-2021
 - △ All Suspected Serious Injuries, 2017-2021
 - + All Fatalities, 2017-2021
 - All Reportable Crashes, 2017-2021
 - Pennsylvania Counties
 - Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021**
- Ratio of Block Group Minority Percent to County Minority Percent
- Less than or equal to half County Minority Population Percentage
 - Greater than half and less than or equal to County Minority Population Percentage
 - Greater than County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
 - Greater than twice and less than or equal to four times the County Minority Population Percentage
 - Greater than four times the County Minority Population Percentage



0 3.5 7 14 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Venango County Concentrations of Minority Population by Block Group and Crashes

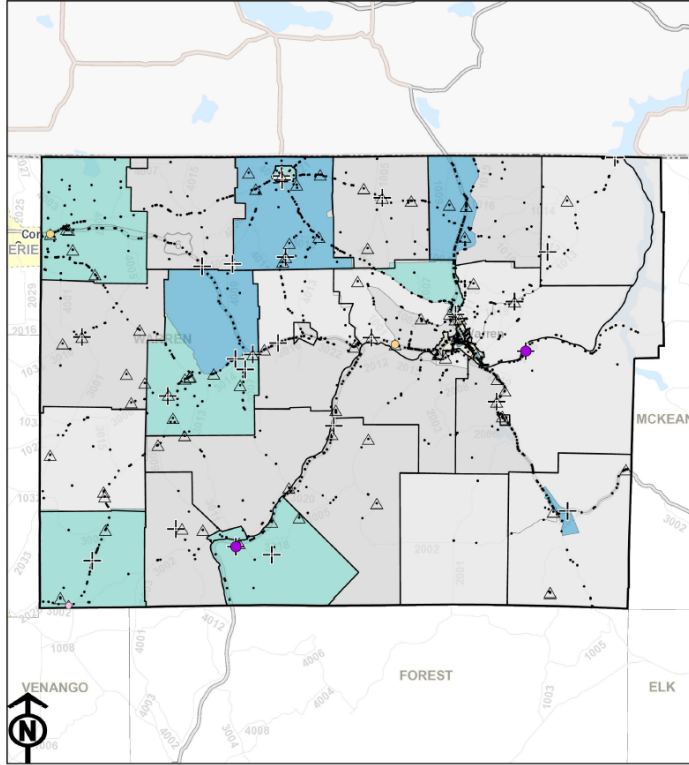
Legend

- Pedestrian Suspected Serious Injuries, 2017-2021
 - Pedestrian Fatalities, 2017-2021
 - Bicycle Suspected Serious Injuries, 2017-2021
 - Bicycle Fatalities, 2017-2021
 - △ All Suspected Serious Injuries, 2017-2021
 - + All Fatalities, 2017-2021
 - All Reportable Crashes, 2017-2021
 - Pennsylvania Counties
 - Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021**
- Ratio of Block Group Minority Percent to County Minority Percent
- Less than or equal to half County Minority Population Percentage
 - Greater than half and less than or equal to County Minority Population Percentage
 - Greater than County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
 - Greater than twice and less than or equal to four times the County Minority Population Percentage
 - Greater than four times the County Minority Population Percentage



0 3.5 7 14 Miles

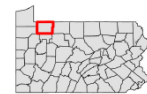
Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Warren County Concentrations of Minority Population by Block Group and Crashes

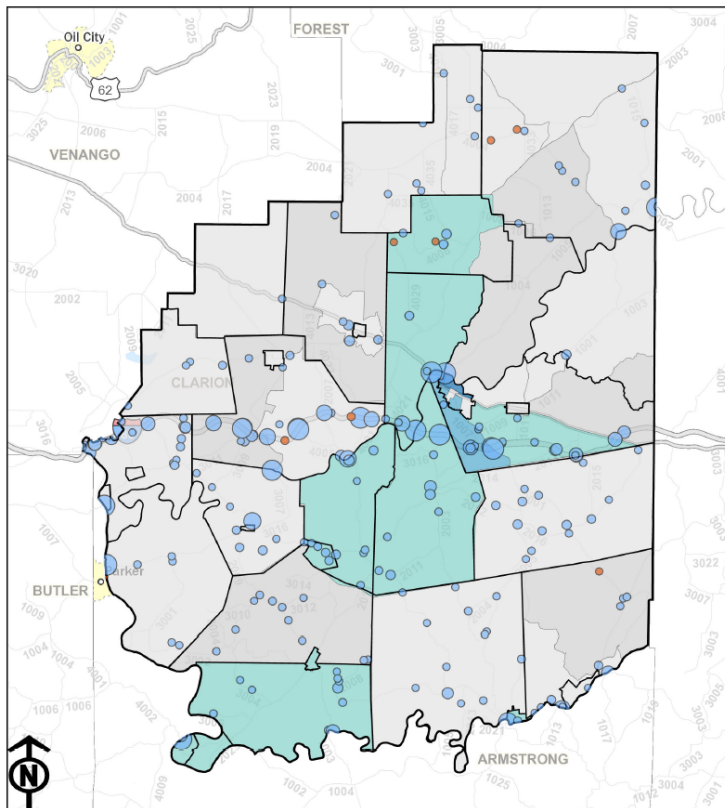
Legend

- Pedestrian Suspected Serious Injuries, 2017-2021
 - Pedestrian Fatalities, 2017-2021
 - Bicycle Suspected Serious Injuries, 2017-2021
 - Bicycle Fatalities, 2017-2021
 - ▲ All Suspected Serious Injuries, 2017-2021
 - + All Fatalities, 2017-2021
 - All Reportable Crashes, 2017-2021
 - Pennsylvania Counties
 - Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021
- Ratio of Block Group Minority Percent to County Minority Percent
- Less than or equal to half County Minority Population Percentage
 - Greater than half and less than or equal to County Minority Population Percentage
 - Greater than County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
 - Greater than twice and less than or equal to four times the County Minority Population Percentage
 - Greater than four times the County Minority Population Percentage



0 4.5 9 18 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Clarion County Concentrations of Minority Population by Block Group and Bridges

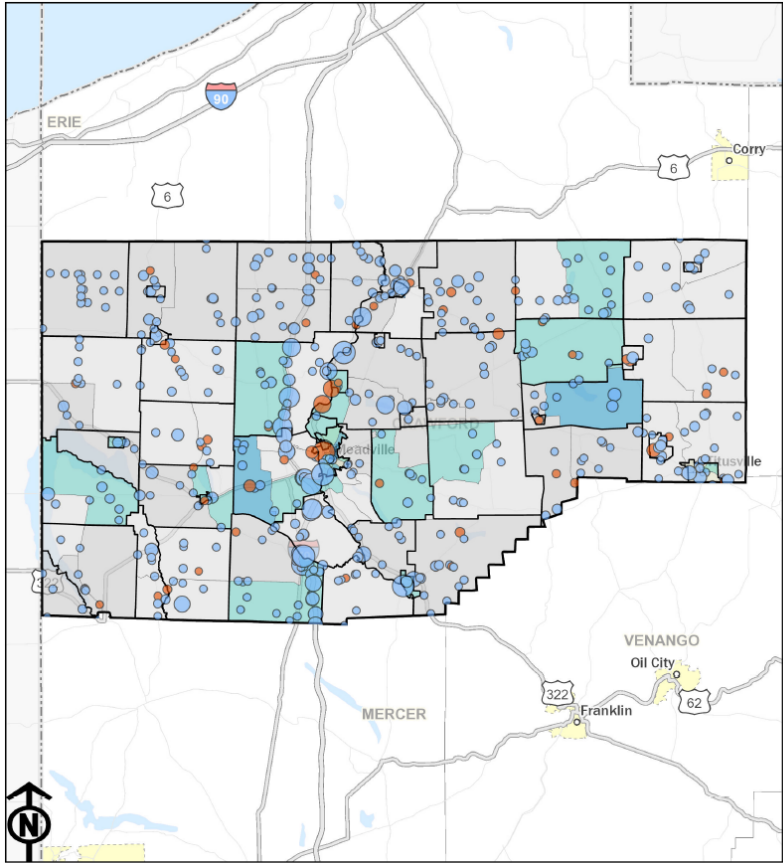
Legend

- Pennsylvania Counties
 - Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021
- Ratio of Block Group Minority Percent to County Minority Percent
- Less than or equal to half County Minority Population Percentage
 - Greater than half and less than or equal to County Minority Population Percentage
 - Greater than County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
 - Greater than twice and less than or equal to four times the County Minority Population Percentage
 - Greater than four times the County Minority Population Percentage
- Bridges
- Bridge Condition
- Poor Condition or Worse
 - Fair Condition or Better
- Deck Area (Square Feet)
- 0
 - 5,333.33
 - 10,666.7
 - 16,000



0 3.5 7 14 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
 Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Crawford County Concentrations of Minority Population by Block Group and Bridges

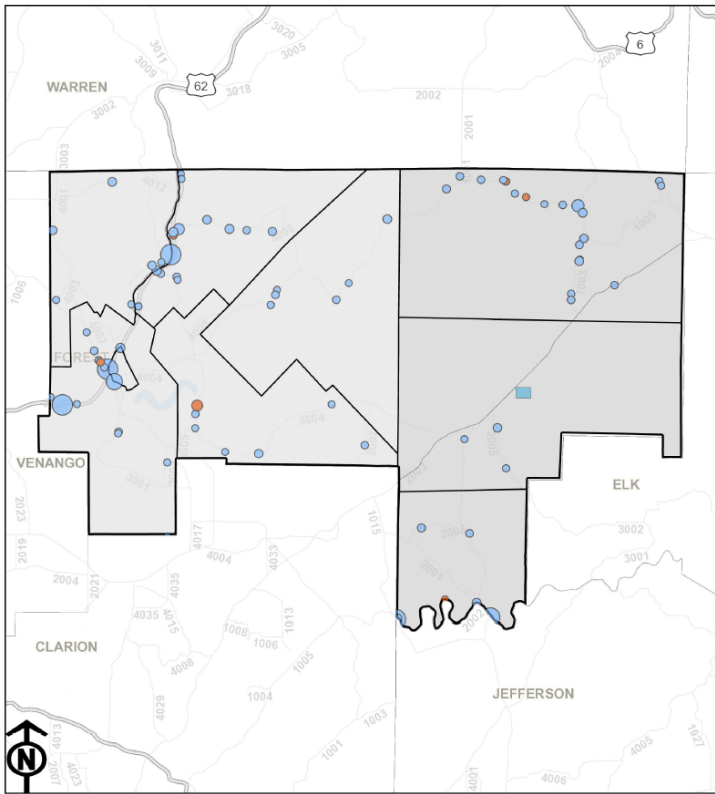
Legend

- ▬ Pennsylvania Counties
- ▭ Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021
- Ratio of Block Group Minority Percent to County Minority Percent
 - Light Gray: Less than or equal to half County Minority Population Percentage
 - Medium Gray: Greater than half and less than or equal to County Minority Population Percentage
 - Light Blue: Greater than County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
 - Dark Blue: Greater than twice and less than or equal to four times the County Minority Population Percentage
 - Dark Blue: Greater than four times the County Minority Population Percentage
- Bridges**
- Bridge Condition
 - Red Circle: Poor Condition or Worse
 - Blue Circle: Fair Condition or Better
- Deck Area (Square Feet)
 - Small Circle: 0
 - Medium Circle: 5,333.33
 - Large Circle: 10,666.7
 - Very Large Circle: 16,000

0 5 10 20 Miles

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

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



Forest County Concentrations of Minority Population by Block Group and Bridges

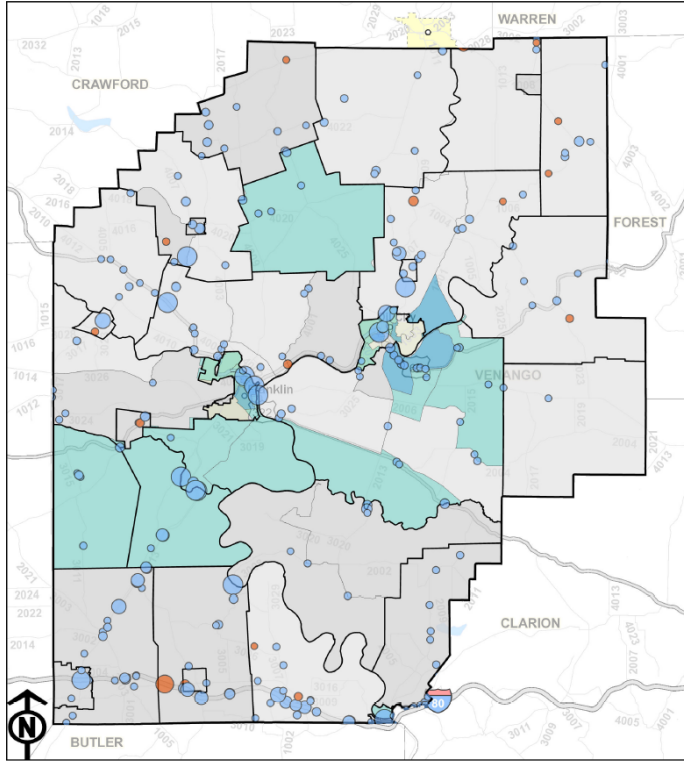
Legend

- ▬ Pennsylvania Counties
- ▭ Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021
- Ratio of Block Group Minority Percent to County Minority Percent
 - Light Gray: Less than or equal to half County Minority Population Percentage
 - Medium Gray: Greater than half and less than or equal to County Minority Population Percentage
 - Light Blue: Greater than County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
 - Dark Blue: Greater than twice and less than or equal to four times the County Minority Population Percentage
 - Dark Blue: Greater than four times the County Minority Population Percentage
- Bridges**
- Bridge Condition
 - Red Circle: Poor Condition or Worse
 - Blue Circle: Fair Condition or Better
- Deck Area (Square Feet)
 - Small Circle: 0
 - Medium Circle: 5,333.33
 - Large Circle: 10,666.7
 - Very Large Circle: 16,000

0 3.5 7 14 Miles

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

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



Venango County Concentrations of Minority Population by Block Group and Bridges

Legend

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021**
- Ratio of Block Group Minority Percent to County Minority Percent**
- Less than or equal to half County Minority Population Percentage
- Greater than half and less than or equal to County Minority Population Percentage
- Greater than County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
- Greater than twice and less than or equal to four times the County Minority Population Percentage

Bridges

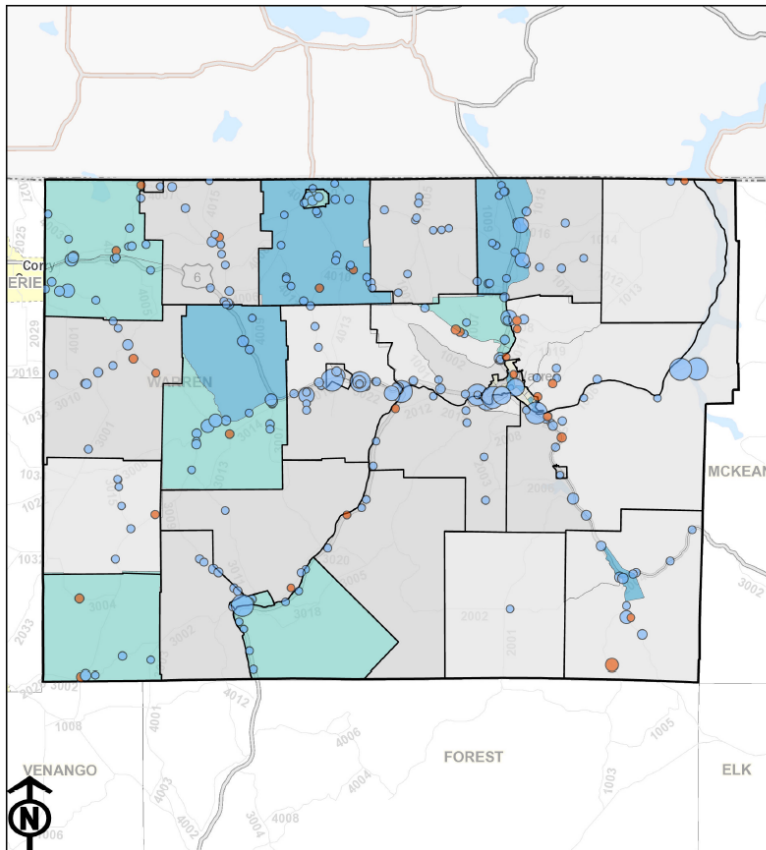
- Bridge Condition**
- Poor Condition or Worse
- Fair Condition or Better
- Deck Area (Square Feet)**
- 0
- 5,333.33
- 10,666.7
- 16,000



0 3.5 7 14 Miles

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

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



Warren County Concentrations of Minority Population by Block Group and Bridges

Legend

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021**
- Ratio of Block Group Minority Percent to County Minority Percent**
- Less than or equal to half County Minority Population Percentage
- Greater than half and less than or equal to County Minority Population Percentage
- Greater than County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
- Greater than twice and less than or equal to four times the County Minority Population Percentage

Bridges

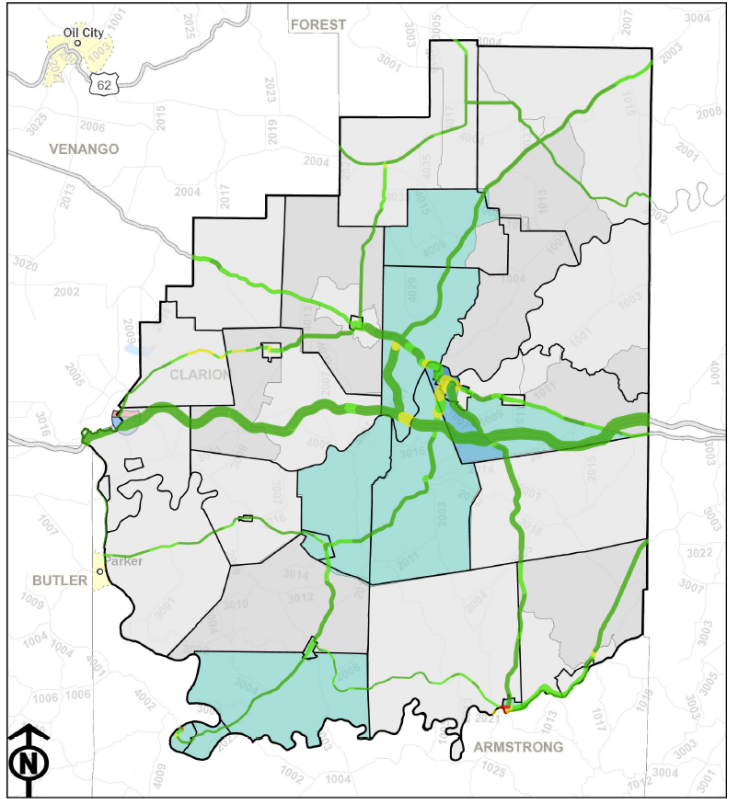
- Bridge Condition**
- Poor Condition or Worse
- Fair Condition or Better
- Deck Area (Square Feet)**
- 0
- 5,333.33
- 10,666.7
- 16,000



0 4.5 9 18 Miles

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

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



Clarion County Concentrations of Minority Population by Block Group and Federal Aid Road Segments

Legend

Federal Aid Road Segments (PennDOT RMS)
Pavement Condition (IRI rating)

- EXCELLENT
- GOOD
- FAIR
- POOR
- OTHER

Traffic Volume (Current ADT)

- 318
- 5,212
- 10,106
- 15,000

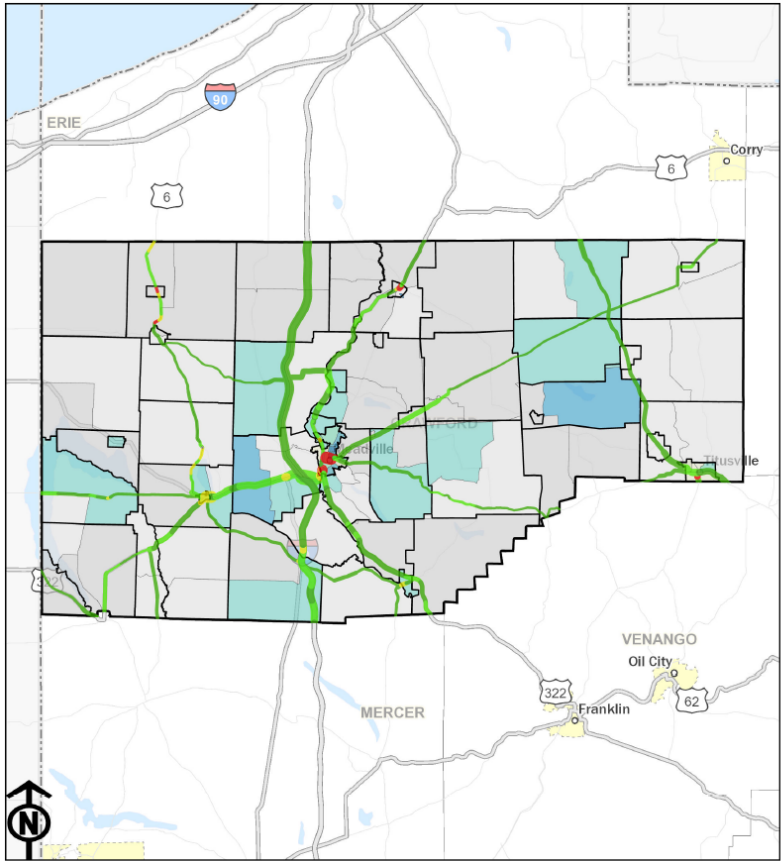
Pennsylvania Counties
 Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2021
Ratio of Block Group Minority Percent to County Minority Percent

- Less than or equal to half County Minority Population Percentage
- Greater than half and less than or equal to County Minority Population Percentage
- Greater than County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
- Greater than twice and less than or equal to four times the County Minority Population Percentage
- Greater than four times the County Minority Population Percentage

0 3.5 7 14 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



Crawford County Concentrations of Minority Population by Block Group and Federal Aid Road Segments

Legend

Federal Aid Road Segments (PennDOT RMS)
Pavement Condition (IRI rating)

- EXCELLENT
- GOOD
- FAIR
- POOR
- OTHER

Traffic Volume (Current ADT)

- 318
- 5,212
- 10,106
- 15,000

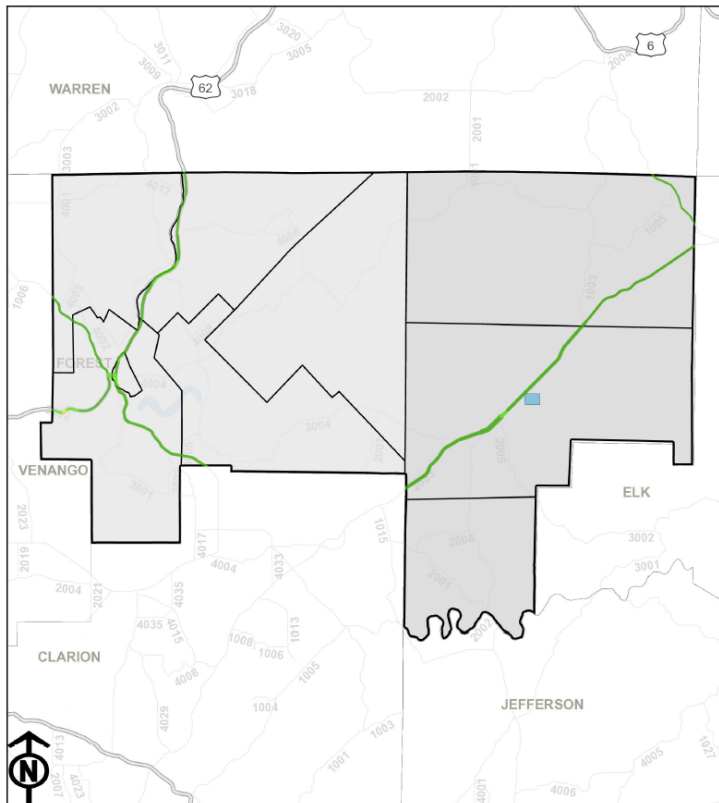
Pennsylvania Counties
 Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2021
Ratio of Block Group Minority Percent to County Minority Percent

- Less than or equal to half County Minority Population Percentage
- Greater than half and less than or equal to County Minority Population Percentage
- Greater than County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
- Greater than twice and less than or equal to four times the County Minority Population Percentage
- Greater than four times the County Minority Population Percentage

0 5 10 20 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



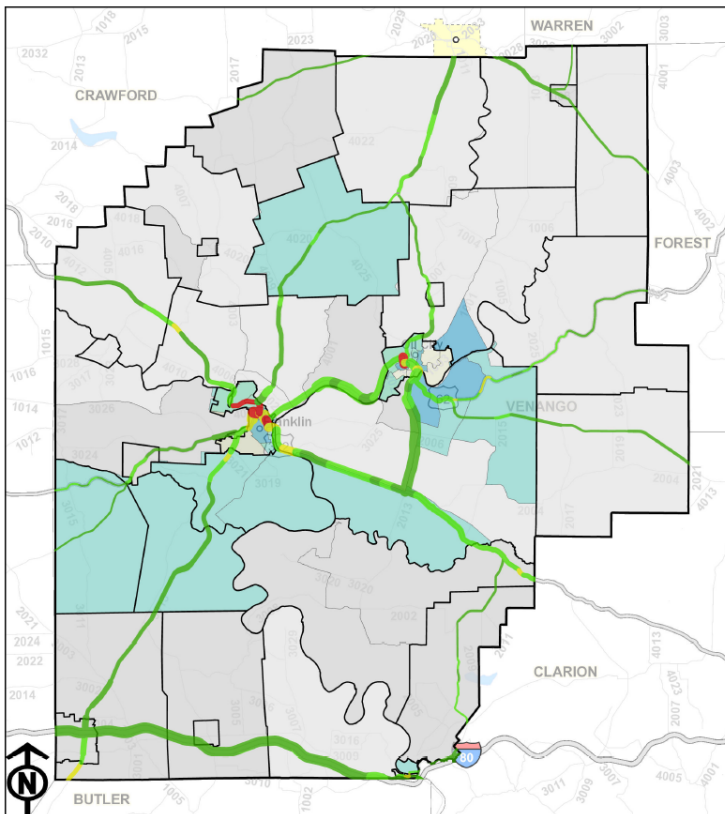
Forest County Concentrations of Minority Population by Block Group and Federal Aid Road Segments

- Legend**
- Federal Aid Road Segments (PennDOT RMS)
Pavement Condition (IRI rating)
- EXCELLENT
 - GOOD
 - FAIR
 - POOR
 - OTHER
- Traffic Volume (Current ADT)
- 318
 - 5,212
 - 10,106
 - 15,000
- Pennsylvania Counties
 Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021
- Ratio of Block Group Minority Percent to County Minority Percent
- Less than or equal to half County Minority Population Percentage
 - Greater than half and less than or equal to County Minority Population Percentage
 - Greater than County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
 - Greater than twice and less than or equal to four times the County Minority Population Percentage



0 3.5 7 14 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



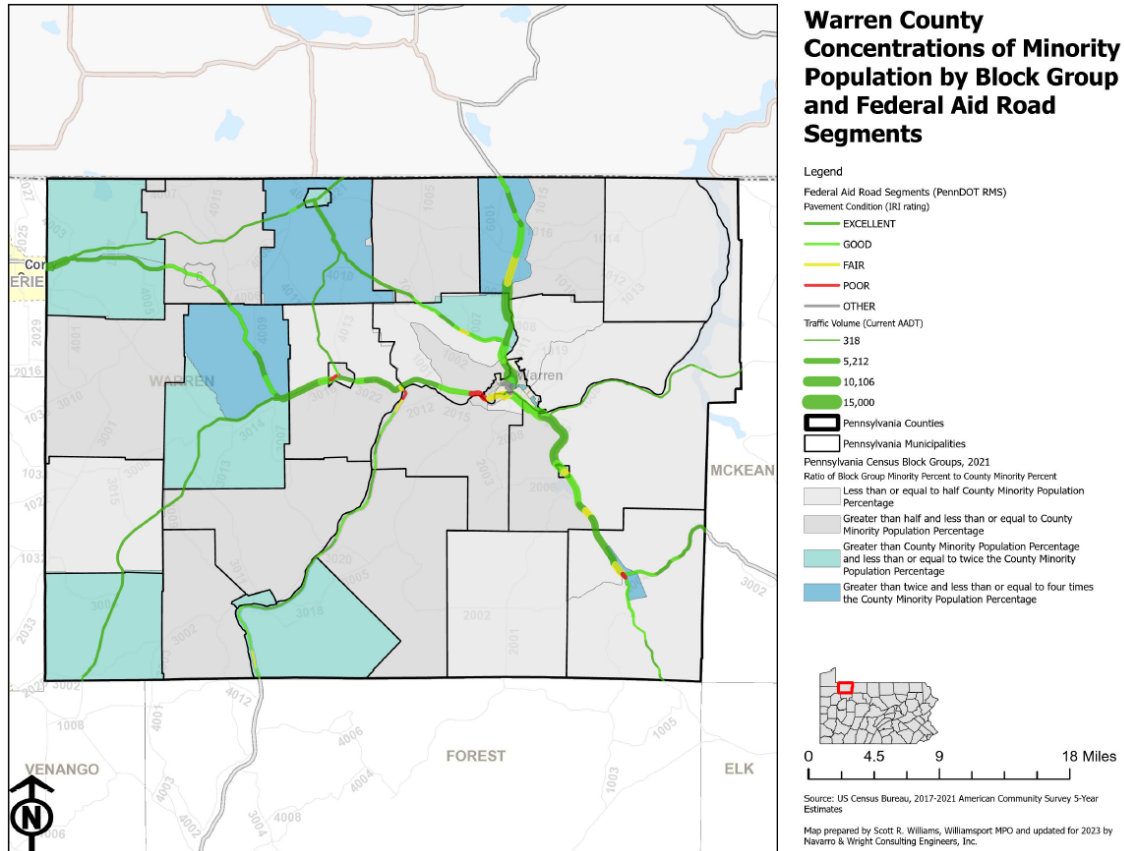
Venango County Concentrations of Minority Population by Block Group and Federal Aid Road Segments

- Legend**
- Federal Aid Road Segments (PennDOT RMS)
Pavement Condition (IRI rating)
- EXCELLENT
 - GOOD
 - FAIR
 - POOR
 - OTHER
- Traffic Volume (Current ADT)
- 318
 - 5,212
 - 10,106
 - 15,000
- Pennsylvania Counties
 Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2021
- Ratio of Block Group Minority Percent to County Minority Percent
- Less than or equal to half County Minority Population Percentage
 - Greater than half and less than or equal to County Minority Population Percentage
 - Greater than County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
 - Greater than twice and less than or equal to four times the County Minority Population Percentage



0 3.5 7 14 Miles

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates
Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



III. Assessing the Conditions and Needs of the Region

Assessment of conditions analysis was only conducted for components of the transportation system for which statewide datasets are available (namely pavement conditions of the Federal Aid System, bridges, and reportable crashes). All data is freely available from the PennDOT Open Data Portal (<https://datapennshare.opendata.arcgis.com/>). To perform the assessment of conditions analysis, two important steps were conducted:

1. A map layer was created from dissolving together block groups of the same interval classification within each county and region for low income and minority concentration. These “interval areas” describe the contiguous areas within a county that fall within the same classification.

2. Transportation assets and crash locations were considered in the analysis of an interval area if located within 50 meters of the boundary of the dissolved interval area. In other words, the dissolved interval areas were buffered 50 meters for the analysis. This would allow the capture of features on the border of block groups or providing access to them. All analysis was conducted within ArcGIS Pro and any attempt to verify or replicate this analysis would most appropriately begin on that platform. As such, instead of trying to produce a written procedure of the analytical steps the next page shows the ArcGIS Pro model used to daisy-chain together the various geospatial processing tools that

processed the data. In a general sense, the following aspects of the transportation system were summarized by county and low income and minority concentration interval:

- Federal aid segment miles with “excellent,” “good,” “fair,” “poor,” or “other” pavement condition
- Number and bridge deck area of poor/not poor bridges
- Reportable crashes occurring 2015-2019.

The 5-year totals are provided in the data extract and can be divided by 5 to get the average annual amounts. Crashes of the following types were analyzed:

- o Total Crashes
- o Total Persons Involved in Crashes
- o All Bicycle Crashes
- o Bicycle Crash Fatalities
- o Bicycle Crash Suspected Serious Injuries
- o All Pedestrian Crashes
- o Pedestrian Crash Fatalities
- o Pedestrian Crash Suspected Serious Injuries
- o All Nonmotorized Crashes
- o Nonmotorized Fatalities
- o Nonmotorized Suspected Serious Injuries
- o All Horse and Buggy Crashes
- o Total Crash Fatalities
- o Total Crash Suspected Serious Injuries

IV. TIP Development

As part of the development of the 2025-2028 Transportation Improvement Program, the Northwest RPO reviewed transportation projects located in areas that were determined to be higher in poverty and minority.

This TIP is weighted heavily by the Statewide Investment Plan toward spending on bridge improvements and construction, consistent with the current statewide priority to address poor condition bridges. Bridges located in minority and low-income population areas targeted for improvement will likely be a benefit or burden dependent upon the use of the bridge, access to major roadways, bicycle and pedestrian access, and other important factors of consideration. Project priorities in future TIP cycles may change once the problems with poor condition bridges are addressed.

V. Identifying and Addressing Impacts

The inclusion of environmental justice principles into regional transportation planning is an evolving process. Anticipated changes to funding requirements, safety measures, and regional needs will continue to be incorporated in the environmental justice analysis, in addition to continued outreach and access to information by minority and low-income communities. No negative impacts were identified, and all projects are to be considered a benefit to the area of work.

Legal Notice

2025-2028 Transportation Improvement Program (TIP) Update Public Review Period

The Northwest Regional Planning & Development Commission, Planning Partner for the Northwest Rural Planning Organization (RPO), has prepared the 2025-2028 TIP Update for Clarion, Crawford, Forest, Venango, and Warren Counties. This document will be on public display from April 18, 2024 through May 23, 2024 on the Northwest Commission's website at <http://www.northwestpa.org/transportation/>. The document has been sent to each of the five counties' planning offices; at the offices of the two transit agencies (Crawford Area Transportation Authority and the Transportation Authority of Warren County), and all municipalities within the RPO region.

The document was also sent the following eight tribal nations for display: Absentee-Shawnee Tribe of Oklahoma, Delaware Tribe, Eastern Shawnee Tribe of Oklahoma, Seneca Nation of Indians, Seneca-Cayuga Tribe of Oklahoma, St. Regis Mohawk Tribe, Shawnee Tribe, and the Tonawanda Seneca Nation.

A public meeting for the TIP will be held at the Northwest Commission office at 395 Seneca St., Oil City on May 09, 2024 from 1-2:30 PM. You can also join the meeting virtually by visiting: https://teams.microsoft.com/l/meetup-join/19%3ameeting_NGRkZjU3N2ltZWlxNS00MzM3LTkzODgtNTY1MzFiODQwMTdm%40thread.v2/0?context=%7b%22id%22%3a%22c298b9f5-be73-4077-8286-cc32eacf5073%22%2c%22oid%22%3a%22ff57753d-52db-4712-b68b-f46c5be32d75%22%7d

Any public comments for the TIP should be emailed to Shana Smith at shanas@northwestpa.org by 5:00PM on May 23, 2024.

The Northwest RPO is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations, policies, admission, or access to, or treatment or employment in, its programs or activities. If you have a request or a special need, wish to file a complaint or desire additional information, please contact Title VI and ADA compliance officer, Shana Smith, at 814-677-4800 x111 or shana@northwestpa.org.

Northwest PA Rural Planning Organization (RPO)

Title VI Policy Statement

Title VI of the Civil Rights Act of 1964 – Title VI of the Civil Rights Act states that “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” As the Planning Partner for PennDOT, the Northwest RPO is committed to compliance with nondiscrimination requirements of civil rights statutes, executive orders, regulations and policies applicable to the programs and activities it administers. Accordingly, the RPO is dedicated to ensuring that program beneficiaries receive public participation opportunities without regard to race, color, national origin, sex, age, disability or economic status.

The RPO will attempt to satisfy other requests, as it is able. Please make your request for auxiliary services, or if you believe you have been denied participation opportunities or otherwise discriminated against in relation to the programs or activities administered by the RPO, you may file a complaint using the procedures provided in our complaint process document or by contacting Aaron Ritsig at 814-677-4800 x123 or at aaronr@northwestpa.org.

This TIP document is also available in alternative formats upon request.

Northwest Rural Planning Organization (RPO)
Procedures for 2025-2028
Transportation Improvement Program (TIP) Revisions

Purpose

This Memorandum of Understanding (MOU) establishes procedures to be used for processing revisions to the 2025-2028 Northwest Transportation Improvement Program (TIP).

What is the State Transportation Improvement Program (STIP)?

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 required by federal statute. The STIP includes regional TIPs developed by the MPOs and RPOs, the PennDOT developed Interstate Management (IM) Program and other Statewide Programs (PennDOT works with Wayne County to develop the Wayne County Independent TIP). 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, the National Electric Vehicle Infrastructure (NEVI) Formula Program, 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 12-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.

What is a Transportation Improvement Program (TIP)?

The TIP constitutes a list of projects to be implemented over a four-year period. It is incorporated along with all the regional TIPs developed by the Planning Partners and the Statewide Programs developed by PennDOT into the State Transportation Improvement Program (STIP). The STIP is the official transportation improvement program document mandated by Federal statute and recognized by FHWA and FTA. The Commonwealth's Twelve Year Program which incorporates the TIPs and STIP is updated every two years as required by state law.

TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If the Northwest RPO, transit agency, or PennDOT wishes to proceed with a federally funded project not programmed on the STIP/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 amendments and administrative modifications. If necessary, 23 CFR 450.328 permits the use of alternative procedures by the cooperating parties to effectively manage amendments and/or administrative modifications 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.

STIP/TIP revisions must be consistent with Pennsylvania's Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the associated MPO's/RPO's LRTP. In addition, STIP/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, MPOs/RPOs, and transit agencies at the county and regional levels. This approach will be applied to continue the implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the STIP/TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic objectives and enhances the overall performance of the Commonwealth's transportation system.

STIP/TIP revisions must correspond to the adopted provisions of the MPO's/RPO's Public Participation Plans (PPPs). A PPP is a documented broad-based public involvement process that describes how the MPO/RPO will involve and engage the public and interested parties in the transportation planning process to ensure that their comments, concerns, or issues 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 STIP/TIP.

All projects within a nonattainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with regional MPO/RPOs to screen Statewide Program projects for Air Quality significance. 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 STIP and region's TIP shall also be developed and approved by the MPO/RPO. The modified conformity determination should be based on the amended TIP conformity analysis and follow public involvement procedures consistent with the MPO/RPO region's PPP. Upon adoption of the revised conformity determination, air quality resolution and amended TIP, the MPO/RPO will then provide a formal request to PennDOT to submit the determination to FHWA/FTA for their review and approval. FHWA and FTA will coordinate with EPA to achieve concurrence and then subsequently issue a joint approval on the air quality conformity determination.

The federal planning regulations, 23 CFR 450.324(a) & (c) and 23 CFR 450.330(c), define update cycles for MPO/RPO LRTPs. Per 23 CFR 450.330(c), "Until the MPO approves (in attainment areas) or the FHWA and the FTA issue a conformity determination on (in nonattainment and maintenance areas) the updated

metropolitan transportation plan, the MPO may not amend the TIP.” MPOs/RPOs in air quality nonattainment and maintenance areas are required to update their LRTP every 4 years, and their LRTP clock is reset with the joint FHWA/FTA air quality conformity action on their adopted plan. If the LRTP in a nonattainment or maintenance area has expired due to lack of conformity approval, the MPO/RPO cannot amend the LRTP or TIP and the State cannot amend the affected portion of the STIP. This includes any projects on the IM TIP or Statewide TIP occurring within the MPO/RPO area. Accordingly, MPOs/RPOs in nonattainment or maintenance areas should allow at least 60-90 days between Board adoption and their LRTP conformity expiration date to allow for the necessary federal coordination and joint approval processes to be completed.

MPOs/RPOs in orphan maintenance or attainment areas are required to update their LRTP every 5 years, and their LRTP clock is reset with Board adoption of their plan. If an orphan maintenance or attainment area MPO/RPO does not adopt their LRTP by the expiration deadline, their LRTP will expire.

During an LRTP expiration, the MPO/RPO cannot amend the LRTP or TIP and the State cannot amend the affected portion of the STIP.

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.

An **Amendment** is a revision to a federal project that adds a new project, deletes an existing project, or involves a major change to an existing project included in a TIP that:

- 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 STIP/TIP and does not have previous Federal obligations.
- Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous STIP/TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.
- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds where the total revision of federal funds exceeds the following thresholds within the four years of the TIP:

- **\$2 million for the Northwest Planning Partner (Northwest RPO)**

Involves a change in the scope of work to a project(s) that would:

- Result in an air quality conformity reevaluation.
- Result in a revised total project programmed amount that exceeds the thresholds established between PennDOT and the MPO/RPO;
- Result in a change in the scope of work on any federally funded project that is significant enough to essentially constitute a new project.

Approval by the RPO is required for **Amendments**. The RPO must then initiate PennDOT Central Office approval using the eSTIP process. An eSTIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before amounts, requested adjustments, after change amounts, 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 modifications that occurred along with or were presented with this amendment at the RPO meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) items/materials, if available. Before beginning the eSTIP process, the Planning Partner/District/CPDM staff should ensure that projects involved in the eSTIP are meeting funding eligibility requirements and have the proper air quality conformity status and region exempt codes (as appropriate) in PennDOT's Multimodal Project Management System (MPMS).

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, the RPO and PennDOT will demonstrate, through a 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 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 RPO and should be programmed within the TIP of the urbanized area where the project is located. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

An Administrative **Modification** is a minor revision to the TIP that:

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above.
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding;
- 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 utilizing August Redistribution obligation authority based upon the 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; do not add a new federally-funded project or delete a federally-funded project; do not exceed the threshold established in the MOU between PennDOT and the RPO, or the threshold established by this MOU (as detailed in the Amendment Section aforementioned); and do not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. A change in scope is a substantial alteration to the original intent or function of a programmed project.

Administrative Modifications do not require federal approval. PennDOT and the RPO will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative modification that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

Transit Funds Related to Prior–Year Unobligated Funds

This section relates to Federal Transit funds which have been programmed for obligation in a Federal Fiscal Year (FFY), but which have not been obligated in an FTA grant in the current FFY. FTA requires all funds to be shown in the year of obligation in compliance with 23 CFR 450.326(g). Federal Transit funding – including Section 5307 and Section 5337 funds – which are apportioned and programmed but not obligated in the year of programming may be shifted to the next FFY and considered eligible as an Administrative Modification unless the project is undergoing significant changes as well.

Fiscal Constraint

Demonstration that STIP/TIP fiscal constraint is maintained takes place through an FCC. Real time versions of the STIP/TIP are available to FHWA and FTA through MPMS. All revisions must maintain year-to-year fiscal constraint, per 23 CFR 450.218(l)&(m) and 23 CFR 450.326(g)(j)&(k), for each of the four years of the STIP/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 STIP/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 each MPO/RPO and FHWA no later than 30 days after the end of each quarter and each 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 of the parties listed above and FTA. These reports can be used by the MPOs/RPOs as the basis for compiling information to meet the federal annual listing of obligated projects requirement in 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 that STIP/TIP revisions promote progress toward achievement of performance targets.

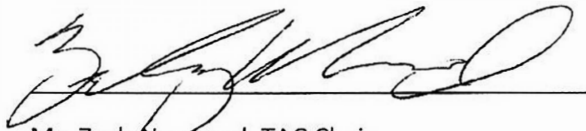
RPO TIP Revision Procedures

As each MPO's/RPO's TIP is adopted, their respective MOU with PennDOT will be included with the TIP documentation. The MOU will clarify how the MPO/RPO will address all TIP revisions. **In all cases, individual MPO/RPO revision procedures will be developed under the guidance umbrella of this document.** If a MPO/RPO elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures, but the MPO/RPO established provisions cannot be less stringent than the statewide MOU.

This document will serve as the basis for PennDOT when addressing federally funded Statewide Program TIP revisions.

This Memorandum of Understanding will begin October 1, 2024, and remain in effect until September 30, 2026, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

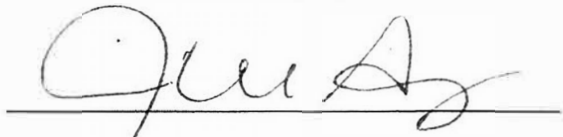
We, the undersigned, hereby agree to the above procedures and principles:



Mr. Zach Norwood, TAC Chair
Northwest Rural Planning Organization

7-9-2024

Date



Mrs. Jill Foy, Executive Director
Northwest Commission

7/11/24

Date



Mark Tobin, Director
Center for Program Development and Management
Pennsylvania Department of Transportation

7/16/2024

Date

TRANSPORTATION IMPROVEMENT PROGRAM RESOLUTION

WHEREAS, the Pennsylvania Department of Transportation (PennDOT) requires the Northwest Pennsylvania Regional Planning & Development Commission to serve as the Rural Planning Organization (RPO) for all transportation-related matters in the 5-county area of Clarion, Crawford, Forest, Venango and Warren Counties; and

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

WHEREAS, the FFY 2025-2028 Transportation Improvement Program has been fiscally constrained and approved by the Transportation Advisory Committee on June 26, 2024.

NOW, THEREFORE BE IT RESOLVED, that the Executive Committee of the Northwest Pennsylvania Regional Planning & Development Commission hereby approves the FFY 2025-2028 Transportation Improvement Program.

APPROVED AND ADOPTED BY:

Northwest Pennsylvania Regional Planning & Development Commission Executive Committee on the 27th day of June 2024.



Dan Vogler, Board Chairperson



Albert "Chip" Abramovic, Board Vice Chairperson

Major Projects Implemented

District 1

- MPMS #85776 – Crawford 6/A06 – US 6: Reynolds St – Baldwin Street Ext
- MPMS #573 – Crawford 6/B13 – US 6 French Creek Br #1
- MPMS #109996 – Crawford 8/S01 - PA 8 and 77 Intersection
- MPMS #114035 – Crawford 102/01M – SR 102 (Cussewago Rd) US 6 to SR 98
- MPMS #110842 – Crawford 6/01M – US 6: SR 618 to US 19
- MPMS #100171 – Venango 322/16M – US 322: Whippoorwill Rd – Clarion County
- MPMS #98524 – Venango 427/05M – PA 427: Factory-Deeter

District 10

- MPMS# 90021 – Clarion Interstate 80 - I-80 Canoe Creek Bridges
- MPMS# 106502 – Clarion – PA 68 Dolby Street to Trout Run
- MPMS# 109300 – Clarion – Interstate 80 - Clarion River Bridge
- MPMS# 110092 – Clarion - SR 2009 Rimersburg Bridge
- MPMS# 112946 – Clarion - SR 66 PM Phase 2
- MPMS# 115154 – Clarion - US 322 Strattanville to County Line Resurfacing
- MPMS# 117211 – Clarion - US 322 Bus Mong Intersection ITS
- MPMS# 117213 – Clarion -SR3020 Kahle Bridge Rehabilitation
- MPMS# 117549 – Clarion - 322 Clarion River Arch Bearings
- MPMS# 117569 – Clarion - SR1005 Wayne Richard Weaver Preservation
- MPMS# 118364 – Clarion Brady Tunnel Rehabilitation
- MPMS# 118573 – Clarion - 68 Northwest/D10 High Friction Surface Treatment
- MPMS# 120043 – Clarion - 66 District 10/NW High Friction Surface Treatment

Major Projects Delayed

District 1

- MPMS #57945 – Crawford 6/B12 – US 6 French Creek Trib and advanced #573 above in its place
- MPMS #516 – Crawford 2039/B00 – SR 20309: Dunham Rd Br
- MPMS #109153 – Venango 62/13M – US 62 & 322 from PA 8 to US 322

District 10

- MPMS #117325– Clarion 3103 – Craig Rd Bridge

2025-2028 Transportation Program Submission Checklist

Planning Partner: Northwest RPO

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Transportation Management Area: Yes No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
Information Items <small>Green highlighted items require documentation be submitted.</small>		Response	CPDM	FHWA	FTA
1. Cover Letter:	Cover Letter which documents organization and date of TIP adoption	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Date TIP adopted by Planning Partner:	06/26/24	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. TIP Development:	TIP Development/Project Selection Process Documentation	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	MPO/RPO Specific TIP Development Timeline	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the documentation explain the project selection process, roles, responsibilities and/or project evaluation criteria procedures?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Performance Based Planning and Programming:	PM1 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	HSIP SharePoint Application Submission Confirmation	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM2 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM3 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Transit Performance Measures Documentation	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	TAMP narrative documentation demonstrates consistency with the TYP/TIP	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Highway-Bridge Program Projects:	Highway and Bridge Listing with public narrative	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Public Transportation Program:	Public Transportation Listing with public narrative	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Interstate & Statewide Program Projects:	Regional Portion of Interstate TIP Listing with public narrative	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Regional Portion of Statewide TIP Listing (Spike, TAP, RRX, HSIP, other)	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Financial Constraint:	Complete the tables in the Financial Constraint tab.	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the TIP financially constrained, by year and by allocations?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were the TIP projects screened against the federal/state funding program eligibility requirements?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are estimated total costs to complete projects that extend beyond the TIP years shown in the TYP and LRTP?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2025-2028 Transportation Program Submission Checklist

Planning Partner: Northwest RPO

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Transportation Management Area: Yes No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
Information Items <small>Green highlighted items require documentation be submitted.</small>		Response	CPDM	FHWA	FTA
8. Public Transportation:	Public Transportation Financial Capacity Analysis (MPO Only)	No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Documentation of Transit Asset Management (TAM) Plan	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Environmental Justice Evaluation of Benefits and Burdens:	EJ Documentation (demographic profile, conditions data, TIP project map, TIP benefits/burdens analysis)	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Was EJ analysis incorporated into your TIP development process?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Air Quality:	Air Quality Conformity Determination Report	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Air Quality Resolution	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the area in an AQ non-attainment or maintenance area?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Have all projects been screened through an interagency consultation process?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Most recent air quality conformity determination date:	N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Do projects contain sufficient detail for air quality analysis?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Public Participation Documentation:	Public Comment Period Advertisement	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public comment period:	4/18/24 - 5/23/24	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting(s)-Date/Time/Location:	5/9/24 from 1 PM to 2:30 PM	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting notices contain contact information about ADA Accomodations?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were LEP taglines included with TIP public comment documents?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Has Tribal Consultation/Outreach occurred?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	STIP/TIP public involvement outreach activities consistent with Public Participation Plan?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were any public comments (written or verbal) received?	No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Documentation of Public Comments received	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were public comments addressed?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Title VI:	Has the MPO included information regarding Title VI and its applicability to the TIP, including the protections against discrimination and the availability of the TIP document in alternative formats upon request?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2025-2028 Transportation Program Submission Checklist

Planning Partner: Northwest RPO

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Transportation Management Area: Yes No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items <small>Green highlighted items require documentation be submitted.</small>	Response	CPDM	FHWA	FTA
13. TIP Revision Procedures (MOU):	MPO/RPO TIP Modification Procedures (MOU)	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. MPO Self-Certification Resolution:	Self-Certification Resolution	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	For the Non-TMAs, does the self certification contain documentation to indicate compliance?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Other Requirements:	List of regionally important projects from the previous TIP that were implemented, and projects impacted by significant delays.	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the TIP contain amounts of state & local revenue sources beyond financial guidance?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. PennDOT Connects:	Municipal outreach/PIF forms initiated/completed for all TIP projects?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Long Range Transportation Plan:	Is the TIP consistent with the LRTP?	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP air quality conformity determination date:	Date/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP end year:	2050	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Anticipated MPO/RPO LRTP adoption date:	3/26/2024	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Completed/Reviewed by:	MPO/RPO: Northwest RPO - Aaron Ritsig	Date: 7/9/2024			
	PennDOT CPDM:	Date:			
	FHWA:	Date:			
	FTA:	Date:			
19. Comments:	<p><i>Note any noteworthy practices, issues or improvements that should be addressed by the next TIP update, or any other comments/questions here:</i></p>				

2025 - 2028 Transportation Program Development Checklist

Financial Constraint Tables

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

Fund Type	FFY 2025		FFY 2026		FFY 2027		FFY 2028		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP	\$8,341,000	\$8,341,000	\$7,879,000	\$7,879,000	\$6,976,000	\$6,976,000	\$6,303,000	\$6,303,000	
STP	\$8,725,000	\$8,725,000	\$8,981,000	\$8,981,000	\$8,978,000	\$8,978,000	\$8,975,000	\$8,975,000	
State Highway (581)	\$13,111,000	\$13,111,000	\$14,727,000	\$14,727,000	\$16,645,000	\$16,645,000	\$18,258,000	\$18,258,000	
State Bridge (185/183)	\$7,560,000	\$7,560,000	\$7,557,000	\$7,557,000	\$7,423,000	\$7,423,000	\$7,420,000	\$7,420,000	
BOF	\$6,751,000	\$6,751,000	\$6,751,000	\$6,751,000	\$6,751,000	\$6,751,000	\$6,751,000	\$6,751,000	
HSIP	\$1,641,000	\$1,641,000	\$1,686,000	\$1,686,000	\$1,686,000	\$1,686,000	\$1,686,000	\$1,686,000	
CRP	\$1,220,000	\$1,220,000	\$1,251,000	\$1,251,000	\$1,251,000	\$1,251,000	\$1,251,000	\$1,251,000	
TAU									
STU									
BRIP	\$7,610,000	\$7,610,000	\$7,610,000	\$7,610,000	\$7,610,000	\$7,610,000	\$7,610,000	\$7,610,000	
Total	\$54,959,000	\$54,959,000	\$56,442,000	\$56,442,000	\$57,320,000	\$57,320,000	\$58,254,000	\$58,254,000	

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

Additional Funding Type	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Comments
Rail - Federal	\$1,300,647	\$874,353	\$975,000	\$318,500	
CRP Spike/Earmark	\$570,534	\$0	\$0	\$0	
Hwy Spike/Earmark - Fed	\$1,900,000	\$0	\$0	\$0	
TAP - Federal	\$614,500	\$111,000	\$0	\$0	
Safety Spike/Earmark-Fed	\$1,017,378	\$0	\$0	\$0	
Total	\$5,403,059	\$985,353	\$975,000	\$318,500	