



BETTER COLLABORATION

# TRANSFORM

BETTER COMMUNITIES



The latest news and information from PennDOT Connects' network of people and places

PennDOT Connects November 2025 Newsletter

## PennDOT Connects Making a Difference in Blair County

The Pennsylvania Department of Transportation (PennDOT), in partnership with the City of Altoona and Logan Township, has completed a major bridge and roadway project in Blair County. Guided by the PennDOT Connects initiative, the project showcases what can be achieved when state and local leaders work together. The project spanned approximately 4 miles along PA Route 36, from Frankstown Road to Mill Run Road, in the City of Altoona and in Logan Township. The main focus of the project was a bridge replacement and roadway improvements, including pavement resurfacing, drainage upgrades, lighting upgrades, ADA-compliant sidewalk and curb ramp installations, and guide rail upgrades among other safety enhancements.

At the center of this project was PennDOT Connects, a statewide program aimed at improving both transportation and communities by working more closely with local partners during the planning process. Rather than develop projects in isolation, PennDOT includes communities to ensure the work reflects the goals of the people. This collaboration encourages efficient planning and outcomes that support accessibility within the community.



This view is looking north along SR 36, Union Avenue, in the City of Altoona toward Mill Run Bridge prior to construction. Photo: PennDOT

The SR 36 project illustrates how communication and coordination can lead to local success. PennDOT, the City of Altoona and Logan Township worked together to identify priorities such as improved safety, better traffic flow, and enhanced pedestrian safety. Public meetings and discussions with stakeholders allowed valuable feedback that shaped several design decisions, including a new left-turn lane onto 31st Street.

The Mill Run Bridge Replacement was one of the central features of the SR 36 project. It replaced a structurally deficient bridge with a precast box culvert. The bridge replacement provided an opportunity for PennDOT to widen the roadway to accommodate a left turn lane and extend sidewalks. These adjustments improved safety and accessibility in areas with high activity.

Stormwater and drainage upgrades further contributed to the project's long-term impact. In partnership with Logan Township, PennDOT replaced existing stormwater pipes at Washington Avenue with a stormwater system that included an elliptical pipe system to manage runoff and reduce flooding. Construction was coordinated to allow residents to maintain access to driveways and minimize traffic disruption. The result is a more sustainable drainage system that will benefit residents and the infrastructure.

Another priority within the SR 36 project was pedestrian improvements. Sidewalks were extended and widened, connecting to 31st Street to create an accessible walkway. More than 30 ADA-compliant curb ramps were installed or enhanced throughout the corridor, and new crosswalks were added to safely accommodate pedestrian crossings. Street lighting was even upgraded to improve nighttime visibility and roadway safety. Once the project was completed ownership and maintenance of these lighting systems transfers back to the City of Altoona. Although trees near the 31st Street corridor were removed to accommodate the safety improvements, new trees were planted to contribute to the community's streetscape.

The completed project represents more than infrastructure improvements; it reflects a commitment to collaboration and community. PennDOT ensured that the project aligned with local priorities and minimized disruption during the year of construction. The result is safer intersections, stronger bridges, and a transportation corridor that better serves drivers and pedestrians. Through close collaboration, PennDOT was able to address and change key infrastructure challenges while ensuring the final project met transportation and safety needs.

The completion of the SR 36 project marks a major milestone for Blair County. Over the course of one year, PennDOT replaced an aging bridge structure,



This view is looking north along SR 36, Union Avenue, in the City of Altoona toward the new precast box culvert during construction. Photo: PennDOT



This view is looking north along SR 36, Union Avenue in the City of Altoona toward the new precast box culvert after construction. Photo: PennDOT



This is a newly placed ADA Curb Ramp along SR 36 in the City of Altoona. Photo: PennDOT



upgraded the roadway along Route 36, and improved drainage systems to help reduce flooding. The installation of new stormwater pipe culverts on Washington Avenue and the widening of the Mill Run Bridge will improve traffic flow and structural integrity. In addition, PennDOT completed fresh paving work, added street lighting, and installed multiple ADA-compliant curb ramps and sidewalks to improve safety and accessibility. These changes create safer intersections, smoother travel, and stronger roadway networks. The project demonstrates the success of the PennDOT Connects approach, where local communication and engagement leads to more effective outcomes.



This is a newly placed stormwater pipe culvert near Washington Avenue in Logan Township. Photo: PennDOT

## Green Light Go Grants: Pre-Application Scoping Forms Now Open for 2026

PennDOT is now accepting **Pre-Application Scoping Forms** for the 2026 [Green Light-Go: Municipal Signal Partnership Program](#). This program provides funding to municipalities to replace, synchronize, time, operate, and maintain traffic signals. To be eligible to apply for grant funding in March, municipalities must complete and submit a **Pre-Application Scoping Form** to the Bureau of Operations by **January 2, 2026**. Forms should be emailed to [GLG@pa.gov](mailto:GLG@pa.gov).

PennDOT will review submitted forms and provide comments ahead of the full application window, which will be open from **March 1 to March 31, 2026**, via the **DCED's Single Application for Assistance** portal. A **20% local match** is required for all projects. For additional information, visit the [program website](#). Questions may be directed to [GLG@pa.gov](mailto:GLG@pa.gov)

### Green Light-Go: Pennsylvania's Municipal Signal Partnership Program

The Green Light-Go: Pennsylvania's Municipal Signal Partnership Program, also known as the "Green Light-Go Program", is a competitive state grant program designed to improve the efficiency and operation of existing traffic signals located in the Commonwealth of Pennsylvania. Established by Act 89 of 2013 and revised by Act 101 of 2016, the program is administered by the Pennsylvania Department of Transportation, Bureau of Maintenance and Operations.

The Green Light-Go Program is a reimbursement grant program and applicants are required to provide a minimum 20% match.

#### Apply for Funding

[Pre-Application Scoping Form](#)

[Green Light-Go Program Guidelines](#)

Showing posts with label **GLG**. [Show all posts](#)

**Friday, October 10, 2025**

**Green Light-Go Year 11 Application Period**

PennDOT is announcing the next round of the Green Light-Go Program (Year 11). Prior to application submission, applicants must complete and submit a [Pre-Application Scoping Form](#) in accordance with the [Green Light-Go Program Guidelines](#). Pre-Application scoping forms will be accepted via email ([GLG@pa.gov](mailto:GLG@pa.gov)) until **January 2, 2026**. PennDOT will review and provide comments on the Pre-Application Scoping Forms by **February 28, 2026**.

Full applications must be submitted electronically through the DCED Single Application for Assistance **between March 1, 2026 and March 31, 2026**. Instructions for completing the application are in the [Green Light-Go Program Guidelines](#).

It is anticipated awards from this application round will be announced in summer 2026 after passage of the 2026-27 state budget and the projects must be completed by spring 2029.

Go to the [PennDOT Connects webpage](#) to access tech sheets, recorded trainings, and other resources.

Official website of the Commonwealth of Pennsylvania

[PennDOT](#)
[Transportation](#)

[Services](#)
[Agency Directory](#)
[Your Government](#)
[Visit PA](#)
[News](#)

---

[Agencies](#)
[Department of Transportation](#)
[Research, Planning & Innovation](#)
[PennDOT Connects](#)

# PLANNING

## PennDOT Connects

PennDOT is committed to bettering our transportation system and our communities through collaborative planning. We must first create solutions to sustain and expand mobility throughout the Commonwealth. This means improving our planning process to reflect changing demographics and technological innovation. We are broadening the benefits we deliver and taking a more holistic approach to planning. We are tasking PennDOT staff and our planning partners to consider community needs at the beginning of the planning process to ensure the best allocation of our resources. PennDOT Connects will make our planning processes more efficient and cost-effective to the benefit of all Pennsylvanians. The full [PennDOT Connects Policy](#) (PDF) includes collaboration requirements and planning considerations, as well as the implementation timeline and more.

Pennsylvania  
Department of  
Transportation

View 2025 Municipal Outreach Sessions

Drop-ins

Workshops

Resources  
  
[Municipal Grant Guide](#)

## PennDOT Connects Municipal Outreach Educational Opportunities

Go to the [PennDOT Connects webpage](#) to learn about upcoming educational opportunities. Click the down arrows next to the Drop-Ins and Workshops tabs to view the current offerings and past sessions.

<b>Pennsylvania Department of Transportation</b>		<b>View 2025 Municipal Outreach Sessions</b>
		<b>Drop-Ins</b>
Search		<b>Past Drop-Ins:</b>
About PennDOT		<b>Introduction to Active Transportation</b>
News & Media		October 9, 2025 From Noon to 1pm
Traveling in PA		This drop-in introduced you to the important concepts for active transportation. To have success with active transportation planning, we need to first understand what it is and which nonmotorized transportation modes should we plan for. The drop-in also emphasized the various benefits of active transportation such as health, equity, and safety as well as the vulnerable users that could benefit the most from active transportation.
Projects Near You		
Regional Offices		
Employment		
<b>Research, Planning &amp; Innovation</b>		
Asset Management		<b>Presenters:</b>
Automated Vehicles		<ul style="list-style-type: none"> <li>Patrick Wright, Pennoni, <a href="mailto:pwright@pennoni.com">pwright@pennoni.com</a></li> <li>Marvin Ta, EIT, ENV SP, Pennoni, <a href="mailto:mta@pennoni.com">mta@pennoni.com</a></li> </ul>
Byways Program		View Recording: <a href="https://attendee.gotowebinar.com/recording/2501140914129109764">https://attendee.gotowebinar.com/recording/2501140914129109764</a>
Carbon Reduction		
Electric Vehicles and Alternative Fuels		

## Guide for Infrastructure Investment and Jobs Act Grant Applications

PennDOT has added a [guide for grant applications](#) to the website dedicated to the IIJA, and specifically the federal discretionary programs. Also, included are Grant Alerts that provide background on these opportunities including eligibility, application deadlines, and federal and Department of Transportation (USDOT) resources and guides to assist in applying for the specific programs.

Developing IIJA/BIL Grant Proposals:  
A Guide for Municipalities



Revised  
July 2024

## Grants Resources

### USDOT Discretionary Grant Resources

The USDOT has developed a discretionary grant preparation checklist for federal fiscal year 2025 to help applicants prepare and chart a strategic pathway to apply for infrastructure investments. More than \$32 billion is available to the USDOT this fiscal year to provide competitive grant funding to local governments, metropolitan planning organizations, transit agencies, Tribal governments, U.S. Territories and state departments of transportation. The USDOT has published a list of anticipated dates for the upcoming Notices of Funding Opportunity (NOFOs) for key programs within the IIJA and the Inflation Reduction Act (IRA), as well as adjacent programs that support IIJA and IRA objectives. This list is not comprehensive, and the agency will periodically update it with additional programs and revised dates as appropriate. Both resources can be found on PennDOT's IIJA page at <https://www.pa.gov/en/services/pennidot/apply-for-pennidot-infrastructure-and-jobs-act--iija--grants.html>.

USDOT Navigator: <https://www.transportation.gov/dot-navigator>

Federal Transit Administration IIJA Website: <https://www.transit.dot.gov/IIJA>

DOT Competitive Grants Dashboard: <https://www.transportation.gov/grants/dashboard>

## FREE Transportation and Land Use Planning – One-on One Assistance and Training

PennDOT Connects Municipal Outreach offers **free** one-on-one assistance and training to municipalities to better integrate local land use development and transportation goals into the state transportation planning process.

Any municipal staff member, government official or planning partner is eligible to request **free** planning assistance or personalized training. Simply fill out the PennDOT Connects Municipal Outreach Training/Assistance request form by [clicking here](#). If you answer yes to any of the questions below, reach out to [PennDOT Connects Municipal Outreach for assistance](#).



- Are you involved with municipal land use and transportation planning activities?
- Could your municipality use assistance to help shape future land use or transportation projects?
- Would you like to learn how to advance your community's planning and transportation-related goals?
- Have you heard about PennDOT Connects, but would like to know more about the free training and assistance available to your municipality?

PennDOT Connects helps local governments and regional/municipal planning organizations consider community needs during the planning process. Examples include:

- Safety issues/concerns
- Bicycle/pedestrian accommodations
- Transit/multimodal considerations
- Stormwater management
- Presence of/impacts from (current/future) freight-generating land uses
- Utility issues
- Transportation operations considerations
- Emergency services accommodations
- Planned development
- Long-range transportation plans
- Regional planning studies (e.g., corridor studies, resource management studies, watershed studies, etc.)
- Consistency with current community comprehensive or other plans
- Consistency with current and/or proposed zoning
- Other proposed transportation improvements
- Impacts on the natural, cultural, or social environment
- Right-of-way considerations
- Anticipated public opinion
- Community or cultural events in the candidate project area
- Maintenance Agreement requirements

---

## Do You Know Your MPO or RPO?

PennDOT and its Metropolitan Planning Organization (MPO) and Rural Planning Organization (RPO) partners have a long-standing relationship jointly preparing transportation studies, plans, and programs to make the best transportation project investments possible with available resources. This strategic alliance is now of even greater importance for PennDOT Connects implementation. Together, the MPO/RPO planning partners and PennDOT can effectively collaborate and communicate with municipalities — and other community stakeholders (e.g., transit operators, economic development agencies, etc.) — to improve transportation system performance and achieve more livable communities. The collaborative effort of municipalities, MPO/RPO planning partners, and PennDOT is key to ensuring that opportunities to improve transportation and communities are realized.

MPO/RPO contacts can be found [here](#). Use the “Sort & Filter” button to find your contact(s).

---

## PennDOT Connects

The Pennsylvania Department of Transportation is committed to bettering our transportation system and our communities through collaborative planning. We must find creative solutions to sustain and expand mobility throughout the commonwealth. This means improving our planning process to reflect changing demographics and technological innovation. We are broadening the benefits we deliver and taking a more holistic approach to planning. We are tasking PennDOT staff and our planning partners to consider community needs at the beginning of the planning process to ensure the best allocation of our resources. This approach, PennDOT Connects, will make our planning processes more efficient and cost-effective to the benefit of all Pennsylvanians.

---

## PennDOT Connects Newsletter

Was this newsletter forwarded to you? If yes, [click here](#) to subscribe to receive a copy directly to your inbox.



### Pennsylvania Department of Transportation PennDOT Connects Municipal Resources

[www.pa.gov/agencies/pennidot/research-planning-and-innovation/pennidot-connects.html](http://www.pa.gov/agencies/pennidot/research-planning-and-innovation/pennidot-connects.html)  
Email: [PAConnects@pa.gov](mailto:PAConnects@pa.gov)  
Phone: 717-710-2090



Pennsylvania  
Department of Transportation

