

STATE TRANSPORTATION COMMISSION



August 14, 2024– Scranton/Wilkes-Barre, PA



Wilkes-Barre Market Street Bridge

**16 Glenmaura National Boulevard,
Scranton, PA 18507**



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STATE TRANSPORTATION COMMISSION

MEMBERSHIP

Honorable Michael B. Carroll, Chair

Honorable Kerry Benninghoff

Honorable Marty Flynn

Honorable James D. Kingsborough

Honorable Sharon Knoll

Honorable Wayne Langerholc, Jr.

Honorable Karen Michael, P.E

Honorable Ed Neilson

Honorable Paige M. Willan

PENNSYLVANIA STATE TRANSPORTATION COMMISSION
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
MAY 15, 2024



Please note that these minutes are not intended to capture every comment but to identify critical discussion points and highlights of the STC business meetings.

CALL TO ORDER:

State Transportation Commission Vice-Chair Sharon Knoll convened the quarterly business meeting of the State Transportation Commission (STC) at 10:01 AM on May 15, 2024, in Erie, PA.

ROLL CALL:

Commissioners Present:

1. Honorable Sharon Knoll

Commissioners Present on the Phone:

1. Honorable Ed Neilson, Kyle Wagonseller, Alternate Present
2. Honorable Kerry Benninghoff, Josiah Shelley, Alternate Present
3. Honorable Karen Michael
4. Honorable James Kingsborough
5. Honorable Marty Flynn, Noelle Scott, Alternate Present
6. Honorable Wayne Langerholc, Jr., Nolan Ritchie, Alternate Present
7. Honorable Paige Willan

Commissioners Not Present

1. Honorable Michael Carroll

MINUTES:

ON A MOTION by Ms. Willan, seconded by Mr. Kingsborough, and unanimously approved, the February 28, 2024, STC business meeting minutes were accepted.

CHAIR'S REMARKS:

Ms. Knoll gave brief remarks welcoming the STC to Erie and thanked District 1 for presenting at the meeting.

12-YEAR TRANSPORTATION PROGRAM:

Ms. Kristin Mulkerin, Deputy Secretary for Planning, gave an update on the 12-Year Program changes. There were 947 program adjustments for consideration. In the reporting period of

February 10 through April 26, 2024, there were 247 project/phase additions, 640 changes, and 60 deletions. The changes represent an increase of \$707,804,480.

Ms. Mulkerin highlighted several significant project changes. Twenty Mile Creek Bridge in the Erie Metropolitan Planning Organization (MPO) was closed on February 21, 2024 and changed from a rehabilitation to a replacement.

The second focused project was the Interstate changes in District 1, specifically the replacement of the bridge carrying SR 318 over Interstate 376 in Mercer County. This was the addition of the federal emergency funds, stemming from an overpass bridge strike on December 7, 2023.

ON A MOTION by Mr. Kingsborough and seconded by Ms. Willan, the 2023 12-Year Program Adjustments were approved.

REPORTS

Transportation Advisory Committee (TAC)

Mr. Mark Murawski, Transportation Advisory Committee Vice-Chair, gave an update from the TAC.

At the April 10th, 2024, TAC meeting, it was agreed to move forward with a study: Changing Demographics and Impact on the Transportation Workforce Needs.

The E-Commerce study, approved at the February meeting, is progressing. The study was initially identified by the Transportation Revenue Options Commission (TROC) report. . The study has a 14-member task force, chaired by Mr. Sam Arnold. The first meeting was held on April 24 and identified issues that supports the scope of work. A notable feature is a moderated panel discussion on the subject in July. The goal of the study is to identify land use changes in Pennsylvania related to the growth of e-commerce and the transformation of retail spaces and consumer trends, as well as evaluate the economic impacts of these changes and how they affect Pennsylvania's transportation network. The study would also evaluate a potential package delivery fee, focusing on other states, such as Colorado and Minnesota, that have already enacted this fee. The study is expected to be done in December and presented to the TAC and STC at the February meetings.

The second study in progress is the Demographics study, originating from the Center for Rural Pennsylvania's report about changing demographics released in Fall 2023. The report noted transportation as an area that should be further explored. Additionally, the Governor issued an executive order that required a study to be done by the Department of Aging (DOA). The TAC's study will, therefore, be in two parts, the first will focus on transportation workforce development needs, and the second will be a transportation component of the DOA's report. Mr. Murawski will chair the task force. He estimates that the study will be ready for approval at the February or April 2025 meetings.

The process for the 2025 Transportation Performance Report (TPR) has begun. The TPR has been updated every two years since 2013, and it currently focuses on Safety, Mobility,

Preservation, Accountability, Funding, and Freight. The 2025 TPR will be released in February 2025 and will start the 2027 program update. A task force has been formed to guide the effort.

During TAC's April meeting, presentations were given on PennDOT's upcoming Lane Reservation System and Micromobility. Members were invited to make suggestions for other presentation topics.

Executive Secretary

Executive Deputy Secretary, Mr. Larry Shifflet, gave an update.

Mr. Shifflet thanked Ms. Knoll for her efforts on the Bayfront project in Erie, and District Executive Mr. Brian McNulty and his leadership team for their efforts and attendance at the meeting. He noted the upcoming Interstate 80 and 90 projects.

Mr. Shifflet spoke about the governor's proposed budget containing a \$282.2 million increase for public transit, the first increase in over a decade. Public transit is not only a city service; in fact, all 67 counties have shared ride services. He noted that this is the beginning of new discussions about infrastructure.

Administrative/Budget

Deputy Secretary for Administration, Mr. Corey Pellington, gave an update from the Administrative/Budget Office.

December allocations have been paid out, with the next allocations for State Police penalties, Act 89, and liquid fuels is set for June 3, 2024.

The Bureau of Equal Opportunity (BEO) has appointed Dr. Megan Peterson as permanent Director.

The Disadvantaged Business Enterprise (DBE) final rule, issued by the United States Department of Transportation, was announced and went into effect on May 9, 2024. BEO is coordinating with the Federal Highway Administration (FHWA) to ensure compliance.

An expansion of Workforce Development programs is underway, which includes the federal On the Job Training (OJT) program and the Commonwealth's Workforce Transformation Program.

This year, Human Resources created a specific classification for engineering interns. For the 2023 summer intern program, PennDOT received 1561 applications. Under the new engineering-specific application, PennDOT received 2635 applications for the 2024 program. The internship program continues as a recruitment tool for the department.

Driver and Vehicle Services

Deputy Secretary for Driver and Vehicle Services (DVS), Ms. Kara Templeton, gave an update.

April is National Donate Life Month, and DVS held an organ donor event at the Summerdale Driver License Center with the Department of Health and several organ procurement organizations to raise awareness of organ and tissue donation. Over 49% of driver's license and identification card holders have the organ donor designation.

Work on staggered apportion registration continues. Beginning March 1, 2023, all registrants applying for new apportion registration accounts were able to choose a registration date. Historically, all registrations were due at the end of May. The staggered approach allows for more efficient handling of those registrations.

PennDOT brought its call center operations in-house at the end of February. There are four call center locations across the commonwealth, which provides redundancy in case of inclement weather, as well as providing jobs in more areas. Call center operators are gaining more experience, and the average speed of answer and average abandon rate has improved since the last month of vendor service. Before transitioning in-house, there were 26 representatives. There were over 50 at the end of April and 70 at the time of this meeting.

The REAL ID federal compliance date remains May 7, 2025, with the current opt-in rate being 21.3%. PennDOT continues to anticipate attaining a 25% adoption rate by the deadline.

There are 25 counties that collect the Local Use Fee. Lawrence County repealed its Local Use Fee Ordinance effective May 31, 2024.

Multimodal Transportation

Deputy Secretary for Multimodal Transportation, Ms. Meredith Biggica, highlighted several sections of the Multimodal report.

Multimodal is working with the Pittsburgh Port Commission (PPC) on the removal of the Elizabeth Lock and Dam, scheduled for July 2024. The PPC and PennDOT will administer a \$4 million grant to dredge and support the port industry along the river. The Monongahela River will rise 2-3 feet due to the removal.

Erie Port acquired Erie Coke Corporation, a 182-acre industrial site along Lake Erie. Erie Port and the County Redevelopment Authority will seek funding for site remediation.

Ms. Biggica noted that Mr. Shifflet and Secretary Carroll continue to travel around the state in support of the Governor's budget proposal. Multimodal agencies were provided notices of funding for the next year equivalent to the previous year's funding. If an increase occurs, there will be a follow-up letter.

Ridership continues to increase in all transit agencies.

Amtrak is undertaking track replacement between Harrisburg and Lancaster, forcing the truncation of trains between the hours of 8 AM to 4 PM, Monday through Thursday. A bus bridge is available. To offset the impact to commuters, PennDOT opened the parking lot on Keller Avenue next to the station as an overflow. Shuttles will be run between the station and the lot. A pedestrian bridge will be constructed to connect the lot and the Lancaster station.

Keystone Line ridership continues to increase, and the 2026 date for the second Pennsylvanian Line is still on target.

Highway and Bridge Program

Deputy Secretary, Mr. Michael Rebert, highlighted several Highway and Bridge Program report sections.

Mr. Rebert said that PennDOT's winter operations used \$170 million, 86% of its \$197 million budget. That left-over \$27 million was moved to spring and summer maintenance operations.

PennDOT is on track for the expected \$2.8 billion in project lettings for 2024, having already bid 270 out of 650 scheduled projects totaling \$929 million.

Mr. Rebert said that he believes that PennDOT's estimates have caught up with inflation, with bids coming in at 2% under the estimate. Long-term projects remain an issue, however, partially due to contractors trying to cover their risk.

Recent large projects bid on include a \$23 million betterment project on Interstate 99 in District 9 near Altoona and \$48 million for the Charles Anderson Bridge in Allegheny County, District 11.

Office of Planning

Deputy Secretary for Planning, Ms. Kristin Mulkerin, gave an update from the Office of Planning.

PennDOT has submitted five additional grant applications since the previous STC meeting, totaling \$909.4 million in requests, including the resubmission of the I-83 South Bridge.

Pennsylvania has been awarded 15 grants thus far in 2024, totaling \$438 million. Eight projects have received \$188 million since the last meeting.

The awards for the Transportation Alternatives Set-Aside (TASA) have been made. Project awards were announced on April 24, 2024. One hundred thirty-seven (137) eligible applications were received, with 55 being chosen for a total of \$49.5 million.

As of the previous meeting, federal funding was operating under a continuing resolution. Congress passed the final funding needed for Fiscal Year 2024 in March.

Ms. Mulkerin also thanked the planning partners for the work they do, including the program update. Many public comment periods are wrapping up, which will be included in the 12-Year Program approval in August.

WORKING SESSION:

District 1 Presentation

Mr. Brian McNulty, District Executive of District 1, gave a presentation on District 1.

District 1 has a population of 562,000, with 833 employees managing 3,996 miles of roadway and 2,066 bridges. The District is the first statewide for Highway Occupancy Permit review times, and 100% of its state bridges are inspected on cycle. The District does many of its designs in-house, saving \$10.8 million, and is the first in-house design team to use 3D modeling. He noted the difficulty of winter operations, and that one hundred inches of snow is average for a season in the District.

As of April 2024, 92.6% of all District 1 bridges are in good or fair condition. In 2007, about 15% of the bridges were in poor condition. District 1 began to invest more heavily in bridges, and now beats the statewide average of 90.9%. Erie County itself scores approximately 95% good/fair. Pavement conditions in District 1 surpass the statewide average in the International Roughness Index (IRI) median score.

Recruitment has been an important topic, with the District currently having 77 vacancies after a wave of retirements. The District has reached out to schools and has held 36 recruitment events.

District 1 has had an increase in the 5-year traffic fatality trend and is trying to reduce this number through safety projects, press releases, and mock Diving Under the Influence (DUI) demonstrations at schools.

Mr. McNulty said District 1 was on the path of totality for the April 8, 2024, eclipse and did a great job managing the event. The press office was proactive in issuing guidance, and oversized loads were restricted. Traffic and maintenance teams were prepared with digital message boards and plans for every road in the area. District employees worked with the State Police and other emergency services. No issues were reported during the event.

District 1 received increased funds from the Motor License Fund (MLF) due to the decoupling of State Police from the MLF and was able to purchase five new rollers, three crack sealers, two loaders, and an additional backhoe, chipper, gradall excavator, mower, and widener.

District 1 had funding successes through grants and discretionary funds. \$144.3 million in additional funds have been received from 2021 through 2025.

Mr. McNulty said District 1 strongly values its local partnerships, exemplified in the Messerall Truss Bridge project. The bridge is a bowstring arch bridge built in 1876, which was in use for over 150 years near Titusville. District 1 worked with the Department of Conservation and

Natural Resources through a Transportation Alternative Set-Aside grant to refurbish and move the bridge to Pymatuning State Park. The project won several awards at the state and national levels.

The Route 62 Railroad Tunnel is noted as a trouble area for the District. The Tunnel, constructed in 1922, has low clearance at 11'7" and is in a non-standard tight s-curve. The route impedes freight and detour operations. The district is working on designs to improve the tunnel. Congressman Mike Kelley secured \$3 million in funds to begin the project, but a \$15 million gap is estimated.

There are a series of projects on Interstate 80 to improve the first 15 miles, starting at the Ohio line, in three five-mile sections over six years.

At about 11 AM on December 7, 2024, a truck hit a bridge on Route 318, severely damaging the bridge. Bridge hits are common, having seven significant hits in the past ten years. The truck cut through two beams and damaged a third. The bridge was expected to have twenty more years of service and was not programmed for repairs. Within 33 hours, I-376 was reopened, and within five months, bids were opened for a new structure. Construction began April 15, 2024, and the bridge is expected to reopen by November. Mr. McNulty thanked the Central Office for the emergency funding to allow the quick turnaround of the bridge.

Mr. McNulty noted the Five Points Roundabout in Erie County. Formerly, several intersections converged awkwardly, which are now combined into a single large roundabout. The project won a Diamond Award from the American Council of Engineering Companies (ACEC) of PA.

The I-79/Route 20 interchange in Erie was being considered for rehabilitation, but it was determined that it would be a better use of funds to redesign the interchange instead. The proposed reimagining could potentially have two shorter bridges instead of six long bridges. The proposed changes to the interchange are still being studied.

The Route 20 bridge over Twenty Mile Creek in Erie County was scheduled for rehabilitation but was unexpectedly closed and moved to total replacement after inspection. The route carried approximately 2,500 vehicles a day and was not a bridge the District felt comfortable closing for long. The bridge was included in the Transportation Improvement Program but forced delays on nine other projects. PennDOT Central Office was able to assist by contributing \$10 million to the emergency project.

Interstate 90 in Erie County is undergoing a full restoration over six projects. Three have been completed, with two more anticipating completion in 2024. The final segment anticipates construction in 2028-2029.

The Erie Bayfront Parkway is undergoing a series of large construction projects. Through several partnerships, other ancillary projects have sprung from the larger whole, such as the 12th Street signal improvements, a multimodal bridge at Soldiers' and Sailors' Home, a West Front Street project, and Cranberry Street signal installation. The Central Bayfront Parkway project will add traffic calming measures, multimodal trails, and aesthetic improvements to the roadway.

COMMISSIONERS REPORT:

None

PUBLIC COMMENT:

Mr. Tim May, Erie MPO Coordinating Committee Chair and Hartford Township Supervisor, showed his appreciation for Mr. McNulty and the District's accomplishments and indicating the District is a responsible steward of funding to Erie County. He also noted the approachability of the District 1 staff in his role as a township supervisor.

Mr. David Mitchell of Corry, Erie County said he appreciated the efforts of the MPO in fostering local efforts. He also noted the efforts of Mr. McNulty and previous District Engineers and reminded the STC that Northwestern Pennsylvania is a major national thoroughfare between New York City and Chicago. He also thanked the STC for their efforts.

OTHER BUSINESS:

None.

NEXT MEETING:

The next STC quarterly meeting is scheduled for **Wednesday, August 14, 2024, in Scranton.**

ADJOURNMENT:

ON A MOTION by Mr. Kingsborough and seconded by Ms. Willan, the STC quarterly meeting was adjourned at 11:09 AM.

12-YEAR TRANSPORTATION PROGRAM

2023 PROGRAM ADJUSTMENTS

The following represent the results of program adjustments for projects appearing on the 2023 12-Year Program (TYP) as approved on May 15, 2024.

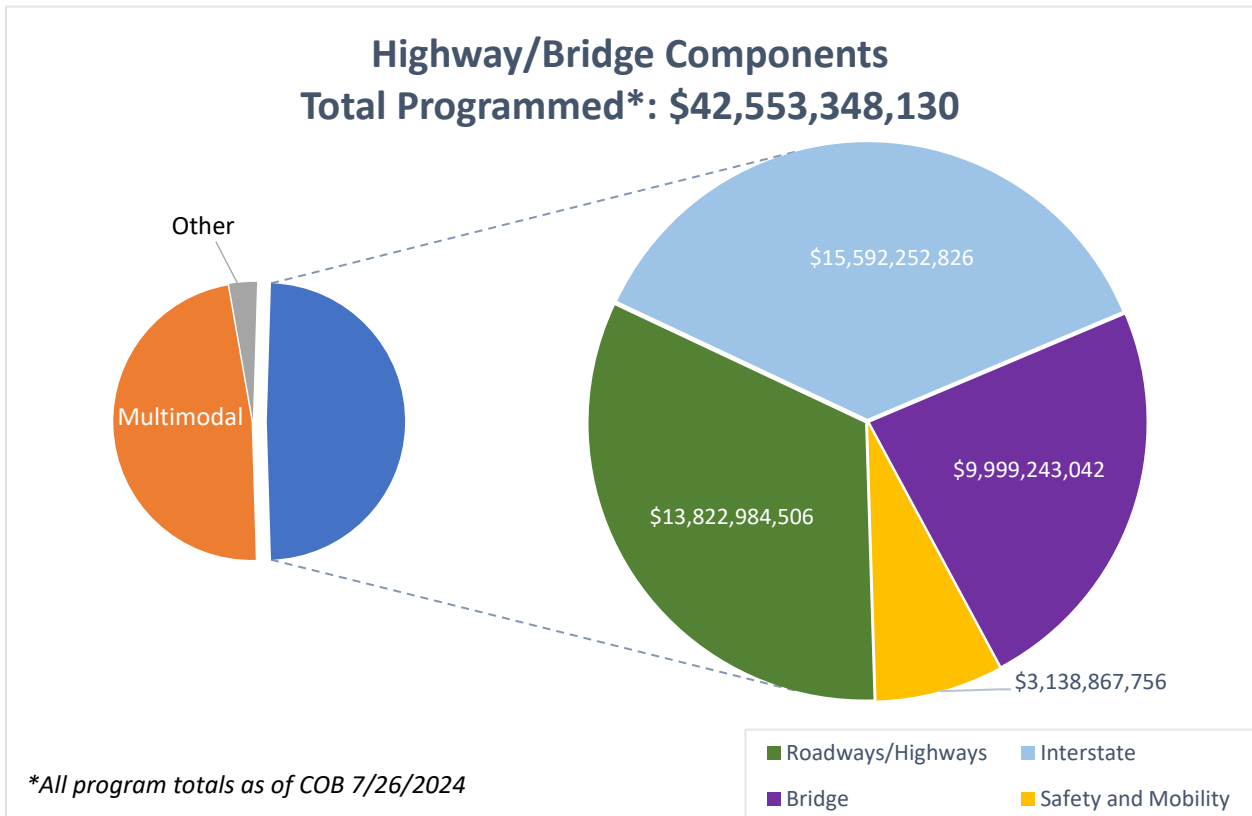
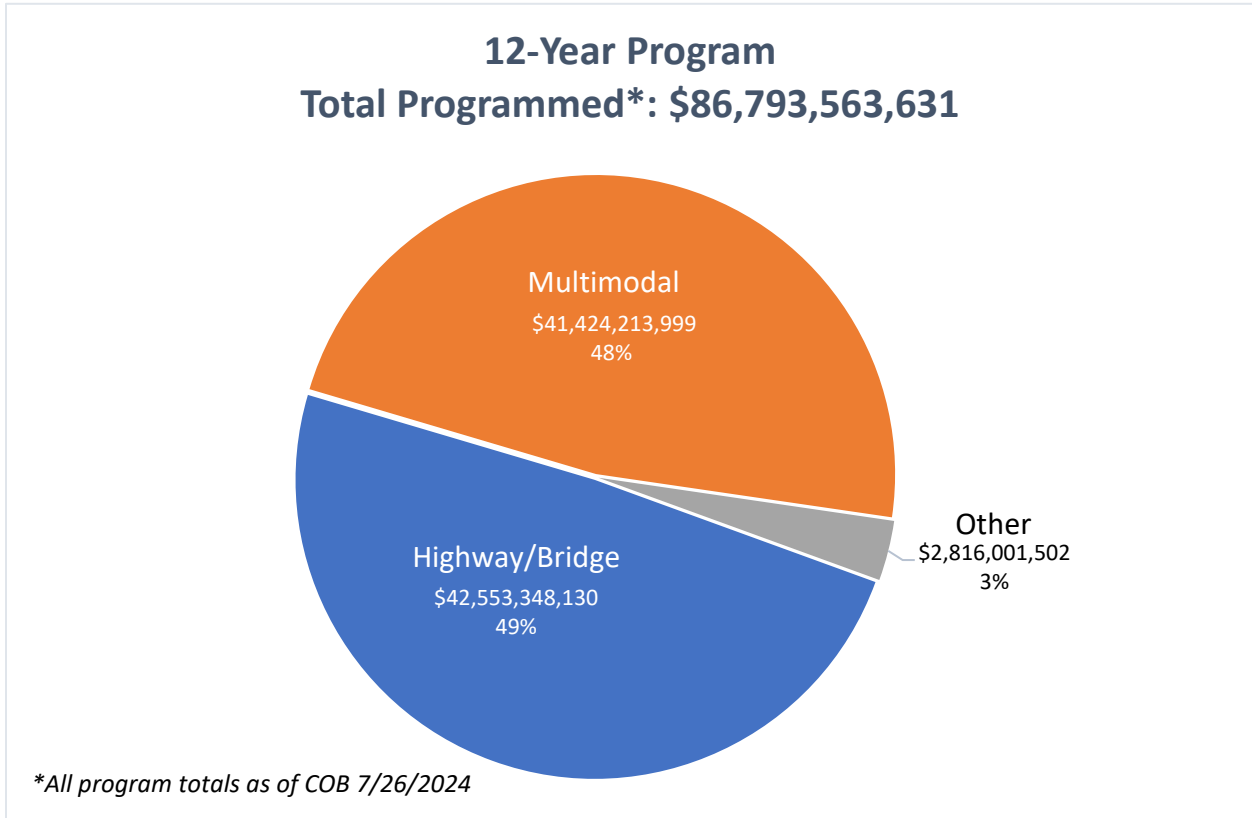
- The changes are for the period April 27, 2024, through July 26, 2024.
- Programmed Balances are as of close of business July 26, 2024.

There are 1,138 program adjustments for consideration.

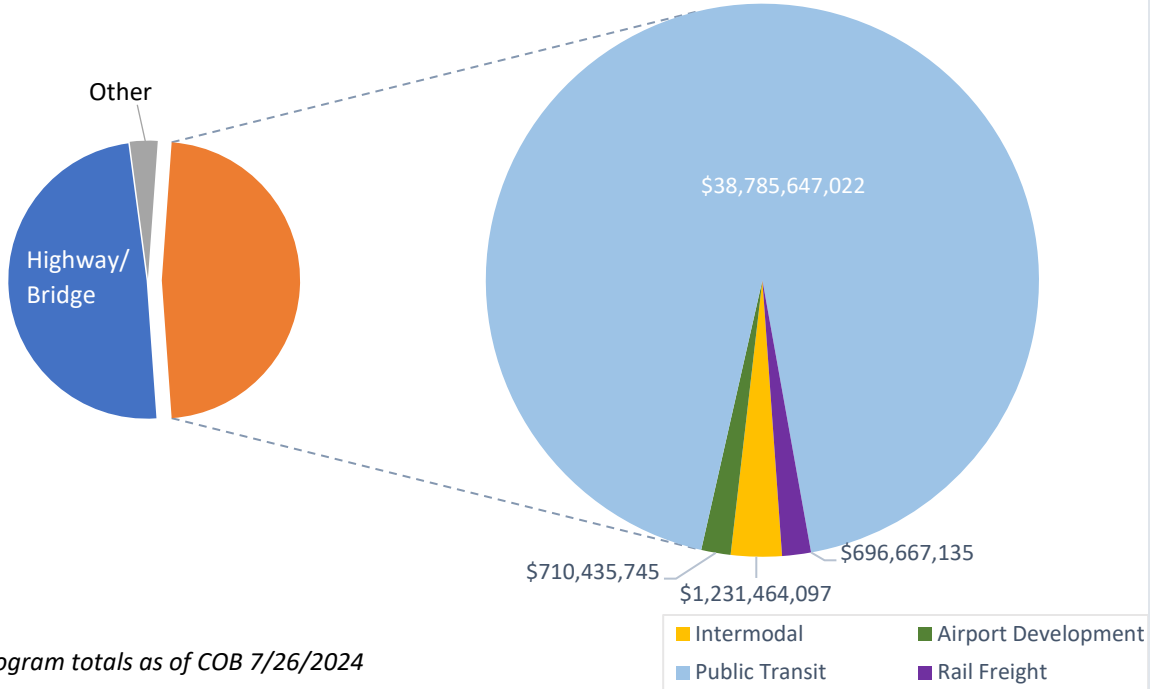
- 281 Project/Phase Additions
- 760 Project/Phase Changes
- 97 Project/Phase Removals (temporary or permanent)

The changes represent a **\$165,137,588 increase** for the reporting period.

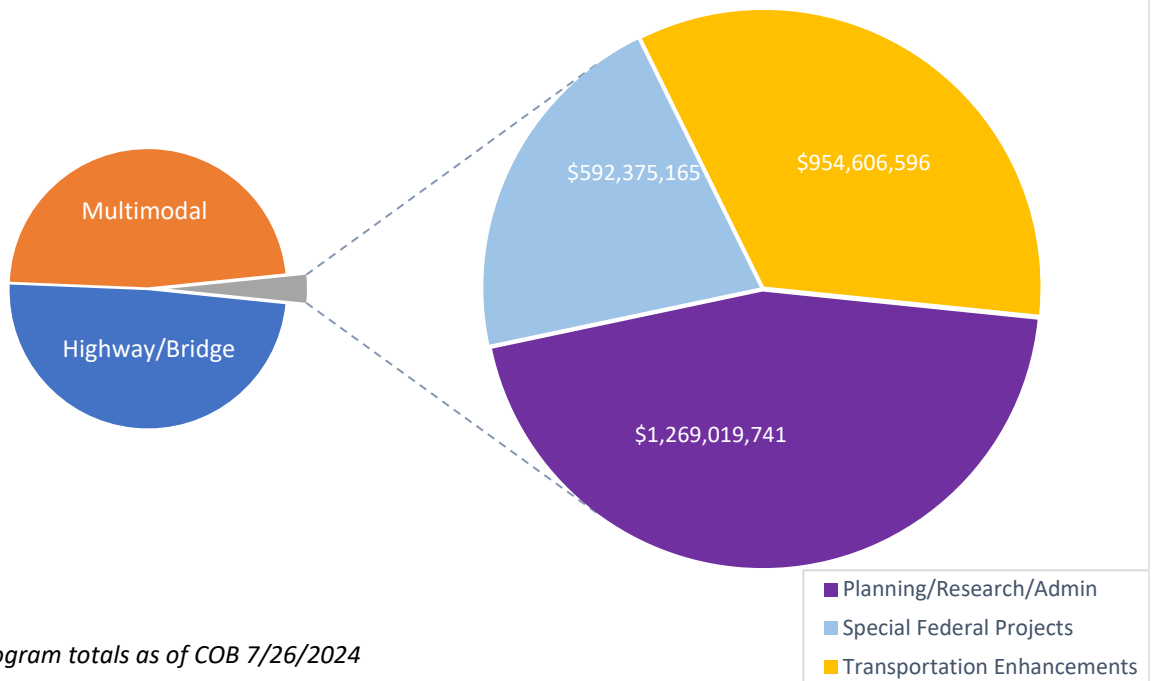
2023 12-Year Program Snapshot



Multimodal Components Total Programmed*: \$41,424,213,999



Other Components Total Programmed*: \$2,816,001,502



MAJOR PROJECT CHANGES

The following lists the 2023 12-Year Program projects that had major program adjustments for the period April 27, 2024, through July 26, 2024. The criteria used to determine a major program adjustment is:

- Any project whose aggregate change is +/- \$2,500,000 or greater.
- Any project whose aggregate change is equal to or greater than +/- %25 of the total project cost. Note: the list is limited to projects having a total cost of at least \$1,000,000 at beginning of the period or at ending the period.
- Any project added or removed from the program that has a total project cost of \$1,000,000 or greater.

**TYP Major Project Changes
2023 - 2034 Twelve Year Program
4/27/2024 to 7/26/2024**

(Highway & Bridge) Altoona / 9-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Blair	96410	CON	SR 2007 - SR 2014 to US 22	2007	004	\$3,780,655	\$2,280,655	-\$1,500,000	-40%

Altoona / Blair (Highway & Bridge) Change: -\$1,500,000

(Highway & Bridge) Centre / 2-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Centre	75808	CON	Line Item Safety		SAF	\$3,134,643	\$299,643	-\$2,835,000	-90%
Centre	84343	CON	Poor Bridge/Betterment Line Item		000	\$15,772,382	\$12,671,744	-\$3,100,638	-20%
Centre	84515	CON	Local Retro Bridges			\$1,200,000	\$600,000	-\$600,000	-50%
Centre	91500	CON	SR 2005 Sinking Cr Bridge	2005	A01	\$2,718,171	\$4,452,365	\$1,734,194	64%
Centre	119970	CON	Centre Co. Carbon Reduction	99	CRP	\$865,061	\$1,109,015	\$243,954	28%
Centre	121068	CON	Presqueisle Street Bridge Phase II		168	\$0	\$1,000,000	\$1,000,000	0%

Centre / Centre (Highway & Bridge) Change: -\$3,557,490

(Highway & Bridge) DVRPC / 6-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Bucks	79927	CON	S T P Reserve Line Item		SSS	\$12,710,638	\$5,056,101	-\$7,654,537	-60%
Bucks	79929	CON	Bridge Reserve Line Item			\$133,556,479	\$122,624,994	-\$10,931,485	-8%
Bucks	79980	CON	S T U Reserve Line Item		SSS	\$28,330,200	\$14,125,290	-\$14,204,910	-50%
Bucks	84318	CON	CMAQ Reserve Line Item		SSS	\$99,966,037	\$93,182,037	-\$6,784,000	-7%
Bucks	110774	CON	Iron Work Cr Sidewlk(L)	232	IWC	\$0	\$1,750,000	\$1,750,000	0%
Chester	98223	CON	Creek Rd O/PickeringCreek	7015	175	\$0	\$3,100,000	\$3,100,000	0%
Chester	98224	CON	Spring City Rd O/StonyRun	7015	205	\$0	\$2,900,000	\$2,900,000	0%
Chester	109599	CON	Bridge Group U (C)	3003	HBU	\$2,000,000	\$6,000,000	\$4,000,000	200%
Chester	120276	CON	Mowere Road Reconstruction R9		MTF	\$0	\$1,243,775	\$1,243,775	0%
Delaware	48201	CON	DVRPC CMAQ Program	9900		\$23,576,000	\$7,847,000	-\$15,729,000	-67%
Delaware	114034	CON	US 322: Chelsea Parkway - Market St Int	322	103	\$89,890,000	\$106,000,000	\$16,110,000	18%
Delaware	114102	CON	West Chester Pk & 476	3	DLR	\$0	\$4,122,000	\$4,122,000	0%
Delaware	116262	CON	SR3 Improv Ellis Prsrv R7 (C)	3	MTF	\$0	\$2,000,000	\$2,000,000	0%
Delaware	120280	CON	69th Street: Walnut St to Marshall Rd R9		MTF	\$0	\$2,961,154	\$2,961,154	0%
Montgomery	80052	CON	Fetters Mill Rd o/ Pennypack Crk	7046	027	\$3,182,000	\$4,000,000	\$818,000	26%
Montgomery	83742	CON	Keim St o/ Schuylkll River	7046	190	\$18,546,000	\$25,826,000	\$7,280,000	39%
Montgomery	98225	CON	Butler Pike o/ Prophecy Creek CB#83(C)	7046	083	\$1,800,000	\$2,649,045	\$849,045	47%
Montgomery	102273	CON	Ridge/Germantwn Intrs Re-Alignmnt	4031	PH1	\$8,358,000	\$21,000,000	\$12,642,000	151%
Montgomery	102665	CON	Signal Upgrade Line Item			\$2,000,000	\$1,000,000	-\$1,000,000	-50%
Montgomery	103330	CON	Pulaski O/Cntrl Stony Cr(R)(C)	7225	BRG	\$0	\$1,450,000	\$1,450,000	0%
Montgomery	105291	CON	Circuit Line Item			\$10,000,000	\$7,000,000	-\$3,000,000	-30%
Montgomery	107175	CON	US 202 & PA 29 Sinkhole Remediation(C)	202	SNK	\$12,000,000	\$19,000,000	\$7,000,000	58%
Montgomery	119299	CON	Carbon Reduction Program Line Item			\$37,164,963	\$26,804,836	-\$10,360,127	-28%
Montgomery	119301	CON	6-0 Systemwide Ped Countdown Signals(PCS)(C)		SIP	\$5,051,553	\$2,581,406	-\$2,470,147	-49%
Philadelphia	17511	FD	City Ave o/ SEPTA	1	PCS	\$500,000	\$1,300,000	\$800,000	160%
Philadelphia	17511	CON	City Ave o/ SEPTA	1	PCS	\$9,682,000	\$12,682,000	\$3,000,000	31%
Philadelphia	17511	UTL	City Ave o/ SEPTA	1	PCS	\$0	\$2,500,000	\$2,500,000	0%
Philadelphia	17816	CON	Chestnut St@30th St o/Sch (C)	3	CH1	\$904,000	\$6,211,000	\$5,307,000	587%
Philadelphia	79686	ROW	I-95: Columbia - Ann(C)	95	GR1	\$0	\$4,537,208	\$4,537,208	0%
Philadelphia	82216	CON	N H P P Reserve Item			\$24,143,515	\$1,216,723	-\$22,926,792	-95%

**TYP Major Project Changes
2023 - 2034 Twelve Year Program
4/27/2024 to 7/26/2024**

Philadelphia	110415	CON	SchuylBnksTrail-Chrstn-CrsntTIGER (C)		SBT	\$1,292,000	\$9,092,000	\$7,800,000	604%
Philadelphia	120702	CON	ADA Ramps Philadelphia 2024	1004	A11	\$2,500,000	\$6,500,000	\$4,000,000	160%

DVRPC / Philadelphia (Highway & Bridge) Change: \$1,109,184

(Highway & Bridge) Erie / 1-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Erie	1036	CON	Union LeBoeuf Rd (T-672) Br ov S Br of French Cr	7217	L00	\$1,428,750	\$78,869	-\$1,349,881	-94%
Erie	47501	CON	SR 4108: Jordan Rd/I-90	4108	B00	\$4,000,000	\$5,518,344	\$1,518,344	38%
Erie	78443	CON	Old Rte 99/Lamson Run #1	7212	452	\$290,000	\$1,306,941	\$1,016,941	351%
Erie	78444	CON	Old Rte 99/Lamson Run #2	7212	453	\$249,059	\$1,441,517	\$1,192,458	479%
Erie	78451	CON	Old Rte 99/Lamson Run #3	7212	454	\$276,703	\$1,412,663	\$1,135,960	411%
Erie	102468	CON	SR 531: Depot Road, Section 2	531	A08	\$10,702,426	\$14,838,546	\$4,136,120	39%
Erie	106421	CON	Erie Highway/Bridge Line Item			\$40,897,958	\$45,960,724	\$5,062,766	12%
Erie	121506	CON	City of Erie Safe Routes to Parks and Schools		T01	\$0	\$1,400,000	\$1,400,000	0%

Erie / Erie (Highway & Bridge) Change: \$14,112,708

(Highway & Bridge) Harrisburg / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Cumberland	99678	CON	US-11 NB over Conodoguinet Creek	11	115	\$6,438,223	\$8,079,108	\$1,640,885	25%
Cumberland	119304	CON	Phase II Streetscape Improvements - 3rd St	2035	0	\$1,535,654	\$597,094	-\$938,560	-61%
Dauphin	93176	PE	Market St Bridge West	3012	026	\$1,065,932	\$1,327,266	\$261,334	25%
Dauphin	93176	FD	Market St Bridge West	3012	026	\$2,590,386	\$602,060	-\$1,988,326	-77%
Dauphin	93177	FD	Market St Bridge East	3012	029	\$2,374,390	\$548,523	-\$1,825,867	-77%
Dauphin	113384	CON	Sycamore/Paxton Intersection Imp	3010	014	\$1,479,399	\$970,192	-\$509,207	-34%
Dauphin	114107	PRA	SRTP Rideshare Program			\$3,618,932	\$4,847,385	\$1,228,453	34%
Dauphin	115784	CON	Capital Gateway	3016	013	\$1,358,733	\$1,925,133	\$566,400	42%
Dauphin	116786	PE	Middletown Rd Safety and Congestion Impr	2003	033	\$1,000,000	\$1,977,656	\$977,656	98%

Harrisburg / Dauphin (Highway & Bridge) Change: -\$587,232

(Public Transit) Harrisburg

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Dauphin	119593		Downingtown-Keystone TS			\$3,834,216	\$9,523,680	\$5,689,464	148%

Harrisburg / Dauphin (Public Transit) Change: \$5,689,464

(Highway & Bridge) Interstate / 1-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Mercer	78914	CON	I-79 Plug Dam Project	79	PLD	\$0	\$1,638,452	\$1,638,452	0%

Interstate / Mercer (Highway & Bridge) Change: \$1,638,452

(Highway & Bridge) Interstate / 10-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Clarion	109300	CON	Clarion River Bridge	80	351	\$3,645,253	\$6,080,415	\$2,435,162	67%

Interstate / Clarion (Highway & Bridge) Change: \$2,435,162

(Highway & Bridge) Interstate / 11-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Allegheny	74454	CON	I-376, Boyce Road to I-79	376	A79	\$10,080,000	\$14,560,000	\$4,480,000	44%
Allegheny	121530	CON	2024 Interstate Longitudinal Joint Rehab	279	A90	\$0	\$2,700,000	\$2,700,000	0%

Interstate / Allegheny (Highway & Bridge) Change: \$7,180,000

(Highway & Bridge) Interstate / 4-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
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**TYP Major Project Changes
2023 - 2034 Twelve Year Program
4/27/2024 to 7/26/2024**

Lackawanna	69181	CON	I-84 ov LackRR/Roaring & 435	84	282	\$2,002,657	\$4,502,657	\$2,500,000	125%
Luzerne	106049	FD	Interstate 81 over Railroad	81	361	\$1,000,000	\$1,495,000	\$495,000	50%

Interstate / Luzerne (Highway & Bridge) Change: \$2,995,000

(Highway & Bridge) Interstate / 5-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Monroe	57921	CON	I-80/Exit 308 Realignment	80	05S	\$23,893,967	\$26,993,967	\$3,100,000	13%

Interstate / Monroe (Highway & Bridge) Change: \$3,100,000

(Highway & Bridge) Interstate / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Dauphin	97828	PE	I-83 East Shore Section 3	83	079	\$0	\$2,032,636	\$2,032,636	0%
Dauphin	97828	ROW	I-83 East Shore Section 3	83	079	\$13,275,000	\$7,116,000	-\$6,159,000	-46%
Dauphin	113357	ROW	I-83 East Shore Section 3B	83	B79	\$5,400,000	\$3,303,000	-\$2,097,000	-39%
Dauphin	116347	CON	I-83 East Shore Demo 2		02D	\$6,725,000	\$14,981,000	\$8,256,000	123%
Dauphin	119795	CON	District 8-0 Interstate Concrete Repairs	81	101	\$2,240,000	\$3,397,195	\$1,157,195	52%
York	118790	CON	Ramp Stabilization	8033	009	\$1,949,686	\$891,671	-\$1,058,015	-54%
York	119358	CON	North York Widening Demo	83	DM1	\$1,650,000	\$2,405,000	\$755,000	46%

Interstate / York (Highway & Bridge) Change: \$2,886,816

(Highway & Bridge) Interstate / 99-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Central Office	75891	CON	Interstate Contingency			\$461,288,798	\$444,627,197	-\$16,661,601	-4%

Interstate / Central Office (Highway & Bridge) Change: -\$16,661,601

(Highway & Bridge) Johnstown / 9-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Cambria	117007	CON	US 22 Segment 351 Over Norfolk Southern Railroad	22	32B	\$1,052,000	\$787,000	-\$265,000	-25%

Johnstown / Cambria (Highway & Bridge) Change: -\$265,000

(Highway & Bridge) Lancaster / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lancaster	63227	CON	Greenville Road Bridge-B	1053	003	\$2,688,000	\$79,870	-\$2,608,130	-97%
Lancaster	87827	CON	Highway Reserve			\$142,333,504	\$145,916,404	\$3,582,900	3%
Lancaster	88067	CON	STU Line Item			\$40,115,971	\$42,626,987	\$2,511,016	6%
Lancaster	94572	PE	SRTP Rideshare Program			\$1,381,292	\$1,012,383	-\$368,909	-27%
Lancaster	109618	FD	US 222 Reconstruction	222	071	\$2,700,000	\$0	-\$2,700,000	-100%
Lancaster	114218	CON	Strasburg Pk to S Oakview Rd Trail			\$1,011,700	\$428,200	-\$583,500	-58%

Lancaster / Lancaster (Highway & Bridge) Change: -\$166,623

(Public Transit) Lancaster

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lancaster	102417		ADA Services			\$1,808,625	\$2,411,800	\$603,175	33%
Lancaster	114362		Purch. Paratransit Buses			\$1,717,077	\$2,220,620	\$503,543	29%
Lancaster	119592		Downingtown TS-Keystone			\$10,656,587	\$26,224,018	\$15,567,431	146%

Lancaster / Lancaster (Public Transit) Change: \$16,674,149

(Highway & Bridge) Lebanon / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lebanon	87838	CON	Highway Reserve			\$6,933,703	\$8,663,205	\$1,729,502	25%
Lebanon	91346	CON	PA 501 Bridge-B	501	029	\$1,865,814	\$963,814	-\$902,000	-48%
Lebanon	100343	CON	Allentown Blvd/Trib Racc	22	099	\$1,000,000	\$601,801	-\$398,199	-40%

**TYP Major Project Changes
2023 - 2034 Twelve Year Program
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Lebanon	113297	CON	PA 72 Quentin Rd Resurface	72	066	\$5,411,383	\$3,615,921	-\$1,795,462	-33%
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Lebanon / Lebanon (Highway & Bridge) Change: -\$1,366,159

(Highway & Bridge) Lehigh Valley / 5-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lehigh	102160	PE	309 Center Valley IC	309	19M	\$1,595,565	\$4,220,565	\$2,625,000	165%
Lehigh	102160	FD	309 Center Valley IC	309	19M	\$3,502,000	\$1,377,000	-\$2,125,000	-61%
Lehigh	118434	CON	Coopersburg Streetscape Phase 6	2045	CS6	\$1,000,000	\$1,534,014	\$534,014	53%
Lehigh	121443	CON	ABE Airport Northside Logistics & Cargo Complex		ABE	\$0	\$75,275,727	\$75,275,727	0%

Lehigh Valley / Lehigh (Highway & Bridge) Change: \$76,309,741

(Highway & Bridge) NEPA / 4-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Pike	89017	CON	SR 6 over Delaware River	6	451	\$17,126,000	\$22,400,000	\$5,274,000	31%

NEPA / Pike (Highway & Bridge) Change: \$5,274,000

(Highway & Bridge) NEPA / 5-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Carbon	102240	CON	NEPA Hwy & Bridge Reserve			\$104,943,747	\$97,591,072	-\$7,352,675	-7%
Monroe	79163	CON	SR 715 over Pocono Creek	715	01B	\$4,147,439	\$6,341,545	\$2,194,106	53%
Monroe	79473	CON	SR 715/ 611 Intersection	715	03S	\$9,058,774	\$11,748,038	\$2,689,264	30%
Schuylkill	96470	CON	St.Clair to Frackville Reconstruction	61	14M	\$128,328,576	\$134,328,576	\$6,000,000	5%

NEPA / Schuylkill (Highway & Bridge) Change: \$3,530,695

(Highway & Bridge) North Central / 10-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Jefferson	68204	CON	Jeff Hwy/Bridge Line Item			\$4,184,625	\$7,930,237	\$3,745,612	90%
Jefferson	112971	CON	US 119 Punxsy South Resurfacing	119	501	\$2,697,900	\$1,046,000	-\$1,651,900	-61%
Jefferson	117206	CON	Jefferson Bridge Latex Group	28	556	\$1,561,200	\$557,220	-\$1,003,980	-64%

North Central / Jefferson (Highway & Bridge) Change: \$1,089,732

(Highway & Bridge) North Central / 2-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Clearfield	88619	CON	Local Retro's			\$2,140,414	\$1,144,595	-\$995,819	-47%
Elk	4024	CON	Caledonia Run	555	A01	\$1,765,600	\$1,292,000	-\$473,600	-27%
Elk	113951	PE	City of St.Marys SR 120 Connector	120	C02	\$750,000	\$1,009,000	\$259,000	35%
McKean	117878	CON	SR 46 Roadway Restoration	46	541	\$1,821,520	\$2,381,766	\$560,246	31%
McKean	118671	CON	SR 770 Roadway and Slope Stability	770	545	\$0	\$1,600,000	\$1,600,000	0%
Potter	114317	CON	2024 NC Bridge Preservation	244	P43	\$4,068,000	\$2,810,998	-\$1,257,002	-31%

North Central / Potter (Highway & Bridge) Change: -\$307,175

(Highway & Bridge) Northern Tier / 3-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Tioga	105066	CON	Marsh Creek Greenway North		MCG	\$2,888,000	\$3,638,000	\$750,000	26%

Northern Tier / Tioga (Highway & Bridge) Change: \$750,000

(Highway & Bridge) Northern Tier / 4-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Susquehanna	9546	PE	Johnston Street over Salt Lick Creek	7409	552	\$800,000	\$1,060,000	\$260,000	33%
Susquehanna	9720	CON	SR 706 over East Branch of Wyalusing Creek	706	552	\$1,812,500	\$2,807,500	\$995,000	55%
Susquehanna	73298	CON	NTier D4 Hwy Reserve			\$25,645,473	\$20,006,780	-\$5,638,693	-22%
Susquehanna	94741	CON	SR 11 Shoulder / ELRS.	11	RS2	\$3,050,000	\$3,967,873	\$917,873	30%

**TYP Major Project Changes
2023 - 2034 Twelve Year Program
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Susquehanna	96730	CON	SR 706 over Branch Wyalusing Creek 2	706	556	\$1,625,000	\$2,357,000	\$732,000	45%
Wyoming	10192	CON	SR 3002 over Bowmans Creek	3002	750	\$2,187,500	\$2,787,500	\$600,000	27%
Wyoming	10224	CON	SR 29 over Inlet Lake Carey	29	D51	\$1,125,000	\$2,356,710	\$1,231,710	109%

Northern Tier / Wyoming (Highway & Bridge) Change: -\$902,110

(Highway & Bridge) Northwest / 1-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Crawford	328	CON	Dotyville Rd (T-926) Br ov Pine Ck	7214	L00	\$1,189,055	\$652,386	-\$536,669	-45%
Crawford	114035	CON	SR 102: US 6 to SR 98	102	01M	\$4,600,000	\$2,254,738	-\$2,345,262	-51%
Venango	2107	CON	Petroleum Center Bridge	1004	B00	\$2,550,000	\$1,755,362	-\$794,638	-31%
Venango	2161	CON	Dean Road over Little Sandy Creek	9900	L00	\$765,000	\$1,200,000	\$435,000	57%
Venango	2232	CON	SR 208 Brdg over I-80 EB/WB	208	B04	\$1,500,000	\$1,100,000	-\$400,000	-27%
Venango	2235	CON	SR 2023 over Porcupine Ck	2023	B00	\$1,586,141	\$2,140,779	\$554,638	35%
Venango	67098	CON	On Demand Bridge Repair Contract - 2025			\$500,000	\$1,000,000	\$500,000	100%

Northwest / Venango (Highway & Bridge) Change: -\$2,586,931

(Highway & Bridge) Northwest / 10-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Clarion	99659	CON	US 322 Clarion to Strattanville Resurfacing	322	310	\$3,836,036	\$1,120,100	-\$2,715,936	-71%
Clarion	106502	CON	PA 68 Dolby Street to Trout Run	68	376	\$8,200,000	\$15,145,820	\$6,945,820	85%
Clarion	121428	CON	PA 66 Emergency Slide	66	392	\$1,950,000	\$0	-\$1,950,000	-100%

Northwest / Clarion (Highway & Bridge) Change: \$2,279,884

(Highway & Bridge) Reading / 5-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Berks	82796	CON	Urban Reserve Line Item			\$26,019,384	\$9,720,811	-\$16,298,573	-63%
Berks	96373	CON	PA 61 Restoration Phase 1	61	14M	\$8,699,380	\$11,669,550	\$2,970,170	34%
Berks	102189	CON	RATS Hwy & Bridge Reserve			\$113,330,461	\$105,036,572	-\$8,293,889	-7%
Berks	105954	FD	State Hill Rd from Colony Dr. to SR 222 SB Ramps	3023	04S	\$360,500	\$1,300,000	\$939,500	261%
Berks	114439	FD	West Shore Bypass - Phase 1	422	PH1	\$0	\$19,110,000	\$19,110,000	0%
Berks	117637	CON	RATS Bridge Overlay Bundle #3	183	BOB	\$2,121,800	\$2,974,557	\$852,757	40%

Reading / Berks (Highway & Bridge) Change: -\$720,035

(Highway & Bridge) S. Alleghenies / 9-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Bedford	21480	CON	US 30 over Former RR	30	43B	\$1,697,000	\$971,109	-\$725,891	-43%
Bedford	117024	CON	SA Bridge PM Reserve Line Item			\$864,110	\$2,267,005	\$1,402,895	162%
Bedford	117771	CON	US 30 over SR 8014	30	47B	\$1,214,067	\$706,691	-\$507,376	-42%
Somerset	105604	CON	SR4035 Trib Quemahoning Crk Bridge	4035	02B	\$2,500,000	\$900,000	-\$1,600,000	-64%
Somerset	115845	PE	US 219 Meyersdale to Old Salisbury Rd	219	050	\$0	\$3,500,000	\$3,500,000	0%
Somerset	115845	FD	US 219 Meyersdale to Old Salisbury Rd	219	050	\$17,000,000	\$13,500,000	-\$3,500,000	-21%

S. Alleghenies / Somerset (Highway & Bridge) Change: -\$1,430,372

(Highway & Bridge) Scranton/W-B / 4-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lackawanna	73300	CON	LLTS Highway Reserve			\$108,980,541	\$94,131,432	-\$14,849,109	-14%
Lackawanna	113272	PE	Mill Street over D&L Railroad/Roaring Brook	7407	BRG	\$625,000	\$1,625,000	\$1,000,000	160%
Lackawanna	114268	PE	SR 6 Drainage	6	256	\$0	\$1,150,000	\$1,150,000	0%
Lackawanna	120803	CON	Plank Road over Lehigh River		MTM	\$0	\$1,635,500	\$1,635,500	0%
Luzerne	9128	CON	SR 115 over I-81	115	303	\$58,998,500	\$66,998,500	\$8,000,000	14%

**TYP Major Project Changes
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Luzerne	93931	PE	SR 11 over SR 2037, Susquehanna River and Railroad	11	350	\$1,400,000	\$2,350,000	\$950,000	68%
Luzerne	102030	FD	SR 2002 (San Souci Parkway) Reconstruction	2002	D50	\$2,500,000	\$7,200,000	\$4,700,000	188%
Luzerne	102030	ROW	SR 2002 (San Souci Parkway) Reconstruction	2002	D50	\$0	\$2,000,000	\$2,000,000	0%
Luzerne	103196	CON	CP Pittston / Dupont Corridor	2017	RRX	\$977,505	\$1,400,000	\$422,495	43%
Luzerne	119492	CON	South River Street Streetscape	2004	TIF	\$0	\$1,800,000	\$1,800,000	0%

Scranton/W-B / Luzerne (Highway & Bridge) Change: \$6,808,886

(Highway & Bridge) SEDA-COG / 2-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Clinton	68128	CON	Reserve Betterment/Safety Line Item		000	\$52,028,436	\$45,170,365	-\$6,858,071	-13%
Clinton	83139	CON	Retro Local Bridge		LOC	\$1,875,000	\$1,374,984	-\$500,016	-27%
Clinton	110355	CON	2022 Bridge Preservation	150	P37	\$1,940,199	\$2,540,199	\$600,000	31%
Juniata	114302	CON	2024 SEDA-COG Bridge Preservation	2006	P44	\$4,275,046	\$5,866,470	\$1,591,424	37%
Juniata	121382	CON	US 22 Concrete Restoration (ST92)	22	ST9	\$802,847	\$3,948,170	\$3,145,323	392%
Mifflin	85290	CON	SR 0522 over Jacks Creek	522	A04	\$1,831,000	\$2,581,000	\$750,000	41%
Mifflin	119778	CON	SR 1002 Honey Creek Rd Slide Restoration	1002	726	\$1,000,000	\$1,550,000	\$550,000	55%

SEDA-COG / Mifflin (Highway & Bridge) Change: -\$721,340

(Highway & Bridge) SEDA-COG / 3-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Columbia	68016	CON	3-0 SEDA-COG Line Item		000	\$123,096,595	\$118,686,311	-\$4,410,284	-4%
Columbia	78825	CON	SR 4049 over W Branch Fishing Creek	4049	023	\$2,800,000	\$1,877,288	-\$922,712	-33%
Columbia	99404	CON	Briar Cr Boro to Berwick Boro line	11	128	\$2,480,000	\$1,681,000	-\$799,000	-32%
Montour	98991	CON	SR 54 Wbl ov Mahoning Crk	54	099	\$2,000,000	\$0	-\$2,000,000	-100%
Montour	103853	CON	SR 54 Corridor Safety Improvement	54	090	\$21,401,180	\$37,502,053	\$16,100,873	75%

SEDA-COG / Montour (Highway & Bridge) Change: \$7,968,877

(Highway & Bridge) SPC / 10-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Armstrong	79843	CON	SPC D-10 Hwy/Bridge Line			\$13,759,641	\$8,497,057	-\$5,262,584	-38%
Butler	24409	CON	State Game Lands 95 Br	268	251	\$6,918,000	\$4,841,886	-\$2,076,114	-30%
Butler	86105	CON	Karns Crossing Bridge	68	253	\$2,000,000	\$85,225,055	\$33,225,055	64%
Butler	119471	CON	SR 3007 Slide Repair	3007	201	\$1,400,000	\$811,400	-\$588,600	-42%
Indiana	78118	CON	SR 3017 Cherry Run Bridge	3017	0	\$2,432,500	\$0	-\$2,432,500	-100%
Indiana	83213	CON	Creekside Bridge #1	110	000	\$2,382,072	\$0	-\$2,382,072	-100%
Indiana	83227	CON	US 119 over Pine Run	119	45B	\$1,969,700	\$0	-\$1,969,700	-100%
Indiana	83356	CON	SR 3024 over McCarthy Run	3024	000	\$2,481,596	\$0	-\$2,481,596	-100%
Indiana	114754	CON	SR 3025 Park Road South: Slides 3-4	3025	4S1	\$1,600,000	\$1,196,164	-\$403,836	-25%
Indiana	117248	CON	US 119 over Crooked Creek	119	45A	\$3,083,900	\$0	-\$3,083,900	-100%
Indiana	117897	CON	SR 3025 Park Road South: Slides 1-2	3025	4S2	\$1,300,000	\$654,104	-\$645,896	-50%

SPC / Indiana (Highway & Bridge) Change: \$11,898,257

(Highway & Bridge) SPC / 11-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Allegheny	28010	CON	PA 50 -179-Vanadium	50	A26	\$1,095,000	\$1,525,000	\$430,000	39%
Allegheny	75341	CON	Betterment Reserve Allegheny			\$119,584,732	\$122,517,917	\$2,933,185	2%
Allegheny	76458	CON	Bridge - Allegheny County			\$63,016,972	\$51,610,484	-\$11,406,488	-18%
Allegheny	84078	CON	SPC CMAQ Line Item			\$183,110,379	\$176,064,014	-\$7,046,365	-4%
Allegheny	87777	CON	Allegheny Co Loc Br Pres.			\$5,607,379	\$8,510,214	\$2,902,835	52%

**TYP Major Project Changes
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Allegheny	114195	ROW	SR 3034, Chartiers St Slide Remediation		3034	A15	\$200,000	\$1,000,000	\$800,000	400%
Allegheny	114294	CON	City of Pittsburgh Bus Shelters/Mobility Hubs				\$3,140,000	\$2,040,000	-\$1,100,000	-35%
Allegheny	116655	UTL	SR 30/SR 48 Intersection Improvement w/D12		30	A39	\$1,000,000	\$0	-\$1,000,000	-100%
Allegheny	116655	ROW	SR 30/SR 48 Intersection Improvement w/D12		30	A39	\$2,500,000	\$1,500,000	-\$1,000,000	-40%
Allegheny	117268	PRA	TMA TDM Programming & Outreach				\$1,800,000	\$2,288,409	\$488,409	27%
Allegheny	117911	CON	Wrong Way Detection System		28	A64	\$4,300,000	\$5,400,000	\$1,100,000	26%
Allegheny	119380	CON	Beaver Avenue Line Item				\$9,750,000	\$6,232,787	-\$3,517,213	-36%
Allegheny	120987	CON	Liberty Tunnel Roof Replacement		3069	A27	\$2,000,000	\$2,960,000	\$960,000	48%
Beaver	67016	CON	Freedom Rd Upgrade - Ph C		2004	B06	\$1,705,000	\$3,705,000	\$2,000,000	117%
Beaver	101165	CON	Frankfort Road Bridge		18	B61	\$17,700,000	\$24,400,000	\$6,700,000	38%

SPC / Beaver (Highway & Bridge) Change: -\$6,755,637

(Public Transit) SPC

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Allegheny	119317		Travel Demand Management			\$1,500,000	\$2,288,408	\$788,408	53%
Allegheny	121284		Wilkesburg Trans. Center			\$0	\$7,800,000	\$7,800,000	0%
Lawrence	114525		Small Transit Buses			\$1,862,942	\$2,439,210	\$576,268	31%

SPC / Lawrence (Public Transit) Change: \$9,164,676

(Highway & Bridge) SPC / 12-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Fayette	76508	CON	Dist12 Hwy/Brdg Line Item		RLI	\$212,473,244	\$206,930,354	-\$5,542,890	-3%
Fayette	106060	CON	Dawson Corridor	1041	0	\$0	\$1,300,000	\$1,300,000	0%
Fayette	119489	CON	2024 High Friction Surface Contract	1058	0	\$750,000	\$1,145,462	\$395,462	53%
Fayette	119655	CON	US 119: Hopwood to Fairgrounds	119	0	\$0	\$6,300,000	\$6,300,000	0%
Greene	113705	CON	2022 Slide Repairs	2018	E10	\$4,000,000	\$2,200,000	-\$1,800,000	-45%
Washington	31152	CON	SR 1016 ov Br Mingo Ck	1016	A20	\$1,060,900	\$2,260,900	\$1,200,000	113%
Washington	109242	CON	Valleybrook/Bebout Rd Intersection	1010	J10	\$0	\$1,500,000	\$1,500,000	0%
Washington	114561	CON	PA 18: Main Street to Third Street	18	SE9	\$1,500,000	\$0	-\$1,500,000	-100%
Washington	119489	CON	2024 High Friction Surface Contract	1058	0	\$750,000	\$1,145,462	\$395,462	53%
Westmoreland	69248	CON	PA 136 over Pollock Run	136	B10	\$3,400,000	\$4,500,000	\$1,100,000	32%
Westmoreland	110900	UTL	US 30 Corridor Impvmts - Western Section	30	A10	\$2,577,822	\$4,251,962	\$1,674,140	65%
Westmoreland	110900	ROW	US 30 Corridor Impvmts - Western Section	30	A10	\$3,477,822	\$6,500,000	\$3,022,178	87%
Westmoreland	114560	CON	119 SW Greensburg CMAQ	119	SE8	\$2,250,000	\$0	-\$2,250,000	-100%
Westmoreland	118324	CON	2023 On Demand Bridge Contract	3041	ODB	\$250,000	\$1,250,000	\$1,000,000	400%

SPC / Westmoreland (Highway & Bridge) Change: \$6,794,352

(Highway & Bridge) STWD Items / 99-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Central Office	60469	CON	TIIF Reserve			\$245,450,474	\$240,750,474	-\$4,700,000	-2%
Central Office	77786	CON	Highway Reserve			\$270,103,615	\$263,557,413	-\$6,546,202	-2%
Central Office	84372	CON	Federal SRTS Reserve			\$1,469,065	\$0	-\$1,469,065	-100%
Central Office	98255	CON	RRX Reserve			\$31,531,088	\$28,969,332	-\$2,561,756	-8%
Central Office	101924	PRA	Planning Reserve			\$1,002,044,016	\$985,508,516	-\$16,535,500	-2%
Central Office	102466	CON	NHPP Reserve			\$1,532,386	\$532,386	-\$1,000,000	-65%
Central Office	102893	CON	Multimodal Reserve			\$979,643,452	\$972,213,624	-\$7,429,828	-1%
Central Office	103866	CON	Deob Reserve			\$23,331	\$1,300,964	\$1,277,633	5476%
Central Office	107087	CON	DCNR Rec Trails Reserve			\$7,899,340	\$5,751,969	-\$2,147,371	-27%

**TYP Major Project Changes
2023 - 2034 Twelve Year Program
4/27/2024 to 7/26/2024**

Central Office	117944	PRA	New HSIP Application Website				\$300,000	\$2,050,000	\$1,750,000	583%
Central Office	118321	CON	Carbon Reduction Program Reserve				\$43,367,109	\$37,367,109	-\$6,000,000	-14%
Central Office	118322	CON	PROTECT Reserve				\$205,213,632	\$193,368,899	-\$11,844,733	-6%
Central Office	119213	PRA	IIJA/BIL Safe and Accessible Transportation PL				\$856,000	\$1,293,000	\$437,000	51%
Central Office	119214	PRA	IIJA/BIL Safe and Accessible Transportation SPR				\$2,042,000	\$2,778,000	\$736,000	36%
Central Office	119341	CON	Federal Carryover Reserve				\$75,609,070	\$54,859,070	-\$20,750,000	-27%
Central Office	120294	CON	EV Charger RAA Program				\$0	\$6,250,000	\$6,250,000	0%
Central Office	120739	PRA	SPRPlngCO/Consult 2024-25				\$17,500,000	\$20,500,000	\$3,000,000	17%
Central Office	120741	PRA	SPR Research 2024-25				\$0	\$5,800,000	\$5,800,000	0%
Central Office	120742	PRA	SPR Research FED/TOLL 2024-25				\$0	\$5,500,000	\$5,500,000	0%
Central Office	121816	CON	2024 DCNR REC TRLS STIP 2				\$0	\$2,165,499	\$2,165,499	0%

STWD Items / Central Office (Highway & Bridge) Change: -\$54,068,323

(Highway & Bridge) SVTS / 1-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Mercer	120713	CON	On Demand Bridge Repair Contract - 2025			\$500,000	\$1,000,000	\$500,000	100%

SVTS / Mercer (Highway & Bridge) Change: \$500,000

(Public Transit) SVTS

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Mercer	83653		Asset Maintenance Exp			\$900,000	\$1,481,219	\$581,219	65%
Mercer	95413		Office & Garage Imprvmnts			\$432,500	\$1,072,190	\$639,690	148%
Mercer	102638		Vehicle Purchase			\$1,252,740	\$1,566,026	\$313,286	25%

SVTS / Mercer (Public Transit) Change: \$1,534,195

(Highway & Bridge) Wayne / 4-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Wayne	10021	CON	SR 3018 over Branch Middle Creek	3018	650	\$1,500,000	\$2,000,000	\$500,000	33%

Wayne / Wayne (Highway & Bridge) Change: \$500,000

(Highway & Bridge) Williamsport / 3-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lycoming	116904	CON	Wavy Section between SRs 184 and 284	15	244	\$1,600,000	\$2,000,000	\$400,000	25%

Williamsport / Lycoming (Highway & Bridge) Change: \$400,000

(Highway & Bridge) York / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
York	87697	CON	Springwood Road Bridge ovr Stony Crk	2002	022	\$1,089,346	\$0	-\$1,089,346	-100%
York	91031	CON	Canal Road Ext Bridge	921	013	\$2,942,026	\$4,800,000	\$1,857,974	63%
York	92923	FD	Blue-Gray Highway Reconstruction	15	044	\$8,423,000	\$5,875,136	-\$2,547,864	-30%
York	117009	CON	Pleasant View Rd		LOC	\$791,298	\$1,479,400	\$688,102	87%
York	121409	CON	SR 616 (Baltimore Street) Retaining Wall	616	014	\$0	\$3,000,000	\$3,000,000	0%
York	121481	CON	Kindig Lane and High Street Temporary Signal		LOC	\$0	\$1,027,170	\$1,027,170	0%

York / York (Highway & Bridge) Change: \$2,936,036

TRANSPORTATION ADVISORY COMMITTEE REPORT

Transportation Advisory Committee (TAC) Report

The July 17, 2024, TAC Meeting was canceled, and the TAC continues to work on three studies.

TAC Study Updates:

PA Changing Demographics and the Impact on Transportation Workforce Needs:

- The latest TAC study on Pennsylvania Demographics follows a high-profile plan recently released by the Department of Aging called “Aging Our Way, PA: A Plan for Lifelong Independence.”
- There are many recommendations within that report specific to transportation where PennDOT is identified to lead or co-lead. Most of these recommendations target strategies involving the transit and bicycle/pedestrian modes and some driver services issues. The strategies, however require further planning and study of essential details to inform implementation.
- The TAC desires to conduct a deeper examination of aging and workforce retention/development to respond to the Department of Aging’s plan. TAC’s scope of work includes many draft study recommendations where more detailed analysis may be warranted.
- The project team has begun work on drafting a report outline and has started data collection on the state’s demographics.
- A Task Force has been composed and is being led by TAC Vice-Chair Mark Murawski. A kickoff meeting has been scheduled for August 1.
- A final report is anticipated by April 2025.

E-Commerce Assessment & Package Convenience Fee Analysis:

- The study examines the impacts of e-Commerce on Pennsylvania’s land use and transportation. TAC member Sam Arnold serves as a Task Force chair for this effort.
- A project milestone will be an e-Commerce panel session, scheduled for Wednesday, August 7, from 10:00 to 11:30 AM. Speakers will include:
 - Chris Caba, Senior Transportation Planner from the York County Planning Commission
 - Sam Cressler, Executive Committee member of PSATS, and Franklin County MPO Chairman;
 - Kevin Hodge, a brokerage advisor from ROCK Commercial Real Estate;
 - Maura Kennedy, Senior Manager of Economic Development at Amazon; and
 - Richard Montanez, Deputy Commissioner of Transportation, Philadelphia City Streets Department
- The panel session is expected to provide tremendous value in informing stakeholders and the eventual final study report. As of July 26, a total of 130 people have registered to be part of this event.
- The study Task Force is scheduled to meet on August 19 to review the panel session results.

Transportation Performance Report

- The Transportation Performance Report (TPR) is a product that TAC has produced every other year, beginning in 2013. It is one of the three pillars of the planning and programming process, along with the state’s long-range transportation plan, and 12-Year Program.
- The TPR examines the performance of Pennsylvania transportation across a variety of areas, including: Safety, Mobility, Preservation, Accountability, Funding, and Freight. Each area is supported by a series of performance measures, with quantitative and qualitative data shown in support of each.
- A Task Force met for the first time on May 28 to formally launch the project, which is being led by John Pocius.

- The project team met with PennDOT executive staff on July 17 to receive direction on the report's framework. Additional areas of focus for the next report will include Equity and the Environment.
- The project team is meeting with the Department's bureau directors and division managers to collect data and information on achievements and initiatives that will inform the report.
- A final TPR is anticipated to be approved by the TAC during its February 2025 meeting. The new TPR will serve as the official kickoff for the development of the 2027 program.

**EXECUTIVE DEPUTY SECRETARY
LARRY SHIFFLET**

EXECUTIVE REPORT

**DEPUTY SECRETARY
COREY PELLINGTON**

ADMINISTRATIVE/BUDGET REPORT

Bureau of Fiscal Management (BFM)

Bureau of Fiscal Management

- Worked with the Governor's Budget Office to update revenues and projections for Fiscal Year (FY) 2024-25 Budget negotiations.
- Closed FY 2023-24 on June 30, 2024, with no issues.
- 2024 Municipal Liquid Fuels Tax Fund Allocation
 - \$467,217,196.00 total allocation
 - \$465,879,619.07 to be paid after bridge inspection costs deducted
 - \$413,955,829.10 released to 2,479 municipalities since March 1, 2024

The following allocations were paid on June 1, 2024.

- June 1, 2024, County Liquid Fuels Tax Fund Allocation
 - \$13,814,323.97 total allocation
 - \$13,170,096.83 to be paid after bridge inspection costs deducted
 - \$10,177,004.24 released to 60 counties
- June 1, 2024, Act 89 Allocation
 - \$4,681,000.00 total allocation
 - \$3,399,568.44 released to 56 out of 61 eligible counties
- June 1, 2024, \$5 Fee for Local Use Allocation
 - \$17,691,760.00 collected for 26 counties
 - \$16,777,405.00 paid to 22 counties
- June 1, 2024, State Police Fines and Penalties Allocation
 - \$3,300,569.35 total allocation
 - \$2,879,533.11 paid to eligible municipalities
 - \$421,036.24 transferred to Pennsylvania State Police for cadet classes

Bureau of Innovations (BOI)

- **Innovation in Motion Webinar Series** – BOI hosted the second webinar of its [2024 Innovation in Motion Webinar Series](#) in June. Attended by approximately 250 PennDOT employees, local government representatives, and industry partners, the webinar focused on the topic of Modernizing Technology: Creating Efficiencies and Exceeding Expectations and featured a presentation on how PennDOT modernized its Automated Permit Routing and Analysis System (APRAS) application to improve internal efficiencies and exceed customer expectations. Through APRAS, PennDOT issues more than 360,000 Special Hauling Oversized/Overweight (OS/OW) permits each year, which authorize carriers to move extremely large and/or heavy items on state-owned roads and bridges, generating more than \$35 million in revenue each year for the commonwealth. Additional webinars are scheduled for Sept. 10, and Dec. 10, highlighting the topics of Winter Maintenance Innovations and PennDOT’s Digital Transformation, respectively.
- **PennDOT Innovations Challenge** – In May, the eight regional winners of the seventh annual [PennDOT Innovations Challenge](#) presented their innovative solutions to the PennDOT Secretary and a panel of judges during a statewide competition in Harrisburg. This year’s Innovations Challenge asked students to develop a plan to replace an aging multi-lane roadway that will reconnect previously separated neighborhoods and incorporate community needs, such as accommodating bicycle and pedestrian traffic, allowing for new business development, and ensuring smooth traffic flow. This year’s statewide winning team is from Norwin High School, in Westmoreland County. The two-member team proposed a solution that included establishing a green pathway alongside the roadway to provide communal space, diverse vegetation, stormwater management, and enhanced air quality. It also included mixed-use zoning surrounding the project and a focus on connecting the community via pedestrian and bike paths.
- **PennDOT Focus on Innovations Publication** – Spotlighting innovations and continuous improvement efforts across PennDOT over the past year, the interactive [Focus on Innovations](#) online publication was [released](#) on PennDOT’s website in May. The publication highlights innovative and intelligent approaches to doing business that have been developed and implemented across the organization, resulting in more efficient and intuitive approaches to better serve all Pennsylvanians.
- **Travel and Tourism** – From April through June 2024, **PennDOT’s Welcome Centers served 762,564 customers, making 299 reservations for 604 travelers, generating \$45,640.81 in tourism revenue** for the Commonwealth. In comparison, the numbers from April through June 2023 were **791,229 customers served and 704 reservations made for 1,399 travelers, generating \$92,950.72 in tourism revenue** for the Commonwealth. **Note:** The Mercer County Welcome Center remains closed for renovations since Sept. 1, 2023, which has impacted travel and tourism data. Data for the King of Prussia Welcome Center is also not included for this period due to the site being unstaffed since January 2024.

Bureau of Office Services

Project Update as of July 11, 2024	Phase	Anticipated Dates
Armstrong County New Maintenance Office	In Construction	Construction completion anticipated for 8/2/25
Perry County Maintenance Office	In Design	Design restarted January 2024, Anticipated Construction Completion, Summer 2028
Mifflin County Maintenance Office	Advertisement	Bid Advertisement on July 24, 2024.
Mercer Welcome Center Site E	In Construction	Anticipated Construction Completion in February 2025.
Erie Welcome Center Site L	In Construction	Anticipated Construction Completion in January 2025.
Washington County Maintenance Stockpile (Atlasburg)	In Construction	In Construction, Completion is planned for Fall 2025
Fayette County, Engineering District 12-0 Office Renovation	Pending Professional Selections	DGS terminated the agreement with the Design Professional. Project development restarting in preparation for Professional Selections 1 st quarter of FY 24/25.
Washington County Maintenance Office Renovation and Storage Building	In Construction	Construction completion 8/2/25
Dauphin County Maintenance Stockpile	Award Phase	Bids received 4/22/24, and are under review, Construction Completion to be determined (TBD).
Blair County, Engineering District 9-0 Office Renovation	In Construction	Construction Completion Anticipated in 8/21/24.
Delaware County Maintenance Stockpile	In Construction	Construction Completion Anticipated in August 2024.
Bradford County Maintenance Office	Design Fee Negotiations	Land Acquisition has been completed. Executed Agreement for Design in July 2024.
Carbon County Maintenance Office	In Design	Project in Design, Anticipated Construction Completion Spring 2028.
Clinton County Rest Area Sewer Treatment Plant and Water Supply System Replacement and Building Upgrades	In Design	Anticipate Bid Advertisement and Construction Completion TBD
Columbia County Rest Area Sewer Treatment Plant and Water Supply System Replacement and Building Upgrades	In Design	Anticipate Bid Advertisement and Construction Completion TBD

Cumberland County Rest Area Connect to Public Water and Sewage Treatment Plants	In Construction	Construction Completion anticipated for Fall 2024
York County Maintenance Office	Professional Selections	Professional Selections planned FY 25/26 1 st quarter
Dauphin County Fleet Management Office and Garage Renovations Phase 1 - Roof only	Award Phase	Anticipate Construction Completion TBD
Bucks County Maintenance Office, Connect to Public Water	Professional Agreement	Finalizing Professional agreement, Anticipate start of Design in summer 2024.
Beaver County Maintenance Office, HVAC System Replacement	Professional Selections	Project terminated with the Design Firm. Professional Selections started in the 4 th quarter of FY 23/24.
Philadelphia County Maintenance Office Replacement	Professional Selections	Professional Selections anticipated in 1 st quarter of FY 24/25.
Dauphin County Sign Shop Manufacturing Facility	Professional Selections-Pending	Professional Selections anticipated FY 25/26 (3 rd quarter)

Electrical Vehicle (EV) Charging Stations – PennDOT has completed the installation of 302 EV charging stations at the eleven (11) Engineering District Offices for state vehicle use. EV Chargers are planned to be implemented at County Maintenance offices in Districts 1, 2, and 10 through an upcoming Department of General Services (DGS) Guaranteed Energy Savings ACT (GESAs) project.

Bureau Of Equal Opportunity (BEO)

BEO is working to increase opportunities and support growth within both workforce development, through the expansion of the On-the-Job Training Program, the implementation of the Commonwealth Workforce Transformation Program, and in business opportunities for small and diverse businesses. To support these goals, the Bureau is hiring for two positions: Director, Workforce Opportunity and Director, Business Opportunity. Additionally, the Bureau will establish a small business section and hire a Manager, Small & Diverse Business Opportunity.

In addition to growing our support for workforce development initiatives and small and diverse businesses, the Bureau will hire a Title VI specialist to support Title VI compliance efforts and strengthen our Title VI program.

Disparity Study

The 2024 Disparity Study for PennDOT is being carried out by BBC Research & Consulting. The Disparity Study evaluates federal contracts that were awarded between October 1, 2017, and September 30, 2022, for planning, design, pre-construction, construction, and professional services for a variety of transportation modes, such as public transportation, railroads, airports, multimodal, and highways and bridges. This study aims to evaluate the effectiveness of PennDOT's Federal Disadvantaged Business Enterprise (DBE) program implementation, determine whether discrimination or its effects exist in contracting, and determine whether the agency's current policies and initiatives adequately address these issues. The final report was due July 31, 2024.

Workforce Development

BEO is increasing efforts in Workforce Development through expanding the current On-the-Job Training (OJT) Program, and implementing the Commonwealth Workforce Transformation Program (CWTP). Updates in this area include:

- FHWA has provided 504e approval for four program areas under the CWTP
 - ConnectU2Jobs Pilot
 - CTC and Adult Learning Program
 - Construction Academy Program
 - Human Capital Plan
- A specialist has been hired to focus on the CWTP program.
- The Supportive Services consultant has an important role in recruitment efforts, working directly with the trainees regarding orientation and doing initial assessments. Trainee issues were identified and forwarded to the OJT Program Manager for resolution.
- Work is underway on the Request for Proposals (RFP) for the Supportive Services contract, updated to include support for the CWTP program areas.
- Met with the Pittsburgh Gateways Program Director regarding a partnership. Will be doing a presentation and speaking with the current cohort in August. Several students have acquired jobs with Pittsburgh contractors from this program.
- The OJT Program is currently expanding and changing. An overhaul of the current OJT Manual is in progress to reflect these changes.
- The OJT and CWTP Special Provisions are pending final approval.

Disadvantaged Business Enterprise (DBE)

Federal Highway Administration (FHWA) Program

The USDOT issued the Final Rule for DBE / ACDBE on April 9. The new regulation requires a number of updates for the DBE Program Team and the DBE Certification Team. The BEO team has been attending training and working collaboratively with other internal stakeholders to make the necessary updates for Final Rule compliance. Key areas of work include changes to the certification process, updates to the Designated

Special Provision, which addressed DBE program compliance, and updates to the DBE Program Plan (PUB 404).

Federal fiscal year 2024 began in October 2023 and runs through September 2024. BEO monitors DBE goal attainment and participation through monthly review and reporting. The data below reflect through June 2024.

DBE Monthly Monitoring Report 2023 - 2024							
			Overall		RC		RN
FHWA DBE Goal	Dollar Amount Awarded	DBE Committed \$	10.62%	Race Conscious \$	9.71%	Race Neutral \$	0.91%
Department Totals	\$1,707,293,419.01	\$164,498,656.99	9.64%	\$135,743,072.28	7.95%	\$28,756,184.52	1.68%
	Dollar Amount Needed						
	to meet Overall Goal	\$181,314,561.10		\$165,778,190.99		\$15,536,370.11	
	Commitment Amount						
	Plus or Minus	-\$16,815,904.11	-0.98%	-\$30,035,118.71	-1.76%	\$13,219,814.41	0.77%

Amounts in millions/percentages may not add up due to rounding.

- The Department Federal Highway Administration (FHWA) DBE overall interim goal for the 2024-2026 triennial period is 10.62%, the overall race-conscious goal is 9.71% and the overall race-neutral goal is 0.91%.
- As of June 2024, the Department has awarded \$1,707,293,419.01 and committed \$164,498,656.99 to Disadvantaged Business Enterprises (DBEs).
- The Department is below the DBE overall goal by -0.98%, the race-conscious goal by -1.76%, and is exceeding the race-neutral goal by 0.77%.
- There is a difference in the commitment to and the dollar paid to DBEs. The Department requires DBE commitments at the start of a project. Because most projects run over several years, spending does not always equal commitment in a fiscal year. And, because spend is reported as the DBE completes work, this may occur in another fiscal year.

Contract Compliance

The Contract Compliance team has completed four (4) reviews to date this construction season, with an additional four (4) reviews currently in progress. Additionally, the team has completed a Public Private Partnership (P3) Contract Compliance review and the first-ever National Electric Vehicle Infrastructure (NEVI) Contract Compliance review.

- The Contract Compliance Section is providing training on EO contract special provisions to NEVI contract holders as contract groups are awarded.
- The Contract Compliance Section supervisor and one field agent are participating on the OFCCP Equal Employment Opportunity (EEO) Committee for the Central Susquehanna Valley Transportation (CSVT) Mega project.
- The Contract Compliance Section supervisor is currently participating in the EEO working group for the P3 Major Bridge projects.

DOT Human Resource (HR) Office

Executive Order 2023-07, Building Efficiency in the Commonwealth’s Permitting, Licensing and Certification Processes

- HR staff continue to expedite posting requests and track filled and vacant positions.

Hiring

Agency Employee Certification

- The definition of this certification represented an issue for HR and IT titles as they are Office of Administration (OA) (agency 81) employees and not employees of the particular agency.

- Prevented HR and IT from hiring knowledgeable DOT employees for HR and IT titles.
- Now, when the Bureau of Talent Acquisition (BTA) refers to this certification list for HR and IT titles, they include those employees as long as they can identify that the employee is working for the specific agency.

Driver & Vehicle Services Call Center Staffing

- Participated in the recruitment and hiring of staff for various call center locations across the state for the February 2024 go-live.
- Prioritized hiring for the call centers.
- Developed a “back-to-back” posting process to be implemented in August 2024 with the goal of making call center hiring more efficient and timelier.

Time To Fill

- Time to Fill is down by six (6) days since Quarter 4 of 2023.

Winter Maintenance Program

- As of June 30, 2024, there were 333 vacant permanent Transportation Equipment Operator positions and 61 vacant permanent Mechanic positions statewide.
- PennDOT has received approval to fill 954 seasonal winter maintenance Transportation Equipment Operator positions for the 2024/2025 season.
- Preparations were made for job postings to go live at the beginning of July.

Summer Employment Program

- Three hundred thirty (330) interns were hired into the new Engineer Intern classification.

Commonwealth Public Service Intern (CPSI)

- Of the four CPSIs in the Department, two have successfully transitioned to Civil Engineer Trainees, with a third planned for later this fall.
- The Bureau of Organization Management and OA, Salary have agreed to raise the pay from level 07 (\$18.05/hour) to level 10 (\$19.20/hour). We are awaiting implementation.

HR Roles Clean Up

- A review of positions outside of HR that had HR SAP roles assigned was conducted to determine whether they were appropriate.
- In most cases, an alternative role could be added to give the user the same or similar capabilities.

Workforce Management and Consulting Section

April 1 – June 30, 2024

- Roles management: 151
- Annuitants processed to fill or extend: 3
- Modified Duty Request coordination: 4
- New salaried employee In-processing completed for Central Office: 20 Full-Time Salaried Employees; 64 Interns
- Right-to-Know Law requests, Subpoenas, and Signed Authorizations responded to for HR data: 5
- Personnel Action Requests (PARs) processed: 363
- Complement Adjustments: 15
- Percentage of filled PennDOT salaried complement: April 2023 = 93.48% and April 2024 = 95.16%; June 2023 = 93.09%, June 2024 = 95.43%

Infrastructure & Economic Development IT Delivery Center

PennDOT is responsible for a wide range of diverse programs. Working with multi-modal organizations; the design, construction, and maintenance of the Commonwealth's roads and bridges; planning activities with municipal and regional transportation organizations; and issuing driver license and vehicle products are just some of the activities the Department performs for our citizens. To ensure these processes are as efficient as possible, PennDOT works closely with its IED IT Delivery Center to prioritize resources for the IT projects that will bring the most value to the public. Currently there are over 50 active IT projects on PennDOT's IT portfolio.

APRAS Modernization

- PennDOT is modernizing the legacy Automated Permit and Routing Analysis System (APRAS).
- APRAS is PennDOT's solution for permitting Oversized and Overweight loads that travel in the Commonwealth.
- APRAS issues over 400,000 permits annually.
- Phase 1 was completed in December 2019
 - All hauling companies have successfully transitioned to the new APRAS web system
 - Since 2020, over 215,000 person-hours saved by the hauling community
- Phase 2 in progress - Multiple releases being scheduled/implemented:
 - January 2021 Release – Annual Permit Enhancements; complete
 - May 2021 Release – Certified Escort Vehicle Operator; complete
 - September 2021 Release – Cloud Migration; complete
 - November 2021 Release – Financial and Account Management; complete
 - July 2022 Release – Bridge Analysis Modernization; complete
 - Feb 2023 Release – Roadway Analysis Modernization; complete
 - August 2023 Release – Stand Alone Bridge Analysis; complete and will be implemented with the final release
 - October 2024 Release – Final APRAS Manual Review Modernization / Tech Upgrade of ArcGIS Pro and Vue/Vuetify; in progress

Modernized Vehicle and Driver License System (MVDLS)

The primary focus is replacing the legacy mainframe Vehicle Registration System, CARATS (Commonwealth Automated Registration and Titling System).

- CARATS needs to be replaced with a new, modernized system for a many reasons.
 - CARATS is a legacy mainframe system that was implemented in 1987 and is now over 35 years old.
 - It was built primarily on outdated IMS and COBOL technologies.
 - Support resources are becoming increasingly scarce. PennDOT anticipates that they will continue to diminish as employees with IMS and COBOL skills retire in greater numbers.
 - The implementation of legislative mandates and system changes is very labor-intensive and takes a long time because of the complex and inflexible nature of the current legacy system.
- The project to replace CARATS is broken up into six (6) Customer Releases (CRs).
- Four of the six planned customer releases for CARATS replacement are implemented in production for MVDLS to date:
 - CR1 was implemented in November 2019 with a focus on high-volume low-impact transactions such as: New/Transfer Registration and Duplicate Titling.
 - CR2 was implemented in March 2020 with a focus on high-volume impact transactions such as: Titling and Registration and titling maintenance and title cancelation.

- CR3 was implemented in May 2021 with a focus on the remaining transactions processed by internal Driver and Vehicles Services staff.
- CR4 was implemented in March 2022 to enable external business partners to process transactions through MVDLS. Business Partners that process through the Online Registration Program (OLRP) channel were onboarded between July 2023 and March 2024, with the last business partner onboarded on 3/29/2024. Additional business partners will be onboarded over time leading up to the cutover to MVDLS as the system of record.
- CR5 development and system testing were completed, and user acceptance testing is in progress; the release, covering the financial functions, will be implemented in production along with CR6 (VR Sanctioning) later in the project.
- CR6 (VR Sanctioning) is in progress, and development and system testing was completed in May 2024; the release, modernizing the legacy Financial Responsibility (FR) system, will be implemented in production along with CR5 with the cutover to MVDLS as the system of record.
- As of early July 2024, a total of 5.8 million transactions have been processed through MVDLS. MVDLS averages 17,369 transactions/day during the week and 7,048 transactions/day on Saturdays.
- The project is scheduled to be completed in Q4 of 2025.

Legislation & Other Mandates for Driver & Vehicle Services (DVS) Systems

- **Act 90 – Improve Commercial Driver Licensing Drug & Alcohol Clearing House;** Target implementation date has been moved to August 4, 2024.
 - Software development is complete.
 - UAT testing ended 07/26/2024.
 - The implementation date is 08/04/2024.
- **Exclusive Electronic Exchange (EEE) - FMCSA** has codified the statutory requirement that State Drive Licensing Agencies (SDLAs) implement a system and practices for the exclusively electronic exchange of Driver History Record (DHR) information through the Commercial Driver’s License Information System (CDLIS), including the posting of convictions, withdrawals, and disqualifications. The mandated compliance date is August 2024.
 - The AAMVA Structured Test was completed and approved by AAMVA.
 - EEE was successfully implemented in production on 07/14/2024.
- **Add Organ Donor Designation Option for eGov DL Renewal & Duplicate Transactions** – The PA Dept of Health, Organ Donation Group requested that PennDOT allow DL customers to opt-in to becoming an organ donor as part of the renewal, duplicate, or RID opt-in transaction. This will allow the next product they receive from the Department to show the organ donation indicator on their product. Currently, choosing to have the organ donor designation added to a driver license or photo identification card is a standalone transaction via eGov.
 - Successfully implemented to production on 05/19/2024.
- **SPEXS 6.2 and Driver History Requests (Federal Mandate)** – Since 2018, PennDOT has used the American Association of Motor Vehicle Administrators (AAMVA) State-to-State (S2S) verification service, to share noncommercial driver license data with participating jurisdictions. Presently, PennDOT uses the Commercial Driver’s License Information System (CDLIS), via the State Pointer Exchange Services (SPEXS) platform, to ensure that each commercial driver has only one driver license and one complete driver history record. By migrating to SPEXS 6.2, PennDOT will add the same driver history record (DHR) functionality for noncommercial license holders.
 - Project Charter has been approved by PGC.

- System Requirements are complete.
 - Software Development and Unit testing is planned through 07/26/2024.
 - AAMVA Structured Test planned for: 09/02/2024 - 11/01/2024).
 - Target implementation date: 11/17/2024.
- **Registration Plate Redesign Project** - The Governor's Office has announced that they will be changing the current plate design. The Department will issue the new plates after the existing inventory of blue/white/yellow plates has been exhausted. The system will need to be able to differentiate the old plates from the new plates. The requested change will require the addition of a new plate color code (new codes table and changes to existing codes tables) and coding changes to process the new color code in CARATS, Gatekeeper, and MVDLS.
 - BUS001 – has been approved.
 - Project Charter is being approved by PGC.
 - Business requirements have been approved.
 - Software development planned through 10/18/2024
 - Target implementation date: 02/09/2025
 - **NR2 – National Registry 2 (Federal Mandate)** – The Federal Motor Carrier Safety Administration has mandated that a national registry be established for certified medical examiners to provide the MECs for their patients in an electronic manner. Once the MEC information is submitted, FMSCA will begin vetting the information and then electronically transmit the information to the CDL Holder's State of Record (SOR).

Currently, the DL&C system only receives MEC information electronically as part of the driver record of a CDL Holder transferring into Pennsylvania. Changes are needed to the DL&C system to receive and process the MEC information from FMCSA's National Registry.

- Project Charter is in progress.
 - Business Requirements meetings are being scheduled and planned to be completed by 09/06/2024.
 - AAMVA Structured Test will be required – Schedule TBD.
 - Target implementation date: 05/04/2024.
 - Federal mandate by 06/22/2025.
- **UNI Modernization (Driver Licensing) Project** – AAMVA has announced that they will be sunsetting the UNI Legacy Interface support in January 2025. Currently, PennDOT, Driver and Vehicle Services, connects with the American Association of Motor Vehicle Administration Network (AAMVAnet), which communicates to multiple Driver Licensing/Motor Vehicle Title applications. Specifically, AAMVAnet Network provides message translation, message grouping, site application notification, store/forward, logging, etc., for the following applications: SPEXS, NDR, PDPS, NMVTIS, SSOLV, and DIE (Digital Image Exchange). PA is required to provide a connection to the applications listed above before issuing Driver License, Photo Identification, and Motor Vehicle Titles for citizens within the Commonwealth. The BPE for the web service option is 22,400 hours, with an elapsed time of 23 months.
 - The design approach has been approved by AAMVA, and the IADD/APQ has been approved.
 - Due to OA security requirements, we changed the solution from an Internet connection to an AAMVAnet connection for message transmission.

- The project team is working on a POC (Proof of Concept) for the web service option, utilizing one of the AAMVA transactions, with daily standup meetings.
- Approximately 75 AAMVA transactions will need to be created, and the team continues to work on these transactions.
- The project is in development with an estimated/projected implementation date of January 2026.

BMS Modernization

- PennDOT is modernizing the legacy Bridge Management System (BMS).
- Q4 2023 Release – BMS Inspection module; Completed July 2023, rollout to end-users continues through Q4 2023; rollout of Inspection App to end-users completed in January 2024
- Q2 2025 Release – BMS Web App; in progress

Grade Crossing Management System Modernization

- PennDOT is modernizing the legacy Grade Crossing Management System
- October 2024 Release – Core Functionality and Project workflows; Decommissioning of GCEDMS – In Progress
- Q3 2025 Release – Railroad and Consultant Functionality and Agreements – Not Yet Started
- Q2 2025 Release – Invoices, Payments, PSAs, and Remaining Functionality; Not Yet Started

**DEPUTY SECRETARY
KARA TEMPLETON**

DRIVER AND VEHICLE SERVICES REPORT

Motorcycle Safety Month (May)



On Saturday, May 18, 2024, PennDOT held a press conference at Lancaster Harley Davidson to announce Motorcycle Safety Awareness Month and stress the importance of sharing the road with motorcycles. PennDOT joined representatives from the Pennsylvania Insurance Department, Combat Veterans Motorcycle Association (CVMA), In Country Vietnam Motorcycle Club (CVMC), local law enforcement, and Pennsylvania Motorcycle Safety Program (PAMSP) to remind everyone to watch out for motorcycles and encourage motorcyclists to ride safe and sober. Additionally, in honor of Armed Forces Day, members of CVMA

and CVMC joined forces to tackle the Intermediate Rider Course at Lancaster Harley Davidson on Willow Street. The Live Free Ride Alive booth was available throughout the event for individuals to stop by and learn more about what Pennsylvania's Motorcycle Safety Program has to offer.

Through PAMSP, Pennsylvania residents with a motorcycle permit or license have access to a variety of free motorcycle training courses. The courses include the Basic Rider Course (BRC), the Intermediate Rider Course (IRC), the Advanced Rider Course (ARC), and the 3-Wheel Motorcycle Basic Rider Course (3WBRC). Pennsylvania motorcycle permit holders can bypass the requirement to take a skills test at a PennDOT Driver License Center and instead earn their motorcycle license by successfully completing the basic or intermediate course. Motorcycle permit holders who complete a 3-wheel basic course will earn a motorcycle license with a restriction prohibiting the operation of a 2-wheel motorcycle. Pennsylvania residents with a motorcycle license are also able to utilize the training courses to refresh their skills.

Staggered Apportioned Registration:

Pennsylvania requires annual apportioned registration renewals, which, historically, had all registrations expiring at the end of May each year. Approximately 15,000 companies complete the annual apportioned renewal process, and the registration fees are distributed throughout North America as part of the International Registration Plan (IRP).

On July 11, 2022, Act 90 of 2022 was signed into law and provided PennDOT the ability to establish a system of staggered apportioned registration renewals. The Act allows current apportioned registrants with a May expiration date the option to change the expiration month; thus, eliminating the simultaneous expiration of all renewals at the end of May each year. PennDOT's implementation plan included two efforts for staggering apportioned accounts: staggered apportioned registrations of new fleets and staggered apportioned registrations on existing fleets with a May expiry.

1. Staggered Apportioned Registrations of New Fleets:

PennDOT completed necessary system updates to allow for staggered registrations of new apportioned registration accounts. Effective March 1, 2023, all registrants applying for a new apportioned registration account, or a new apportioned fleet, will have their registration expire 12 months after the fleet effective date. With this implementation, there are apportioned registrants with renewal expirations in each month of the year.

2. Staggered Apportioned Registrations on Existing Fleets with a May Expiry:

The option to change the fleet expiration date for existing apportioned registrants with a May 2024 expiration was made available during the 2024-2025 apportioned registration renewal year. This was a one-time account change option and was only available during the 2024-2025 renewal period. The request to change the fleet expiration was required to be indicated on the registrant's 2024-2025 apportioned renewal

application. Upon processing the registrant’s renewal supplement, the fleet expiration month was updated per their request; no further changes to fleet expirations can be made.

During the 2024-2025 apportioned registration renewal, a total of 1,901 registrants moved their expiration date from May. The chart below shows the total number of registrants who moved their May expiration date to another expiration month and the total fleets expiring in each month.

Fleet Expiration Date	Total number of Fleets moved from May	Total number of Fleets expiring each month
January	110	249
February	66	442
March	126	409
April	63	359
May	n/a	13,743
June	259	436
July	166	356
August	105	272
September	76	249
October	140	292
November	533	663
December	257	409

As of July 1, 2024, PennDOT renewed 12,781 registrants during the May renewal and 15% of the apportioned registrants took advantage of the staggered apportioned renewal option. These numbers will continue to change as new apportioned registration accounts are established. PennDOT now has a system of staggered apportioned registration renewals which expire no less than four periods throughout the year. PennDOT is in compliance with Act 90 of 2022 staggered apportioned registrations.

PennDOT Call Center Update

Upon the onset of the pandemic in 2020, the formerly outsourced call center vendor saw a decline in nearly half of their staff, which they could not recover. Due to insufficient staffing, the vendor was unable to meet PennDOT’s standard of quality customer service and appropriately manage call volumes.

In early 2023, PennDOT elected not to extend the contract with its outsourced call center and began the process of building/outfitting four regional call centers located within Driver License Centers (DLCs) across Pennsylvania: Summerdale DLC, Beaver Falls DLC, Lancaster East DLC, and Reading DLC, with an additional team located at the Riverfront Office Center. Complement was increased by 120 positions to staff and support the internal call centers.

In August 2023, the newly hired PennDOT Customer Service Representatives (CSRs) at the Summerdale location began taking a segment of customer calls. PennDOT continued to hire and train additional CSRs through various methods, including job fairs in Lancaster and Reading. By December 2024, all emails were routed to PennDOT CSRs and no longer handled by the outsourced vendor. During a transition period, calls

were routed and handled by PennDOT's internal Customer Care Center and the outsourced vendor until contract expiration.

On February 26, 2024, PennDOT successfully transitioned the formally outsourced customer call center to its new, fully internal PennDOT Customer Care Center.

The following metrics have been noted as of July 8, 2024:

- The Average Speed of Answer (ASA) has decreased. PennDOT's ASA is 00:12:57 compared to the former vendor, whose ASA was 00:35:00 in January 2024 (their last full month under contract).
- The Average Abandon Rate (AAR) has decreased. PennDOT's AAR is 1,817 per day, compared to the former vendor whose AAR was 1,769 in January 2024 (their last full month under contract).
- CSR availability has increased. PennDOT has 82 CSRs compared to the former vendor who had 26 employees taking calls in January 2024 (their last full month under contract). PennDOT CSR numbers will continue to increase as we onboard and train new employees to the full CSR complement of 108. There are currently five (5) individuals with an assigned start date as of 9/9/24, and more hiring is underway.

While some improvements have already been realized, PennDOT is still working to improve service to our customers to better meet our expectations. By working with the Commonwealth's Office of Administration IT staff, PennDOT is working to enhance its Interactive Voice Response (IVR) system to offer automated phone services. These services will provide additional customer self-service options and result in more capacity to serve our customers via the call center.

In addition to the automated phone services, PennDOT is working with the Office of Administration's IT staff to provide additional online services through its website. These additional services will be accessible to customers 24 hours a day, seven days a week, and will reduce overall customer demand at the call center.

REAL ID Update



The current federal enforcement date for REAL ID is May 7, 2025. Beginning on that date, Pennsylvanians will need a REAL ID-compliant driver's license/photo ID card or another form of federally acceptable identification (such as a valid passport or military ID) to board a domestic, commercial flight or enter a federal building or military installation that requires ID.

Opting into the REAL ID program is optional for Pennsylvanians, but we continue encouraging residents interested in applying for a REAL ID to start the process now. Customers should be aware of and obtain proper documentation to ensure they have their REAL ID product before the new federal deadline.

Over 2.2 million PA residents have a REAL ID-compliant product – an opt-in rate of 22%. With the change in the enforcement date, PennDOT continues to expect the originally anticipated 25% adoption rate by the enforcement deadline, with customers continuing to obtain REAL ID products daily.

PennDOT has seen a daily average REAL ID issuance rate of 1,916 since March 1, 2019. Since March 1, 2019, over \$71 M in revenue has been collected due to voluntary REAL ID opt-in fees. In FY 2023-2024, PennDOT issued over 292,000 REAL IDs; to date in FY 2024-2025, PennDOT has issued over 8,000 REAL IDs.

The option to request REAL ID pre-verification is still available. Customers who received their first Pennsylvania driver's license, learner's permit, or photo ID card AFTER September 1, 2003, PennDOT may already have their REAL ID documentation on file. This option to request pre-verification has allowed over 312K customers to become REAL ID eligible without visiting a Driver License Center. Customers can find out if their required REAL ID documents are on file with PennDOT by applying for REAL ID pre-verification online; if PennDOT confirms documentation is on file, the customer will be notified and can order their REAL ID online.

REAL ID Same Day Service Driver License Centers

Western Pennsylvania

Bridgeville DLC – 1025 Washington Pike Rt. 50, Bridgeville, PA 15017

Jeanette DLC – 1100 Lowry Avenue, Jeanette, PA 15644

Erie DLC – Summit Towne Center, 7200 Peach Street, Erie, PA 16509

Central Pennsylvania

Altoona DLC – 173A 9th Avenue, Altoona, PA 16601

Rockview DLC – 812 West College Avenue, Pleasant Gap, PA 16823

Summerdale DLC – 429 North Enola Road, Enola, PA 17025

Williamsport DLC – 1782 East 3rd Street, Williamsport, PA 17701

Wilkes-Barre DLC – 1085 Hanover Street, Wilkes-Barre, PA 18706

Lancaster East – 2090 Lincoln Highway East, Lancaster, PA 17602

Eastern Pennsylvania

King of Prussia DLC – 143 S. Gulph Road, King of Prussia, PA 19406

Norristown DLC – 1700 Markley Street, Norristown, PA 19401

South 70th Street – 2904 South 70th Street, Philadelphia, PA 19142

Whitehall DLC – 1101 MacArthur Road, Whitehall, PA 18052

Fee for Local Use

Act 89 of 2013 established a special fund within the state treasury called the “Local Use Fund.” As of January 1, 2015, a county may pass an ordinance to implement a fee of \$5 for each vehicle registered to an address located in that county. These funds will be used by the county for transportation purposes or be allocated by the county in accordance with Section 9010 (c) of the Pennsylvania Vehicle Code. The \$5 county fee is collected by PennDOT at the time a vehicle is registered or renewed in addition to the registration fee. Per a law change in February 2019, this \$5 fee is charged per registration year.

As of the end of June 2024, the fee has been implemented in a total of 25 counties and PennDOT has collected approximately \$268M in county fees.

Below are the effective dates for counties that have passed an ordinance to implement the \$5 fee.

<u>Effective Date</u>	<u>County</u>
4/7/2015	Cumberland
4/29/2015	Fulton – (Repeal effective 4/29/2017)
5/1/2015	Blair
1/1/2016	Allegheny
4/1/2016	Bucks
4/1/2016	Westmoreland
4/11/2016	Philadelphia
5/1/2016	Dauphin
6/1/2016	Chester
6/30/2016	Greene
7/1/2016	Cambria
10/1/2016	York
1/1/2017	Montgomery
3/1/2017	Berks
4/1/2017	Beaver
10/1/2017	Centre
10/1/2017	Lycoming
12/1/2017	Mifflin
1/1/2018	Schuylkill
1/1/2018	Pike
3/1/2018	Union
4/1/2018	Erie
11/1/2018	Butler
1/18/2019	Luzerne (Repeal effective 1/1/2022)
6/1/2020	Delaware
4/1/2021	Lawrence (Repeal effective 5/31/2024)
4/1/2022	Lackawanna

Driver and Vehicle Services Statistical Highlights for the Quarter Ending June 2024

Call Center Volumes:

- Calls handled by CSRs: 163.2 thousand
- Calls self-assisted in IVR: 258.3 thousand
- Emails handled: 41.3 thousand

Total Dollars Deposited: \$1.060 billion

- Motor License Fund: \$421.3 million
- Non-Motor License Fund: \$639.4 million¹

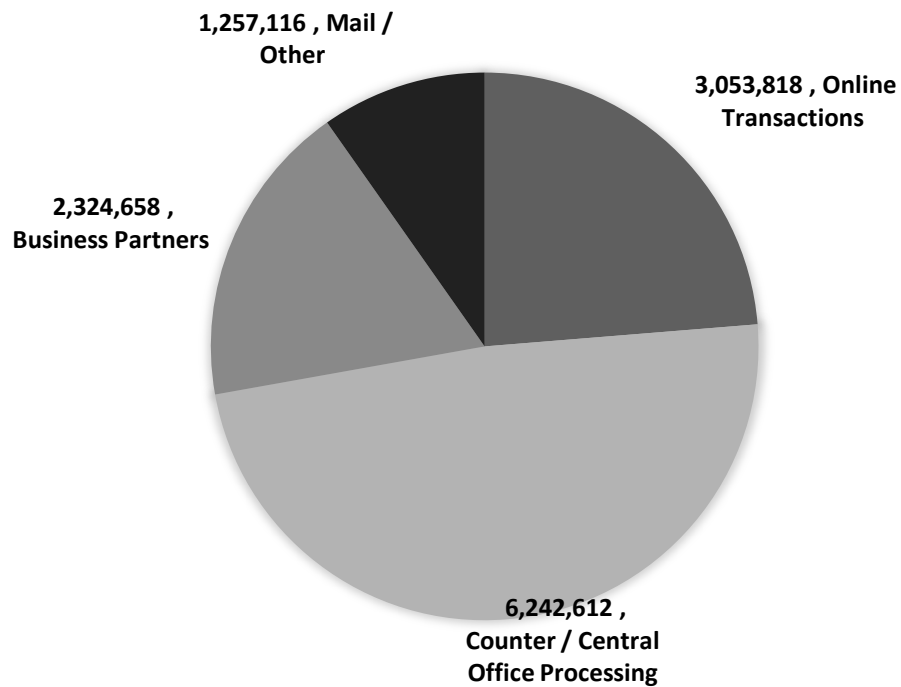
Total Transactions:

- Online Transactions: 3.05 million
- Counter / Central Office Processing: 6.24 million
- Business Partners: 2.32 million

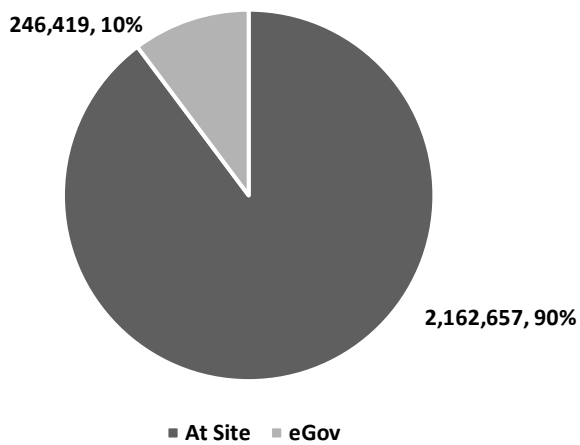
¹ Total dollars deposited in the Non-Motor License fund include Motor Vehicle sales tax, local sales tax, Special Fund Plates donations, etc.

- Mail/Other: 1.25 million

TOTAL TRANSACTIONS FOR QUARTER ENDING JUNE 2024



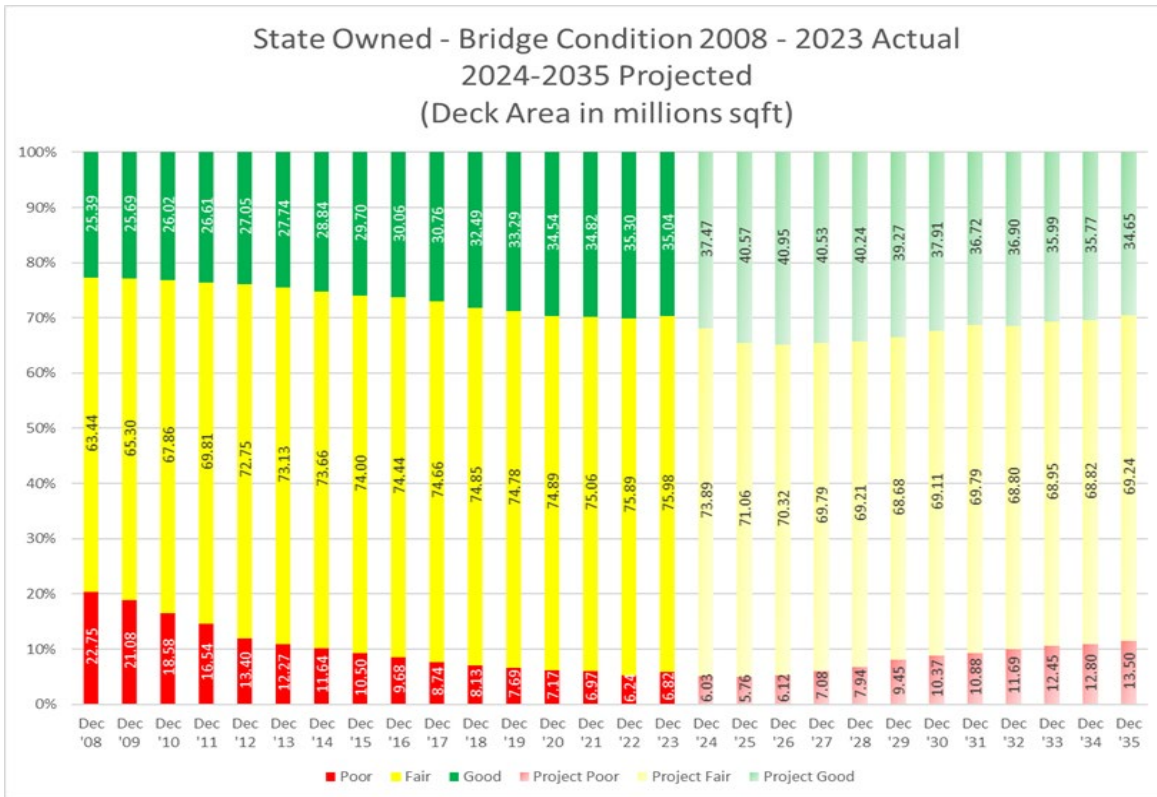
REAL ID ISSUANCE AS OF 7/8/24



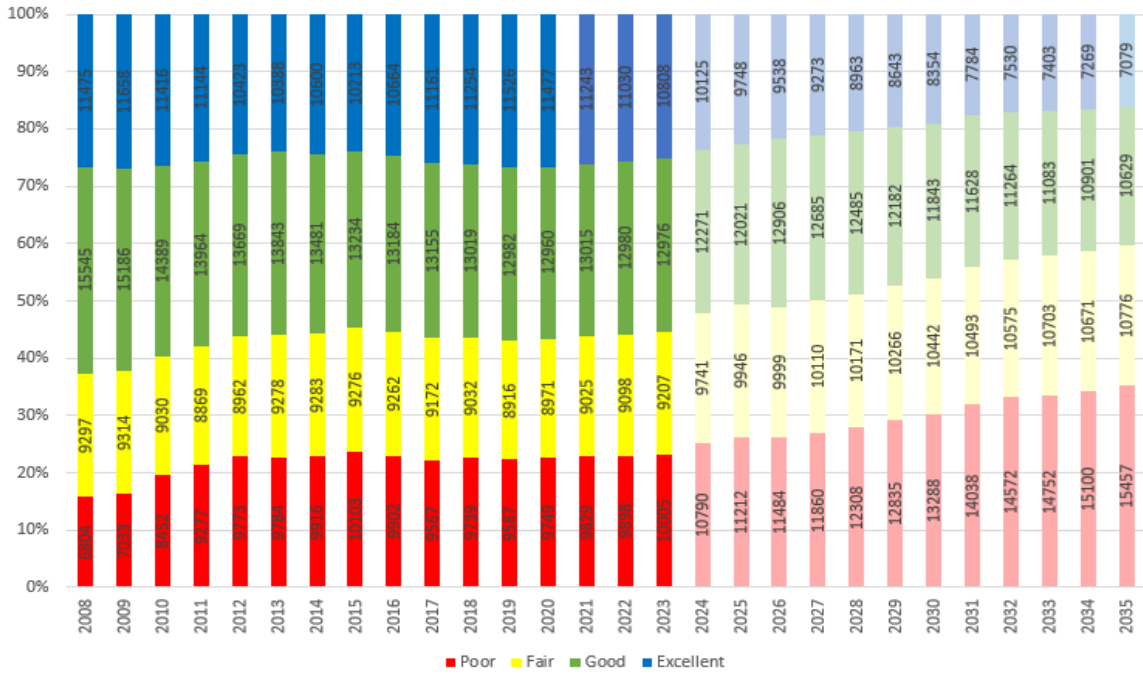
**DEPUTY SECRETARY
CHRISTINE NORRIS, P.E.**

**HIGHWAY AND BRIDGE
PROGRAM REPORT**

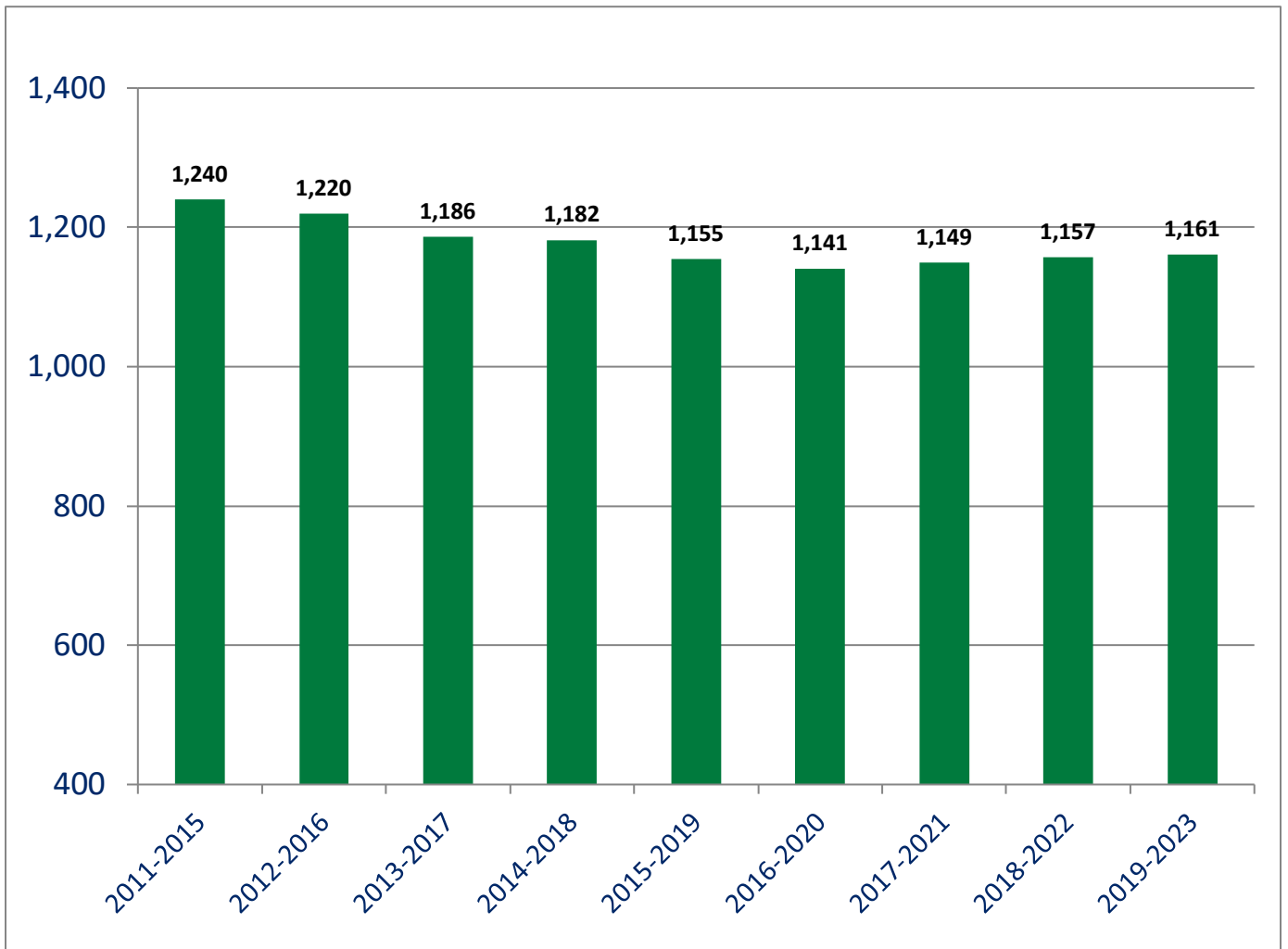
Bridge and Pavement Conditions by Year



Statewide - Pavement Condition 2010-2023 Actual
 2024-2035 Projected
 (Miles of Pavement)

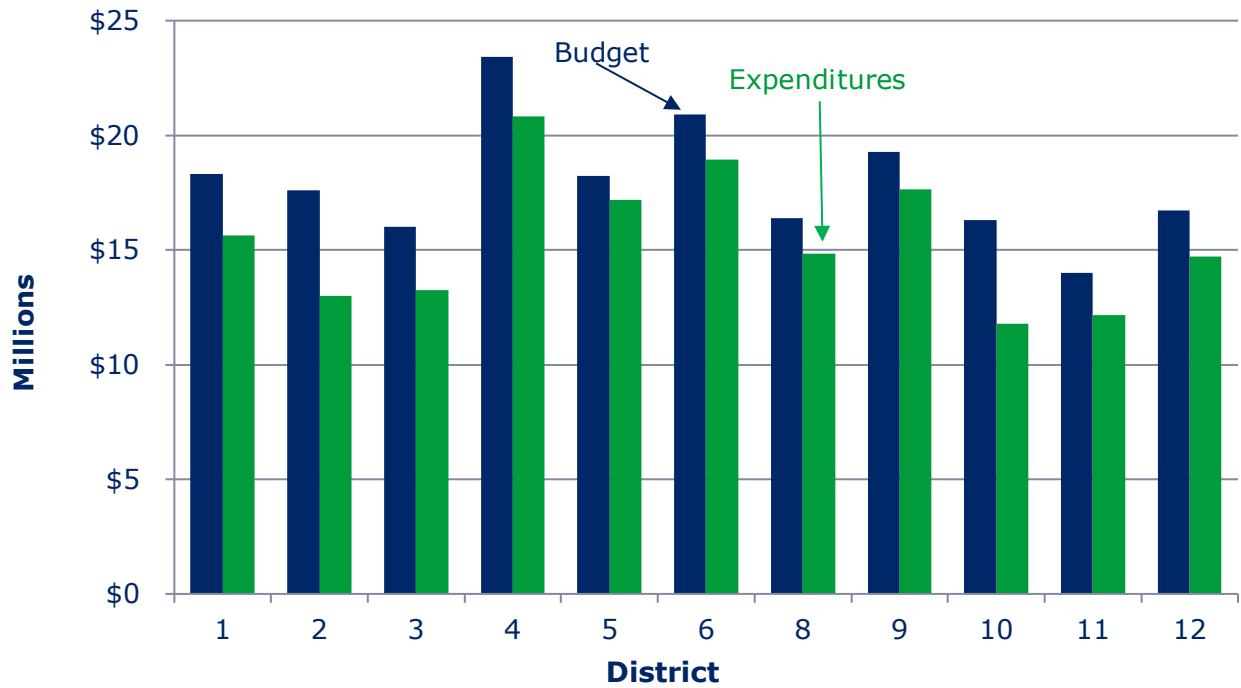


Reported Fatalities (5 Year Average)



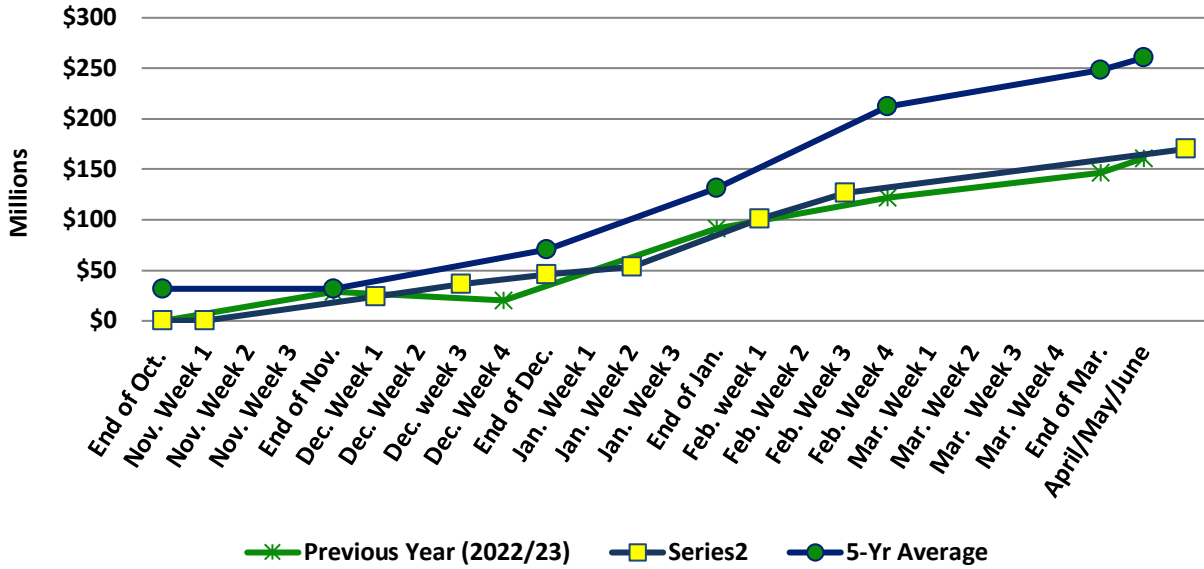
Winter

**2023/2024 Winter Services Budget / Expenditures
(6/28/2024)**

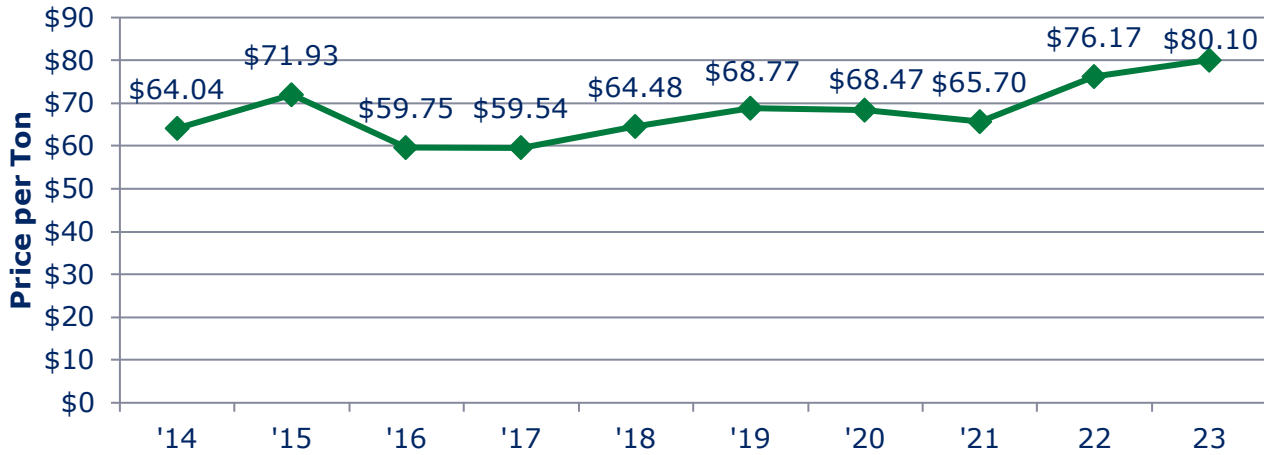


<u>Fiscal Year</u>	<u>21/22</u>	<u>22/23</u>	<u>23/24</u>
Budget	\$ 199,751,882	\$212,125,000	\$197,159,000
Expenditures	\$ 192,937,757	\$161,120,000	\$170,165,633

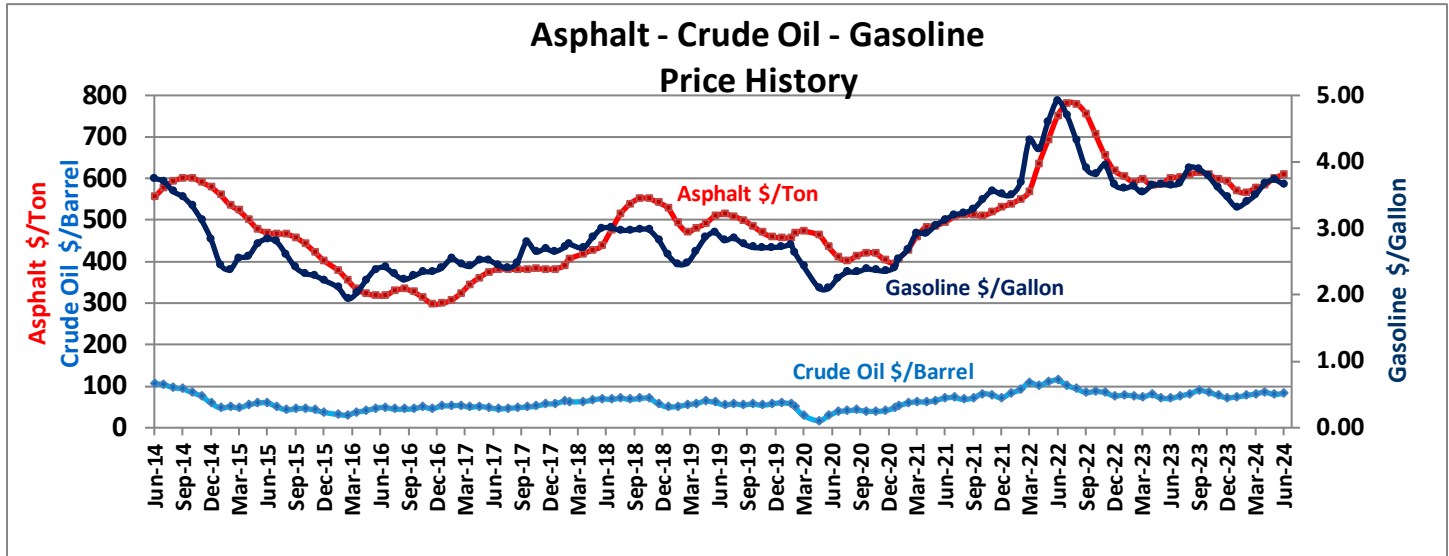
2023/24 Winter Services Expenditures Statewide - 6/11/2024



Historic Rock Salt Pricing



Asphalt-Crude Oil-Gasoline Price Trend



	2020	2021	2022	2023 Q1	2023 Q2	2023 Q3	2023 Q4	2024 Jan	2024 Feb	2024 Mar	2024 April	2024 May	2024 June
WTI Crude Oil Average Price per Barrel:	\$39.23	\$67.99	\$94.79	\$76.08	\$73.76	\$82.30	\$79.40	\$74.15	\$77.25	\$81.28	\$85.35	\$80.12	\$82.69
Liquid Asphalt Average Price per Ton:	\$430.21	\$487.38	\$669.33	\$598.67	\$771.67	\$609.17	\$600.33	\$570.50	\$565.50	\$576.50	\$583.50	\$601.00	\$609.00
Gasoline Reg Grade Average Retail Price per Gallon:	\$2.37	\$3.12	\$4.13	\$3.59	\$4.31	\$3.83	\$3.62	\$3.32	\$3.39	\$3.50	\$3.67	\$3.73	\$3.66

Design Project Delivery Performance

Definitions:

- Percent On-time - Bid within 30 days of the committed let date.
- Percent within Estimate - Bid amount within +/- 10% of the engineer's estimate.

Goals:

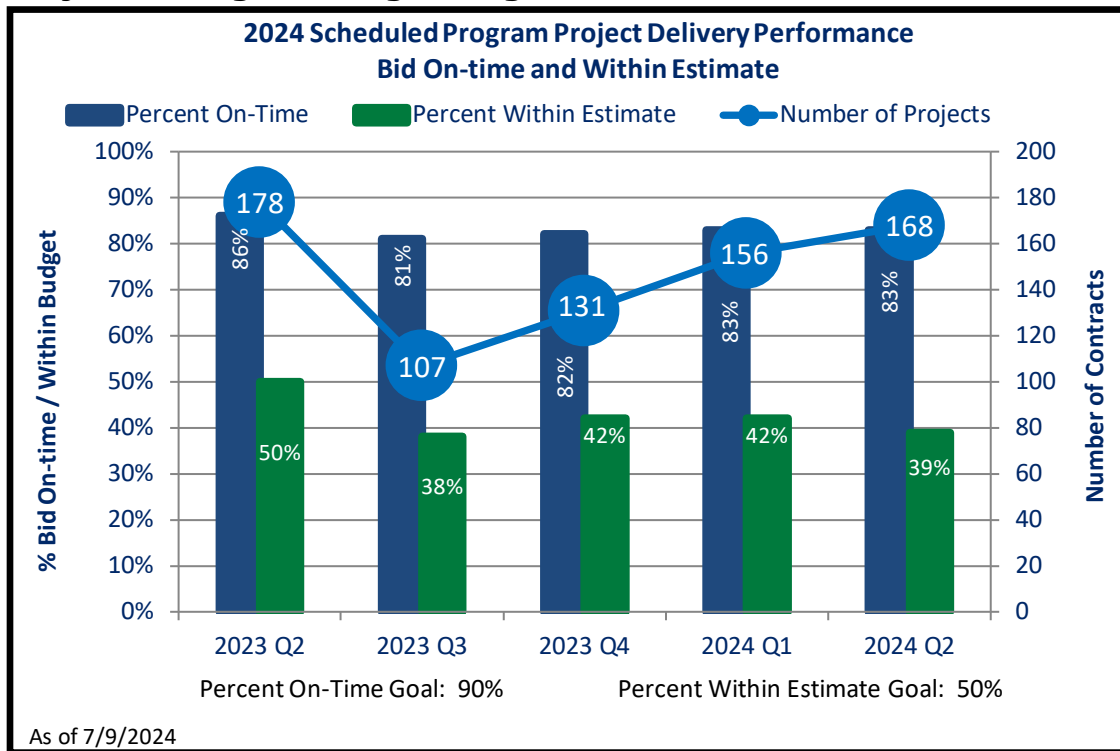
- PennDOT's goal for on-time project delivery is 90%.
- PennDOT's goal for bid within +/- 10% of the estimate is 50%.

2024 Scheduled Program

- PennDOT bid 168 highway and bridge and projects for 2024 Quarter 2.
- On-time project delivery performance was 83% for 2024 Quarter 2.
- Project delivery within +/-10% of the cost estimate was 39% for 2024 Quarter 2.

Project Letting On-Time Target Met-✘

Project Letting On-Budget Target Met-✘



Project Letting On-Time Comments – The Department planned on letting 186 projects in quarter 2 of 2024. With projects moving the Department only let 168 projects in quarter 2 of 2024. Of those 168 projects 158 were let on time.

Project Letting On-Budget Comments – Measure is based on project count, not dollars, so no single or small group of projects caused the Department to drop below 50%. Bids have been very competitive and are coming in over our estimates due to inflation.

Construction Project Delivery Performance

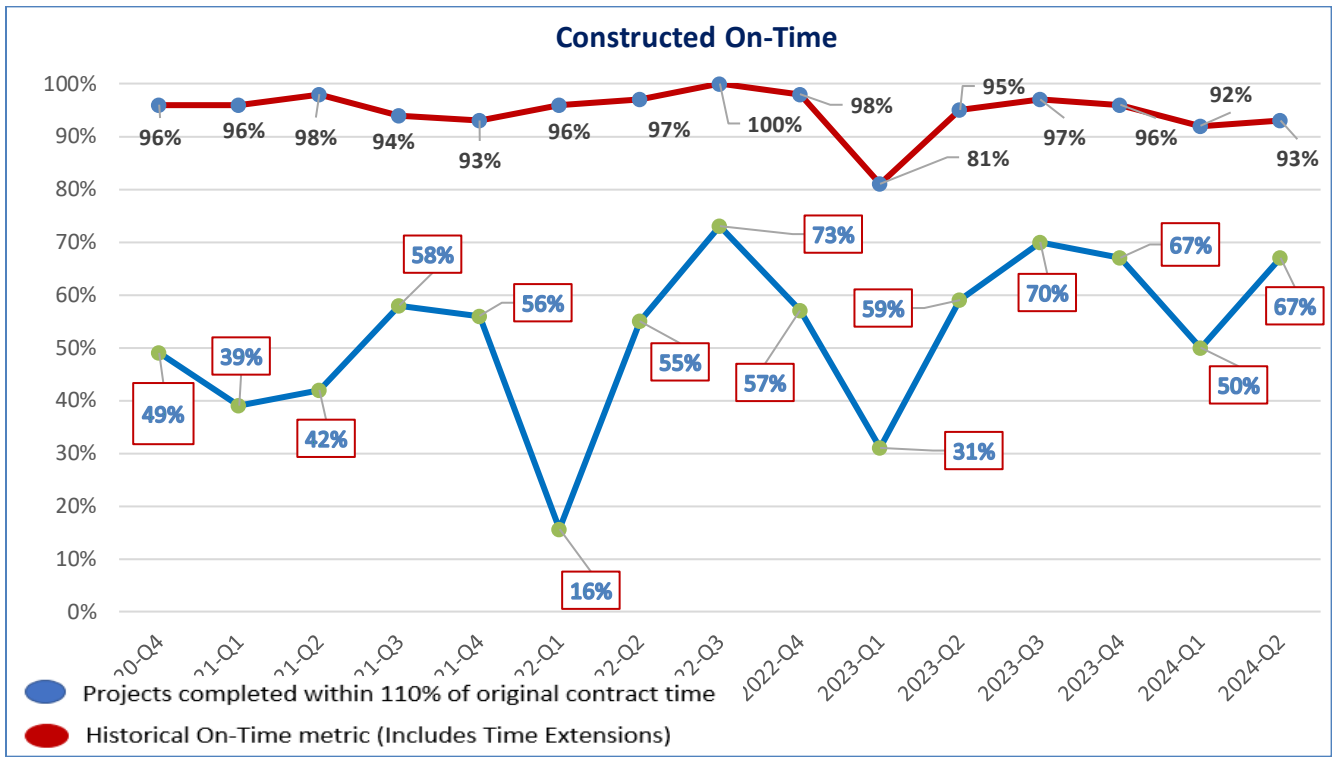
Scheduled Program Constructed On-Time Target Met-✓

Goals:

Our historical goal was 80% contracts completed on-time, including Time Extensions

Highlights of the Scheduled Program Contracts:

PennDOT completed 530 projects in the last four quarters.



Scheduled Program Constructed On-Time Comments- The historical metric for this item has been 80% of the contracts completed on-time, including time extensions. Acknowledging the importance of completing contracts within the original timeframe, we are also evaluating contracts completed within 110% of the original contract time. The low performance shown in the first quarter is because contracts are generally not scheduled to be completed in the late winter months of Q1, so contracts completed in this quarter were generally delayed contracts.

Construction Project Delivery Performance (cont.)

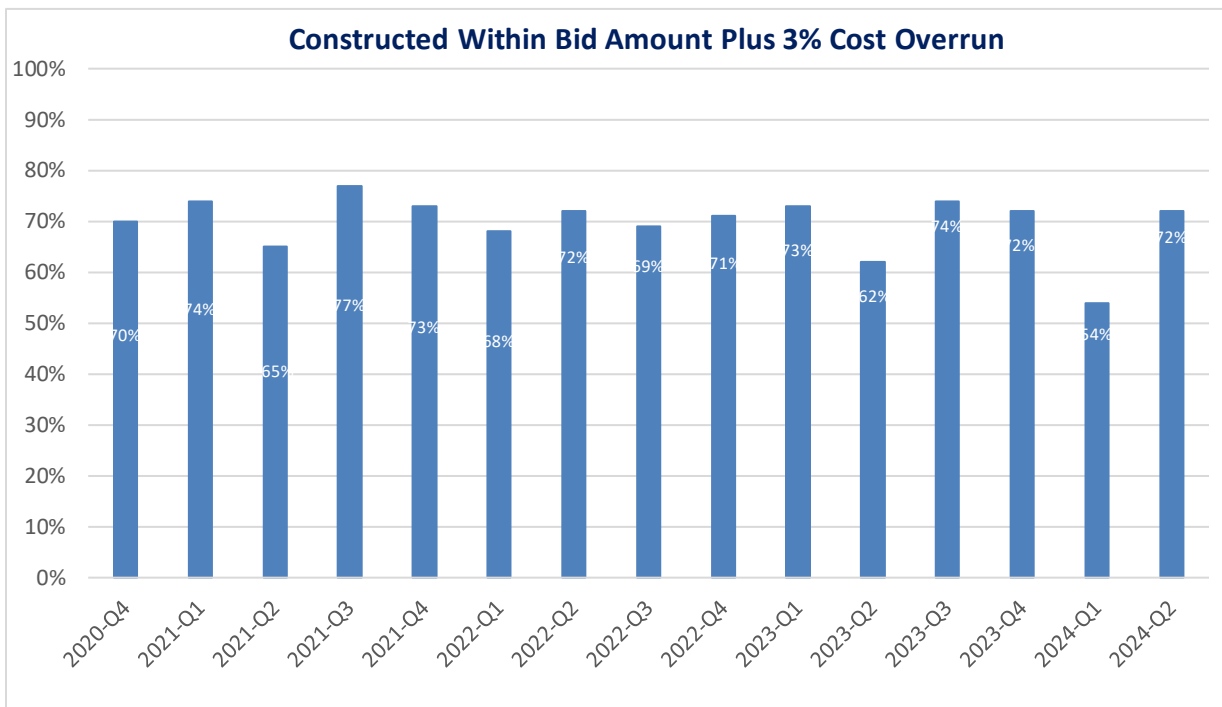
Scheduled Program Constructed On-Budget Target Met- ✓

Goals:

Final Construction Costs less than 3% over the original bid amount.

Highlights of the Scheduled Program Contracts:

The average cost overrun in the last four quarters was 4.48%.



Scheduled Program Constructed On-Budget Comments- For the last four quarters, 137 out of 478 projects exceeded the 3%, the overall net overrun for these projects resulted in \$71.2M. There were 5 projects that account for \$47.9M of the total. The largest 2 overruns were the emergency replacement of the Fern Hollow Bridge Deck, including fabrication, delivery, and erection of beams, construction of pier columns for Piers 1 and 2, and design of collapsed Bridge. This bridge collapsed which led to the issuance of an Emergency Project. These projects often run over as there is insufficient time to do a full design. Most of the work is done via force account and work orders. The other large overrun was the I-95

Girard Point bridge repair. Other items included utility delays / obstructions, unanticipated barrier replacement, modifications to a trail on PECO property to meet PECO requirements, double handling of on-site materials, replacing a geosynthetic reinforced slope wall with reinforced concrete retaining wall, and price negotiation for setting / resetting temporary concrete barrier. The overall statewide overrun was 4.48%. Excluding the top 5 overrun projects, the overall statewide overrun would be 1.46%.

April 2024 through June 2024

During quarter two of 2024, the Department let 168 projects for a total of approximately \$891 Million.

Highway and Interstate Projects include:

- Exit 161 Bellefonte Int., District 2, \$260M
- SR 115 over I-81, District 4, \$61M

Bridge Projects include:

- I-376, Commercial Street Bridge, District 11, \$95M

PennDOT NEVI Program

The Bipartisan Infrastructure Law (BIL) provides \$7.5 billion to help make EV charging more accessible to all Americans for local and long-distance trips. This \$7.5 billion comprises the \$5 billion NEVI Formula Program and the \$2.5 billion Charging and Fueling Infrastructure Program.

Over the five years (Federal Fiscal Years 2022-2026) of the NEVI Formula Program, Pennsylvania will receive \$171.5 million in dedicated formula funding. The Shapiro Administration is moving efficiently to drive out federal funding and build critical transportation infrastructure ahead of other states – in fact we were among the first states to open a NEVI funded charging station. Pennsylvania was also the first state to announce a second round of project awards (Round 1A) and to open a third-round solicitation (Round 1B). To date, Pennsylvania has awarded almost \$52 million in NEVI funds to 81 active projects. Two of these active projects are now operational as of June 2024.

The initial focus of this funding is for states to help build out a national EV charging network by strategically deploying Direct Current Fast Charging (DCFC) stations in no greater than 50-mile intervals along their designated Alternative Fuel Corridors (AFCs).

Once a state's AFC network meets the Federal Highway Administration's (FHWA) criteria for charging infrastructure, NEVI Formula Program funds may be used for EV charging projects on any public road or other publicly accessible locations.

The PA NEVI program is a reimbursement program, and applicants must provide a minimum 20% match of the eligible costs from non-federal sources.

NEVI Round 1B Funding Opportunity Open

PennDOT hosted a NEVI Round 1B webinar on April 30, 2024. A recording of the webinar has been posted online. More information and resources regarding the Round 1B Funding Opportunity are available on PennDOT's [Apply for NEVI Funds](#) webpage.

The proposal period opened on May 13, 2024 and closes on July 10, 2024 at 5:00 PM EDT.

Fourteen corridor-groups are eligible for funding in Round 1B. A map of locations eligible for Round 1B funding can be found [here](#).

For the full Round 1B announcement, please visit PennDOT's website [here](#). PennDOT also opened the Round 1B Addendum corridor-group, which has a proposal deadline of August 2, 2024, at 5:00 PM EDT.

EVC-RAA (Electric Vehicle Charging Reliability and Accessibility Accelerator)

PennDOT received a funding award of \$5 million from FHWA for the repair and replacement of chargers that were listed on the Alternative Fuels Data Center as "temporarily unavailable" on October 11, 2023. Only the 173 charging locations listed by FHWA are eligible to receive funds. PennDOT anticipates selecting 20 to 50 locations for funding. PennDOT released a competitive funding opportunity on May 23, 2024. Proposals are due by August 14, 2024, at 5:00 PM EDT.

EV Registration Data

PennDOT tracks and publicly shares EV registration data by county and by zip code. The data can be viewed visually and downloaded in a table format from the following link

<https://pennshare.maps.arcgis.com/apps/instant/sidebar/index.html?appid=0a3fa176cbb544638b87336b87b89853>.

Please contact PennDOT's EV team at ra-pdevcorridors@pa.gov with any questions or comments.

**DEPUTY SECRETARY
MEREDITH BIGGICA**

MULTIMODAL TRANSPORTATION

➤ **Ports**

1. **Pittsburgh** – The Elizabeth Lock and Dam removal will occur between July and December of 2024 and will change the elevation of the Monongahela River by 2-3 feet. PennDOT Multimodal is providing financial support to affected, qualified businesses along the river. Of utmost concern is the safety of the shipping and boating community during the removal. Senators Casey and Fetterman and Representative Deluzio requested additional support from the US Coast Guard.
2. **Erie** – Erie Port named Julie Slomski as their new Executive Director and Anna Frantz as Deputy Executive Director. The Department of Environmental Protection (DEP) is slated to report the existing conditions of the Erie Coke property in late summer.
3. **PhilaPort** – Norwegian Cruise Lines announced plans to start service to Bermuda from Philadelphia in 2026

➤ **Public Transportation**

1. The Bureau issued notices to all transit agencies regarding operating funding available in FY 2024-2025. The Governor and the Pennsylvania General Assembly worked together to direct an additional \$80.5 million into the enacted budget for public transit. The majority of these funds (87% or \$69.8m) will be distributed to public transit agencies through the State Section 1513 Operating formula Agencies. The Department is working to get operating agreements processed by the end of July, and will include the additional funding from the Governor’s Budget in grant agreements.
2. The Department continues to fund and provide technical assistance to transit facility projects across the state. The Luzerne County Transportation Authority had a ribbon cutting for its new facility on July 11, 2024. Westmoreland County Transportation Authority, New Castle Area Transit Authority, Area Transportation Authority’s (ATA) facility in Dubois, and County of Lackawanna Transit System (COLTS) are all facility projects under active construction with completion scheduled in the next few months. We continue to progress with design of several other large facility projects, including Rabbitransit Harrisburg, Monroe County Transit Authority, Lebanon County Transit Authority, and Washington County. We also have shared ride facilities in Lawrence, Cumberland, and Lycoming counties under active design.
3. The Bureau is issuing FY 2024-2025 Capital Grants using the new eGrants system. We have integrated the Capital Planning Tool into eGrants so projects are transferred between the systems.
4. Public transit agencies are continuing to see increases in ridership after the pandemic. Through the third quarter of FY 2023-2024, 190.7 million trips were provided, a 17 percent increase over the same period in FY 2022-2023. Fixed-route ridership is about 70 percent of pre-pandemic levels. Shared Ride ridership also continues to increase

back to pre-pandemic levels as ridership in the third quarter increased by four percent. Ridership is still down by 30 percent compared to pre-pandemic levels.

5. The Department is actively working to implement the Find My Ride (FMR) Schedule with the shared-ride providers in Berks, Blair, Carbon, Chester, Lancaster, Lehigh, Montgomery, and Northampton Counties in the upcoming weeks. FMR Schedule will allow the shared-ride riders in these counties to book demand trips (demand trips meaning non-subscription/recurring trips). The FMR Schedule will also allow riders to cancel any already booked trips and see estimated arrival times for trips on the day of service. Riders will continue to have the option to book trips by calling their local provider if they do not wish to book trips online. These providers are part of the first wave of implementations for the FMR Schedule, with implementation for all shared-ride providers scheduled over the next 18 months (except Philadelphia and Allegheny).

➤ **Aviation**

1. The airports in Pennsylvania will see increased federal funding of approximately \$355 million for the years 2022 to 2026 as a result of the signed Infrastructure Investment and Jobs Act (IIJA). This includes 23 Federal Aviation Administration (FAA) administered airports and 40 Block Grant airports that would be eligible for the funding. A majority of the funding will be directed to the state's commercial airports. The Bureau of Aviation's (BOA) ability to continue to provide state matches for airport projects may be at risk unless the revenue source is diversified or expanded.
2. BOA has received the following FAA Block Grants in 2023: \$5.1 million in Non-Primary Entitlements, \$3.56 million in State Apportionment, and three Discretionary Grants totaling \$2.85 million.
3. BOA will be increasing the state match from five percent to 10 percent on all BIL subgrants. This relieves the sponsor of providing their typical five percent local match.
4. The Bureau received a grant offer for \$744,455 in Continuing Aviation System Plan funds from the FAA Harrisburg Airports District Office to support the Airport Pavement Management System Update. The project is complete and new web-based pavement assessment tools and reports are available.
5. With the loss of aviation state revenue from COVID and the need for increased state match to support the increased Bi-Partisan Infrastructure (BIL) funding, the Bureau has been assessing how to use its state funds. The Department will prioritize matching federal funds first, so funding for state/local aviation projects will decrease, resulting in fewer projects being granted in future years.

➤ **Rail Freight**

1. Six Rail Freight Grant projects were completed and inspected in May and June 2024. This represents a total of \$10.8 million in state rail freight investment over approximately 23 miles of rail.
2. Applications for the FY24 Rail Freight program will open in August 2024.

➤ **State Safety Oversight (SSO)**

1. The SSOA continues to work with the Rail Transit Agencies (RTAs) on the implementation of the Safety Management System (SMS).
2. The SSOA continues to work on the development of a formal Risk Based Inspection Program (RBI).
3. The Federal Transit Administration (FTA)'s final Safety Management Inspection (SMI) report was issued to Southeastern Pennsylvania Transportation Authority (SEPTA) and the PennDOT SSOA.

➤ **Passenger Rail**

1. Keystone ridership remains at 80 percent of pre-COVID levels.
2. Amtrak initiated the Harrisburg Line Track Renewal Project, which implemented schedule changes and track-outages for daily Keystone trains operating 8 am-4 pm Monday through Thursday. Customers are provided with bus accommodations during the track-outage hours. The daily Pennsylvanian train service is not affected. The track-outage for Keystone trains is anticipated to be in effect until November 2024.

➤ **Active Transportation**

1. The Pennsylvania Active Transportation Plan (ATP), adopted in 2019, emphasizes that biking and walking contribute to community health, economic mobility, and quality of life. With increased emphasis on active transportation and vulnerable roadway users at the national level, the Multimodal Deputate has started preparing a scope of work to initiate an ATP Update in 2025.
2. The Multimodal Deputate participates in monthly meetings with representatives from the Department of Conservation and Natural Resources (DCNR), the Department of Community and Economic Development (DCED), and the Department of Health (DOH) as part of the Safe Routes to Parks Accelerator program run by the Safe Routes Partnership to discuss projects our agencies can advance together to improve access to everyday destinations for people walking, biking, and taking transit. A white paper with multi-agency recommendations is being drafted.
3. The Multimodal Deputate coordinated with Highway Administration to develop a system to collect new bicycle and pedestrian facility data utilizing design plans and permit data. There is also ongoing coordination with the Planning Deputate to review GIS-based data and evaluate ways to work with state agencies, regional partners, and local authorities to create bicycle and pedestrian network data layers to assist in active transportation planning.

4. The Multimodal Deputate has received Highway Safety Grants Program Funds (NHTSA) for the implementation of education and outreach specific to Vulnerable Roadway Users (VRUs) across the Commonwealth. Work is underway on the project, including stakeholder interviews to identify the needs of interested parties related to educational materials; research on bike and pedestrian education efforts in the Commonwealth and nationwide; and the development of an updated PennDOT Bicycle Rodeo Guide.

**DEPUTY SECRETARY
KRISTIN MULKERIN**

PLANNING REPORT

CENTER FOR PROGRAM DEVELOPMENT AND MANAGEMENT

Federal Grant Opportunities under IIJA:

The Infrastructure Investment and Jobs Act (IIJA), signed into law on November 15, 2021, provides significant Federal infrastructure investment over five federal fiscal years (2022-2026). This includes roads, bridges, mass transit, water infrastructure, resilience, and broadband. This investment includes numerous competitive grants administered by the United States Department of Transportation (USDOT). Since the last STC meeting, PennDOT submitted 4 applications totaling \$73.1 million were submitted and 6 previously submitted applications totaling \$897.5 million remain under consideration. Those applications are as follows:

Program	Date Submitted	Project Title	County	Requested Amount
AID	1/23/2024	Integrating Computer Aided Dispatch (CAD) Data into Traffic Management Center Systems	Statewide	\$759,600
ATTAIN	2/2/2024	I-81 Rural Variable Speed Limit Signs: Safety Through Innovative Technology	Lebanon, Schuylkill, Luzerne	\$4,400,000
BIP	3/18/2024	Karns Crossing Bridge Replacement	Butler	\$26,400,000
MPDG-Mega	5/5/2024	I-83 South Bridge	Dauphin	\$500,000,000
MPDG-INFRA	5/5/2024	U.S. 422 West Shore Bypass Reconstruction	Berks	\$216,000,000
MPDG-Rural	5/5/2024	U.S. 219 Myersdale to Old Salisbury Rd.	Somerset	\$150,000,000
AID	5/28/2024	High-Resolution Road Imaging and Data Collection Pilot Program	Statewide	\$300,000
LCMP	6/7/2024	Low Carbon Materials Program- PennDOT	Statewide	\$71,186,528
HCT	6/17/2024	PennDOT Construction Cost Estimating Course	Statewide	\$300,000
SMART	7/12/2024	Freight Signal Priority Project	Statewide (HATS)	\$1,327,000

In 2024, a total of twenty-two grants have been awarded to Pennsylvania, including a RAISE award for the Reconnecting the Allegheny Riverfront to Economic Opportunity Project and a Large BIP award for the I-83 South Bridge Project. The total award amounts for this calendar year total \$1.04 billion. Since the last STC meeting, the following seven projects statewide were awarded funding totaling \$609.3 million:

Program	Awards Announced	Project	Applicant	Amount
All Stations Accessibility Program-FTA	5/28/2024	Pittsburgh Station Upgrade	Pittsburgh Regional Transit	\$8,000,000
RAISE	6/26/2024	Westpark Redevelopment Infrastructure Project	Philadelphia Housing Authority	\$21,395,555
RAISE	6/26/2024	Reconnecting the Allegheny Riverfront to Economic Opportunity Project	Borough of Sharpsburg	\$24,944,683
RAISE	6/26/2024	Regional Operations and Maintenance Facility and Transit Center	Susquehanna Regional Transportation Authority	\$25,000,000
RAISE	6/26/2024	Codorus Greenway	Redevelopment Authority of the County of York	\$15,000,000
Buses and Bus Facilities Program-FTA	7/9/2024	Bus Maintenance and Storage Facility	Washington County Transportation Authority	\$15,000,000
Large Bridge Investment Program (BIP)	7/17/2024	I-83 South Bridge	PennDOT	\$500,000,000

PA Byways

PennDOT staff continues to work with three sponsors of potential Scenic Byways as they seek the legislative route to attain Pennsylvania Byway designation. These proposed byways are located along Route 6 in four PA Counties, Allegheny River Boulevard in Pittsburgh, and Route 30 from the New Jersey border to the West Virginia border. We anticipate resolution of these 3 proposed byways within the next six months.

PennDOT is working to improve the Byways website and Byways map, and to improve marketing opportunities for the 24 current PA Byways.

Transportation Management Associations

PennDOT staff are participating on Southwestern Pennsylvania Commission's TDM Action Plan Steering Committee. Tasked with assisting with the implementation of SPC's TDM Action Plan, the Committee is reviewing the goals to enhance the ease of use, connectivity, and effectiveness of transit and shared mobility options as well as bicycling and walking; increase employer involvement to improve workforce access to jobs; increase public awareness of travel options and services; promote location-efficient development and design; and to target opportunities beyond work trips and to address non-recurring sources of delay.

PennDOT continues to work with DVRPC on their TDM Advisory Committee Meeting and Travel Options Program (TOPS).

PennDOT Freight Planning Initiatives

PennDOT has been engaged in a number of initiatives aimed at supporting and improving freight mobility in the Commonwealth. These are built to address the top industry, transportation, and land use trends that influence the freight system and its users, including:

- Logistics and Supply Chains
- "Last Mile" Deliveries to Residents and Businesses
- Intermodal Connectivity
- Advanced Vehicle Technologies
- Freight-Intensive Land Use and Development
- Information Technology Applications
- Truck Parking and Staging Needs

Freight volume is projected to grow substantially across Pennsylvania in the coming decades, with U.S. Department of Transportation forecasts indicating a projected growth from 2018-2045 of 51 percent and 36 percent in truck and rail tonnage, respectively. This trend reflects growing economic activity in Pennsylvania and its neighboring states. An update of the state's Freight Movement Plan (FMP) was approved by the USDOT in December 2022. Since that time, PennDOT staff have been engaged in implementing and tracking a number of key actions to meet the FMP's goals and objectives. These actions include the expansion of measurement and reporting on truck bottlenecks from the Interstate Highway System to the primary state highways, an ambitious truck parking implementation plan developed through the Pennsylvania Transportation Advisory Committee (TAC), the development of freight-related performance measures for the agency's bi-annual Transportation Performance Report, and an ongoing TAC study related to the transportation and land use impacts of e-commerce. The Bureau of Operations is currently working on a project aimed at improving preventive measures and reporting for bridge strikes by trucks and other over-height vehicles.

In preparation for the next update of the Pennsylvania FMP, Program Center staff have also been monitoring ongoing and future developments by the USDOT to enhance and improve the

national freight data and forecasting tools that are used by PennDOT to support its freight planning processes. In particular, the Freight Analysis Framework (FAF) tool used to estimate and forecast national freight flows is being upgraded to provide information at the county level that is currently reported by state and metropolitan region. This will allow PennDOT to use county-level commodity flow and freight mode data in its planning efforts that had previously been available only through proprietary sources at a substantial cost.

PennDOT Truck Parking Initiatives

PennDOT has been working to address the safety and mobility challenges related to truck parking and staging in the Commonwealth since 2007. This is a complex issue that involves a wide range of public and private stakeholders involved in various aspects of freight transportation, including transportation agencies, municipal government overseeing the development of freight-intensive land uses, the trucking industry, the operators of private commercial establishments that serve truck drivers, and industrial real estate developers. PennDOT established an informal working group to address this issue through the 2018 Truck Parking Request for Information (RFI) released by the P3 Office. This group had been engaged on an ongoing basis to work with stakeholders to update PennDOT's data for truck parking facilities across the Commonwealth, provide accurate and updated information for truck parking capacity and utilization in the Freight Movement Plan (FMP), and provide guidance to its regional and municipal partners through the development of case studies and a guidance document for municipal regulations related to truck parking and staging.

The Pennsylvania Transportation Advisory Committee (TAC) completed a landmark study in December 2023 to prioritize Pennsylvania's highway corridors where unmet truck parking demand is most acute, establish a set of criteria to identify locations to develop new truck parking capacity, and outline steps for implementing parking capacity expansion projects through public-private collaboration. This TAC study included a set of 19 recommendations to facilitate parking capacity development initiatives. Early action items implemented immediately after the adoption of the TAC study have included the formal establishment of PennDOT's Truck Parking Task Force, ongoing collaboration with regional and municipal partners with potential truck parking and staging opportunities along high priority (Tier I) corridors identified in the TAC study, and extensive engagement with the trucking industry, municipalities and MPO/RPO partners to help promote and advance potential solutions at the local level.

Funds Management

PennDOT's inactive obligation percentage at the end of the third quarter of FFY 2024 (6/30/24) was 1.56%, which is below the 2.0% goal established by Federal Highway Administration (FHWA). Below is a chart of the last two years:

Inactive Obligations Quarterly Progress		
Date	Amount	Percentage
30-Sep-22	\$31,271,544.16	1.79%
31-Dec-22	\$49,813,505.09	1.86%
31-Mar-23	\$36,687,278.85	1.37%
30-Jun-23	\$22,609,246.95	0.84%
30-Sep-23	\$94,775,171.99	3.53%
31-Dec-23	\$40,192,423.48	1.44%
31-Mar-24	\$54,244,697.33	2.02%
30-Jun-24	\$41,740,507.30	1.56%

BUREAU OF PLANNING AND RESEARCH

Certified Mileage:

Each year states are required to report to the FHWA the number of miles of public roads. This certification of the previous year's mileage was due to FHWA by June 15. As of December 31, 2023, Pennsylvania had 121,967.992 miles of public roads, an increase of 83.317 miles from 2022. This increase is due to the addition of Liquid Fuels local road throughout the state.

Highway Performance Monitoring System (HPMS):

Pennsylvania's 2023 Highway Performance Monitoring System (HPMS) data were submitted to the Federal Highway Administration meeting the April 15 and June 15 deadlines.

2024 Traffic Count Program:

Statewide count program received 1,568 traffic counts (1,513 accepted/37 rejected). Local count program received 2,096 traffic counts (1,998 accepted/15 rejected).

Highway Transfer “Turnback” Program

Between April and June, there were no adoptions, abandonments, turnbacks or vacations during this period.

Weigh In Motion Installations and Repairs:

Five repairs were completed.

Annual enforcement WIM ramp maintenance and calibrations were completed at eleven sites.

Annual mainline WIM maintenance was completed at eighteen sites.

Continuous Automatic Vehicle Classification (CAVC) Site Installations and Repairs:

PennDOT BPR has one ECMS project in design. The project includes twenty-two CAVC sites:

- Upgrade of one standard interstate CAVC System, using in-pavement sensors, to a non-intrusive Artificial Intelligence (AI) System.
- Relocate 5 CAVC sites
- Repair of sixteen CAVC sites.

Four CAVC sites were repaired under PennDOT District ECMS projects.

PennDOT Connects Steering Committee Meeting:

The quarterly PennDOT Connects Steering Committee Meeting was held on June 25 and attended by 58 staff from PennDOT Central Office, PennDOT Districts, and the MPO/RPO Partners. Presentations were provided on the origins of the PennDOT Connects System, the Local Bridge Inventory, and on the evaluation of the 2024 PennDOT Connects Municipal Outreach Sessions.

2024 PennDOT Connects Municipal Outreach Sessions:

All 11 PennDOT Connects Municipal Outreach Sessions were held this spring, drawing 470 participants from around the state at both in-person/hybrid and all virtual sessions. Participants learned about PennDOT Connects resources for municipalities and each PennDOT District’s staff that help support municipal projects, transportation planning, and land use development. Recordings of the sessions are available on the [PennDOT Connects webpage](#).

Summer 2024 Municipal Advisory Committee (MAC) Meeting:

The Summer MAC meeting was held on July 11. A legislative update was provided prior to presentations on Road Posting and Bonding, Buy America, and Local Bridges Inspection, Maintenance and Funding. The next meeting will be held October 29.

Local Technical Assistance Program (LTAP) Advisory Committee Meeting:

The LTAP Advisory Committee meeting was held on May 9. In addition to input from the advisory committee members on new resource needs for municipalities, presentations and discussion were held on new safety courses, e-ticketing, new products for local roads, the Build a Better Mousetrap Innovation Challenge, and this fall's Roadway Management Conference.

Research Program Management and Implementation:

- Actively managed fourteen (14) fully initiated research projects, which entailed:
 - Participating in monthly project status calls.
 - Processing no cost time extensions, budget revisions and personnel change requests, via the Change Order process.
 - Timely review, approval, and processing of research project invoices.
- Continued working on initiating twenty (20) new research projects, which are being procured via the Transportation Research, Education and Technology Transfer Services Invitation to Qualify (ITQ), competitive contracting mechanism. Of the twenty (20) new projects:
 - 7 projects are active,
 - 8 projects are in the initiation phase,
 - 1 project is on hold until Spring 2024, and
 - 4 projects are deferred to F.Y. 2024-2025 Research Program.
- Kicked off of the first implementation project with consultant assistance.
- Fully executed two agreements to provide additional implementation and technology transfer support to the section.

Geographic Information Division (GID):

GID staff works with state and local agencies and planning partners sharing and analyzing data sets from PennDOT databases. GID staff supported PennDOT's district offices, roadway and bridge operations, project development and delivery, maintenance, multi-modal, and aviation programs.

- Updated data on PennDOT Open Data and PennDOT's public facing regulatory and informational mapping web sites.
- Created various spatial data, analyses, consulting, and reports supporting Districts, Maintenance, Operations, Bridge, Safety, Multi-Modal, Environmental, Innovation and Planning.
- Edited and maintained map and spatial data products to support a wide range of objectives for Districts, Maintenance, Operations, Bridge, Safety, Multi-Modal, Environmental, Innovation and Planning.
- Continued service in an advisory capacity supporting the PA Board of Geographic Names, the PA State GeoBoard, GeoBoard Civic Boundary Task Force, the GeoBoard Governance Task Force, PA elevation Working Group, and the PEMA Next Gen 911 Working Group.

PUBLIC-PRIVATE TRANSPORTATION PARTNERSHIPS (P3) OFFICE

PennDOT operates one of the most ambitious and comprehensive P3 programs in the nation. The featured projects bring value to Pennsylvania by significantly reducing poor condition bridges, supporting motorist safety, enhancing mass transit and rail service, and in some cases, generating new revenue to support future investment.

P3 Transportation Board

The P3 Board met on **Wednesday, June 12, 2024**.

During the meeting, the PennDOT P3 Office and project teams provided an update on the status of all received Unsolicited Proposals as well as updates on the three (3) active P3 projects: Compressed Natural Gas (CNG) Fueling Stations for Public Transit Agencies, Major Bridge P3, and the Rapid Bridge Replacement project.

The agenda and all presentation material for this meeting are posted on the PennDOT P3 website. In addition, meeting minutes and agendas from previous P3 Board meetings are also available on the website.

The P3 Board meets at least once a year to review and consider solicited and unsolicited transportation projects, and to receive progress reports on approved activities. All meetings are open to the public. The next scheduled meeting of the P3 Board is set for Tuesday, December 17, 2024, at 1:00 P.M. in the Forest Room of the Commonwealth Keystone Building in Harrisburg. A virtual Microsoft Teams link will be available for remote participation.

P3 Project Updates

The **Major Bridge P3 Project** entered into the Final Design phase of the Design Build Finance Maintain term with the issuance of Notice to Proceed 2 on March 14, 2023. The final designs of all six Bridges are progressing. All design work is anticipated to be completed and full construction started on the six Bridges by July 2024.

Total design of the project is at 91% complete and is anticipated to be 100% complete mid-summer 2024. As major portions of the Bridge designs are completed, Limited Notices to Proceed (LNTPs) are being issued in order to initiate the start of construction, when appropriate.

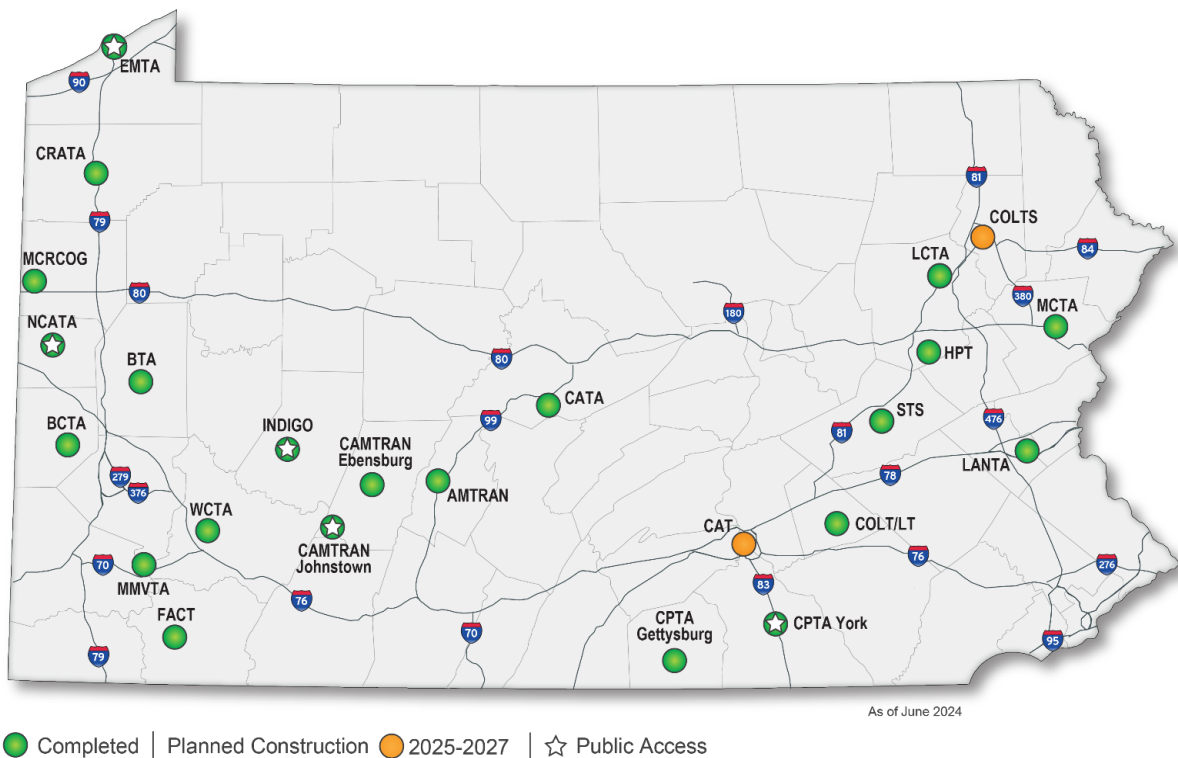
On June 30, 2023, the first LNTP was issued for the I-81 Susquehanna Bridge to allow the contractor to begin shoulder strengthening needed for the first traffic control stage and structure demolition. Three other LNTP's have been issued for this project as the design progresses allowing for more construction to begin. The first LNTP for I-80 Canoe Creek Bridge was issued on October 31, 2023, and then a second LNTP was issued on January 10, 2024, allowing for full

construction of the project. The first LNTP for the I-80 Nescopeck project was issued on April 23, 2024. Additional LNTPs are anticipated throughout the remainder of the calendar year into Spring 2025. This approach exemplifies the design-build nature of the project that allows construction to begin while portions of the design continue to be finalized.

As construction starts on each Bridge, the Development Entity will assume maintenance responsibility within the project limits. Substantial Completion, meaning construction completion of all six Bridges, is scheduled for June 2028. After Substantial Completion, the Development Entity will maintain the bridges for a 30-year period.

CNG for Transit Agencies P3 Project

Compressed Natural Gas (CNG) Transit Fueling Stations



On April 20, 2017, Governor Tom Wolf announced the opening of the CNG fueling station at the Cambria County Transportation Authority (CamTran) in Johnstown. This marked the first CNG fueling station constructed through the public-private partnership with Trillium CNG. As of June 2024, 22 stations have been completed. Of those stations, five (New Castle, Erie, Indiana, Johnstown and York) have public fueling positions.

It is estimated that over the life of the P3 contract, this \$84.5 million project will pay for itself through economy of scale efficiencies in building the stations and through fuel cost savings to

the transit agencies. When compared to the price of diesel fuel, Pennsylvania transit agencies have saved approximately \$13.6 million to date with the stations already open.

NEXT MEETING

**STC QUARTERLY BUSINESS MEETING
DECEMBER 18, 2024
HARRISBURG, PA**

APPENDIX

Lets
Highway and Bridge (including Rail Grade)
5/15/2024 to 7/30/2024

RPT# LET014A

District	County	Project Id/Contract	St. Rt.	Section Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
Program Area: Betterments											
Project Class: 409 Expanded Maintenance											
8	Adams	113256	116	055	409EM	409	2.18	PA 116 Main Street Resurface PA 116 from the west borough line to the east borough line	6/6/2024	\$1,864.00	
9	Bedford	120646	56	031	409EM	409	3.72	PA 56 - SR 4009 to US 30 SR 4009 (Pensyl Hollow Road) to US 30	6/13/2024	\$1,151.00	
9	Bedford	120018	96	024	409EM	409	3.51	PA 96 - PA 31 to SR 4003 PA 31 to SR 4003 (Valley Road)	5/23/2024	\$2,802.00	
9	Bedford	120019	96	025	409EM	409	7.05	PA 96 - SR 4003 to SR 4024 SR 4003 (Valley Road) to SR 4024(Dunkard Hollow Road)	5/23/2024	\$2,802.00	
9	Cambria	120026	53	001	409EM	409	7.30	PA 53 - PA 164 to SR 2014 PA 164 to SR 2014 (Admiral Peary Highway)	6/6/2024	\$2,245.00	
9	Cambria	120024	2006	001	409EM	409	37.93	2024 County Wide Mill and Fill Various Routes	6/6/2024	\$1,062.00	
9	Huntingdon	121358	3033	001	409EM	409	7.70	2024 Huntingdon County Mill Fill Various Routes	7/11/2024	\$592.00	
Total numbers of projects for 409EM:					7	Total length:		69.39	Total project costs for 409EM:		12,518.00
Project Class: Air Quality											
1	Mercer	110764	18	S04	AIRQ	STP	0.67	SR 18/SR 4005 Intersection State Route 18 (Main Street) from State Route 846 (Orangeville Street) to State Route 58 (Mercer Street)	7/11/2024	\$7,976.00	
Total numbers of projects for AIRQ:					1	Total length:		0.67	Total project costs for AIRQ:		7,976.00
Project Class: Bridge Preservation - Federal											
8	York	120891	83	105	BPRSF	581	0.02	I-83 Bridge over Limekiln Rd Bridge Improvement	5/23/2024	\$843.00	
Total numbers of projects for BPRSF:					1	Total length:		0.02	Total project costs for BPRSF:		843.00
Project Class: Bridge Restoration											
4	Pike	89017	6	451	BRST	581	0.12	SR 6 over Delaware River Bridge rehabilitation on State Route 6 (Pennsylvania Avenue) over the Delaware River in Matamoras Borough	7/11/2024	\$22,577.00	
Total numbers of projects for BRST:					1	Total length:		0.12	Total project costs for BRST:		22,577.00
Project Class: Disaster Permanent Repair											
5	Monroe	113745	4007	IDA	DSTRP	FFL	0.04	Mount Pocono Borough Pipe - Ida Perm Rpr SR 4007 (Fairview Avenue) at segment 0050 offset 1785	6/13/2024	\$418.00	
Total numbers of projects for DSTRP:					1	Total length:		0.04	Total project costs for DSTRP:		418.00
Project Class: Highway Reconstruction											
1	Crawford	85776	6	A06	HRCT	STP	5.01	US 6: Spring St - Baldwin St Ext US Route 6 (French Creek Parkway) from State Route 2034 (Spring Street) to State Route 2037 (Baldwin St)	6/6/2024	\$16,616.00	
Total numbers of projects for HRCT:					1	Total length:		5.01	Total project costs for HRCT:		16,616.00
Project Class: Highway Restoration											
1	Erie	119001		F07	HRST	STP	0.00	Nagle Road - LFAR 2023-2024 Nagle Road	7/11/2024	\$157.00	
1	Mercer	99878	18	25M	HRST	NHPP	2.99	SR 18: Roman to Wilson State Route 18 (New Castle Road/Hermitage Road) from Roman Road to Wilson Road	7/11/2024	\$1,849.00	
1	Mercer	109773	18	23M	HRST	581	0.65	SR 18: SR 358 - Mill Hill Rd. State Route 18 (College Ave./Conneaut Lake Rd.) from State Route 358 (Main St.) to (Packard Ave./Mill Hill Rd.)	7/11/2024	\$7,976.00	

Lets
Highway and Bridge (including Rail Grade)
5/15/2024 to 7/30/2024

RPT# LET014A

District	County	Project Id/Contract	St. Rt.	Section Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project		
3	Lycoming	116904	15	244	HRST	NHPP	1.52	Wavy Section between SRs 184 and 284	7/11/2024	\$810.00			
3	Montour	99130	54	096	HRST	NHPP	1.13	Mill and resurface SR 15 NB from SR 184 to SR 284 in Cogan House & Jackson Twps	7/11/2024	\$5,429.00			
3	Montour	100483	54	087	HRST	581	5.56	SR 3008 to Roadside Rest	7/11/2024	\$5,429.00			
4	Lackawanna	120939	84	283	HRST	581	0.09	SR 3008 to Roadside Rest					
4	Lackawanna	120939	84	283	HRST	581	0.09	SR 54 from SR 254 to SR 3008	7/11/2024	\$5,429.00			
5	Monroe	95574	209	15M	HRST	NHPP	2.93	SR 54 from SR 254 to SR 3008, SR 84 over Lackawanna County Rail Auth Drainage	6/6/2024	\$397.00			
5	Monroe	95574	209	15M	HRST	NHPP	2.93	SR 84 over Lackawanna County Rail Auth Drainage Drainage Improvements on Interstate 84 over Lackawanna County Rail Authority in Roaring Brook Townsh	6/6/2024	\$397.00			
6	Montgomery	107175	202	SNK	HRST	PRTCT	1.16	Hamilton West Resurface-Sciota	5/23/2024	\$10,854.00			
6	Montgomery	107175	202	SNK	HRST	PRTCT	1.16	Highway Resurface of Hamilton West (State Route 209)	5/23/2024	\$10,854.00			
8	York	117009		LOC	HRST	STP	0.86	US 202 & PA 29 Sinkhole Remediation(C)	7/25/2024	\$22,387.00			
8	York	117009		LOC	HRST	STP	0.86	US 202 & PA 29 Sinkhole Remediation	7/25/2024	\$22,387.00			
9	Cambria	106064	219	028	HRST	NHPP	5.91	Pleasant View Rd	7/11/2024	\$703.00			
9	Cambria	106064	219	028	HRST	NHPP	5.91	Resurfacing	7/11/2024	\$703.00			
9	Somerset	23478	219	047	HRST	581	20.12	Sunset Road to Nixon Ave	7/11/2024	\$5,199.00			
9	Somerset	23478	219	047	HRST	581	20.12	From SR 4013 (Sunset Road) to 10th Street	7/11/2024	\$5,199.00			
9	Somerset	23478	219	047	HRST	581	20.12	US 30 to N Somerset	6/13/2024	\$24,600.00			
9	Somerset	23478	219	047	HRST	581	20.12	From SR 601 interchange to US 30 interchange	6/13/2024	\$24,600.00			
11	Allegheny	91694	8	A79	HRST	NHPP	4.71	PA 8- Butler Street	6/6/2024	\$9,149.00			
11	Allegheny	91694	8	A79	HRST	NHPP	4.71	Asphalt mill/resurface on PA 8, (Butler Street) from Baker Street to the intersection of Saxonburg Boulevard	6/6/2024	\$9,149.00			
			Total numbers of projects for HRST:	13				Total length:	47.63			Total project costs for HRST:	94,939.00
Project Class: Preventive Maintenance													
2	Clinton	119232	220	327	PRVMT	NHPP	32.90	SEDACOG Concrete Preservation	6/13/2024	\$5,138.00			
2	Clinton	119232	220	327	PRVMT	NHPP	32.90	SR 220, SR 322, & SR 75/22 near the Port Royal exit	6/13/2024	\$5,138.00			
			Total numbers of projects for PRVMT:	1				Total length:	32.90			Total project costs for PRVMT:	5,138.00
Project Class: Safety Improvement													
1	Mercer	110234	18	S05	SAFE	HSIP	0.30	PA 18/SR 4006 Intersection	7/25/2024	\$933.00			
1	Mercer	110234	18	S05	SAFE	HSIP	0.30	The intersection of SR 18 and SR 4006 (Williamson Rd)	7/25/2024	\$933.00			
2	Centre	119990	144	HFS	SAFE	HSIP	0.52	SR 144 High Friction Surface Treatment	6/13/2024	\$999.00			
2	Centre	119990	144	HFS	SAFE	HSIP	0.52	State Route 0144	6/13/2024	\$999.00			
2	Clearfield	120099	879	HFS	SAFE	581	0.23	SR 879 HFST	6/13/2024	\$1,203.00			
2	Clearfield	120099	879	HFS	SAFE	581	0.23	SR 879	6/13/2024	\$1,203.00			
2	McKean	120105	246	HFS	SAFE	HSIP	0.96	SR 246 HFST	6/13/2024	\$1,203.00			
2	McKean	120105	246	HFS	SAFE	HSIP	0.96	SR 246	6/13/2024	\$1,203.00			
2	McKean	120089	346	HFS	SAFE	HSIP	0.67	SR 346 HFST in Foster Township	6/13/2024	\$1,203.00			
2	McKean	120089	346	HFS	SAFE	HSIP	0.67	State Route 0346	6/13/2024	\$1,203.00			
2	McKean	120102	770	HFS	SAFE	HSIP	0.67	SR 770 HFST	6/13/2024	\$1,203.00			
2	McKean	120102	770	HFS	SAFE	HSIP	0.67	SR 770	6/13/2024	\$1,203.00			
3	Bradford	119084			SAFE	581	0.00	23-24 RPM Contract NTIER	6/13/2024	\$224.00			
3	Bradford	119084			SAFE	581	0.00	Replace reflective pavement markers in	6/13/2024	\$224.00			
3	Lycoming	114160			SAFE	581	0.00	FFY 24 WATS RPM Contract	6/13/2024	\$224.00			
3	Lycoming	114160			SAFE	581	0.00	Install/replace RPMs on various routes in Lycoming County.	6/13/2024	\$224.00			
12	Westmoreland	116236	22	RPM	SAFE	581	840.34	12-24-RPM	6/6/2024	\$526.00			
12	Westmoreland	116236	22	RPM	SAFE	581	840.34	Replacement/installation of reflective pavement markers throughout the district.	6/6/2024	\$526.00			

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District	County	Project Id/Contract	St. Rt.	Section	Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
Total numbers of projects for SAFE:			9		Total length:			843.69	Total project costs for SAFE:			7,718.00
Project Class: Stormwater Management												
9	Cambria	117121	3024	009		SM	STP	0.00	SR 3024 under 8' Pipe At T-379 (Hillegas Hill Road)	6/13/2024	\$464.00	
Total numbers of projects for SM:			1		Total length:			0.00	Total project costs for SM:			464.00
Program Area: Bridge												
Project Class: Bridge Preservation - Federal												
1	Erie	85362	7213	L00		BPRSF	BOF	0.02	Erie Local Bridge Waterproofing 2024 Evans Rd and Old Lake Rd	7/25/2024	\$1,229.00	
3	Lycoming	117278	44	094		BPRSF	BRIP	0.14	Pine Creek Valley Epoxy Overlay Group Epoxy overlay on SR 44 over Pine Creek and SR 414 over Cedar Run in Cummings and Brown Twps.	6/13/2024	\$1,692.00	
3	Lycoming	117924	284	014		BPRSF	BOF	0.14	Lycoming Off System Epoxy Group 1 Epoxy overlay of bridge decks in Pine, Gamble, Plunketts Creek, Moreland, Franklin, Fairfield, Upper Fai	6/13/2024	\$1,692.00	
4	Luzerne	9006	2026	DOI	0	BPRSF	185	0.01	SR 2026 over Gardner's Creek Bridge preservation on State Route 2026 (Main Street) over Gardner's Creek in Laflin Borough, Luzerne C	7/11/2024	\$620.00	
9	Somerset	116995	4102	01B		BPRSF	BOF	0.07	SR 4102 over US 219 Over US 219	6/13/2024	\$24,600.00	
9	Somerset	114123	4104	01B		BPRSF	BOF	0.04	SR 4104 over US 219 Over US 219	6/13/2024	\$24,600.00	
Total numbers of projects for BPRSF:			6		Total length:			0.42	Total project costs for BPRSF:			54,433.00
Project Class: Bridge Removal												
9	Cambria	117014	3024	10B		RBRDG	185	0.09	SR 3024 Over Sunshine Coal Company Drift Over the Sunshine Coal Company Drift	6/13/2024	\$464.00	
Total numbers of projects for RBRDG:			1		Total length:			0.09	Total project costs for RBRDG:			464.00
Project Class: Bridge Replacement												
1	Crawford	97123	4004	B02		BRPL	BOF	0.10	SR 4004 Bridge over Paden Creek State Route 4004 (Center Road) Bridge over Paden Creek	6/6/2024	\$1,118.00	
1	Erie	613	20	B15		BRPL	BRIP	0.17	Twenty Mile Creek Br US Route 20 (East Main Street) bridge over Twenty Mile Creek	7/25/2024	\$9,614.00	
1	Mercer	1737	2014	B04		BRPL	BOF	0.10	SR 2014 Bridge over Wolf Creek State Route 2014 (Scrubgrass Road) Bridge over Wolf Creek	7/25/2024	\$994.00	
1	Mercer	1861	2017	B00		BRPL	BOF	0.10	SR 2017 Brdg/Cool Sprg Ck State Route 2017 (North Foster Road) Bridge over Cool Spring Creek	6/6/2024	\$1,255.00	
3	Bradford	102862		LBR		BRPL	BOF	0.02	T-762 ov Seeley Creek #38 T-762 (Farm View Road) over Seeley Creek	6/6/2024	\$1,356.00	
3	Columbia	98398	1013	011		BRPL	185	0.00	SR 1013 over Stony Brook SR 1013 over Stony Brook,	6/6/2024	\$315.00	
3	Montour	93524	54	076		BRPL	STP	0.00	SR 54 over Stony Brook SR 54 over Stony Brook,	7/11/2024	\$5,429.00	
3	Sullivan	110235	4005	012		BRPL	185	0.00	SR 4005 over Fall Run SR 4005 (Middle Road) over Fall Run	6/6/2024	\$231.00	
3	Tioga	99107	6	130		BRPL	NHPP	0.00	US6ovTb N Elk Run US 6 over Tributary to North Elk Run	6/6/2024	\$5,440.00	

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District	County	Project Id/Contract	St. Rt.	Section	Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
4	Luzerne	100508	1005	D50		BRPL	STU	0.00	SR 1005 over Becker's Creek	7/11/2024	\$438.00	
4	Susquehanna	9720	706	552		BRPL	STP	0.00	Bridge replacement on State Route 1005 (Huntsville Road) over Becker's Creek in Jackson Township, Luzerne County.	7/11/2024	\$6,556.00	
4	Susquehanna	96730	706	556		BRPL	STP	0.02	SR 706 over East Branch of Wyalusing Creek	7/11/2024	\$6,556.00	
4	Susquehanna	109880	706	553		BRPL	STP	0.00	Bridge replacement on State Route 706 over Deuel Creek in Rush Township, Susquehanna County.	7/11/2024	\$6,556.00	
4	Wayne	10021	3018	650		BRPL	581	0.01	SR 706 over Branch Wyalusing Creek 2	7/11/2024	\$6,556.00	
4	Wayne	67587	3018	671	0	BRPL	BOF	0.04	Bridge replacement on State Route 706 over Snell Creek in Jessup Township, Susquehanna County.	7/11/2024	\$6,556.00	
4	Wayne	67588	3020	651	0	BRPL	BOF	0.04	SR 3018 over Branch Middle Creek	7/25/2024	\$1,649.00	
4	Wayne	9979	4043	D51		BRPL	581	0.00	Bridge replacement on State Route 3018 (St Tikhon Road) over Branch of Middle Creek in South Canaan Twp	7/25/2024	\$3,737.00	
4	Wyoming	10224	29	D51		BRPL	STP	0.00	SR 3018 over Tributary Middle Creek	7/25/2024	\$3,737.00	
5	Berks	85648	1018	03B		BRPL	STP	0.07	Bridge replacement on State Route 3018 (Cortez Road) over Tributary to Middle Creek in South Canaan Twp	7/25/2024	\$3,737.00	
6	Montgomery	92637	4028	NR1		BRPL	BOF	0.04	SR 3020 over Tributary Quinsigamund Lake	7/25/2024	\$3,737.00	
9	Somerset	114121	219	48B		BRPL	BRIP	0.06	Bridge replacement on State Route 3020 (Lake Quinn Road) over Tributary Quinsigamund Lake in South Canaan Twp	7/11/2024	\$629.00	
9	Somerset	114122	219	49B		BRPL	BRIP	0.06	SR 4043 over Branch Sherman Creek	7/11/2024	\$629.00	
10	Butler	24471	7232	251	9900	BRPL	STP	0.01	Bridge replacement on State Route 4043 (Sherman Road) over Branch of Sherman Creek Scott Township, York County.	7/11/2024	\$629.00	
11	Allegheny	100618	136	A10		BRPL	185	0.00	SR 29 over Inlet Lake Carey	7/25/2024	\$1,980.00	
12	Westmoreland	69248	136	B10	0	BRPL	STP	0.13	Bridge replacement on State Route 29 (Joseph W. Hunter Highway) over inlet to Lake Carey, in Lemon Township, York County.	7/25/2024	\$1,980.00	
									Stoney Run Valley Road over Maiden Creek	7/11/2024	\$1,853.00	
									Stoney Run Valley Road (SR 1018) over Maiden Creek	7/11/2024	\$1,853.00	
									Pleasant View Rd o/ Sanatoga Ck(C)	7/25/2024	\$2,439.00	
									Pleasant View Rd o/ Sanatoga Ck	7/25/2024	\$2,439.00	
									US 219 NB over T-685 Miller Road	6/13/2024	\$24,600.00	
									Over T-685 (Miller Road)	6/13/2024	\$24,600.00	
									US 219 SB over T-685 Miller Road	6/13/2024	\$24,600.00	
									Over T-685 (Miller Road)	6/13/2024	\$24,600.00	
									CO #24 Kelly Bridge	7/25/2024	\$1,492.00	
									T-372 (Taggart Road) over Slippery Rock Creek	7/25/2024	\$1,492.00	
									PA 136 Rainbow Run ov Beckets	5/23/2024	\$1,930.00	
									Bridge replacement on PA 136, Monongahela Road over Beckets Run, intersection with State Route 2013, in Westmoreland County.	5/23/2024	\$1,930.00	
									PA 136 over Pollock Run	7/25/2024	\$5,276.00	
									PA 136 (West Newton Road)	7/25/2024	\$5,276.00	
									Total numbers of projects for BRPL:		25	
									Total length:		0.97	
											Total project costs for BRPL:	119,780.00
									Project Class:		Bridge Restoration	
1	Crawford	57979	2019	B01	0	BRST	BOF	0.01	SR 2019 Bridge over East Branch of Sugar Creek	7/11/2024	\$429.00	
1	Warren	78945	4004	B00	0	BRST	BOF	0.01	State Route 2019 (LeBeouf Road) Bridge over Sugar Creek East Branch	7/11/2024	\$429.00	
1	Warren	78952	4015	B00	0	BRST	BOF	0.01	SR 4004 Bridge over Pine Valley	7/25/2024	\$1,548.00	
2	Mifflin	69387	22	A15	0	BRST	STP	0.00	State Route 4004 (Cornish Hill Road) Center Street Bridge over Pine Valley Brook	7/25/2024	\$1,548.00	
2	Mifflin	105922	22	A18		BRST	STP	0.00	SR 4015 Bridge over Mill Brook	7/25/2024	\$1,548.00	
									State Route 4015 (Lottsville Niobe Road) Bridge over Mill Brook	7/25/2024	\$1,548.00	
									Long Hollow Run Bridge	6/13/2024	\$2,544.00	
									SR 22 over Long Hollow Run Bridge	6/13/2024	\$2,544.00	
									SR 22 ov Branch Long Hollow Run	6/13/2024	\$2,544.00	
									SR 22 over Branch of Long Hollow Run	6/13/2024	\$2,544.00	

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District	County	Project Id/Contract	St. Rt.	Section Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
4	Luzerne	79534	3019	351	0	BRST	STU	0.53 SR 3019 over Hazle Creek	7/11/2024	\$892.00	
								Bridge rehabilitation on State Route 3019 (Stockton Mountain Road) over Hazle Creek, Hazle Township, L			
4	Pike	89017	6	451		BRST	581	0.12 SR 6 over Delaware River	7/11/2024	\$22,577.00	
								Bridge rehabilitation on State Route 6 (Pennsylvania Avenue) over the Delaware River in Matamoras Borou			
4	Pike	79543	447	450	0	BRST	581	0.03 SR 447 over Wallenpaupack Creek	7/11/2024	\$1,341.00	
								Bridge rehabilitation on State Route 447 (Panther Road) over Wallenpaupack Creek in Greene Township, P			
9	Blair	109167	7301	12S		BRST	BOF	0.00 South 12th Street Bridge	7/11/2024	\$483.00	
								Over Brush Run near the intersection of SR 1001 (Pleasant Valley Boulevard)			
9	Blair	109169	7301	16S		BRST	BOF	0.01 South 16th Street Bridge	7/11/2024	\$483.00	
								Over Brush Run near the intersection of SR 1001 (Pleasant Valley Boulevard)			
9	Blair	109170	7301	25A		BRST	BRIP	0.01 East 25th Avenue over Spring Run	7/11/2024	\$483.00	
								Over Spring Run			
9	Cambria	109186	7207	510		BRST	BOF	0.02 T-510 Marra Road Bridge	7/25/2024	\$789.00	
								Over Clearfield Creek			
9	Cambria	114005	7415	415		BRST	BOF	0.06 Jackson St over NSRR	7/25/2024	\$789.00	
								Over Norfolk Southern Railroad			
9	Cambria	114004	7426	426		BRST	BOF	0.15 Oak St over NSRR	7/25/2024	\$789.00	
								Over the North Fork Little Conemaugh River and Norfolk Southern Railroad			
								Total numbers of projects for BRST: 14			
								Total length: 0.96			
									Total project costs for BRST:	37,239.00	
								Project Class: Highway Reconstruction			
4	Luzerne	9128	115	303	0	HRCT	NHPP	3.81 SR 115 over I-81	6/6/2024	\$60,740.00	
								New at-grade ramp SR 115 (Bear Creek Boulevard) Northbound to Interstate 81 Southbound, bridge replac			
								Total numbers of projects for HRCT: 1			
								Total length: 3.81			
									Total project costs for HRCT:	60,740.00	
								Project Class: Highway Restoration			
9	Somerset	23478	219	047		HRST	581	20.12 US 30 to N Somerset	6/13/2024	\$24,600.00	
								From SR 601 interchange to US 30 interchange			
								Total numbers of projects for HRST: 1			
								Total length: 20.12			
									Total project costs for HRST:	24,600.00	
								Program Area: General Contract Maintenance			
								Project Class: 409 Expanded Maintenance			
6	Bucks	81239	13	B15	0	409EM		22.02 Bucks County Micro-Surfacing 2024 (B15)(C)	6/13/2024	\$4,999.00	
								SR 13, 32, and 2019 Micro-Surfacing			
								Total numbers of projects for 409EM: 1			
								Total length: 22.02			
									Total project costs for 409EM:	4,999.00	
								Project Class: Bridge Preservation - State Fun			
4	Wayne	115744	348	P70		BPRS	581	0.01 SR 348 over Jones Creek Bridge Preservation	5/23/2024	\$1,188.00	
								Bridge preservation on State Route 348 over Jones Creek Bridge, Salem Township, Wayne County			
12	Washington	119728	40	21M		BPRS	185	0.01 US 40 over Buffalo Creek Preservation	5/23/2024	\$338.00	
								US 40 over Buffalo Creek Preservation			
								Total numbers of projects for BPRS: 2			
								Total length: 0.02			
									Total project costs for BPRS:	1,526.00	
								Project Class: Disaster (Initial Reponse/Non)			
3	Bradford	111861	3002	014		DSTR		0.41 SR 3002 Embankment Failure Repair 2018	7/25/2024	\$12,433.00	
								Soil Slide Repair due to Flooding (2018 Flood)			
								Total numbers of projects for DSTR: 1			
								Total length: 0.41			
									Total project costs for DSTR:	12,433.00	
								Project Class: General Maintenance			

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District	County	Project Id/Contract	St. Rt.	Section	Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
1	Erie	119980	1005	E41		GMNT		2.45	SR 1005: Barton Road SR 1005 (Barton Road)	6/13/2024	\$927.00	
1	Mercer	114335	4020	442		GMNT		4.68	Mercer SR 4020 State Route 4020	6/13/2024	\$1,070.00	
2	Centre	120082	322	HF2		GMNT	HSIP	0.47	SR 322 High Friction Surface Treatment SR 322 Seg 0200/2220 - 0210/1520	6/13/2024	\$999.00	
2	Clinton	121187	477	0		GMNT		3.83	SR 477 Resurfacing Project State Route 477	6/6/2024	\$1,151.00	
2	Clinton	120111	880	HFS		GMNT	HSIP	0.34	SR 880 HFST Project SR 880 Seg 0360/2100 - 0370/1550	6/13/2024	\$999.00	
2	McKean	108850	446	0		GMNT	409	5.22	Group 2-24-ST52 Various Routes in McKean County	6/13/2024	\$2,159.00	
3	Columbia	115592				GMNT		0.00	Columbia Co 2024 Crack Seal Crack seal	6/13/2024	\$283.00	
3	Lycoming	119161	973	043		GMNT		0.04	Lycoming 973 Bridge Repair	6/6/2024	\$236.00	
3	Lycoming	119604				GMNT		0.00	2024 Line Painting Line painting	6/13/2024	\$513.00	
3	Lycoming	119780				GMNT		0.00	Lycoming Co 2024 Crack Seal Crack seal	6/6/2024	\$483.00	
3	Lycoming	120036				GMNT		0.00	2024 Districtwide Rumble Strip Districtwide Rumble Strip	6/13/2024	\$181.00	
3	Montour	119584				GMNT		0.00	Montour Co 2024 Crack Seal Crack seal	6/13/2024	\$283.00	
3	Northumberland	117134				GMNT		0.00	North'd Co 2024 Crack Seal	6/6/2024	\$243.00	
3	Sullivan	115441				GMNT		0.00	Sullivan Co 2024 Crack Seal Crack sealing	6/6/2024	\$483.00	
3	Tioga	118452				GMNT		0.00	Tioga Co 2024 Crack Seal Crack sealing	6/6/2024	\$483.00	
4	Luzerne	121392	2007	RSF		GMNT		5.34	SR 2007 Resurfacing Resurfacing on State Route 2007 (Giants Despair Road/Laurel Run Road) between Spruce Street and State	6/6/2024	\$2,484.00	
4	Susquehanna	120507	1022	M24		GMNT		3.85	Susquehanna SR 1022 Base Repair SR 1022 Susquehanna County	5/23/2024	\$1,933.00	
4	Susquehanna	120508	1033	M24		GMNT		2.83	Susquehanna SR 1033 Base Repair SR 1033 Susquehanna County	5/23/2024	\$1,933.00	
4	Susquehanna	120509	1037	M24		GMNT		1.93	Susquehanna SR 1037 Base Repair SR 1037 Susquehanna County	5/23/2024	\$1,933.00	
4	Susquehanna	120510	4002	M24		GMNT		3.77	Susquehanna SR 4002 Base Repair SR 4002 Susquehanna County	5/23/2024	\$1,933.00	
5	Berks	121089	176	CIP		GMNT	NHPP	5.48	I-176 Cold in Place Project Cold-In-Place Recycling on Interstate 176 and ramp access points within the limits of work, segment 0007/	7/25/2024	\$5,223.00	
6	Chester	120306	82	SC5		GMNT		77.14	Chester County Seal Coat 2025(C) Chester County Seal Coating 2025	6/13/2024	\$3,477.00	

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District	County	Project Id/Contract	St. Rt.	Section Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
6	Montgomery	121445	309	M14	GMNT		10.09	Ft Washington Exp Resurfacing Haws to Loch Alsh(C) SR 309 Resurfacing	6/13/2024	\$6,178.00	
6	Montgomery	81297		SSR 0	GMNT		0.00	2024-2027 Small Sign Replacements(C) Small Sign Replacements	6/13/2024	\$1,423.00	
6	Philadelphia	120851		CS3	GMNT		169.96	Delaware & Phila Crack Sealing 2024(C) Delaware & Philadelphia Crack Sealing 2024	5/23/2024	\$1,457.00	
9	Bedford	120020	96	026	GMNT	582	6.94	PA 96 - SR 4024 to PA 869 SR 4024 (Dunkard Hollow Road) to PA 869	5/23/2024	\$2,802.00	
9	Bedford	120023			GMNT		0.00	2024 Bedford County Guiderail Various state routes	6/13/2024	\$218.00	
11	Allegheny	109516			GMNT		0.00	LCSIP 2024 low cost safety improvement at various District 11 routes	6/13/2024	\$667.00	
11	Beaver	108533	4028	B06	GMNT	409	6.92	GRP 112-25-7135-1 Milling and resurfacing on SR 4028-B06, from Fairview Road to a point approximately 300 feet west of Yc	5/23/2024	\$4,247.00	
12	Fayette	120035	40	DEL	GMNT		0.22	12-24-LCSIP Delineation Delineation Contract	6/6/2024	\$612.00	
12	Fayette	120033	51	0	GMNT		0.38	2024 Bridge Bearing Cleaning 12-0 Various State Routes	7/25/2024	\$486.00	
12	Fayette	120029	119	GDR	GMNT		0.70	12-24-GR1 Various State Routes	6/13/2024	\$376.00	
12	Greene	120030	21	GDR	GMNT		0.49	12-24-GR2 Various State routes	6/13/2024	\$370.00	
12	Washington	120031	50	GDR	GMNT		0.73	12-24-GR4 Various State Routes	6/13/2024	\$1,197.00	
12	Washington	120034	79	235	GMNT		0.99	Highway Ligting 12-24-LM1 Fayette, Greene, Washington, & Westmoreland Counties	5/23/2024	\$426.00	
12	Westmoreland	120032	66	GDR	GMNT		0.63	12-24-GR5 Various State Routes	6/13/2024	\$884.00	
Total numbers of projects for GMNT:			36				Total length:	315.42	Total project costs for GMNT:	50,752.00	
Program Area: Highway Construction											
Project Class: 409 Expanded Maintenance											
8	Lancaster	109620	222	072	409EM	581	7.50	US 222 Resurface 2 Resurface	5/23/2024	\$8,487.00	
Total numbers of projects for 409EM:			1				Total length:	7.50	Total project costs for 409EM:	8,487.00	
Project Class: Congestion Reduction											
5	Northampton	86853	248	05S	CNGST	NHPP	0.16	Route 248 Realignment SR 248	7/25/2024	\$5,427.00	
6	Chester	95430	202	CNM	CNGST	STP	0.47	US 202 @ PA 926(C) US 202 & PA 926 Intersection	6/6/2024	\$2,923.00	
Total numbers of projects for CNGST:			2				Total length:	0.63	Total project costs for CNGST:	8,350.00	
Project Class: Highway Restoration											
11	Allegheny	91694	8	A79	HRST	NHPP	4.71	PA 8- Butler Street Asphalt mill/resurface on PA 8, (Butler Street) from Baker Street to the intersection of Saxonburg Boulevard	6/6/2024	\$9,149.00	
Total numbers of projects for HRST:			1				Total length:	4.71	Total project costs for HRST:	9,149.00	

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District	County	Project Id/Contract	St. Rt.	Section Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
Project Class: MultiModal											
6	Philadelphia	115758	13	MT2	MMODE	411	0.88	Holy Family Univ MTF R6(C) Holy Family University Multimodal Improvements	7/25/2024	\$2,472.00	
Total numbers of projects for MMODE:					1	Total length:		0.88	Total project costs for MMODE:		2,472.00
Program Area: Interstate Management											
Project Class: Highway Reconstruction											
8	York	118790	8033	009	HRCT	581	0.19	Ramp Stabilization Reconstruction	5/23/2024	\$843.00	
Total numbers of projects for HRCT:					1	Total length:		0.19	Total project costs for HRCT:		843.00
Project Class: Highway Restoration											
8	Dauphin	119795	81	101	HRST	NHPP	19.21	District 8-0 Interstate Concrete Repairs Concrete repairs	6/13/2024	\$2,777.00	
Total numbers of projects for HRST:					1	Total length:		19.21	Total project costs for HRST:		2,777.00
Project Class: Interstate Maintenance Program											
2	Centre	3142	80	B18	0	IMP	NHPP	8.63	EXIT 161 Bellefonte Interchange High Speed Interchange between I-99 and I-80 at Exit 161	6/6/2024	\$259,101.00
5	Lehigh	120648	78	25M		IMP	NHPP	8.78	I-78 Berks County Line to SR 100 Patching Resurface	7/11/2024	\$13,381.00
11	Allegheny	74454	376	A79	0	IMP	NHPP	3.52	I-376, Boyce Road to I-79 Mill and resurfacing and bridge preservation on I-376, from the Campbells Run Road Interchange (Exit 62)	6/13/2024	\$12,600.00
Total numbers of projects for IMP:					3	Total length:		20.93	Total project costs for IMP:		285,082.00
Program Area: Safety and Mobility											
Project Class: Congestion Reduction											
9	Cambria	117234	219	41T		CNGST	CAQ	1.04	2024 Cambria County Signal Improvement Project US 219 (Philadelphia Ave, Crawford Ave, Cottonwood St, Maple Ave, and Crawford St), SR 4016 (Philade	7/11/2024	\$825.00
Total numbers of projects for CNGST:					1	Total length:		1.04	Total project costs for CNGST:		825.00
Project Class: Intelligent Transportation System											
6	Montgomery	119476	23	002		ITS	073	0.32	I-76 Parallel Arterial P2(C) I-76 Parallel Arterial	6/13/2024	\$10,366.00
8	Dauphin	117968	81	100		ITS	NHPP	0.79	Interstate DMS and CCTV TSMO TSMO improvements in DMS' and CCTV Cameras along I81 in Dauphin and Cumberland, , at SR 0078 W	5/23/2024	\$4,685.00
8	Dauphin	117825	283	017		ITS	STP	4.12	I-283 ITS Fiber Inter ITS improvements	5/23/2024	\$4,685.00
8	Perry	117824	22	103		ITS	STP	2.57	US 22/322 Devices ITS improvements	5/23/2024	\$4,685.00
9	Bedford	119248	220	21S		ITS	HSIP	0.09	2024 SA RPO ICWS Improvements SR 4009, US 220, and PA 281	5/23/2024	\$1,299.00
12	Westmoreland	117519	70	A02		ITS	NHPP	2.01	I-70 Fiber Installation Segment 0474-0494 I-70 Fiber Installation	6/6/2024	\$765.00
Total numbers of projects for ITS:					6	Total length:		9.90	Total project costs for ITS:		26,485.00
Project Class: Safety Improvement											
1	Crawford	90275	6	SL1		SAFE	581	0.05	US 6: Slide (#3) US Route 6 (Grand Army of the Republic Highway) Half-way in between Saegertown and Venango Borough	6/6/2024	\$453.00

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1	Erie	94722	8	ADA		SAFE	581	0.20	Millcreek Township ADA Ramps Various routes	6/13/2024	\$927.00	
1	Mercer	110234	18	S05		SAFE	HSIP	0.30	PA 18/SR 4006 Intersection The intersection of SR 18 and SR 4006 (Williamson Rd)	7/25/2024	\$933.00	
1	Mercer	119863	358	S01		SAFE	581	0.67	SR 358 & 8005 Ramp Safety Improvements State Route 8005 (Interstate 79 and State Route 358)	5/23/2024	\$715.00	
1	Warren	121331	1011	HSP		SAFE	HSIP	5.04	SR 1011: Warren Co Center Line Rumble Strips State Route 1011	5/23/2024	\$12.00	
2	Centre	119990	144	HFS		SAFE	HSIP	0.52	SR 144 High Friction Surface Treatment State Route 0144	6/13/2024	\$999.00	
2	Centre	120120	144	HFS		SAFE	HSIP	1.01	State Route 144 HFST SR 144, Seg 0470/2380 - 0480/2699	6/13/2024	\$999.00	
2	Clearfield	120100	219	HFS		SAFE	HSIP	0.18	SR 219 HFST Clearfield County SR 219 HFST	6/13/2024	\$1,203.00	
2	Clearfield	120101	219	HFS		SAFE	HSIP	0.22	SR 219 HFST SR 219	6/13/2024	\$1,203.00	
2	Clearfield	120099	879	HFS		SAFE	581	0.23	SR 879 HFST SR 879	6/13/2024	\$1,203.00	
2	Juniata	120137	35	HFS		SAFE	HSIP	0.12	SR 35 HFST SR 35 Seg 0210/2530 to 0220/0370	6/13/2024	\$999.00	
2	Juniata	120113	235	HFS		SAFE	HSIP	0.31	SR 235 High Friction Surface Treatment SR 235 Seg 0310/1660 - 0320/0800	6/13/2024	\$999.00	
2	Juniata	119418	333	HFS		SAFE	HSIP	0.20	SR 333 HFST SR 333	6/13/2024	\$999.00	
2	McKean	120289	6	HFS		SAFE	HSIP	0.48	SR 6 HFST Hamlin Twp US Route 6	6/13/2024	\$1,203.00	
2	McKean	120107	46	HFS		SAFE	HSIP	0.34	SR 46 HFST SR 46	6/13/2024	\$1,203.00	
2	McKean	120290	46	HFS		SAFE	HSIP	0.26	State Route 46 HFST Foster Twp State Route 46	6/13/2024	\$1,203.00	
2	McKean	120105	246	HFS		SAFE	HSIP	0.96	SR 246 HFST SR 246	6/13/2024	\$1,203.00	
2	McKean	120089	346	HFS		SAFE	HSIP	0.67	SR 346 HFST in Foster Township State Route 0346	6/13/2024	\$1,203.00	
2	McKean	120102	770	HFS		SAFE	HSIP	0.67	SR 770 HFST SR 770	6/13/2024	\$1,203.00	
2	Mifflin	119416	322	HFS		SAFE	HSIP	0.45	SR 322 HFST Seven Mountain EB SR 322 EB	6/13/2024	\$999.00	
2	Mifflin	119417	322	HFS		SAFE	HSIP	0.30	SR 322 HFST Seven Mountain WB SR 322 WB	6/13/2024	\$999.00	
3	Columbia	114394				SAFE	581	0.00	23-24 RPM Contract SEDA-COG Various Routes in the SEDA-COG Region,	6/13/2024	\$224.00	
4	Wayne	119792	6	HFS		SAFE	HSIP	6.60	SR 6 High Friction Surface Treatment/Signing High Friction Surface Treatment and Signing on State Route 6 (Roosevelt Highway) from State Route 303C	7/11/2024	\$660.00	

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6	Philadelphia	115430	611	SIP	SAFE	HVRU	2.20	Broad St Safety Imp: Allegheny-Hunting Prk Ave(C) Broad St Safety Imp: Allegheny - Hunting Park Ave	6/13/2024	\$2,078.00	
11	Allegheny	117911	28	A64	SAFE	HSIP	25.51	Wrong Way Detection System Wrong way detection system installed along SR 28 from City of Pittsburgh to SR 910 Interchange, in the C	5/23/2024	\$4,812.00	
Total numbers of projects for SAFE:			25	Total length:			47.49	Total project costs for SAFE:		28,634.00	
Program Area: Special Federal Projects											
Project Class: Highway Restoration											
9	Somerset	23478	219	047	HRST	581	20.12	US 30 to N Somerset From SR 601 interchange to US 30 interchange	6/13/2024	\$24,600.00	
Total numbers of projects for HRST:			1	Total length:			20.12	Total project costs for HRST:		24,600.00	
Project Class: Interstate Maintenance Program											
11	Allegheny	74454	376	A79	0	IMP	NHPP	3.52	I-376, Boyce Road to I-79 Mill and resurfacing and bridge preservation on I-376, from the Campbells Run Road Interchange (Exit 62)	6/13/2024	\$12,600.00
Total numbers of projects for IMP:			1	Total length:			3.52	Total project costs for IMP:		12,600.00	
Program Area: Transportation Enhancements											
Project Class: Bicycle Pedestrian Highway											
2	Centre	118399	144	TSA	BKPED	TAP	0.07	Bellefonte Streetscape Safety Improvements, TASA South Spring Street and West Bishop Street	5/23/2024	\$316.00	
2	Clinton	118400		TSA	BKPED	TAP	0.00	Bald Eagle Valley Trail Phase 5, TASA Bald Eagle Valley Trail, RR Bridge to Fritz Ln	6/13/2024	\$607.00	
3	Tioga	105066		MCG	BKPED	TAP	0.02	Marsh Creek Greenway North Wellsboro Borough and Delmar Township	7/25/2024	\$3,654.00	
6	Montgomery	74813		AS2	BKPED	STP	0.00	Ambler Borough Street Imp(L)(C) Street Improvements	5/23/2024	\$307.00	
6	Philadelphia	118351	3	CPI	BKPED	TAP	0.09	Chestnut St. Ped. Islands(C) Chestnut Street Pedestrian Islands	7/25/2024	\$1,027.00	
8	Cumberland	115792			BKPED	STP	0.00	Brandt Ave Ped Imp Pedestrian Improvements	6/6/2024	\$678.00	
Total numbers of projects for BKPED:			6	Total length:			0.18	Total project costs for BKPED:		6,589.00	
Project Class: Safety Improvement											
11	Allegheny	116080		LOC	SAFE	LOC	0.00	North Avenue Signals & Safety (Sponsor = City of Pittsburgh) replacement of traffic signals at five (5) intersections, intersection and corridor	7/25/2024	\$4,941.00	
Total numbers of projects for SAFE:			1	Total length:			0.00	Total project costs for SAFE:		4,941.00	
Project Class: Transportation Enhancement											
4	Wyoming	107970			ENHNC	TAP	0.19	Nicholson Streetscape Project Nicholson will renovate and replace sidewalks, curbing, ADA ramps, and street lighting within a two block	6/6/2024	\$720.00	
Total numbers of projects for ENHNC:			1	Total length:			0.19	Total project costs for ENHNC:		720.00	