

# STATE TRANSPORTATION COMMISSION



**December 17, 2025– Harrisburg, PA**



**Capitol Building East Entrance**

**Keystone Building  
400 North Street, 8th Floor  
Harrisburg, PA 17101**



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# **STATE TRANSPORTATION COMMISSION**

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## **MEMBERSHIP**

**Honorable Michael B. Carroll, Chair**

**Honorable Kerry Benninghoff**

**Honorable Marty Flynn**

**Honorable Sharon Knoll**

**Honorable Karen Michael, P.E.**

**Honorable Ed Neilson**

**Honorable Paige M. Willan**

**Honorable Judy Ward**

PENNSYLVANIA STATE TRANSPORTATION COMMISSION  
BUSINESS MEETING  
HARRISBURG, PENNSYLVANIA  
SEPTEMBER 10, 2025



*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:**

Transportation Secretary Michael Carroll, convened the quarterly business meeting of the State Transportation Commission (STC) at 10:02 a.m. on September 10, 2025, in Altoona, PA.

**ROLL CALL:**

**Commissioners Present:**

1. Honorable Michael Carroll
2. Honorable James Kingsborough
3. Honorable Karen Michael

**Commissioners Present on the Phone:**

1. Honorable Sharon Knoll
2. Honorable Judy Ward, Nolan Ritchie, Alternate Present
3. Honorable Paige Willan
4. Honorable Kerry Benninghoff, Layne Heining, Alternate Present

**Commissioners Not Present**

1. Honorable Ed Nielson
2. Honorable Marty Flynn

**MINUTES:**

ON A MOTION by Mr. James Kingsborough, seconded by Ms. Karen Michael, and unanimously approved, the June 11, 2025, STC business meeting minutes were accepted.

**CHAIR'S REMARKS:**

Secretary Carroll thanked District 9 for hosting the STC meeting and provided a brief update on the state budget and the request by SEPTA to use capital assistance funding for operations.

Secretary Carroll then recognized that this was the final meeting for Mr. James Kingsborough, and thanked him for his eleven years of service on the STC. Secretary Carroll presented Mr.

Kingsborough with a citation and a letter of appreciation from the STC. Mr. Kingsborough said that it was a learning experience, a privilege, and an honor to serve on the STC.

**12-YEAR TRANSPORTATION PROGRAM:**

Deputy Secretary for Planning, Ms. Kristin Mulkerin, gave an update on the 12-Year Program adjustments.

For the period between May 24, 2025, to August 22, 2025, there were 1,264 program adjustments, consisting of 384 project/phase additions, 751 project/phase changes, and 129 project/phase deletions.

Ms. Mulkerin highlighted two projects that required additional funds due to cost increases:

- I-99 Newry Pulloff to Plank Road Highway and Bridge Preservation
- US 219 Jennerstown to Cambria County pavement improvements

**ON A MOTION** by Mr. Kingsborough and seconded by Ms. Michael, the 2025 12-Year Program Adjustments were approved.

**REPORTS**

**Executive Secretary**

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

Mr. Shifflet noted that Ms. Kara Templeton was not in attendance today and that her report stands. He said that Ms. Templeton was attending an American Association of Motor Vehicles Administrators (AAMVA) event in Arizona, where she is the new regional president, and was being sworn into the international board of directors.

**Administrative/Budget**

Deputy Secretary for Administration, Mr. Corey Pellington, gave an overview of his report.

The Bureau of Equal Opportunity is now 1% above their goal for the Federal Highway Administration (FHWA) Disadvantaged Business Enterprise (DBE) program, at 11.34%.

The Fort Pitt Squirrel Hill lighting upgrades project proposal due date has been extended to September 30, 2025.

The Workforce and Business Opportunity section continues to engage small businesses. Statistics from Fiscal Year 2024-2025 Small Business Reserve activity can be found on the Department of General Services website. There was a 63% increase from approximately \$25 million to \$40.8 million to small businesses.

The state employee vacancy rate remains below 3%, and ongoing initiatives are aimed at reducing time to hire. There are 906 seasonal winter positions approved for hire and posted

online. As of June 30, 2025, there were 294 vacant Temporary Equipment Operator positions, and 41 vacant mechanic positions statewide.

### **Highway and Bridge Program**

Deputy Secretary, Ms. Christine Norris, highlighted several sections of the Highway and Bridge Program report.

The number of poor bridges continues to decline due to state and federal funding over the past couple of years. However, according to current financial projections, the number of poor bridges is expected to begin increasing in 2027. Road pavement in excellent condition is expected to decline, and poor International Roughness Index (IRI) miles could double by 2037.

The 5-year average of reported fatalities was 1,175, the second lowest since tracking began in 1928. Fatalities decreased in the three priority areas: lane departure crashes, impaired driving, and pedestrian safety. Areas that experienced an increase in 2024, are now being focused on, include intersection crashes, mature drivers, and speeding.

Paul Miller's Law went into effect on June 5, 2025, making it illegal to use a phone while operating a vehicle. Distracted driving fatalities have totaled 60 a year, but this does not include distractions other than phone usage. This statistic is also underreported, as it is difficult for officers to identify the distraction after the crash.

The department let 161 projects in the second quarter for \$512 million. \$1.7 billion has been let so far in 2025, with a letting goal of \$2.9 billion. Additional projects will be considered if cashflow allows. Bids have been competitive and have been coming in at about the estimated amount. The bid price index has remained stable since 2024.

94% of Q2 2025 construction projects were completed on time, exceeding the goal of 80%. The average cost overrun for the last four quarters was 2.78%, meeting the 3% goal.

### **Office of Planning**

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

Ms. Mulkerin said that the 12-Year Program update was in full swing. Transportation Improvement Plans (TIPs) from the Metropolitan and Rural Planning Organizations (MPOs and RPOs) are due to Central Office by the end of the year.

The Transportation Alternatives Set-Aside (TASA) program is accepting applications. A webinar on July 9, 2025, outlined the program for potential project sponsors, and the applications portal opened on July 14. Draft applications were due September 5, with final applications required by October 31, 2025.

The federal authorization for the Infrastructure Investment and Jobs Act (IIJA) continues for another year. It is likely that there will be a continuing resolution to extend the act beyond federal fiscal year 2026.

While safety continues to improve, due to the 5-year rolling average for federally mandated targets, PennDOT was unable to meet the 2022 safety goal, and was subject to penalties that involved funding obligation requirements for the Highway Safety Improvement Program (HSIP) in 2025. The 2023 goal was also not met, and so 2026 will also be penalized. PennDOT continues to work with FHWA on safety projects.

Three new videos about LTAP are available on PennDOT's YouTube page.

### **Multimodal Transportation**

Deputy Secretary for Multimodal Transportation, Ms. Meredith Biggica, stated that her report stands.

Ms. Biggica highlighted that the Rail Freight grant application window closed at the end of August, and the applications are under review. Approximately \$45 million is available compared to \$72 million in grant requests.

The Pittsburgh Port Commission will be applying for a United States Department of Transportation (USDOT) Maritime Administration (MARAD) Port Infrastructure Development Program (PIDP) grant for the dredging of "No Man's Land" along the Monongahela River. The Army Corps of Engineers dredged the River, which affected the water levels of the river.. This has made it challenging for businesses to use the full capacity of the river. PennDOT will match that grant for \$8 million.

Secretary Carroll noted that bridge and pavement conditions will worsen in the absence of other federal funding. He stated that the need is known by the legislature and its representatives, and he remains optimistic that these needs will be met. He noted the good work of PennDOT and Commonwealth Financing Authority (CFA) Multimodal funds in supporting locally owned bridges.

### **Transportation Advisory Committee (TAC)**

Ms. Jody Holton, Transportation Advisory Committee Chair, provided an update from the TAC.

Ms. Holton said that she is proud to send the Pennsylvania in Motion Transportation Workforce Study, an extensive study examining every sector of transportation.

The study submission process has changed, and the TAC is now accepting study submissions at any time. She welcomed submissions from the STC and the audience.

Secretary Carroll thanked the group for their reports and acknowledged the good work of the Altoona and Johnstown Metropolitan Planning Organizations (MPOs) and Southern Alleghenies Rural Planning Organization (RPO).

**WORKING SESSION:**

**Pennsylvania in Motion – TAC Workforce Study**

Mr. Mark Murawski, Task Force Chair and TAC Vice Chair, stated that his motivation for the study stemmed from a report by the Center for Rural PA, which highlighted alarming trends in demographics, and how these shifts would impact the workforce. He acknowledged the task force and the expert stakeholders involved in the process. He said that this study is unusual in that it has only one consideration. He commended PennDOT on having already taken proactive steps to combat the issue and stressed the importance of transportation to all industries.

Mr. Brian Funkhouser stated that the report is concise, but the appendices contain more in-depth analysis and are equally important as the main report.

The report indicates a significant transportation workforce shortage, which is expected to worsen. This is caused by several factors, including high turnover rates, substantial numbers of upcoming retirements, and projected industry growth.

Trends increasing transportation needs include an aging population, declining car ownership among young people, urbanization, and e-commerce. Trends that lower the supply of workers include an overall workforce shrinkage, many transportation jobs being non-competitive, and barriers such as language, complex screenings, and changing views on work.

Mr. Funkhouser said that Pennsylvania's economy, safety, and communities depend on an efficient transportation system that is adequately staffed and in good repair. A workforce shortage hinders that operation.

The five major study findings were:

- The transportation workforce gap is substantial and expected to increase.
- the shortages will affect nearly every aspect of the economy and daily life.
- Pennsylvania has an established workforce development system.
- there is a need to expand existing public and private workforce programs.
- solutions must be comprehensive and flexible.

The study suggests establishing a Transportation Workforce Collaboration Team that utilizes existing workforce programs to address workforce needs, as well as collaboration among workforce development partners, businesses, educational institutions, and public and private sectors.

**ON A MOTION** by Ms. Michael and seconded by Ms. Kingsborough, the Pennsylvania in Motion Workforce Study was approved.

Secretary Carroll said that the governor and administration are aware of the challenges in the workforce in transportation, among many other sectors, and are taking steps to resolve those problems.

### **District 9-0 Presentation**

District Executive Vince Greenland gave a presentation on District 9.

Mr. Greenland said that District 9 contains six counties, three planning partners, 883 employees, 2,565 bridges, and 4,004 miles of road.

District 9's topography leaves it prone to flash flooding and landslides, typically in spring. In 2025, the district was affected by flooding, and a bridge on US 219 south of Myersdale was damaged beyond repair. The district and its contractors were able to launch a temporary bridge and reopen US 219 within ten days. A permanent solution is currently in the design phase, with construction expected in 2026.

Winter maintenance is a challenge, with the 2024/25 winter season costing \$28 million in salt, well above the 5-year average. District 9 has the highest cost of salt in the state, at \$100.59 per ton.

Mr. Greenland stated that District 9 received \$394 million over four years on the 2025 TIP, and will receive \$403 million on the 2027 TIP, representing a 2.3% increase.

District 9 is ahead of the statewide average in asset conditions, with 15.4% of roads and 5.8% of bridges in poor condition, compared to the state averages of 23.3% and 9.1%, respectively. The system is stable, but as the roads continue to age, more expensive treatments will need to be planned for.

There are 56 state-owned major bridges in District 9, with six reaching their end-of-useful-life within 10 years. One of these bridges is the "Million Dollar Bridge" in Huntington County, US 22 over the Juniata River. The replacement cost is estimated to be \$45 million, which would nearly exhaust the Southern Alleghenies RPO's budget alone.

Other major bridge project studies include: The US 219 over Stonycreek River McNally Bridge, with an estimated replacement cost of \$70-80 million; the 8<sup>th</sup> Street Bridge in Altoona, with a replacement estimate of \$20-25 million; and the Blair County North 8<sup>th</sup> Street Bridge.

Roadway projects include \$65 million in investment on the Interstate 99 Corridor in Bedford and Blair counties; \$47 million on the Interstate 70 Corridor in Fulton and Bedford counties, after which the entirety of I-70 will have been repaved; and, the Turnpike's planned Breezewood High-Speed Interchange.

A long-term challenge is that I-70 connects I-99 and I-68 in Maryland, both of which are 70 mph roads, however I-70 is 55mph. To increase the speed limit, curves would need to be flattened and interchanges reconstructed, and the highway would possibly need to be relocated. The estimated cost for these upgrades would be \$590 million.

District 9 is also maintaining other four-lane non-interstate facilities. Six projects are scheduled on US 22 in the next 5 years, with one currently underway, totaling \$52 million. US 219 will undergo a series of rehabilitation projects, totaling \$104 million. US 30 will also see an investment of \$55 million in projects.

Mr. Greenland said that while they are pleased with the major corridors, there is minimal capital funds left over for resurfacing the rest of the system. To repave roads every 15-20 years, they would need to pave 258 miles every year. In 2025, 77 have been repaved.

The US 219 4-lane expansion is the largest project in District 9. Section 050 near Salisbury is the final piece that connects I-68 in Maryland to I-70/76 near Somerset. The section is currently in design, with the Record of Decision received from FHWA in May 2025. Two of the seven miles of proposed roadway would be in Maryland, and both states have agreed to move forward, with each state handling its own project. The Final design is expected to run from 2026 to 2029, with construction scheduled from 2029 to 2031. Preconstruction funding has been secured; however, a \$147 million shortfall remains of the \$300 million total needed for construction.

Secretary Carroll stated that considerable attention was devoted to the reopening of I-95 in Philadelphia within twelve days. Still, District 9 reopened US 219 in ten days, and PennDOT pays attention no matter where the crisis may be. He also gave kudos for the assistance that was sent to Erie during the Thanksgiving blizzard in 2024.

#### **COMMISSIONERS REPORT:**

Mr. Kingsborough stated that the Aviation Council is continuing to pursue the jet fuel tax, noting that the tax has not been raised in over 20 years, and inquired about the progress of a proposal.

Secretary Carroll said a proposal is being finalized that includes aviation funding and aviation tax rates, which will likely be introduced in the Senate. He said that even with a modest increase, Pennsylvania would still be one of the lowest in the nation.

Ms. Paige Willan stated that funding for the Southeastern Pennsylvania Transportation Authority (SEPTA) is a major discussion point in Philadelphia. As students return to school, conditions have noticeably gotten worse. She said that she understands the debate about funding, but it is important to residents that an appropriate mix of transportation be funded.

Secretary Carroll said that the challenges for SEPTA are real, and they also exist for Pittsburgh Regional Transit (PRT) and every county in the Commonwealth. PennDOT's transfer of capital funds provides help over the short-term, and he is committed to taking on that challenge for a long-term solution. He noted that major events in the region over the next year, such as the 250<sup>th</sup> Anniversary of the US, the MLB All-Star Game, the World Cup, and the NFL Draft would pose significant challenges, and that they would work towards a sustainable solution.

#### **PUBLIC COMMENT:**

Ms. Sarah Wright requested clarification on Section 1340 of the Pennsylvania Vehicle Code pertaining to Antique/Vintage cars. Antique plates allow for “occasional transportation”, defined as no more than one day per week. Other states outline weekends and holidays as additional approved use days. Pennsylvania does not have these extra approved days, making it difficult to attend a multi-day car show with an antique vehicle. She noted a lack of clarity on what “one day per week” means. Her partner was issued a ticket for violating the rule for an overnight trip to a car show, driving the vehicle two days in a row. She said the code goes against the spirit of the activities and use cases for the vehicles.

Secretary Carroll commended her for her attention to the laws. He said that the STC cannot amend laws and recommended that she takes the issue to her local legislators. He said that her points are valid, and that the vehicle code may need to be updated to accommodate appropriate use.

Mr. Jeff Iseman from Pennsylvania Statewide Independent Living Council (PA SILC) and the Transportation Alliance inquired whether the funds allocated to SEPTA by the governor would impact other projects in the region, specifically, if this would be the case for PRT.

Secretary Carroll states that projects currently underway will continue, but a compromise was reached that would have a detrimental effect on future capital fund projects that are not yet programmed. This would be the same for PRT. Other transit agencies do not have specific capital funds, and how those issues are resolved is a question for the House and Senate.

Mr. Iseman asked if projects unrelated to transit agencies would be affected, such as bike lanes or curb cuts. Secretary Carroll said that only transit would be affected.

**OTHER BUSINESS:**

None.

**NEXT MEETING:**

The next STC quarterly meeting is scheduled for **Wednesday, December 17, 2025.**

**ADJOURNMENT:**

**ON A MOTION** by Ms. Michael and seconded by Mr. Kingsborough, the STC quarterly meeting was adjourned at 11:39 a.m.

# 12-YEAR TRANSPORTATION PROGRAM

## 2025 PROGRAM ADJUSTMENTS

The following represent the results of program adjustments for projects appearing on the 2025 12-Year Program (TYP) as approved on September 10, 2025.

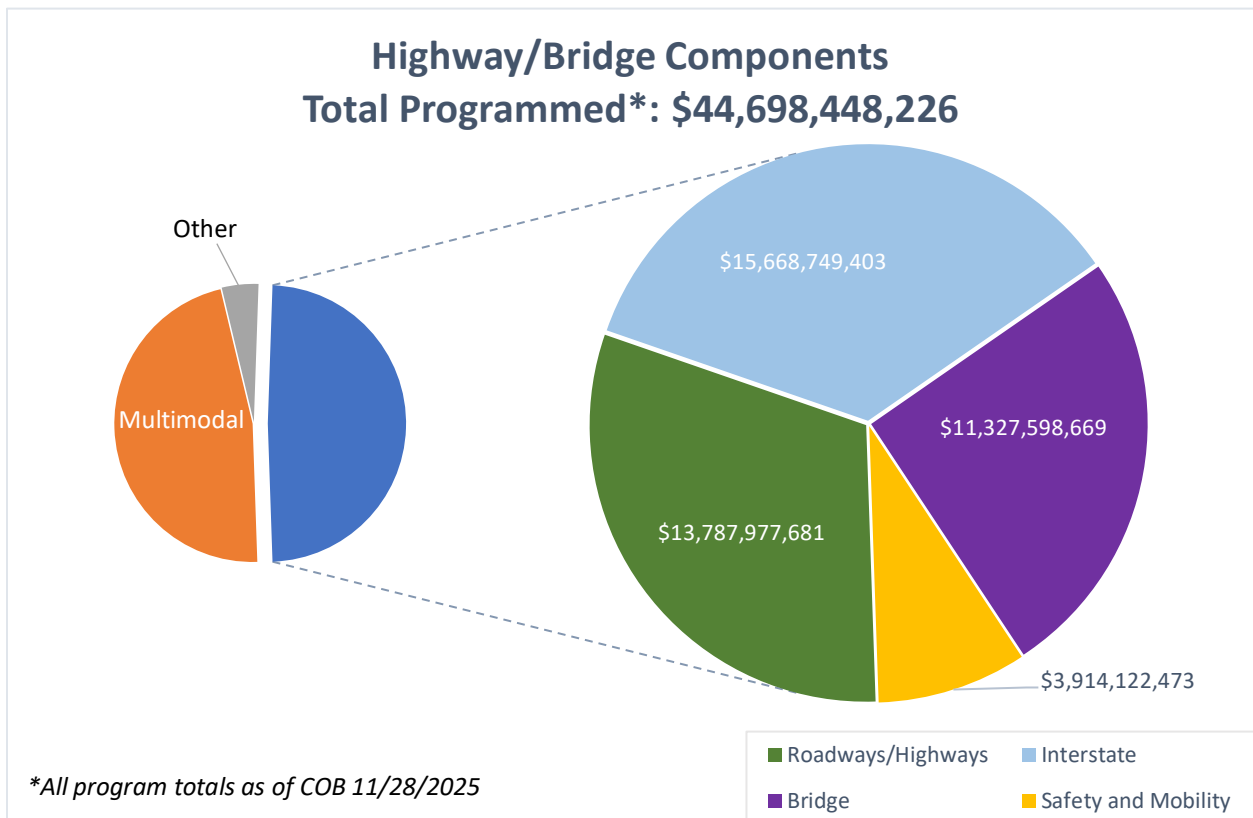
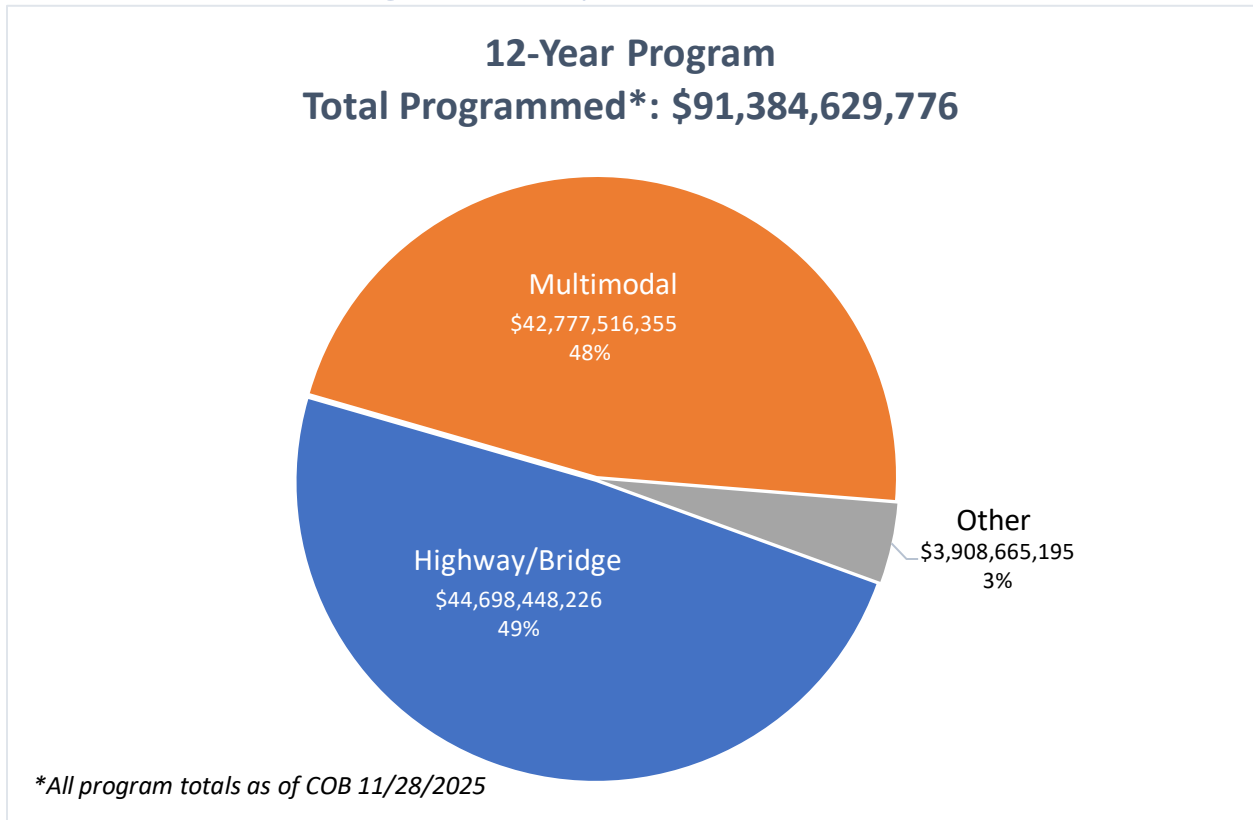
- The changes are for the period of August 23, 2025, through November 28, 2025.
- Programmed Balances are as of close of business November 28, 2025.

There are 1,273 program adjustments for consideration.

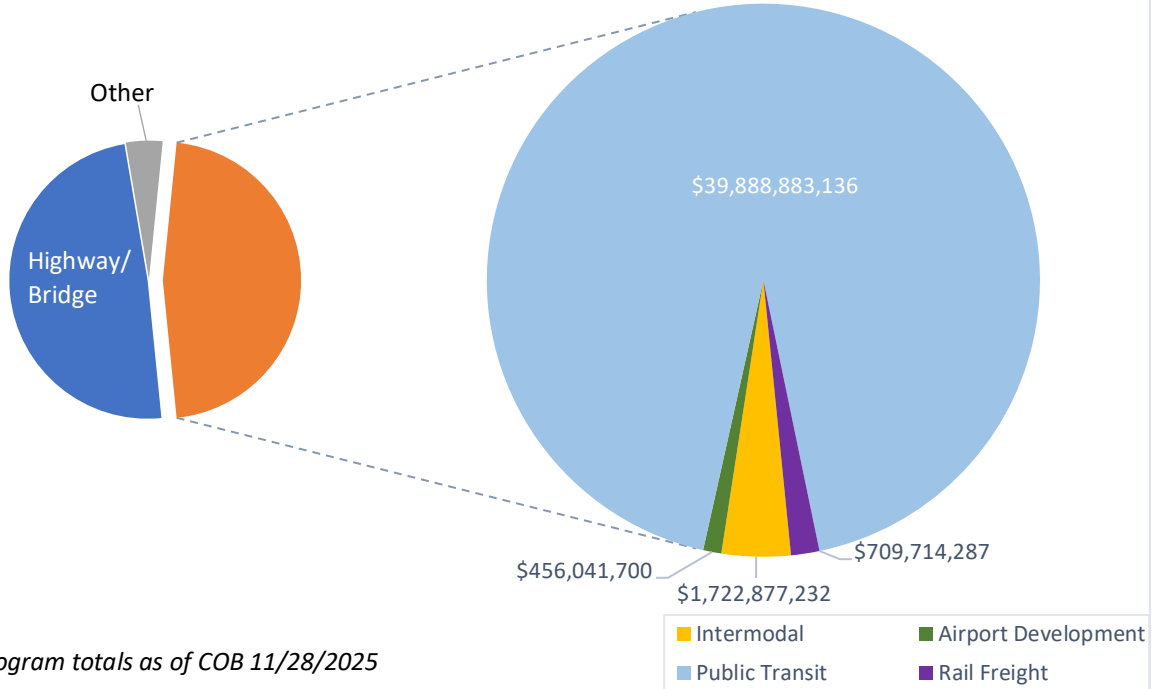
- 420 Project/Phase Additions
- 758 Project/Phase Changes
- 95 Project/Phase Removals (temporary or permanent)

The changes represent a **\$879,731,617 increase** for the reporting period.

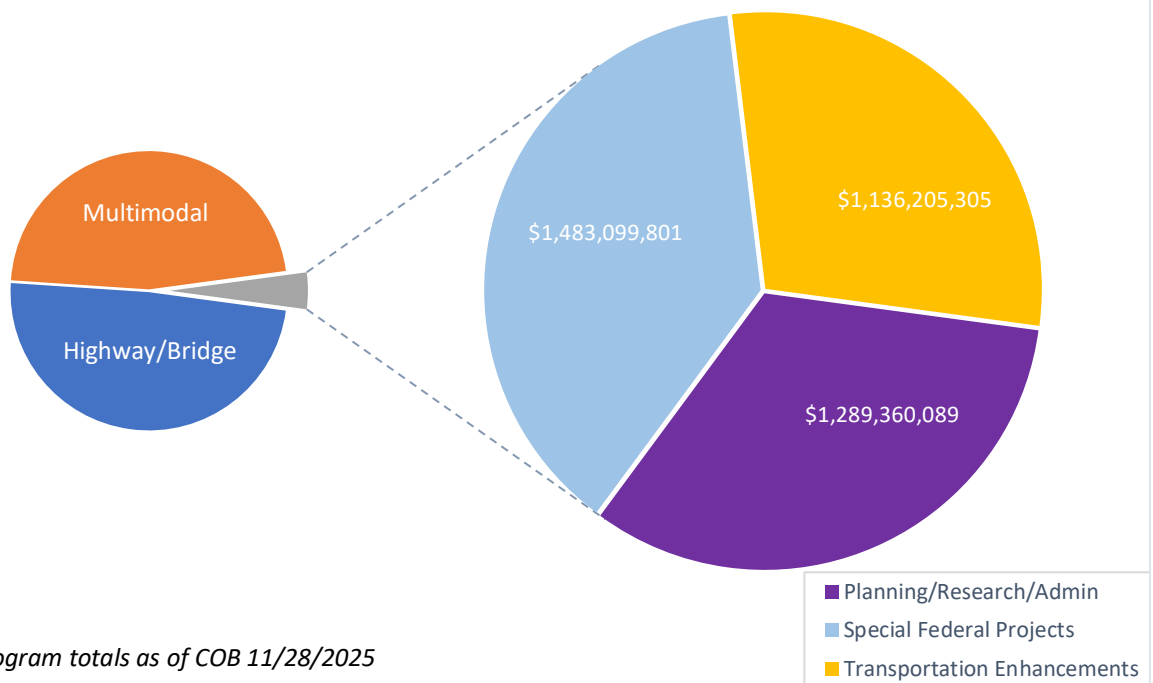
# 2025 12-Year Program Snapshot



### Multimodal Components Total Programmed\*: \$42,777,516,355



### Other Components Total Programmed\*: \$3,908,665,195



# MAJOR PROJECT CHANGES

The following lists the 2025 12-Year Program projects that had major program adjustments for the period of August 23, 2025, through November 28, 2025. 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  
2025 - 2036 12-Year Program**

8/23/2025 to 11/28/2025

**(Highway & Bridge) Adams / 8-0**

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Adams	58137	ROW	Eisenhower Drive Extension	0	RWY	\$12,393,267	\$17,000,000	\$4,606,733	37%
Adams	122216	CON	Adams MPO -District 8-0 Asset Management- Paving	15	0	\$7,000,000	\$0	-\$7,000,000	-100%
<b>Adams / Adams (Highway &amp; Bridge) Change:</b>								<b>-\$2,393,267</b>	

**(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	\$1,331,640	\$609,338	-\$722,302	-54%
<b>Altoona / Blair (Highway &amp; Bridge) Change:</b>								<b>-\$722,302</b>	

**(Highway & Bridge) DVRPC / 6-0**

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Bucks	13549	FD	US1: Old Line - PA413	1	03S	\$8,488,000	\$5,988,000	-\$2,500,000	-29%
Bucks	13727	CON	Brstl Rd: Hulm-Old Line (C)	2025	001	\$1,100,000	\$2,600,000	\$1,500,000	136%
Bucks	79927	CON	S T P Reserve Line Item		SSS	\$1,143,041	\$3,308,179	\$2,165,138	189%
Bucks	79980	CON	S T U Reserve Line Item		SSS	\$20,816,003	\$33,037,203	\$12,221,200	59%
Bucks	81166	CON	US 13 & Tyburn Rd ITS Deployment	13	ITS	\$0	\$2,000,000	\$2,000,000	0%
Bucks	84318	CON	CMAQ Reserve Line Item		SSS	\$69,546,000	\$89,219,083	\$19,673,083	28%
Bucks	95447	CON	County/City Brdg Reserv			\$37,438,553	\$32,996,569	-\$4,441,984	-12%
Bucks	102309	FD	PA 309 over Morgan Creek	309	MCB	\$874,000	\$1,500,000	\$626,000	72%
Bucks	102664	FD	PA 309 over Beaver Run	309	BRB	\$849,000	\$1,500,000	\$651,000	77%
Bucks	110091	CON	King Road over Herkaken Creek	7009	MAP	\$1,350,000	\$2,350,000	\$1,000,000	74%
Bucks	116061	FD	Rockhill Dr & Neshaminy Blvd Intersection Imprvmt	2044	RC3	\$0	\$2,500,000	\$2,500,000	0%
Bucks	117953	CON	Newtown Rail Trail P2		NRT	\$850,000	\$1,500,000	\$650,000	76%
Chester	14698	FD	US422: Schuylkill River Brg to W of Keim St.	422	M2B	\$0	\$1,000,000	\$1,000,000	0%
Chester	81888	CON	Niblock Alley R10	7409	MTF	\$0	\$1,110,663	\$1,110,663	0%
Chester	82031	CON	Chester County EV Charging Program - Phase II	0	CE2	\$0	\$1,750,000	\$1,750,000	0%
Chester	86288	CON	SkelLevelBrg/NorfolkRail(R)	7205	BRG	\$0	\$4,300,000	\$4,300,000	0%
Chester	111761	CON	Lincoln Highway Streetscape R10	3070	DCA	\$1,204,000	\$1,682,099	\$478,099	40%
Chester	118024	PE	US 202: Oakbourne Rd - Matlack St	202	CWM	\$0	\$1,050,000	\$1,050,000	0%
Chester	120062	CON	Bondsville Road Retaining Wall	4015	CBC	\$0	\$3,700,000	\$3,700,000	0%
Delaware	48201	CON	DVRPC CMAQ Program	9900		\$36,252,349	\$31,120,839	-\$5,131,510	-14%
Delaware	81882	CON	Springfield Rd Clifton Heights R10	2009	MTF	\$0	\$1,300,000	\$1,300,000	0%
Delaware	82042	CON	Delaware County EV Charging Program	0	DEV	\$0	\$1,600,000	\$1,600,000	0%
Delaware	103525	CON	Paper Mill Rd/Darby (R)(C)	7023	BRG	\$0	\$3,689,829	\$3,689,829	0%
Delaware	114112	FD	Media Bypass ITS	1	ITS	\$0	\$1,000,000	\$1,000,000	0%
Delaware	119435	FD	PA 452 @ I-95 Interchange	452	I95	\$902,000	\$1,500,000	\$598,000	66%
Montgomery	16334	CON	Church Rd:Greenwd-Rice's(C)	73	04N	\$0	\$6,500,000	\$6,500,000	0%
Montgomery	63490	CON	US202:Swede-Morris #2 (C)	202	61N	\$6,000,000	\$7,950,000	\$1,950,000	33%
Montgomery	64798	CON	N Narberth Ave over Amtrak(C)	7412	NNA	\$10,916,000	\$16,837,000	\$5,921,000	54%
Montgomery	64798	UTL	N Narberth Ave over Amtrak(C)	7412	NNA	\$5,000,000	\$0	-\$5,000,000	-100%
Montgomery	77211	CON	309 Cntr: Allntwn Rd-Souderton Pk (C)	1058	HT2	\$1,875,000	\$3,125,000	\$1,250,000	67%
Montgomery	82029	CON	Montgomery County EV Charging Program	0	MEV	\$0	\$1,600,000	\$1,600,000	0%
Montgomery	83742	UTL	Keim St o/ Schuylkl River(C)	7046	190	\$0	\$1,327,000	\$1,327,000	0%
Montgomery	102105	CON	Municipal Brdg Line Item			\$27,933,249	\$23,171,096	-\$4,762,153	-17%
Montgomery	102275	PE	Study Line Item			\$1,500,000	\$1,000,000	-\$500,000	-33%
Montgomery	102665	CON	Signal Upgrade Line Item			\$2,000,000	\$889,000	-\$1,111,000	-56%
Montgomery	110444	FD	Ridge Pike: School - Belvoir	7046	MG4	\$595,000	\$1,170,000	\$575,000	97%
Montgomery	117997	CON	BRIP Reserve Line Item			\$2,703,709	\$737,709	-\$1,966,000	-73%
Montgomery	119299	CON	Carbon Reduction Program Line Item			\$16,591,000	\$10,591,000	-\$6,000,000	-36%
Philadelphia	64984	CON	TAP/HTS/SR2S Line Item		LNE	\$100,501,559	\$94,229,117	-\$6,272,442	-6%

Philadelphia	75804	CON	34th St o/ Schuylkill Rvr Park Ext(C)	3003	UAR	\$0	\$1,900,000	\$1,900,000	0%
Philadelphia	81223	CON	W Chestnut St Pedestrian Islands - Phase 2	3	CP2	\$0	\$1,500,000	\$1,500,000	0%
Philadelphia	82199	CON	Cottman Ave: Castor Ave to US 1	73	000	\$0	\$14,150,000	\$14,150,000	0%
Philadelphia	82216	CON	N H P P Reserve Item			\$12,237,000	\$38,550,691	\$26,313,691	215%
Philadelphia	103563	ROW	Delaware Avenue Ext.: Orthodox St - Munroe Rd	1021	BS5	\$9,100,000	\$3,000,000	-\$6,100,000	-67%
Philadelphia	106264	FD	Penn's Landing Project Development(C)	95	CAP	\$2,500,000	\$4,150,000	\$1,650,000	66%
Philadelphia	118074	CON	US 1 BAT Lanes: Hellerman/Bustleton - Bucks	6001	BAT	\$0	\$3,100,000	\$3,100,000	0%
<b>DVRPC / Philadelphia (Highway &amp; Bridge) Change:</b>								<b>\$88,514,614</b>	

**(Public Transit) DVRPC**

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Montgomery	115472		Projects of Significance			\$4,482,528,000	\$4,518,143,000	\$35,615,000	1%
Philadelphia	59966		Capital Asset Lease Prog			\$1,004,261,000	\$1,064,261,000	\$60,000,000	6%
Philadelphia	60582		Vehicle Overhaul Program			\$1,001,335,000	\$1,013,335,000	\$12,000,000	1%
Philadelphia	77183		Trans & Reg Rail Stations			\$836,701,000	\$855,485,294	\$18,784,294	2%
Philadelphia	90512		SEPTA Bus Purchase Prog			\$1,099,199,000	\$1,113,198,000	\$13,999,000	1%
Philadelphia	95402		SEPTA Bridge Program			\$254,793,000	\$273,490,000	\$18,697,000	7%
Philadelphia	102569		Maint. & Trans Facilities			\$530,096,000	\$535,736,000	\$5,640,000	1%
<b>DVRPC / Philadelphia (Public Transit) Change:</b>								<b>\$164,735,294</b>	

**(Highway & Bridge) Erie / 1-0**

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Erie	47274	CON	US 19: Kuntz Rd. to W. 38th St.	19	17M	\$3,900,000	\$2,489,182	-\$1,410,818	-36%
Erie	72455	CON	SR 430 Bridge over Four Mile Creek - Scour Lead	430	BSC	\$1,710,500	\$160,000	-\$1,550,500	-91%
Erie	106421	CON	Erie Highway/Bridge Line Item			\$44,500,151	\$47,363,081	\$2,862,930	6%
Erie	108952	CON	Central Bayfront Parkway Multimodal	4034	A01	\$15,875,571	\$37,736,398	\$21,860,827	138%
Erie	113882	CON	US 20: Chestnut St. - Cumberland Rd.	20	29M	\$2,660,271	\$3,664,271	\$1,004,000	38%
Erie	116737	CON	SR 3004: Bridge over Conneaut Creek	3004	B01	\$1,400,000	\$66,200	-\$1,333,800	-95%
<b>Erie / Erie (Highway &amp; Bridge) Change:</b>								<b>\$21,432,639</b>	

**(Highway & Bridge) Franklin / 8-0**

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Franklin	87805	CON	Highway Reserve			\$39,125,835	\$41,706,035	\$2,580,200	7%
Franklin	93055	UTL	I-81 New Interchange (Exit 12)	81	075	\$5,493,422	\$3,561,401	-\$1,932,021	-35%
Franklin	117157	CON	Newburg Road over Paxtons Run	641	037	\$946,247	\$1,645,059	\$698,812	74%
<b>Franklin / Franklin (Highway &amp; Bridge) Change:</b>								<b>\$1,346,991</b>	

**(Highway & Bridge) Harrisburg / 8-0**

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Dauphin	74521	CON	Maclay Street Bridge	3022	005	\$31,689,083	\$41,125,538	\$9,436,455	30%
Dauphin	87454	CON	Cameron St ovr Asylum Run	230	042	\$5,672,564	\$3,400,000	-\$2,272,564	-40%
Dauphin	88061	CON	Highway Reserve Line Item			\$123,463,577	\$112,480,961	-\$10,982,616	-9%
Dauphin	90341	CON	SR 209 over Tributary to Wiconisco Ck	209	017	\$1,160,000	\$1,948,800	\$788,800	68%
Dauphin	117189	CON	Nyes Rd ovr Beaver Creek	2019	022	\$3,303,337	\$2,303,921	-\$999,416	-30%
<b>Harrisburg / Dauphin (Highway &amp; Bridge) Change:</b>								<b>-\$4,029,341</b>	

**(Highway & Bridge) Interstate / 1-0**

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Erie	99060	CON	I-79: MM 165 - MM 178 - Patching	79	01M	\$448,777	\$1,000,000	\$551,223	123%
<b>Interstate / Erie (Highway &amp; Bridge) Change:</b>								<b>\$551,223</b>	

**(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	\$899,310	\$1,318,310	\$419,000	47%
Allegheny	87767	CON	I-376, Edgewood to Churchill	376	A74	\$100,000,000	\$109,917,000	\$9,917,000	10%
Allegheny	112249	CON	I-376, Bath Tub Flooding	376	A69	\$0	\$33,345,000	\$33,345,000	0%
Allegheny	123342	CON	Neville Island Bridge and Ramp Repairs	79	0	\$0	\$1,000,000	\$1,000,000	0%
<b>Interstate / Allegheny (Highway &amp; Bridge) Change:</b>								<b>\$44,681,000</b>	

(Highway & Bridge) Interstate / 12-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Greene	91553	CON	I-79: Waynesburg to Marianna	79	19R	\$25,800,000	\$40,800,000	\$15,000,000	58%
Washington	75981	PE	I-70: Bentleyville to PA 519	70	0	\$3,000,000	\$0	-\$3,000,000	-100%
Washington	75981	CON	I-70: Bentleyville to PA 519	70	0	\$20,500,000	\$23,500,000	\$3,000,000	15%
<b>Interstate / Washington (Highway &amp; Bridge) Change:</b>								<b>\$15,000,000</b>	

(Highway & Bridge) Interstate / 2-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Centre	88577	PE	Interstate 80 MM 155 to MM 159	80	B43	\$1,133,000	\$715,000	-\$418,000	-37%
Centre	122719	CON	Interstate Approach Slab	99	AS2	\$0	\$3,500,000	\$3,500,000	0%
<b>Interstate / Centre (Highway &amp; Bridge) Change:</b>								<b>\$3,082,000</b>	

(Highway & Bridge) Interstate / 4-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lackawanna	92435	CON	I-81 NB/SB Preservation Pavement Replacement Lacka	81	230	\$93,250,000	\$147,000,000	\$53,750,000	58%
Lackawanna	122379	CON	SR 6 Casey Highway Cameras/Message Signs	6	CAM	\$250,000	\$1,068,000	\$818,000	327%
Luzerne	91587	CON	I-80 EB over I-81 NB/SB	80	350	\$17,100,000	\$24,700,000	\$7,600,000	44%
Luzerne	111613	CON	Interstate 81 over West Foothills Drive	81	362	\$5,958,544	\$12,700,000	\$6,741,456	113%
Luzerne	115097	ROW	I-81 Luzerne County Ashley to Arena I4R	81	316	\$0	\$27,623,988	\$27,623,988	0%
Luzerne	116177	FD	SR 424 at Interstate 81	424	353	\$2,000,000	\$4,500,000	\$2,500,000	125%
<b>Interstate / Luzerne (Highway &amp; Bridge) Change:</b>								<b>\$99,033,444</b>	

(Highway & Bridge) Interstate / 6-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Delaware	112298	CON	I-476 Preventative Maintenance: I-76 to I-95 (C)	476	IMP	\$1,922,500	\$14,342,501	\$12,420,001	646%
Philadelphia	92289	PE	I-95 Consultant Mgmt	95	MGR	\$0	\$6,000,000	\$6,000,000	0%
Philadelphia	103557	CON	I-95: Tioga St to W heatsheaf Ln	95	AF3	\$227,000,000	\$340,189,893	\$113,189,893	50%
Philadelphia	103557	UTL	I-95: Tioga St to W heatsheaf Ln	95	AF3	\$0	\$2,000,000	\$2,000,000	0%
Philadelphia	115687	ROW	I-95: Allegheny&Castor Ave Int. Connection	95	AFR	\$11,300,000	\$20,000,000	\$8,700,000	77%
<b>Interstate / Philadelphia (Highway &amp; Bridge) Change:</b>								<b>\$142,309,894</b>	

(Highway & Bridge) Interstate / 9-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Fulton	91537	CON	I-70 EB Amaranth to Bdfid	70	034	\$0	\$1,944,524	\$1,944,524	0%
<b>Interstate / Fulton (Highway &amp; Bridge) Change:</b>								<b>\$1,944,524</b>	

(Highway & Bridge) Interstate / 99-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Central Office	75891	CON	Interstate Contingency			\$460,099,979	\$369,701,823	-\$90,398,156	-20%
Central Office	114587	CON	All-Weather Pavement Marking Reserve			\$47,203,864	\$42,409,000	-\$4,794,864	-10%
Central Office	115100	CON	Concrete Pavement Management Reserve			\$92,365,000	\$88,000,000	-\$4,365,000	-5%
<b>Interstate / Central Office (Highway &amp; Bridge) Change:</b>								<b>-\$99,558,020</b>	

(Highway & Bridge) Johnstown / 9-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Cambria	88696	CON	PA160 Conemaugh Rvr Culv	160	18B	\$1,227,500	\$1,948,500	\$721,000	59%
Cambria	114040	CON	Sidman PA160 Super Repl 1	160	15B	\$1,319,539	\$1,751,585	\$432,046	33%
Cambria	114041	CON	Sidman PA160 Super Repl 2	160	16B	\$1,638,000	\$2,115,046	\$477,046	29%
Cambria	119278	CON	PA 271 Menoher Boulevard Rockfall Mesh	271	027	\$512,624	\$2,012,624	\$1,500,000	293%
<b>Johnstown / Cambria (Highway &amp; Bridge) Change:</b>								<b>\$3,130,092</b>	

(Public Transit) Johnstown

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Cambria	70579		Security / Oper Assist			\$46,210,000	\$55,739,000	\$9,529,000	21%
Cambria	111055		Bus Replace - Urban #1			\$5,181,272	\$6,566,072	\$1,384,800	27%
Cambria	119573		Bus Replacement-Rural CNG			\$1,316,000	\$3,356,000	\$2,040,000	155%
<b>Johnstown / Cambria (Public Transit) Change:</b>								<b>\$12,953,800</b>	

(Highway & Bridge) Lancaster / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lancaster	87827	CON	Highway Reserve			\$102,974,331	\$93,291,160	-\$9,683,171	-9%
Lancaster	120663	CON	US 222 Resurfacing 3	222	086	\$0	\$2,300,000	\$2,300,000	0%
Lancaster	121046	CON	Rothsville Road Resurface	1018	008	\$2,652,250	\$0	-\$2,652,250	-100%
Lancaster	122634	CON	Lititz Pk/Oregon Pk Resurfacing	222	087	\$0	\$4,000,000	\$4,000,000	0%
Lancaster	122780	CON	SCTA Bus Purchase			\$0	\$6,000,000	\$6,000,000	0%
Lancaster	123107	CON	Lancaster Co Systemic Intersection Imp	72	074	\$0	\$1,069,654	\$1,069,654	0%
Lancaster	123108	CON	Lancaster Co Systemic Lane Departure Imp	10	004	\$0	\$1,171,813	\$1,171,813	0%
<b>Lancaster / Lancaster (Highway &amp; Bridge) Change:</b>								<b>\$2,206,046</b>	

(Public Transit) Lancaster

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lancaster	102414		Queen St Station I Upgrad			\$0	\$2,080,876	\$2,080,876	0%
Lancaster	102417		ADA Services			\$2,571,200	\$1,485,840	-\$1,085,360	-42%
Lancaster	113395		Access to Jobs Program			\$1,200,000	\$900,000	-\$300,000	-25%
<b>Lancaster / Lancaster (Public Transit) Change:</b>								<b>\$695,516</b>	

(Highway & Bridge) Lebanon / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lebanon	117410	CON	Gravel Hill Rd ovr Trib to Swatara Ck	4011	029	\$580,000	\$1,306,000	\$726,000	125%
<b>Lebanon / Lebanon (Highway &amp; Bridge) Change:</b>								<b>\$726,000</b>	

(Highway & Bridge) Lehigh Valley / 5-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lehigh	96432	CON	309 & Tilghman I/C Recon	309	12M	\$49,390,161	\$45,175,507	-\$4,214,654	-9%
Lehigh	102160	PE	309 Center Valley IC	309	19M	\$0	\$1,574,780	\$1,574,780	0%
Lehigh	102160	FD	309 Center Valley IC	309	19M	\$1,377,000	\$0	-\$1,377,000	-100%
Lehigh	123418	CON	Coplay Multimodal Street Improvements		CSI	\$0	\$1,301,186	\$1,301,186	0%
<b>Lehigh Valley / Lehigh (Highway &amp; Bridge) Change:</b>								<b>-\$2,715,688</b>	

(Highway & Bridge) NEPA / 4-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Pike	68813	CON	SR 209 over Sawkill Creek	209	450	\$597,371	\$2,472,371	\$1,875,000	314%
Pike	94686	CON	SR 739 Should / Widening	739	WID	\$0	\$1,061,970	\$1,061,970	0%
<b>NEPA / Pike (Highway &amp; Bridge) Change:</b>								<b>\$2,936,970</b>	

(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			\$175,225,315	\$199,562,551	\$24,337,236	14%
Carbon	116965	CON	Delaware Ave Signal Improvements	2002	04S	\$1,379,170	\$800,000	-\$579,170	-42%
Monroe	109964	CON	209 & 33 NB over Appenzell Creek	209	20B	\$2,877,052	\$1,988,764	-\$888,288	-31%
Monroe	110457	CON	PA 33 Median Barrier SR 2002 to SR 2008	33	05S	\$8,030,322	\$13,200,000	\$5,169,678	64%
Schuylkill	120980	CON	NEPA All Weather Pavement Markings 2025	81	AWT	\$400,000	\$1,037,664	\$637,664	159%
<b>NEPA / Schuylkill (Highway &amp; Bridge) Change:</b>								<b>\$28,677,120</b>	

(Highway & Bridge) North Central / 10-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Jefferson	99498	CON	SR 3003 over Redbank Cr.	3003	553	\$2,007,197	\$2,572,755	\$565,558	28%
<b>North Central / Jefferson (Highway &amp; Bridge) Change:</b>								<b>\$565,558</b>	

(Highway & Bridge) North Central / 2-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Cameron	116620	CON	SR 120 East Allegany Avenue	120	407	\$7,157,085	\$9,799,697	\$2,642,612	37%
Cameron	118670	CON	SR 555 Roadway and Slope Stability	555	409	\$1,500,018	\$1,974,509	\$474,491	32%
Clearfield	109839	CON	Maintenance/Betterment Line Item			\$2,287,292	\$1,390,306	-\$896,986	-39%
Elk	119330	CON	Twin Lakes Access	321	FLP	\$0	\$2,450,000	\$2,450,000	0%
McKean	117802	CON	SR 59 Drainage Improvements	59	542	\$3,713,150	\$1,747,754	-\$1,965,396	-53%
<b>North Central / McKean (Highway &amp; Bridge) Change:</b>								<b>\$2,704,721</b>	

(Highway & Bridge) Northern Tier / 3-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Bradford	114168	CON	SR 1056 over Trib Wappasening Creek	1056	014	\$800,000	\$1,226,000	\$426,000	53%
Bradford	114180	CON	SR1062 over Cayuta Crk and NS	1062	005	\$2,000,000	\$1,400,000	-\$600,000	-30%
Bradford	120686	CON	SR 4022 Ramps to SR 1069	4022	021	\$1,163,551	\$2,831,944	\$1,668,393	143%
Tioga	116507	CON	SR15 Ramp to S Mansfield Levee	2005	026	\$1,255,429	\$656,036	-\$599,393	-48%
<b>Northern Tier / Tioga (Highway &amp; Bridge) Change:</b>								<b>\$895,000</b>	

(Highway & Bridge) Northern Tier / 4-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Susquehanna	9723	CON	SR 492 over Little Butler Creek	492	D50	\$2,475,158	\$1,625,158	-\$850,000	-34%
Wyoming	96757	CON	SR 4002 over Little Mehoopany Creek	4002	D52	\$1,000,000	\$1,990,000	\$990,000	99%
Wyoming	101154	CON	SR 11 over Branch of Tunkhannock Creek	11	D53	\$750,000	\$1,277,100	\$527,100	70%
<b>Northern Tier / Wyoming (Highway &amp; Bridge) Change:</b>								<b>\$667,100</b>	

(Highway & Bridge) Northwest / 1-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Crawford	323	CON	Wightman Road Bridge (T-620)	7210	L00	\$1,265,000	\$611,875	-\$653,125	-52%
Crawford	328	CON	Dotyville Rd (T-926) Br ov Pine Ck	7214	L00	\$1,189,055	\$1,791,000	\$601,945	51%
Crawford	74646	CON	SR 285 over Adsit Run - Scour Group	285	BSC	\$2,490,000	\$301,302	-\$2,188,698	-88%
Venango	78464	CON	Williams Road Bridge (T-627)	7214	L00	\$1,100,000	\$1,682,000	\$582,000	53%
Venango	90271	CON	SR 257: Fletcher Ln to US 62	257	02M	\$2,000,000	\$2,500,000	\$500,000	25%
Venango	106422	CON	NW Highway/Bridge Line Item			\$58,704,267	\$55,323,111	-\$3,381,156	-6%
Warren	97448	CON	SR 3014 Br/Brokenstraw Ck	3014	B01	\$2,332,262	\$3,360,793	\$1,028,531	44%
<b>Northwest / Warren (Highway &amp; Bridge) Change:</b>								<b>-\$3,510,503</b>	

(Highway & Bridge) Reading / 5-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Berks	91976	PE	PA183 o'r Little Northkill Ck & Trib to LNorthkill	183	06B	\$618,000	\$1,395,362	\$777,362	126%
Berks	102189	CON	RATS Hwy & Bridge Reserve			\$129,205,848	\$133,334,398	\$4,128,550	3%
Berks	103882	CON	Eagle Road Bridge over Moselem Creek	7232	A13	\$0	\$1,850,000	\$1,850,000	0%
Berks	110011	CON	Berks Box Culvert Bundle	2032	BCB	\$2,034,650	\$1,469,593	-\$565,057	-28%
Berks	110318	ROW	SR 12 Alsace Manor Int Impvmnts	12	04S	\$1,714,600	\$2,214,600	\$500,000	29%
Berks	110318	CON	SR 12 Alsace Manor Int Impvmnts	12	04S	\$2,652,250	\$4,500,000	\$1,847,750	70%
Berks	121039	CON	Berks High Volume Ralumac Microsurfacing	3222	0	\$23,377,444	\$18,500,276	-\$4,877,168	-21%
Berks	123318	CON	Berks High Volume Ralumac Microsurfacing # 2	2082	BO2	\$0	\$4,877,168	\$4,877,168	0%
<b>Reading / Berks (Highway &amp; Bridge) Change:</b>								<b>\$8,538,605</b>	

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

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Bedford	72234	CON	SA Bridge & Hwy Reserve		RLI	\$23,081,759	\$31,852,103	\$8,770,344	38%
Bedford	123436	CON	US 30 West of Breezewood Rock Fall	30	0	\$0	\$3,045,000	\$3,045,000	0%
Somerset	23508	CON	T-719 Over Brush Creek	7216	719	\$1,200,000	\$1,598,000	\$398,000	33%
Somerset	122612	CON	US 219 Boynton Bridge Replacement	219	46E	\$0	\$5,000,000	\$5,000,000	0%
Somerset	122613	CON	US 219 Boynton Temporary Bridge	219	47E	\$0	\$2,220,608	\$2,220,608	0%
<b>S. Alleghenies / Somerset (Highway &amp; Bridge) Change:</b>								<b>\$19,433,952</b>	

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

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lackawanna	67170	CON	Goers Hill Bridge No. 3 over White Oak Run	7401	BRG	\$2,750,000	\$4,000,000	\$1,250,000	45%
Lackawanna	73300	CON	LLTS Highway Reserve			\$77,484,632	\$91,878,854	\$14,394,222	19%
Lackawanna	113869	CON	SR 8015 over I-81 Ramp	8015	251	\$10,000,000	\$5,500,000	-\$4,500,000	-45%
Lackawanna	116484	CON	SR 347 over Lackawanna River	347	PRS	\$500,000	\$1,883,420	\$1,383,420	277%
Lackawanna	116767	CON	SR 2018 over SR 380	2018	250	\$10,000,000	\$5,500,000	-\$4,500,000	-45%
Lackawanna	118209	CON	2025 Federal Aid Paving - FP4	84	FPP	\$4,000,000	\$1,750,000	-\$2,250,000	-56%
Lackawanna	118217	CON	City of Scranton Corridor Crossing	3018	RRX	\$675,000	\$2,296,261	\$1,621,261	240%
Lackawanna	121528	CON	LHVA Olyphant Trail Project		TAS	\$1,400,335	\$2,101,835	\$701,500	50%
Luzerne	9128	CON	SR 115 over I-81	115	303	\$25,639,512	\$16,244,529	-\$9,394,983	-37%
Luzerne	93931	CON	SR 11 over SR 2037, Susquehanna River and Railroad	11	350	\$70,000,000	\$67,120,000	-\$2,880,000	-4%
Luzerne	102030	ROW	SR 2002 (San Souci Parkway) Reconstruction	2002	D50	\$0	\$2,000,000	\$2,000,000	0%
Luzerne	115731	CON	SR 315 over RBM&N Rail Bridge Preservation	315	P59	\$2,200,000	\$3,303,405	\$1,103,405	50%
Luzerne	117982	CON	SR 11 Resurfacing	11	S04	\$3,800,000	\$4,750,000	\$950,000	25%
Luzerne	118281	CON	SR 239 over Big Wapwallopen Creek	239	P01	\$500,000	\$2,397,500	\$1,897,500	380%
Luzerne	118530	CON	SR 424 Corridor Improvements - T1IF	424	INT	\$0	\$9,000,000	\$9,000,000	0%
Luzerne	120807	CON	East Mountain Blvd Street Improvements		MTM	\$0	\$1,967,203	\$1,967,203	0%
<b>Scranton/W-B / Luzerne (Highway &amp; Bridge) Change:</b>								<b>\$12,743,528</b>	

(Public Transit) Scranton/W-B

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lackawanna	89297		Operating Assistance			\$21,600,000	\$31,800,000	\$10,200,000	47%
<b>Scranton/W-B / Lackawanna (Public Transit) Change:</b>								<b>\$10,200,000</b>	

(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	\$9,031,455	\$12,161,917	\$3,130,462	35%
Clinton	114298	CON	SR 120 West Port Fill Slide	120	324	\$3,000,000	\$4,375,383	\$1,375,383	46%
Clinton	120805	CON	Maintenance/Betterment Line Item			\$5,428,261	\$7,134,231	\$1,705,970	31%
Juniata	4096	CON	Mahantango Creek Bridge	2019	A02	\$1,531,818	\$2,015,105	\$483,287	32%
Juniata	85170	CON	SR 0850 over Trib. Tuscar	850	A10	\$1,451,130	\$672,102	-\$779,028	-54%
Mifflin	113151	CON	SR 2008 over Br Jacks Creek	2008	A02	\$1,193,005	\$1,612,197	\$419,192	35%
<b>SEDA-COG / Mifflin (Highway &amp; Bridge) Change:</b>								<b>\$6,335,266</b>	

(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	\$134,399,181	\$130,813,815	-\$3,585,366	-3%
Columbia	103011	CON	SR 487 over Abandoned RR	487	103	\$2,900,000	\$3,635,000	\$735,000	25%
Columbia	117137	CON	Poor House Rd to White Church Rd	42	127	\$1,132,000	\$695,341	-\$436,659	-39%
Columbia	117577	CON	SR 2001 over Roaring Creek	2001	022	\$750,000	\$1,134,000	\$384,000	51%
Montour	107128	CON	SR 54 under Market Street	54	095	\$800,000	\$1,630,000	\$830,000	104%
Northumberland	115584	CON	Church St to Shikellamy Ave	405	109	\$2,400,000	\$3,825,000	\$1,425,000	59%
Snyder	76403	CON	CSV T Paving South Section	6015	88F	\$189,200,000	\$196,349,000	\$7,149,000	4%
Union	99242	PE	North Bound at North Hill Rd	15	158	\$475,000	\$1,225,000	\$750,000	158%
<b>SEDA-COG / Union (Highway &amp; Bridge) Change:</b>								<b>\$7,250,975</b>	

(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			\$21,565,304	\$45,433,048	\$23,867,744	111%
Butler	91286	ROW	Three Degree Rd Intersection	228	29B	\$1,326,000	\$1,826,000	\$500,000	38%
Butler	106486	ROW	PA 356 Corridor Improvements	356	293	\$0	\$3,200,000	\$3,200,000	0%
<b>SPC / Butler (Highway &amp; Bridge) Change:</b>								<b>\$27,567,744</b>	

(Highway & Bridge) SPC / 11-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Allegheny	27806	PE	Corliss Tunnel	9900		\$1,000,000	\$715,000	-\$285,000	-29%
Allegheny	28344	CON	McKees Rocks Bridge Phase 2	3104	A03	\$0	\$2,408,000	\$2,408,000	0%
Allegheny	28426	CON	AL Local BPRS Group 5	7420	LOC	\$12,500,000	\$10,000,000	-\$2,500,000	-20%
Allegheny	63583	CON	McKeesport Duquesne Bridge	2114	A05	\$62,650,000	\$59,706,000	-\$2,944,000	-5%
Allegheny	68252	CON	Pittsburgh City BPRSF Line Item		LOC	\$12,799,563	\$7,988,563	-\$4,811,000	-38%
Allegheny	75341	CON	Betterment Reserve Allegheny			\$44,458,030	\$57,090,173	\$12,632,143	28%
Allegheny	76430	CON	SPC Reg. Safety Line Item			\$147,512,000	\$140,055,000	-\$7,457,000	-5%
Allegheny	78162	CON	Noblestown Road Bridge ov Branch Robinson Run	3048	A27	\$0	\$1,500,000	\$1,500,000	0%
Allegheny	83137	FD	South Negley Ave. Bridge	7301	LOC	\$1,000,000	\$0	-\$1,000,000	-100%
Allegheny	84078	CON	SPC CMAQ Line Item			\$181,166,666	\$185,739,250	\$4,572,584	3%
Allegheny	87777	CON	Allegheny Co Loc Br Pres.			\$740,000	\$6,388,711	\$5,648,711	763%
Allegheny	88398	CON	CM03 - Campbells Run No. 3	7415	LOC	\$4,500,000	\$2,250,000	-\$2,250,000	-50%
Allegheny	91881	CON	SR 4034, Little Sewickley Creek Road	4034	0	\$0	\$1,300,000	\$1,300,000	0%
Allegheny	91907	CON	Charles Anderson Bridge	7301	LOC	\$1,300,000	\$5,832,000	\$4,532,000	349%
Allegheny	93394	CON	AL Local BPRS Group 4	7301	LOC	\$8,800,000	\$4,400,000	-\$4,400,000	-50%
Allegheny	94651	PE	I-376/Parkway East A.T.M	376	A51	\$0	\$1,000,000	\$1,000,000	0%
Allegheny	104328	CON	I-79 at PA 910 Interchange	79	A65	\$57,522,262	\$53,705,520	-\$3,816,742	-7%
Allegheny	109549	FD	Highland Park Bridge	1005	A06	\$1,250,000	\$3,150,000	\$1,900,000	152%
Allegheny	109570	CON	Glenfield Viaduct Bridge	4165	A01	\$7,000,000	\$3,000,000	-\$4,000,000	-57%
Allegheny	114194	CON	SR 2010, Lovedale Road Wall Remediation	2010	A06	\$19,270,000	\$16,145,000	-\$3,125,000	-16%
Allegheny	118571	CON	Ewings Mill Rd Slide	3074	A11	\$3,000,000	\$0	-\$3,000,000	-100%
Allegheny	122851	CON	(PD03) Jacks Run Road Bridge Replacement	7116	BRG	\$0	\$3,800,000	\$3,800,000	0%
Allegheny	122904	CON	HSIP Lane Departure and HFST 2026			\$0	\$6,500,000	\$6,500,000	0%
Allegheny	122974	PE	P.J. McArdle Roadway Reconstruction		LOC	\$0	\$1,200,000	\$1,200,000	0%
Allegheny	123006	CON	Scott/Carnegie Flood Mitigation	50	A39	\$0	\$6,000,000	\$6,000,000	0%
Allegheny	123285	CON	(PD03) Jacks Run Road Bridge Demolition	7116	BRG	\$0	\$1,200,000	\$1,200,000	0%
<b>SPC / Allegheny (Highway &amp; Bridge) Change:</b>								<b>\$14,604,696</b>	

(Public Transit) SPC

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Allegheny	120755		AFCS - Refresh			\$10,000,000	\$13,000,000	\$3,000,000	30%
Allegheny	121282		Panhandle Bridge Rehab			\$13,000,000	\$16,087,486	\$3,087,486	24%
<b>SPC / Allegheny (Public Transit) Change:</b>								<b>\$6,087,486</b>	

(Highway & Bridge) SPC / 12-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Fayette	74344	CON	Cast Iron Bridge	4003	03M	\$0	\$1,500,000	\$1,500,000	0%
Fayette	76508	CON	Dist12 Hwy/Brdg Line Item		RLI	\$409,245,771	\$415,477,771	\$6,232,000	2%
Fayette	116787	CON	District 12 2025 Arch and Culvert Preservation	166	10M	\$1,500,000	\$0	-\$1,500,000	-100%
Fayette	120961	CON	Bridge Deck Preservation -2028-1			\$2,500,000	\$0	-\$2,500,000	-100%
Fayette	122364	CON	D12 Substructure Preservation Project	119	23M	\$0	\$1,800,000	\$1,800,000	0%
Washington	51404	CON	Pike Run #1	7401	PR1	\$0	\$1,900,000	\$1,900,000	0%
Washington	121325	STUDY	I-70 Belle Vernon Bridge	70	34M	\$0	\$1,750,000	\$1,750,000	0%
Westmoreland	108010	FD	LVTIP: Norvelt to Pleasant Unity	981	V20	\$0	\$1,800,000	\$1,800,000	0%
Westmoreland	113823	FD	Donohoe Road/Georges Station Intersection	1026	A10	\$0	\$1,700,000	\$1,700,000	0%
Westmoreland	122507	PE	SR 1061 over Beaver Run	1061	01M	\$450,000	\$1,150,000	\$700,000	156%
<b>SPC / Westmoreland (Highway &amp; Bridge) Change:</b>								<b>\$13,382,000</b>	

(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			\$258,645,477	\$249,645,477	-\$9,000,000	-3%
Central Office	77786	CON	Highway Reserve			\$350,339,792	\$343,551,397	-\$6,788,395	-2%
Central Office	82335	CON	Bridge Reserve			\$352,894,000	\$349,368,392	-\$3,525,608	-1%
Central Office	84337	CON	State (15%) Reserve			\$16,003,390	\$7,994,390	-\$8,009,000	-50%
Central Office	102466	CON	NHPP Reserve			\$36,011,449	\$23,551,449	-\$12,460,000	-35%
Central Office	102620	CON	STP Reserve			\$104,263,250	\$123,650,731	\$19,387,481	19%
Central Office	102893	CON	Multimodal Reserve			\$1,025,873,451	\$1,018,023,666	-\$7,849,785	-1%
Central Office	103866	CON	Deob Reserve			\$853,273	\$1,255,770	\$402,497	47%
Central Office	118322	CON	PROTECT Reserve			\$617,141,231	\$598,985,031	-\$18,156,200	-3%
Central Office	119341	CON	Federal Carryover Reserve			\$157,639,202	\$248,121,748	\$90,482,546	57%
Central Office	120076	CON	NEVI Reserve			\$54,750,000	\$0	-\$54,750,000	-100%
Central Office	123080	PRA	504e Railroad Protective Services Workforce Dvlpmt			\$0	\$6,350,000	\$6,350,000	0%
Central Office	123242	CON	NEVI Corridor Connections			\$0	\$25,000,000	\$25,000,000	0%
Central Office	123276	CON	NEVI Community Charging			\$0	\$93,205,055	\$93,205,055	0%
<b>STWD Items / Central Office (Highway &amp; Bridge) Change:</b>								<b>\$114,288,591</b>	

(Highway & Bridge) SVTS / 1-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Mercer	1670	CON	Old Mercer Rd (T-401) Bridge over Nashannock Creek	7204	L00	\$3,646,753	\$2,637,850	-\$1,008,903	-28%
Mercer	1693	CON	McKinley Ave Brdg	7407	STU	\$1,351,957	\$870,898	-\$481,059	-36%
Mercer	1884	CON	Service Avenue Bridge	7302	STU	\$1,305,920	\$1,786,979	\$481,059	37%
Mercer	97912	CON	US 62: Ohio line to Libery Street	62	20M	\$1,100,000	\$1,691,644	\$591,644	54%
<b>SVTS / Mercer (Highway &amp; Bridge) Change:</b>								<b>-\$417,259</b>	

(Highway & Bridge) Wayne / 4-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Wayne	79591	CON	SR 6 Ov Middle Creek	6	651	\$1,100,000	\$550,000	-\$550,000	-50%
Wayne	79595	CON	SR 447 over Branch of Wallenpaupack Creek	447	650	\$2,000,000	\$1,304,000	-\$696,000	-35%
Wayne	85786	CON	SR 1002 over South Branch Calkins Creek	1002	D52	\$2,000,000	\$1,400,000	-\$600,000	-30%
Wayne	109886	CON	SR 1007 over Boyd's Creek	1007	650	\$750,000	\$1,179,150	\$429,150	57%
<b>Wayne / Wayne (Highway &amp; Bridge) Change:</b>								<b>-\$1,416,850</b>	

(Highway & Bridge) Williamsport / 3-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lycoming	68713	CON	WATS TIP Reserve		000	\$74,118,529	\$77,661,537	\$3,543,008	5%
Lycoming	115356	CON	1/2mile S. of 4 Mile Rd to SR 284 SB	15	228	\$12,032,000	\$8,375,000	-\$3,657,000	-30%
Lycoming	123206	CON	I-180 East and West over Loyalsock Creek	180	169	\$0	\$1,250,000	\$1,250,000	0%
<b>Williamsport / Lycoming (Highway &amp; Bridge) Change:</b>								<b>\$1,136,008</b>	

(Highway & Bridge) York / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
York	81039	CON	Good Road over Toms Run	2071	001	\$2,599,205	\$1,598,641	-\$1,000,564	-38%
York	88951	CON	US30: PA74 to N George St	30	095	\$2,300,000	\$3,350,000	\$1,050,000	46%
York	92923	FD	Blue-Gray Highway Reconstruction	15	044	\$6,250,000	\$8,050,000	\$1,800,000	29%
York	92923	UTL	Blue-Gray Highway Reconstruction	15	044	\$2,000,000	\$4,000,000	\$2,000,000	100%
York	92923	ROW	Blue-Gray Highway Reconstruction	15	044	\$5,644,088	\$3,000,000	-\$2,644,088	-47%
York	111023	CON	Grantham Bridge Replacement	7219	BRG	\$2,632,000	\$3,490,300	\$858,300	33%
York	119465	CON	Codorus Creekside Trail FLAP/DCED		FLP	\$0	\$35,959,000	\$35,959,000	0%
<b>York / York (Highway &amp; Bridge) Change:</b>								<b>\$38,022,648</b>	

**TRANSPORTATION ADVISORY COMMITTEE REPORT**

## **Transportation Advisory Committee (TAC) Report**

The TAC met on October 22, 2025. There were three presentations delivered to the TAC.

Allen Melley P.E., gave a presentation on Digital Delivery. The program began in 2020 and has won several awards. Digital Delivery enables contractors to provide 3D digital models in bids. The Department is also collaborating with seventeen universities across the state to incorporate digital delivery concepts into their engineering and project management curriculums.

The TAC received a presentation on the draft 2025 State Rail Plan, delivered by Angela Watson and Harrison Warren. The draft plan encompasses freight rail, commuter rail, and intercity passenger rail in accordance with the requirements from the Federal Rail Administration. The plan is not a transportation improvement plan but a policy plan which identifies investments.

The TAC received a presentation on the TAC study portal, which is available on [talkpatransportation.com](http://talkpatransportation.com). The ability to review and submit potential study topics also is enabled via the website. This should streamline the process for TAC study idea submissions.

The next TAC meeting is on December 10, 2025.

**EXECUTIVE DEPUTY SECRETARY  
LARRY SHIFFLET**

**EXECUTIVE REPORT**

**DEPUTY SECRETARY  
COREY PELLINGTON**

**ADMINISTRATIVE/BUDGET REPORT**

## BUREAU OF EQUAL OPPORTUNITY (BEO)

### Certifications:

Processing applications for initial certifications (IA), notices of change (NoC), and declarations of eligibility (DOE) continues.

	July	August	September	Total
<b>DOE</b>	45	113	89	247
<b>IA</b>	14	19	9	42
<b>NOC</b>	5	9	2	16
<b>Pending Receipt</b>	63	28	15	106
<b>Pending Submission</b>	79	67	66	212

### Contract Compliance:

- NEVI Contract Compliance Reviews completed – 1
- NEVI Contract Compliance Reviews pending – 2
- ECMS Contract Compliance Reviews completed – 3
- ECMS Contract Compliance Reviews pending – 1
- The Contract Compliance Section supervisor and one field agent are currently participating on the Equal Employment Opportunity (EEO) Committee for the Central Susquehanna Valley Thruway Mega project.
- The Contract Compliance Section supervisor is currently participating in the EEO working group for the P3 Major Bridge projects.
- The Federal Highway Administration (FHWA) 1391 reporting program started in July and concluded on September 24 with the submission of the FHWA 1392 report. 6640 reports were submitted for 521 different projects. The total workforce on the FHWA 1392 report was 19,257 workers for one pay period within the month of July 2025, on Federal-aid PennDOT highway construction projects.

### Disadvantaged Business Enterprise (DBE):

#### FHWA Program

The federal fiscal year 2025 began in October 2024 and runs through September 2025. BEO monitors DBE goal attainment and participation through monthly reviews and reporting. The data below reflects activity from July through September 2025.

<b>DBE Monthly Monitoring Report 2024-2025</b>							
FHWA DBE Goal	Dollar Amount Awarded	DBE Committed \$	Overall 10.34%	Race Conscious \$	RC 10.10%	Race Neutral \$	RN 0.91%
Department Totals	\$409,405,531.90	\$39,050,645.77	9.54%	\$33,987,305.15	8.30%	\$5,063,340.62	1.24%
<b>Dollar Amount Needed to meet Overall Goal:</b>		<b>\$42,332,532.00</b>		<b>\$41,349,958.72</b>		<b>\$3,725,590.34</b>	
<b>Commitment Amount Plus or Minus:</b>		<b>-\$3,281,886.23</b>	<b>-0.80%</b>	<b>-\$7,362,653.57</b>	<b>-1.80%</b>	<b>\$1,337,750.28</b>	<b>0.33%</b>

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

- The FHWA DBE overall goal for the 2024-2026 triennial period is 10.34%, the overall race-conscious goal is 10.10% and the overall race-neutral goal is 0.91%.
- As of September 2025, PennDOT has awarded \$409,405,531.90 and committed \$39,050,645.77 to DBEs.

- PennDOT is currently short of its overall DBE goal by -0.80%, falling short of the race-conscious goal by 1.80%, and surpassing the race-neutral goal by 0.33%.
- There is a difference between the DBE commitment made at the start of a project and the actual dollars paid. Since projects often span several years, the amount spent in a given fiscal year may not match the original commitment. Payments to DBEs are reported as work is completed, which may happen in a different fiscal year.

**DBE Compliance and Administration Section:**

Currently, the section’s efforts are directed toward implementation of the Interim Final Rule (IFR). All other activities, such as Commercially Useful Function (CUF) reviews and project goal setting, have been temporarily suspended pending additional guidance. Recordkeeping functions remain ongoing.

**BUREAU OF STRATEGIC BUSINESS OPERATIONS (BSBO)**

**Innovation in Motion Webinar Series:**

BSBO hosted the fourth webinar of its [2025 Innovation in Motion Webinar Series](#) in August. Attended by more than 150 PennDOT employees, local government representatives, and industry partners, the webinar focused on how PennDOT is being strategic about workforce development. Representatives from PennDOT’s Workforce Optimization and Development Operations Section shared their mission, discussed the customers they serve, the department’s goals for workforce expansion, training, and developing employees. The webinar also highlighted the American Association of State Highway and Transportation Officials (AASHTO) Science, Technology, Engineering, and Math (STEM) Outreach Solutions Program that introduces students to careers in the world of transportation and civil engineering and the Transportation Quality Initiative (TQI) Shared Interns Program, a statewide internship program that provides participants experiences with four key transportation industry partners. The webinar concluded with an overview of PennDOT's On-the-Job Training Program and the new Multiple Project initiative, including their benefits, requirements, conditions of use, and the approval process. The remaining webinars for the 2025 *Innovation in Motion* Webinar Series are scheduled for Oct. 7 and Dec. 9, and will feature the following topics: Asset Management and PennDOT’s Digital Transformation.

**PennDOT High School Innovation Challenge:**

In September 2025, BSBO launched the ninth [PennDOT Innovations Challenge](#), which encourages high school students in ninth through 12<sup>th</sup> grades to use their problem-solving, creative, and strategic-thinking abilities to solve real-world transportation challenges. This year’s challenge asks students to develop a concept for the use of artificial intelligence (AI) in work zones to dramatically improve safety for work crews and road users. Their concepts must outline how PennDOT can use smarter systems to prevent accidents and protect those who are working to build a better Pennsylvania, and take into consideration cost-benefit information, statewide deployment implications, as well as public outreach. The deadline for submissions is January 30, 2026. Regional winners will be selected in March 2026 and invited to compete for the state championship in April 2026.

**Travel and Tourism:****PennDOT Welcome Centers: July through September 2024 vs. July through September 2025**

<b>Category</b>	<b>2024</b>	<b>2025</b>	<b>Year over Year Differences (+/-)</b>
Customers	882,200	781,732	-100,468
Reservations	382	262	-120
Tourism Revenue Generated by Reservations	\$57,919.93	\$41,360.29	-\$16,599.64
Dollars Generated Each Reservation Interaction	\$151.62	\$157.86	4.12% increase

**\*\*Note:** The King of Prussia Welcome Center was unstaffed in July through September 2024 and again during the months of August and September 2025; thus, customer data was not tracked. The Mercer County and Delaware Water Gap Welcome Centers reopened in May 2025 after closure. The Susquehanna County Welcome Center entrance ramp from I-81 remains closed since March 2025 due to construction on the main corridor, resulting in a significant decline in customer volume. The Fulton County Welcome Center remains closed since mid-July 2025.

**BUREAU OF FISCAL MANAGEMENT (BFM)****Budget:**

- Worked with the Governor’s Budget Office to update revenues and projections for FY 2025-26 Budget negotiations.
- Closed FY 2024-25 on June 30, 2025, with no issues.
- The Commonwealth was in a budget impasse, and only a few appropriations were enacted to allow for payments.
- The Department was currently working on funding options/stopgap measures if the impasse continued.

**Audits:**

- 2025 Municipal Liquid Fuels Tax Fund Allocation
  - \$468,012,000.00 total allocation
  - \$466,312,923.65 to be paid after bridge inspection costs are deducted.
  - \$460,992,439.38 released to 2,505 since March 1, 2025
- 2025 Act 13 Restricted Bridge Allocation paid on August 15, 2025
  - \$14,415,543.00 paid to 67 counties

The following allocations were paid on December 1, 2025:

- December 1, 2025, County Liquid Fuels Tax Fund Allocation
  - \$13,358,002.14 total allocation
  - \$10,565,639.47 released to 60 counties
- December 1, 2025, Act 44 Allocation
  - \$5,000,000.00 total allocation
  - \$3,448,068.16 released to 55 out of 61 eligible counties
- December 1, 2025, Act 89 Allocation
  - \$4,628,000.00 total allocation
  - \$3,499,790.66 released to 59 out of 61 eligible counties
- December 1, 2025, \$5 Fee for Local Use Allocation
  - \$20,506,545.00 collected for 27 counties

- \$17,409,325.00 paid to 25 counties
- December 1, 2025 State Police Fines and Penalties Allocation
  - \$3,126,514.48 total allocation
  - \$2,729,556.33 paid to eligible municipalities
  - \$396,958.15 transferred to the Pennsylvania State Police for cadet classes

## **BUREAU OF WORKFORCE AND BUSINESS OPPORTUNITY (BWBO)**

### **Workforce Opportunity:**

The Workforce Opportunity division continues to focus on the On-the-Job Training Program (OJT) and other training initiatives. Supportive Services funding has been increased to up to \$10,000.00 per enrolled trainee in the OJT Program. The OJT team has worked with the supportive services vendor, ProRank Business Solutions LLC., to update the approval process to ensure compliance with qualified service guidelines.

Members of the Workforce Opportunity team attended professional development opportunities at the Conference of Minority Transportation Officials (COMTO) annual conference and the annual American Contract Compliance Association (ACCA) Training and Certification event.

The Workforce Opportunity team partnered with Associated Pennsylvania Constructors (APC) to present an interactive, live webinar to review the changes to the program related to trainees being able to complete their 1,000 required hours on multiple job sites.

### **Business Opportunity:**

#### **Small and Diverse Business Opportunity**

In addition to attending, speaking, and tabling at multiple outreach events, the team hosted Road to Opportunity outreach events for Districts 8 and 9 respectively with participation from PennDOT's Bureau of Office Services, Bureau of Design and Delivery, Bureau of Equal Opportunity, and the Department of General Services' (DGS) Bureau of Diversity Inclusion and Small Business Opportunity. The District 8 event was attended by representatives from 56 firms, and the District 9 event was attended by representatives from 31 firms.

The Small and Diverse Business Opportunity team launched a three-part virtual Lunch and Learn series to provide additional outreach to small businesses and provide information about available resources and the procurement process. The first event was held on September 4, 2025, and was targeted towards veteran-owned firms and had 43 attendees.

### **Title VI**

The Title VI team completed the annual Title VI Program Plan and an updated Four-Factor Analysis for language access, which were submitted to the Office of Chief Counsel for review prior to distribution.

Bi-annual Title VI reports were successfully collected from all Engineering Districts. A new online submission form was piloted for data collection and received positive feedback from district representatives.

The Title VI team worked in cooperation with the Office of Administration's Language Access Coordinator and the Governor's Advisory Commissions on Latino Affairs, Asian American and Pacific Islander (AAPI) Affairs, and African American Affairs to develop a language access feedback form, which will be deployed following legal approval.

**BUREAU OF OFFICE SERVICES (BOS)**

<b>Project Update as of November 17, 2025</b>	<b>Phase</b>	<b>Anticipated Dates</b>
Armstrong County New Maintenance Office	In Construction	Construction Completion planned for October 25, 2026.
Perry County Maintenance Office	In Design	Bid advertisement anticipated January 6, 2026, pending execution of remaining agreements. Anticipated Construction Completion, January 2028.
Mifflin County Maintenance Office	In Construction	Construction Completion planned for February 13, 2028.
Fayette County, Engineering District 12-0 Office Renovation	In Design	Bid advertisement anticipated January 7, 2026. Anticipated Construction Completion July 2027.
Washington County Maintenance Office Renovation and Storage Building	In Construction	Planned Construction Completion December 22, 2025.
Dauphin County Maintenance Stockpile	Completed	Completed
Delaware County Maintenance Stockpile	In Construction	Construction Completion anticipated Spring 2026.
Bradford County Maintenance Office	In Design	Bid advertisement anticipated December 1, 2026. Anticipated Construction Completion January 2029.
Carbon County Maintenance Office	In Design	Bid advertisement anticipated January 30, 2026. Anticipated Construction Completion Spring 2028
Clinton County Rest Area Sewer Treatment Plant and Water Supply System Replacement and Building Upgrades	In Construction	Anticipated Construction Completion January 2026.
Columbia County Rest Area Sewer Treatment Plant and Water Supply System Replacement and Building Upgrades	In Construction	Anticipated Construction Completion December 2025.
Cumberland County Rest Area Connect to Public Water and Sewage Treatment Plants	Completed	Completed
York County Maintenance Office	Professional Selections	Professional Selections planned FY 26/27 (1 <sup>st</sup> quarter). Anticipated Construction Completion - To Be Determined (TBD)
Dauphin County Fleet Management Office and Garage Renovations Phase 1 - Roof only	In Construction	Anticipated Roof Replacement Construction Completion November 2025. Final punch-list.
Bucks County Maintenance Office, Connect to Public Water	In Design	Bid advertisement anticipated March 9, 2026. Anticipated Construction Completion Spring 2027

Beaver County Maintenance Office, HVAC System Replacement	In Design	Bid advertisement anticipated January 7, 2026. Anticipated Construction Completion Spring 2027
Philadelphia County Maintenance Office Replacement	In Design	Anticipated advertisement February 4, 2027. Anticipated Construction Completion July 2029.
Dauphin County Sign Shop Manufacturing Facility	Professional Selections-Pending	Professional Selections anticipated FY 27/28 (1st quarter)
Dauphin County Material Testing Laboratory, Forensic Analysis of HVAC System	Professional Selections-Pending	Timeline TBD

**Electrical Vehicle (EV) Charging Stations** – PennDOT has completed the installation of 304 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 DGS Guaranteed Energy Savings ACT (GESA) project.

**Upcoming GESA Projects** - In collaboration with DGS, PennDOT is pursuing energy savings opportunities and other related-capital improvements using the DGS contracting process. Energy-saving opportunities include Heating, ventilation, and air conditioning (HVAC) replacements, Light Emitting Diode (LED) lighting upgrades, and water conservation measures, among other opportunities, to reduce utility consumption and costs. Update on current projects:

- Proposals are under review for facilities located in Engineering District 1 (Oil City), District 2 (Clearfield), and District 10 (Indiana), including their district offices, county maintenance offices, and highway maintenance stockpiles, welcome centers and rest and department-owned driver license centers.
- Proposals are under review for LED lighting upgrades at the Fort Pitt, Liberty, and Squirrel Hill Tunnels located in Allegheny County.

The GESA contracting process allows for energy-related improvements to be advanced timelier as the financing module allows for an 18-year financing period. The engineering district and county maintenance offices realize the energy and maintenance cost savings at project completion.

**Infrastructure & Economic Development (IED) IT Delivery Center**

PennDOT is responsible for a wide range of diverse programs. Working with multimodal 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.

**Automated Permit and Routing Analysis System (APRAS) Modernization**

- PennDOT is modernizing the legacy APRAS.
- APRAS is PennDOT’s solution for permitting Oversized and Overweight loads which travel in the Commonwealth.
- APRAS issues over 400,000 permits annually.
- Phase 1 completed 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 final release
- Final 2025 Release – TBD; Final APRAS Manual Review Modernization / Tech Upgrade of ArcGIS Pro and Vue/Vuetify code and migration is ready for production: Production release on October 11, 2025 deployed code and migrated data successfully. Previously unseen performance issues in the production environment necessitated a rollback. Team is working with infrastructure teams as well as Microsoft and Oracle to assess performance issues, evaluate a solution, and determine new target production date.

### **Modernized Vehicle and Driver License System (MVDLS)**

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

- CARATS needs to be replaced with a new, modernized system for a multitude of 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 higher impact transactions such as: Titling and Registration and titling maintenance and title cancellation.
  - 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. 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 was completed, and user acceptance testing is completed; 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; development and system testing were completed in May 2024; UAT is in progress; the release, modernizing the legacy Financial Responsibility (FR) system, will be implemented in production along with CR5 with the cutover to MVDLS (TBD).
  - A total of 12 million transactions have been processed through MVDLS through late Mid-October 2025. MVDLS averages about 17,000 transactions/day during the week and 7,000 transactions/day on Saturdays.
- The project is schedule is TBD; project schedule was further extended to accommodate an additional solution for Act 85 of 2024 EV RUC legislative requirements.

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

- **SB 656 / Act 85 – EV (Electric Vehicle) Fee Collection** – This Legislation requires the payment of an Annual Road User Charge when initially titling and subsequently renewing Electric Vehicle (EV) or a Plug-in electric (PHEV).

Act 85 Mandates EV fees to be collected starting **April 1, 2025**, and a customer payment plan is mandated by July 2026 - the project is planned in 4 phases.

### **Phase 2) RUC - Customer Facing Payment Option**

- Production Implementation Date: **July 25, 2025 (Complete)**

### **Phase 3) & 4) MVDLS – Annual EV Fee Collection, including payment plan integrated into MVDLS -**

- Mandated Date: July 12, 2026
- Target Implementation Date: **June 28, 2026**
- Development is in progress.

- **Act 138 – Community Service Alternative** – This Act will allow individuals who are suspended for specific violations to perform community service as an alternative to monetary fines.
  - Mandated date: April 30, 2026
  - Business requirements have been defined.
  - Design has begun.
  - Target Implementation Date: April 26, 2026
- **DVS CPI (Consumer Price Index) Fee Increases Effective – July 1, 2025**
  - Final Production Implementation Date: **July 1, 2025 (Complete)**
- **IVR - Interactive Voice Response Project (Call Center)** - PennDOT's current Interactive Voice Response (IVR) system, an automated phone system that allows callers to access Driver's Licensing (DL) and Vehicle Registration (VR) services and information through voice prompts or prerecorded messages, was previously supported by Conduent, a Third-Party Vendor. As the contract for this IVR system is now expired, the objective is to transition the existing IVR functionalities to a new IVR system integrated with Genesys, that replicates the old capabilities for DL and VR support. Rollout to production is planned in two Releases:
  - Release 1 – Basic Functionality
    - VR Functions: Vehicle Registration Expiration Date
    - DL Functions:
      - Expiration Date
      - Driver Privilege Statuses
      - Restoration Requirements Statuses: Financial Responsibility (insurance), Restoration Fee, DUI Class Completion, Jail Time Credit, Learner's Permit Requirement)
      - Request Restoration Requirements Letter
    - Exam Scheduling Functions:
      - Review Scheduled Exam
      - Schedule Exam
      - Cancel Exam
    - Target Implementation Date: **December 21, 2025**
  - Release 2 – Enhancements
    - VR Functions – Dependent on MVDLS being System of Record (MSOR):

- Vehicle Suspensions (Held, Rescinded, Complete, Complied, Pending, Requested, Active, Multiple)
  - Request Restoration Requirements Letter
  - DVS Functions:
    - Site Locator: Driver License and Photo License Centers
    - Online Messengers
    - Temporary Authority Agents
  - Target Implementation Date: TBD
- **NMVTIS Data Sync Project**
  - The initial Data Sync file was created and transmitted to the American Association of Motor Vehicle Administration (AAMVA)
  - Development continues.
  - CARATS Master Purge has been identified as a prerequisite to completing the data sync. This will be completed by November 17, 2025.
  - Target Implementation Date: **February 7, 2026**
- **UNI Modernization (Driver Licensing) Project** – The UNI Legacy Interface (AMIE) is no longer supported by AAMVA. No changes to the AAMVANet Message Interchange Envelope (AMIE) have been made by AAMVA since January 2025. This interface provides message translation, message grouping, site application notification, store/forward, logging, etc. for the following applications: SPEXS, NDR, PDPS, SSOLV and DIE (Digital Image Exchange). DVS uses this interface via a connection with AAMVANet to communicate Driver Licensing data between jurisdictions. AAMVANet is the conduit through which the UNI Legacy Interface communicates with AAMVA. This connection will remain, but instead of the UNI Legacy Interface performing the communications, REST services will be employed. PA is required to provide the endpoints for the applications listed above prior to issuing Driver License and Photo Identification information for citizens within the Commonwealth. Additionally, a web application will be developed to replace the UNI Legacy Interface user inquiry application.
  - AMIE messaging is no longer supported. Support ended on December 31, 2024.
  - The project team continues to work with AAMVA to test SPEXS UNI transactions.
  - Mapping of the PDPS messages has begun.
  - A Project/Implementation schedule has been shared with AAMVA
    - 11/2025 - SPEXS (REST) – Structured Test (PX)
    - 04/2026 – PDPS (REST) – Structured Test (PX)
    - 07/2026 – SSOLV/HAVV – (REST) – Structured Test (PX)
    - 07/2026 – DLDV (REST) – Structured Test (PX)
    - 08/2026 – Pass 2 Structured Test – All Transactions
  - End-to-end testing with AAMVA is ongoing for each of the business processes being used by DL&C application.
  - Target Implementation (All UNI Transactions) Date: **September 21, 2026**
- **eGov Technical Refresh Project** – The eGov application is designed to provide private citizens with access to self-service opportunities via the Internet. The current eGov application was written approximately 20 years ago as part of a Commonwealth-wide initiative to meet the public demand for more services through the Internet.

The project’s goal will be to improve the technical aspects of the current eGov application and introduce improved back-office functionality for the business users.

The Citizen UI will be refreshed to be in alignment with CODE PA standards, specifically following the Keystone Design System. The project will be completed in Phases; each of which will be comprised of iterations.

- Project Start Date: February 14, 2025
- Phase 1 – Back End
  - Iteration 0 – Initiation and Design – Completed: June 6, 2025
  - Iteration 1 – Service Layer / Shopping Cart / BackOffice Portal – on track to be completed: November 28, 2025
- Phase 2 – Technical Refresh of Citizen Transaction UI
  - Iteration 2 – Drivers Licenses Renewal / Existing DL Transactions – Planned completion: April 3, 2026
  - Iteration 3 – Exam Scheduling / Existing DL Transactions – Planned completion: July 24, 2026
  - Iteration 4 – Vehicle Registration Renewal / Existing VR Transactions – Planned completion: November 13, 2026
- Requirements gathering is on-going.
- Development has started on approved requirements.
- Continuing technical design of MVDLS integration
- Target Implementation Date: **April 2, 2027**

### **Bridge Management System (BMS) Modernization**

- PennDOT is modernizing the legacy BMS
- Q4 2023 Release – BMS Inspection module; Completed July 2023, rollout to end-users continued through Q4 2023; rollout of Inspection App to end-users completed in January 2024
- Final Release – TBD – BMS Web App; development of all in scope features is complete, Final System Testing is concluding, and business continues User Acceptance testing; Team is analyzing impact to schedule of including additional business requested changes.

### **Grade Crossing Management System (GCEMMS) Modernization**

- PennDOT is modernizing the legacy GCEMMS.
- April 2025 Release – Core Functionality and Project workflows; Decommissioning of GCEMMS – Deployed to Production on 04/28/25.
- November 2025 Release – Railroad and Consultant Functionality and Agreements – Development is complete, User Acceptance Testing is in Progress
- Q2 2026 Release – Invoices, Payments, PSAs, and Remaining Functionality; Not Yet Started

## **PennDOT Human Resource Office**

### **Employment Verifications – New Process**

At times, candidates cannot have their employment verified and need to go to Social Security to get old records. This is a time-consuming process, often taking 2-3 months and multiple follow-ups to the candidate. A new process has been implemented where the hire is approved with the caveat that the new employee provides the documents within 3 months.

### **Organization Management**

The reorganization and job specification of the Highway Administration Chief Engineer was successfully approved on EBA 838 and OR-25-011 and implemented. Two (2) trainee job specification updates were completed.

### **Talent Acquisition**

Interview guidance and goals were implemented and distributed to DOT supervisors and managers. Time to hire goal <50 days and interview goal is <15 days.

The Bureau of Enterprise Recruitment (BER), in conjunction with agency HR Offices, is working to implement a Commonwealth-wide job shadow program. College students will be included.

A draft Year-Round Internship Program has been developed and is being reviewed and considered by PennDOT Executives. The goal of this program is to gain employment interest from students that may be reached for permanent employment upon graduation.

Standard job postings for Transportation Equipment Operators (TEOs) and Diesel and Construction Equipment Mechanics (DCEMs) have been updated, specifically the “Air Brake Restriction (L) removed” has been added.

### **Summer Employment Program**

PennDOT HR enlisted the help of BER analysts to review program requirements, posting language and supplemental questions. The goal is to refine job postings and make it a simplified experience for the job applicants.

### **Percentage of filled PennDOT salaried complement**

Filled complement continued to remain high during the quarter and has been averaging above 97%.

July 7, 2025 = 97.23%

September 29, 2025 = 97.61%

### **Onboarding/In-processing/Orientation initiative**

The HR Workforce Management and Consulting Section at PennDOT Central Office, in partnership with District 9 HR, has successfully streamlined and modernized critical components of the Onboarding, In-Processing, and Orientation materials for new employees. This initiative is designed to promote consistency, relevance, and accessibility across all PennDOT organizations.

To support a unified in-processing experience, the team identified essential topics spanning all three phases and consolidated them into a single-page, user-friendly summary sheet. This resource includes direct hyperlinks to comprehensive reference materials, ensuring that staff have immediate access to the most current guidance.

As part of this effort, standardized templates have been developed for various employee groups, including Central Office staff, Field (District/County) personnel, CDL holders, DVS employees, and Interns. These templates are now available for use within the newly launched In-Processing Documentation Portal, housed in the PennDOT HR Portal.

While the foundational materials are in place, the team is currently awaiting final direction on the preferred software platform to automate and enhance the in-processing workflow. Once implemented, the selected solution will enable users to input new hire information and generate pre-filled, role-specific documentation — significantly reducing manual effort and improving accuracy.

This initiative lays the groundwork for a more efficient, intuitive, and standardized onboarding experience, positioning in-processors to better support new employees from day one.

### **Professional License Incentive Payments**

In June 2025, PennDOT executives, the Office of Administration, and the Governor’s Office approved an increase by \$500 to PennDOT employees in select management and non-represented job classes for obtaining or renewing a professional license as a Professional Engineer (PE), Professional Geologist (PG), or Professional Land Surveyor (PLS). These employees will now receive a \$2,500 lump sum payment less applicable deductions. Employees in union-represented job classes will continue to receive the \$2,000 lump sum payment less applicable deductions.

**DEPUTY SECRETARY  
KARA TEMPLETON**

**DRIVER AND VEHICLE SERVICES REPORT**

## **Microfilm Conversion Update**

PennDOT's Driver and Vehicle Services (DVS) completed the transition from storing documents on Microfilm to electronic imaging in 2008; however, there are still many historical documents stored on microfilm and microfiche. DVS has contracted with UniqueSource to convert the most critical film to digital images in-house at the Riverfront Office Center, which began August 1, 2025. Completing the process on site ensures the security of the film and that all documents remain accessible throughout the project, which is expected to take 3 to 4 years to complete.

## **Road User Charge Update**

Act 85 of 2024, later amended by Act 149 of 2024, enacted a Road User Charge (RUC) for Electric (EV) and Plug-in Electric Vehicles (PHEV); PennDOT's deployment plan includes 4 phases, two of which have been completed to date.

Phase 1 was implemented on April 1, 2025, and established one-time, flat fee RUC payment added to new or renewed registrations for subject EVs and PHEVs. The RUC invoice is mailed separately around the same time as the vehicle owner's invitation to renew their vehicle registration. RUC invoices are also sent when a new registration is issued to an Electric (EV) or Plug-in Hybrid Electric (PHEV) vehicle.

Phase 2 was launched on July 27, 2025, and included system updates to allow registrants to pay the RUC with a credit or debit card through a secure online platform. A link to the RUC payment webpage is available when completing a vehicle registration renewal transaction. Customers still have the option to pay by mail; however, the online system is expected to streamline payments.

Phase 3 will be implemented in July 2026 and will provide customers with options to pay the RUC via a one-time payment or a payment plan. The payment plan option will allow the RUC to be paid in 6 installments for a one-year registration or 12 installments for a two-year registration.

Phase 4 will fully integrate RUC into the new modernized titling and registration system. This will require combining the RUC invoice and Invitation to Renew vehicle registration into one invoice / payment coupon and will allow partners to collect the RUC when a new registration is issued, or a customer renews their registration. The final implementation date is to be determined.

Through September 29, 2025, PennDOT sent nearly 74,000 RUC invoices to EV and PHEV owners who are subject to this legislation. Nearly 25,000 vehicle owners have paid the RUC, resulting in over \$6.2 million in revenue.

## **New License Plate Design**

Announced by Governor Shapiro in July 2024, PennDOT continues to roll out the new "Let Freedom Ring" registration plate design. The new design replaces the design that has been in use for the past 25 years and features a cream background, the Liberty Bell in the center, and "Pennsylvania" arching the top; standard passenger registration plates display "Let Freedom Ring" across the bottom.

In May 2025, PennDOT began issuing the newly designed registration plates to registrants who expressed interest in replacing their current plate with the new design. PennDOT's inventory of the previous registration plate design for standard-issue passenger and truck plates was exhausted at the beginning of July 2025. The new plate design is now the standard issue for passenger and truck plates.

As of November 14, 2025, over 130,000 of the new style plates have been issued to registrants. The DVS website is updated as each specific registration plate becomes available in the new design.

## **PennDOT Call Center Update**

PennDOT’s Driver and Vehicle Services (DVS) four regional Call Centers are 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.

The following metrics have been noted as of September 30, 2025:

- Average Speed of Answer (ASA) for the period of July through September was 00:05:58.
- Average maximum wait time for a customer to talk to a CSR for the period of July through September was 00:15:15.
- Total customers assisted for the period of July through September:

	<b>July- 25</b>	<b>August- 25</b>	<b>September- 25</b>
<b>Customers assisted through Interactive Voice Recording (IVR)</b>	112,712	98,984	93,074
<b>Customers assisted by a Customer Service Representative (CSR)</b>	69,882	67,789	65,502
<b>Customers assisted via E-mail</b>	16,045	15,076	15,333
<b>Total</b>	<b>182,594</b>	<b>166,773</b>	<b>158,576</b>

The volume of REAL ID inquiries has dropped slightly since the May 7, 2025, federal enforcement date from an average of 483 calls per day April through June to an average of 473 calls per day July through September.

The telework program for the Call Center deployed on March 3, 2025, aims to provide uninterrupted service to customers during inclement weather and encourage the attraction and retention of employees. Eligible employees can opt into the program. Currently, around 49% of call center employees are in the telework program, down from 63% in the previous quarter due to turnover and new hires. Management continues to monitor the status of telework to ensure staff are meeting expectations and standards. Efforts continue to hire and train new staff.

DVS continues to work closely with the Commonwealth’s Office of Administration IT staff and Genesys to develop requirements to enhance its Interactive Voice Response (IVR) system used by the Customer Care Center. Enhancements to the system focus around providing customers with additional automated service options available 24 hours a day, seven days a week, thus lessening the demand for person to person interaction. Preliminary call flow, design and messaging has been drafted for driver privilege statuses; in addition, requirements validation sessions are finalized, and work continues on the functional requirements documentation.

Genesys has provided a two-step release schedule. The first release, initially scheduled for October 2025, has been rescheduled to December 21, 2025. This release will provide updates to Vehicle Registration (registration expiration date), Driver’s License (expiration date, privilege status, restoration requirement statuses, restoration letter of request), and Exam Scheduling (schedule exam, review exam schedule, and cancel exam). Genesys completed end-to-end verification of all API builds. Customer Care center testing is planned to begin on November 19, 2025. The second release has not yet been scheduled but will include further updates to Vehicle Registration (suspension status and restoration requirements letter) and Driver License (site locator, Online Messenger, and Temporary Authority Agents).

## REAL ID Update



The Federal government implemented REAL ID enforcement on May 7, 2025, requiring all adults 18 and older to present a REAL ID-compliant driver's license, photo identification card, or another form of federally acceptable identification (such as a valid passport or military ID) to board a domestic, commercial flight or to gain access to federal buildings and military installations that mandate identification.

In Pennsylvania, applying for a REAL-ID compliant driver license or identification card is optional. As of September 30, 2025, over 3.65M Pennsylvanians have acquired a REAL ID-compliant driver's license or identification card, reflecting an opt-in rate of 34%.

Over the past quarter, there has been a substantial increase in the issuance of REAL ID products. During the months of July through September, the agency has generated over \$8.8 million in revenue from the one-time \$30 REAL ID opt-in fee, bringing the total revenue generated since March 1, 2019, to just under \$109M. There continues to be elevated customer volumes for REAL ID and PennDOT is well-positioned to accommodate current and anticipated customers over the Holiday travel season.

The option to request REAL ID pre-verification is still available. Customers who received their first Pennsylvania Driver's license, learners permit, or photo ID card after September 1, 2003, may already have their REAL ID documentation on file with PennDOT. This option to request pre-verification has allowed approximately 400K customers to become eligible for a REAL ID 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, the customer will be notified and can order their REAL ID online. As of September 2025, over 1.1M pre-verification requests have been processed.

In May 2025, PennDOT received its REAL ID recertification. Recertification occurs every three years, as required by TSA and federal REAL ID regulations. This certification confirms that Pennsylvania continues to meet REAL ID Act standards for security and identity verification.

### REAL ID Same Day Service Driver License Centers

#### Western Pennsylvania

Beaver Falls 2580 Constitution Boulevard, Beaver Falls, PA 15010

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

Exeter Township DLC – 4365 Perkiomen Ave, Reading, PA 19606

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 “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 September 2025, PennDOT has collected approximately \$313M in county fees. There are currently 25 counties that have implemented the fee, the most recent being Wayne County, effective November 1, 2025.

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
11/1/2025	Wayne

## **Driver and Vehicle Services Statistical Highlights for the Quarter Ending September 2025**

### **Call Center Volumes:**

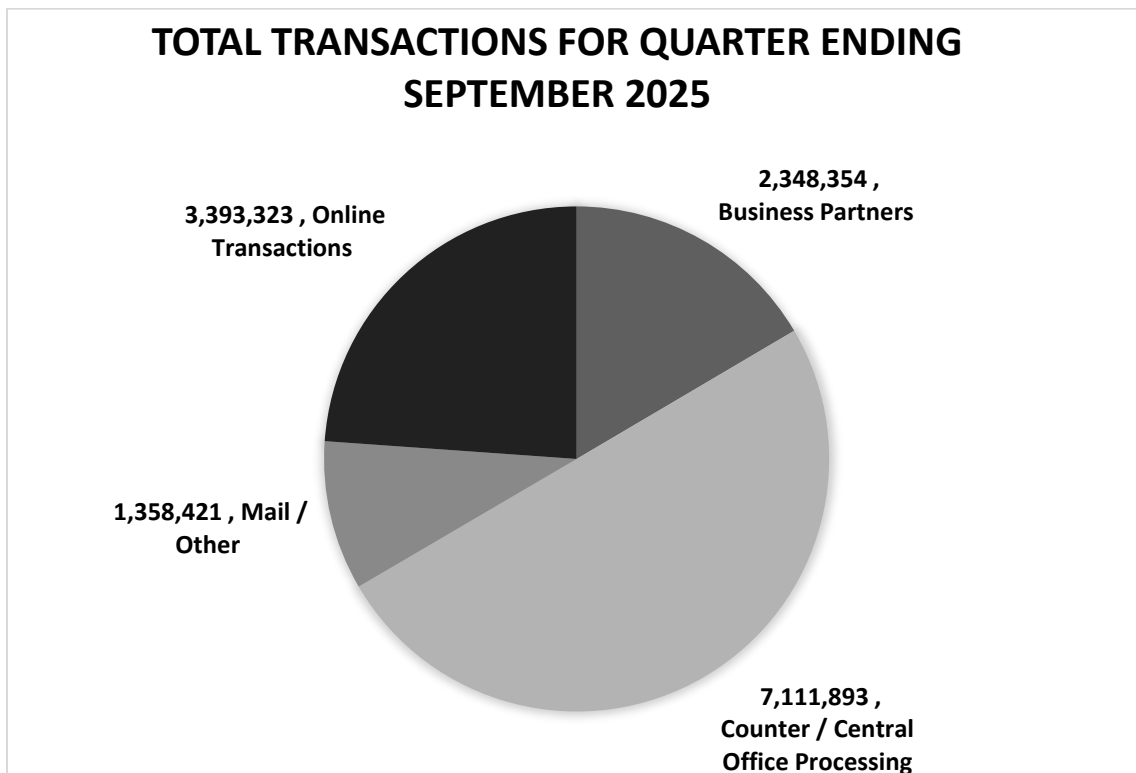
- Calls handled by CSRs: 203.1 thousand
- Calls self-assisted in IVR: 304.7 thousand
- Emails handled: 46.4 thousand

### **Total Dollars Deposited: \$1.053 billion**

- Motor License Fund: \$391.5 million
- Non-Motor License Fund: \$661.7 million<sup>1</sup>

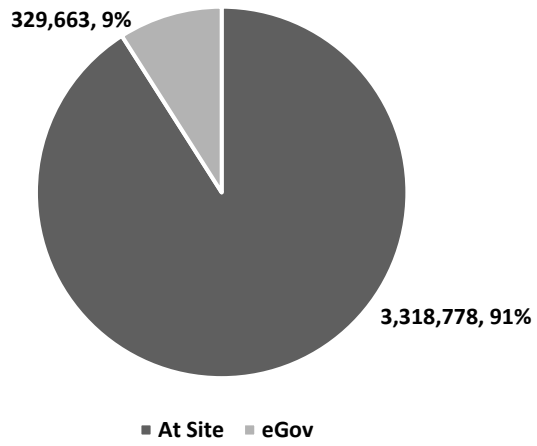
### **Total Transactions:**

- Business Partners: 2.34 million
- Counter / Central Office Processing: 7.11 million
- Mail / Other : 1.35 million
- Online Transactions: 3.39 million



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

### REAL ID ISSUANCE AS OF 9/30/25

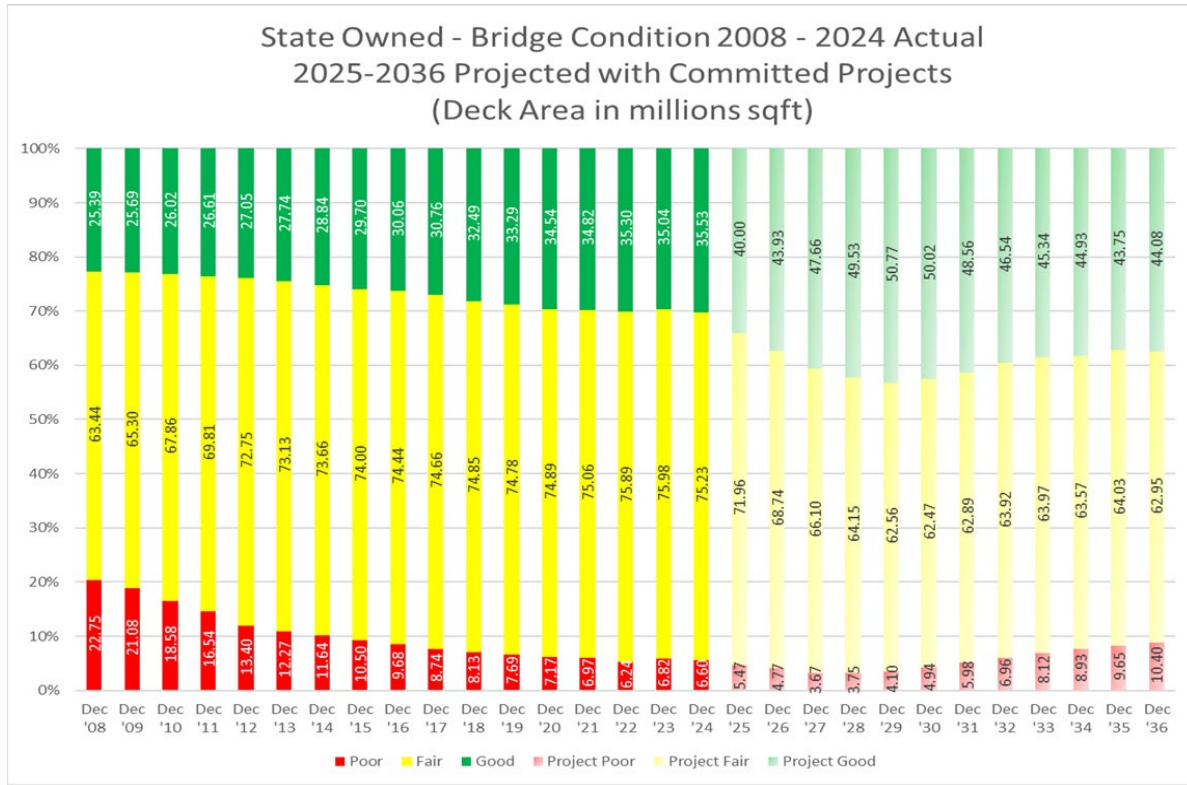


**DEPUTY SECRETARY  
CHRISTINE NORRIS, P.E.**

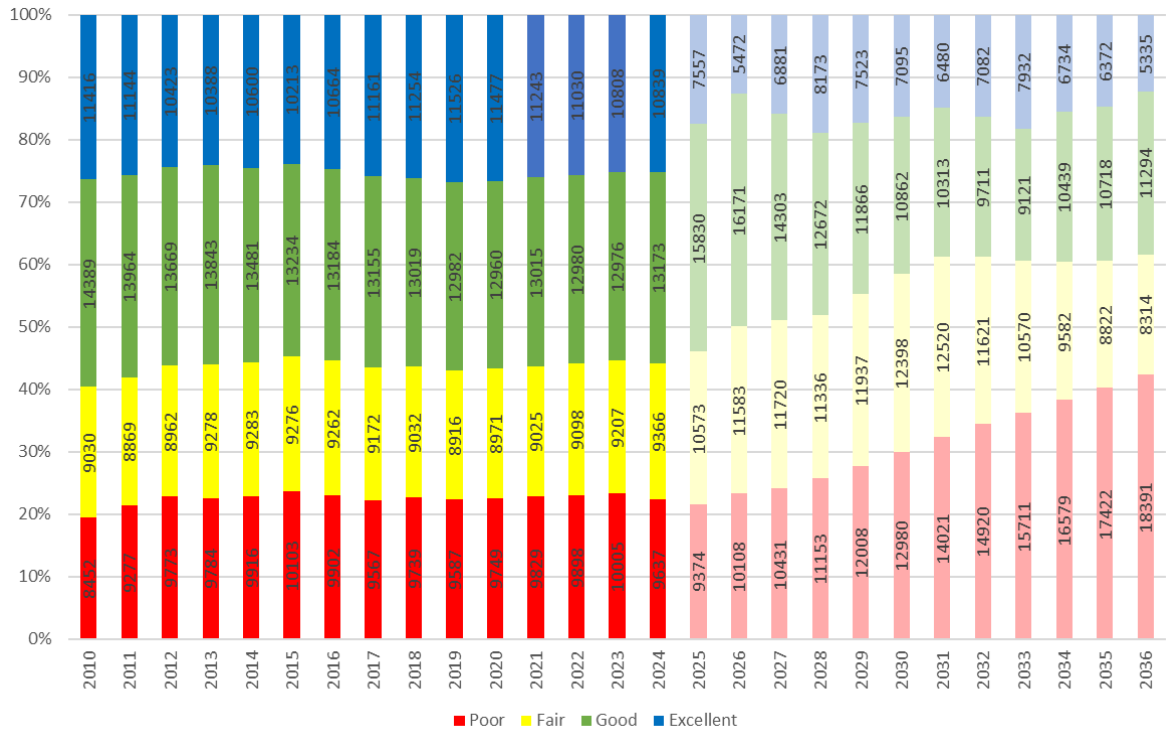
**HIGHWAY AND BRIDGE  
PROGRAM REPORT**

# BUREAU OF OPERATIONS

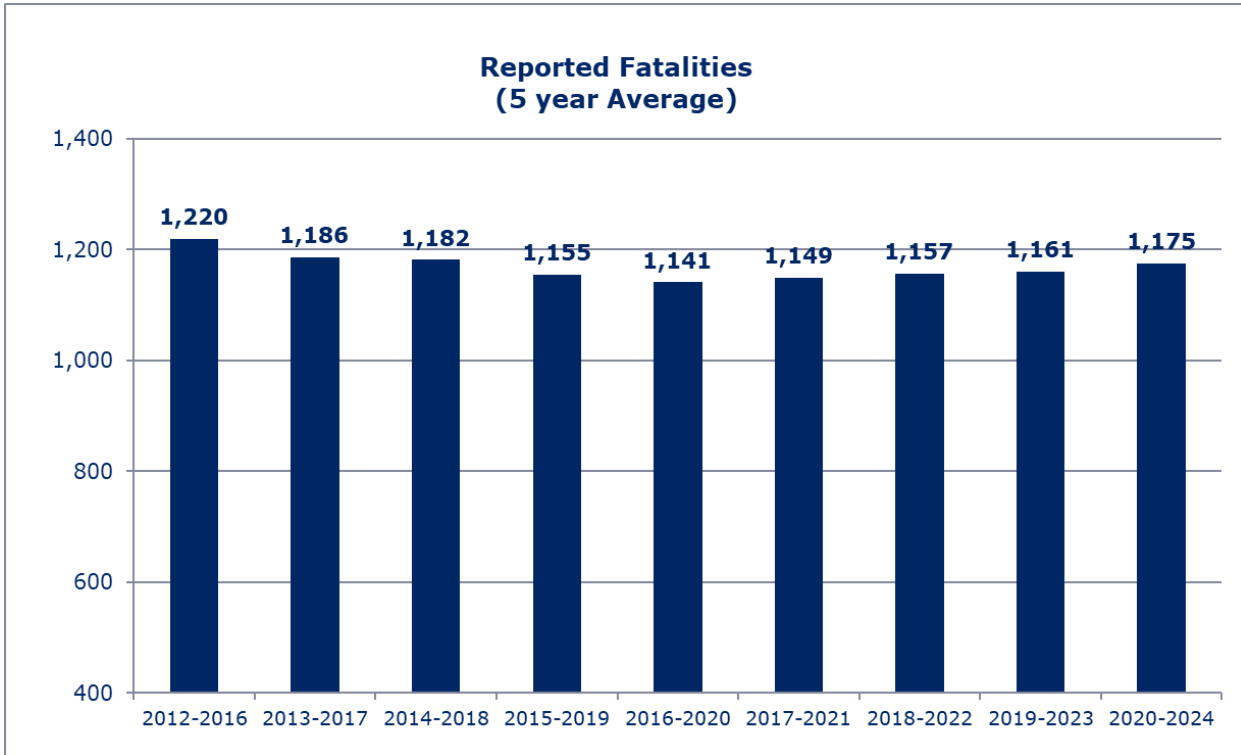
## Bridge and Pavement Conditions



Statewide - Pavement Condition 2010-2024 Actual  
 2025-2036 Projected  
 (Miles of Pavement)



*Highway Safety*



## BUREAU OF DESIGN & DELIVERY

### *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%.

2025 Scheduled Program

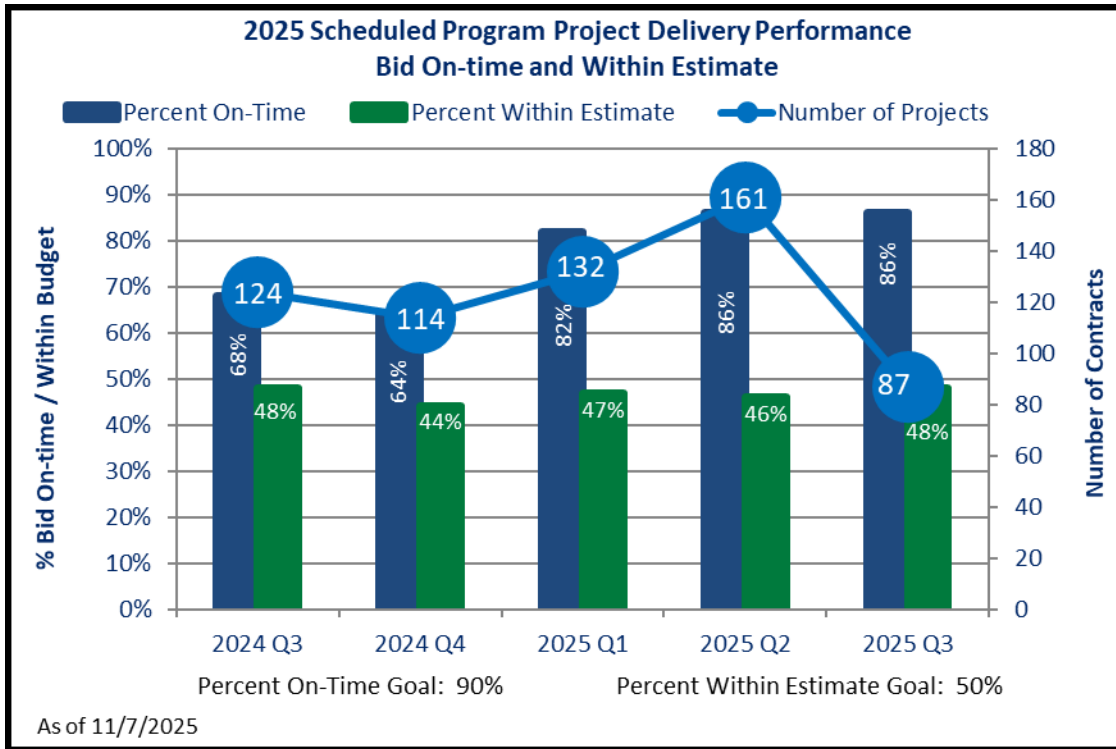
PennDOT bid 87 highway and bridge projects for 2025 Quarter 3.

On-time project delivery performance was 86% for 2025 Quarter 3.

Project delivery within +/-10% of the cost estimate was 48% for 2025 Quarter 3.

Project Letting On-Time Target Met – ✘

Project Letting On-Budget Target Met – ✘



Project Letting On-Time Comments – The Department planned on letting 95 projects in quarter three of 2025. With projects moving, the Department actually let 87 projects in quarter three of 2025. Of those 87 projects, 82 of them 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 under our estimates.

July 2025 through September 2025

During quarter three of 2025, the Department let 87 projects for a total of approximately \$675 Million.

Highway and Interstate Projects include:

- CSVT Paving South Section, District 3, \$187 Million
- I-83 East Shore Section 3B, District 8, \$133 Million

Bridge Projects include:

- US 322 over CSX & Bethel Rd, District 6, \$64 Million

*Bid Price Index:*

	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u> Jan - Oct
BPI compared to previous Calendar Year	7.1%	-2.3%	16.9%	23.3%	1.3%	0.87%

## BUREAU OF CONSTRUCTION & MATERIALS

*Construction Project Delivery Performance:*

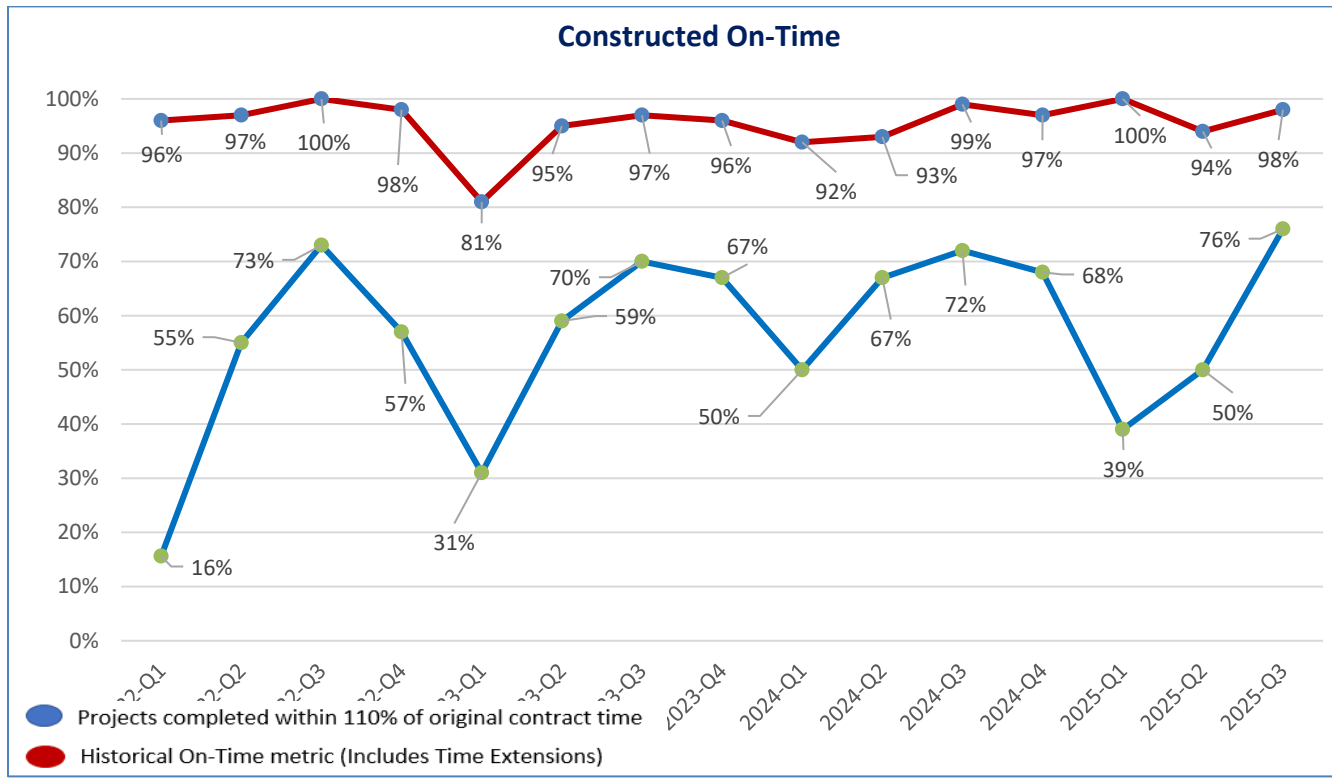
Scheduled Program Constructed On-Time Target Met – ✓

Goals:

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

Highlights of the Scheduled Program Contracts:

PennDOT completed 527 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.

*Construction Project Delivery Performance (cont.)*

Scheduled Program Constructed On-Budget Target Met – ✖

Goals:

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

Thresholds:

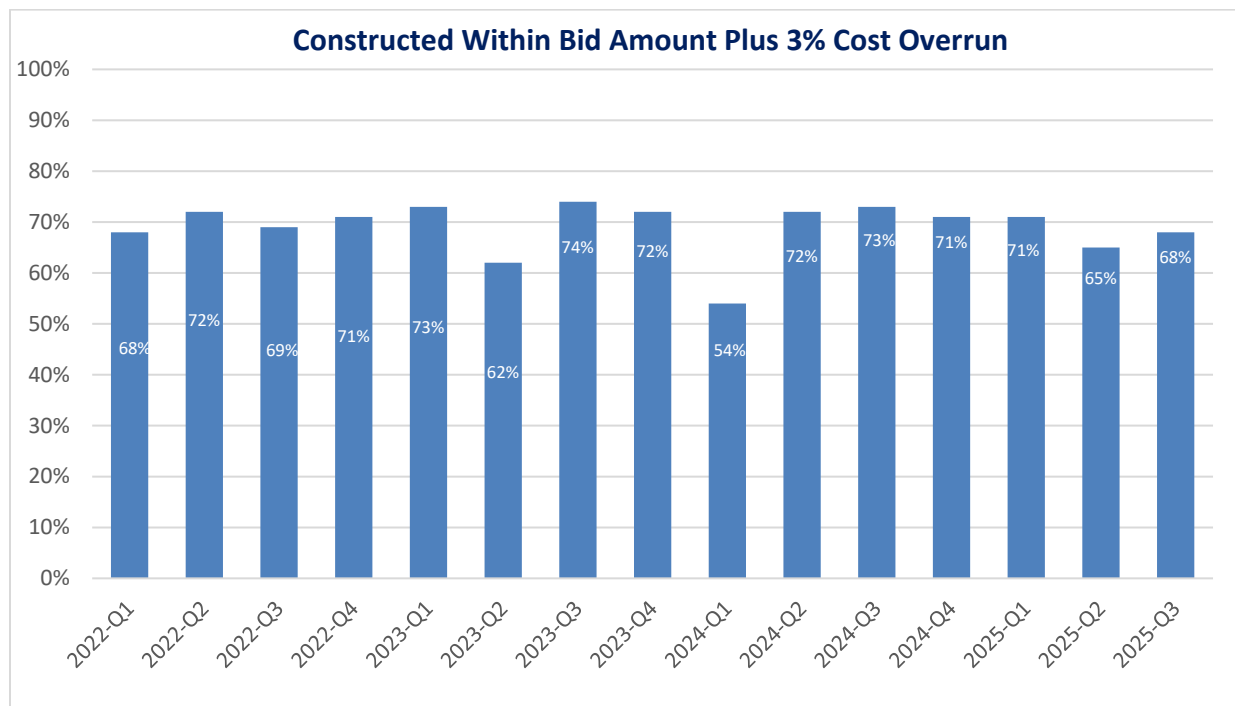
Green:  $\leq 3\%$ ; Yellow:  $> 3\%$  to  $< 5\%$ ; Red:  $\geq 5\%$

Highlights of the Scheduled Program Contracts:

The average cost overrun in the last four quarters was 4.06%.

Total Bid: \$2.40 Billion

Net Overrun: \$93.5 Million



Scheduled Program Constructed On-Budget Comments – For the last four quarters, 169 out of 527 projects exceeded 3%, and the overall net overrun for these projects resulted in \$93,586,931.15. There were 3 projects that account for \$47,192,121.33 of the total. The largest overrun was the I-95S, of which the most significant overrun was the settlement of a COVID-19 legal claim. The 2<sup>nd</sup> largest overrun was the partial DB roadway in Mckees Rocks Borough. The additional work included an update of railing to current standard, demo / replacement of barrier, saw cutting and removing bridge deck overhand and replace with lightweight concrete. The 3<sup>rd</sup> large overrun was the “Bridge Group U” project which consisted of steel repair and the emergency replacement of a superstructure. The overall statewide overrun was 4.06%. Excluding the top 3 overrun projects, the overall statewide overrun would be 2.01%.



**DEPUTY SECRETARY  
MEREDITH BIGGICA**

**MULTIMODAL TRANSPORTATION**

## **BUREAU OF RAIL, FREIGHT, PORTS, AND WATERWAYS**

### **PORTS**

**Erie Port** - The Great Lakes-St. Lawrence Governors and Premiers elected Governor Shapiro as Chair. He will lead 8 states and two Canadian provinces toward a closer collaboration and aims to strengthen trade and grow the region's economy.

The construction of the East Dobbins Seawall is nearly complete and a phase 2 of the development started on the adjacent property. Environmental studies started for the Parade Street Slip Widening project.

**PhilaPort** – The Port purchased 152 acres from Norfolk Southern Railroad on September 30, 2025, for \$90 million. The purchase allows PhilaPort to further expand their operations.

**Pittsburgh Port Commission (PPC)** – The Commission submitted an application for \$28 million in federal funds from the Port Infrastructure Development Program (PIDP). Should PPC be granted the funds needed to dredge the Lower Monongahela River to its full navigational depth, Multimodal Port funds will provide the non-federal match.

### **RAIL FREIGHT**

Four Rail Freight Grant projects were completed and inspected between July and September 2025. This represents a total of \$6.7 million in state rail freight investment over approximately 43.5 miles of track rehabilitation work, 3 crossings, and the rehabilitation of one bridge.

In August and September, the Bureau received grant applications for the 2025 grant cycle, held presentation meetings with the prospective Grantees to gather more details of their proposed projects, and began analyzing, scoring and selection of grant projects for presentation to the STC.

### **PASSENGER RAIL**

Keystone ridership continues to increase and is approximately 90 percent of pre-COVID levels, which is consistent with other Amtrak routes with traditionally high commuter ridership. Year over year ridership is up approximately 13 percent. This jump in ridership is likely due to Philadelphia area commuters choosing Amtrak rather than SEPTA due to SEPTA's equipment reliability. However, SEPTA plans to add equipment back into service every week, which may draw riders back to SEPTA.

Active construction projects include Coatesville Station, Lancaster Station Pedestrian Bridge, Zoo Interlocking State of Good Repair Improvements, and Elizabethtown Parking Management. Project details for the passenger rail capital program can be found at [www.AdvancingPArail.com](http://www.AdvancingPArail.com)

PennDOT's 2025 State Rail Plan is nearly complete. PennDOT engaged stakeholders and held public meetings in late 2024 and through 2025 to strategically develop the Plan according to the Federal Railroad Administration's (FRA) guidelines. The final round of public comments and edits will be addressed for a final Plan to be sent to the FRA and available to the public by the end of calendar year 2025.

## **BUREAU OF PUBLIC TRANSPORTATION**

### **OPERATING**

The Bureau awarded \$1.3 billion in Section 1513 Operating and \$18 million in Federal Section 5311 funds to help fund transit service in rural areas of the Commonwealth. We are currently reviewing whether we can award additional operating funds based on the revised Governor's Budget. Both SEPTA and PRT received approval to divert Capital funds to use for Operating funds to stave off service cuts over the next two years. We are working with them to adjust grant applications.

Ridership for FY 2024-2025 increased by 8 percent over FY 2023-2024. Over \$278 million trips were provided on fixed route last fiscal year with \$25 Million of those trips being in the Senior Free Transit Program. Nearly \$5 million trips were provided on shared ride in FY 2024-2025. Over \$2.5 million were for Seniors.

### **SHARED RIDE**

Shared ride continues to be operating in a deficit and many agencies have asked for stabilization funds to support operations in FY 2025-2026. Now that the Budget has passed, we are working to develop a plan for how to support shared ride only agencies with additional funding support. Agencies that have access to 1513 State Operating Funds or 5311 Federal Operating funds will most likely use those funds to balance their FY 2025-2026 shared ride budgets.

### **CAPITAL**

Capital grants for FY 2025-2026 have been awarded. SEPTA has been delayed but should be awarded by the end of the Calendar year. The Bureau continues to work on revising its capital grant process to clearly establish deadlines and get funds committed into grants early in the fiscal year.

Transit agencies, along with the Bureau continue to advance major construction projects in areas all across the state. Currently the following facilities are under construction:

Transit Agency	Construction Project	Location	Amount (millions)	Estimated Completion Date
CamTran	Inclined Plane Rehabilitation	Johnstown, Cambria County	\$15.8	February 15, 2026
Blair Senior Services	Shared Ride Maintenance Facility	Altoona, Blair County	\$6.6	December 31, 2025
ATA-Bradford	New Transfer Center Facility	Bradford, Mckean County	\$4.0	February 28, 2026
SRTA	Shared Ride Facility	West Milton, Union County	\$9.3	January 8, 2027
STEP, Inc	Shared Ride Facility	Lycoming County	\$13.5	January 23, 2026
Wayne County	Shared Ride Facility	Wayne County	\$10.0	December 31, 2026
Freedom Transit	Bus Shelter Project	Washington County	\$1.0	July 31, 2026
Cambria County Transit Authority	Ebensburg Rural Facility Renovations	Cambria County	\$2.5	June 30, 2026
SRTA	Shared Ride Facility	Carlisle, Cumberland County	\$11.0	June 30, 2027
Washington County Transportation Authority	New Operations and Maintenance Facility	Washington, Washington County	\$46.2	December 31, 2027
Butler Transit Authority	New Bus Wash Facility	Butler, Butler County	\$2.9	December 31, 2026

We also have the following projects planned to go out to bid in the next six months:

Transit Agency	Planned Project	Location	Amount (millions)	Estimated Bid Date
Lebanon Transit Authority	Facility Expansion	Lebanon, Lebanon County	\$46.0	March 31, 2026
MCTA	Facility Expansion	Swiftwater, Monroe County	\$33.0	December 3, 2025
Westmoreland County Transit Authority	Bus Wash Rehab	Greensburg, Westmoreland County	\$1.5	February 8, 2026
Beaver County Transportation Authority	New Bus Wash	Rochester, Beaver County	\$4.0	March 1, 2026
Susquehanna Regional Transportation Authority	West Shore Transfer Center	Cumberland County	\$4.0	March 1, 2026

### BUREAU OF AVIATION

The airports in Pennsylvania will see increased federal funding of approximately \$355 million for years 2022 to 2026 as a result of the signed Infrastructure Investment and Jobs Act (IIJA) or Bi-Partisan Infrastructure Law (BIL). This includes 23 Federal Aviation-Administration 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 (BOA) has received 44 BIL grants from the FAA totaling nearly \$16 million of BIL funds through the end of the 2025 Federal Fiscal Year(FFY).

BOA has received the following FAA Block Grants in 2025: \$4.2 million Non-Primary Entitlements, \$8.505 million State Apportionment, and two Discretionary Grants totaling \$1.793 million.

BOA has increased the state match from five percent to ten percent on all BIL subgrants. This relieves the sponsor of providing their typical five percent local match.

BOA has received administrative funds to administer the BIL program from the FAA. These funds can be utilized over a four-year period of performance. The total amount of funds received so far include: \$194,711 FFY 2022, \$158,480 FFY 2023, \$158,620 FFY 2024, and \$157,720 FFY 2025. The BOA has expended \$194,711 in FFY 2022 funds to date.

### **STATE SAFETY OVERSIGHT (SSO)**

The SSO continues to work with the Rail Transit Agencies (RTA) on the implementation of Safety Management System (SMS) and the review and approval of their Roadway Worker Protection (RWP) Program.

The FTA approved the SSOA's Risk Based Inspection Program (RBI) on January 10, 2025 and within one year, must submit documentation to FTA demonstrating that the SSOA has implemented its approved RBI Program for at least six months. The PennDOT SSOA plans to submit RBI implementation documentation to the FTA in December 2025.

The PennDOT SSOA is working to address the Special Directives from the FTA's Safety Management Inspection (SMI) of SEPTA and the PennDOT SSOA. To date, the FTA closed 4 PennDOT required actions.

The FTA conducted a SSO triennial audit in September 2025.

The SSOA continues to work on the development of classification specifications for the Office.

### **ACTIVE TRANSPORTATION**

The Pennsylvania Active Transportation Plan (ATP), which was adopted in 2019, emphasizes biking and walking contribute to community health, economic mobility, and quality of life by developing a connected non-motorized transportation network in Pennsylvania. Work is currently underway to develop a scope-of-work to update the plan.

The Multimodal Deputate participates in bi-monthly meetings with representatives from the Department of Conservation and Natural Resources (DCNR), 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.

The Multimodal Deputate continues to coordinate with the Highway Administration on policy and design manual updates related to bicycle and pedestrian infrastructure and issues. Additionally, coordination is ongoing with the Planning Deputate to inventory existing and create new bicycle and pedestrian network data layers to assist in active transportation planning.

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. Staff are working with our safety partners on VRU Safety Education Project to increase pedestrian and bicycle safety and move toward zero deaths. As part of the project materials were developed for Driver's Education programs and second and third-grade presentation materials as well as a Pennsylvania Bicycle Rodeo Guide. Work is underway on train-the-trainer materials and additional bicycle and pedestrian safety education resources.

**DEPUTY SECRETARY  
KRISTIN MULKERIN**

**PLANNING**

## CENTER FOR PROGRAM DEVELOPMENT AND MANAGEMENT

### **2027 Program Update**

Following the release of public outreach information at the June STC meeting, development of the 2027 Program is in full swing. Financial and General and Procedural Guidance documents were released on May 29, 2025, and draft Spike Recommendations were released in support of Program development on October 30, 2025. Metropolitan and Rural Planning Organizations (MPO/RPOs) are currently working with PennDOT Program Center and District staff to identify and prioritize projects in the development of their draft regional Transportation Improvement Programs, which are due by the end of the calendar year. PennDOT Program Center staff are working with the Interstate Steering Committee (ISC) to utilize information received from presentations and rides along with key asset management data to prioritize needed projects with limited funding for the Interstate Management Program. Once draft programs are compiled, program reviews will take place to ensure fiscal constraint and air quality conformity before public comment periods for the draft MPO/RPO TIPs take place in the April through June timeframe. Each TIP will be combined with the Interstate Management Program and Statewide Items program into the Statewide Transportation Improvement Program which will itself have a 15-day public comment in June and July before presenting to the STC for 12-Year Program approval in August 2026.

### **Federal Grant Opportunities under IIJA**

To date, Pennsylvania has been awarded over \$2.8 billion in federal competitive grants through the Infrastructure Investment and Jobs Act (IIJA) across all transportation modes. No new awards have been announced. PennDOT continues to work on delivering awarded projects as grant agreement templates are released and assisting with other awards as appropriate. Check out the PennDOT [IIJA](#) site for current federal grant opportunities, awarded funding and other resources.

### **Transportation Alternatives Set-Aside (TASA)**

On July 14, 2025, PennDOT opened the 2025 application round for TASA, a federal program, authorized in IIJA, to provide funds to construct pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, incorporate community improvements such as historic preservation and vegetation management, provide environmental mitigation related to stormwater and habitat connectivity, create trail projects that serve a transportation purpose, while promoting safety and mobility, and provide for vulnerable road user safety assessment program projects.

The deadline for mandatory draft applications was September 5, 2025, whereupon District and Metropolitan and Rural Planning Organization (MPO/RPO) staff were able to provide feedback to project sponsors in advance of the final application deadline on October 31, 2025. A total of 156 applications were submitted requesting \$189 million. Approximately \$70 million will be available for award through the statewide round. An additional \$10 million may be made available through allocations to Large MPOs, most of whom are holding concurrent application rounds. The applications are currently being reviewed and awards are anticipated to be announced in Spring 2026.

### **PennDOT Freight Planning Initiatives**

PennDOT remains engaged in a number of initiatives aimed at supporting and improving freight mobility in the Commonwealth. Program Center staff have 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.

The USDOT/Bureau of Transportation Statistics Freight Analysis Framework (FAF) tool used to estimate and forecast national freight flows has been enhanced to provide information at the county level that is currently reported by state and metropolitan region. An experimental version of this tool was released in 2024, and the Pennsylvania data in emerging new datasets – including the 2022 Commodity Flow Survey summaries and the related 2024 FAF version 5.7 updates – are being reviewed and analyzed by PennDOT and our planning partners. The department has traditionally relied on INRIX and Trip Path datasets. Using the base years of INRIX and Trip Path data, we are correlating the use of the experimental FAF data from USDOT for accuracy. This would provide opportunities for PennDOT to have cost savings, and interoperability if strong correlation is found, data and forecasts will allow PennDOT to use county-level commodity flow and freight mode data in the development of the updated Freight Movement Plan (FMP), which is expected to be completed by the summer of 2026.

On a regional and national level, PennDOT remains actively engaged with the Eastern Transportation Coalition (TETC) and the AASHTO Special Committee on Freight to work collaboratively on freight mobility and transportation infrastructure issues.

### **PennDOT Truck Parking Initiatives**

PennDOT has continued working to address safety and mobility challenges related to truck parking and staging in the Commonwealth. This effort has its roots in the first Transportation Advisory Committee (TAC) truck parking study in 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 a Truck Parking Task Force to advance initiatives recommended in the TAC truck parking implementation study in December 2023. These activities include the following:

- We continue to work with several MPOs to identify opportunities for developing new parking capacity through their own engagement with municipalities and private real estate developers. York County has established a task force within its Freight Advisory Committee to identify suitable parcels along the county's designated core freight network for potential development as truck parking/staging sites. York MPO also hosted the first regional freight summit at the end of October, bringing together a number of partners from Pennsylvania and Maryland. Bureau of Operations and Program Center staff have been working collaboratively to review the County's preliminary forecast of truck parking demand along major highway freight corridors, and to identify opportunities for truck parking expansion along the I-83 and US-30 corridors that would serve a regional need for South Central Pennsylvania.
- Program Center staff have engaged Pennsylvania State Police and motor carrier safety officials to develop potential options for developing new truck parking capacity in coordination with commercial vehicle inspection needs at new or expanded highway rest areas. This effort has since expanded to a statewide effort of providing 1200 parking spaces in 133 locations identified within Pennsylvania. The locations range from the Welcome Centers, Weigh Stations along the Interstate system and Park & Ride locations suitably designed for commercial vehicles to

traverse them safely. Finally, the department undertook a multi-agency effort with State Police, Pennsylvania Turnpike, and PennDOT officials to identify safe and suitable use for on-ramp truck parking along the Interstate system.

- PennDOT’s master database of truck parking facilities and areas of concern for shoulder and interchange ramp parking is updated regularly as we continue to coordinate with MPO/RPO planning partners, municipalities, and private developers to identify new truck parking facilities that have come online since 2023. The updated Freight Movement Plan will have a dedicated section on truck parking that incorporates this new information, in accordance with the freight plan requirements laid out in the IJJA. Near-term actions for this effort include an update of parking capacity and utilization at a sample set of facilities across the Commonwealth, along with locations at service plazas on the Pennsylvania Turnpike where new truck parking capacity has been added in the last two years.
- The Program Center continues to work on a compilation of records for potential surplus Commonwealth owned properties to explore opportunities to develop new truck parking capacity along the Tier 1 and Tier 2 corridors identified in the 2023 TAC study. This is being done in close coordination with Department of General Services staff to incorporate both PennDOT and other agency owned properties, with guidance provided by the P3 Office regarding the statutory requirements for potential public-private initiatives for truck parking development.

**Funds Management**

PennDOT’s inactive obligation percentage at the end of the fourth quarter of FFY 2025 (9/30/25) was 1.47%, which is well below the 2.0% goal established by FHWA. Inactive obligations are defined as funds assigned to a project that have had no expenditure activity for a year or more. Below is a chart of the last two years:

Inactive Obligations Quarterly Progress		
Date	Amount	Percentage
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%
30-Sep-24	\$57,299,504.79	2.14%
31-Dec-24	\$42,187,516.80	1.45%
31-Mar-25	\$51,034,317.69	1.76%
30-Jun-25	\$29,997,916.80	1.03%
30-Sep-25	\$42,730,819.71	1.47%

Pennsylvania secured \$409,737,684 in additional obligation authority through August Redistribution. This contributed to an overall obligation of over \$2.2 billion in federal funds as Pennsylvania closed out Federal Fiscal Year (FFY) 2025 at the end of September.

On October 1, 2025, FFY 2026 began. A continuing resolution passed on November 12 provides obligation authority through January 30, 2026. FFY 2026 is also the final year of the Infrastructure Investment and Jobs Act. In addition to funding the government for the entirety of FFY 2026, Congress will also need to consider legislation to re-authorize the Federal-aid Highway Program beyond next September.

## **Highway Safety Improvement Program**

The Program Center is working closely with the MPOs/RPOs, Highway Administration Deputate and District Offices to ensure projects are planned and deliverable to meet each of the Federal Transportation Performance Management obligation requirements.

PennDOT is required to obligate at least **\$125,848,642** in Highway Safety Improvement Program (HSIP) funds in Federal Fiscal Year (FFY) 2026, the amount equal to the FFY 2022 HSIP apportionment. At least **\$20,136,150** (15% of its FFY 2026 HSIP apportionment) must be used on projects that address the safety of vulnerable road users and at least **\$5,766,894** must be used for safety improvements on roadways categorized as High-Risk Rural Roads.

## **BUREAU OF PLANNING AND RESEARCH**

### **2025 Traffic Count Program:**

- Statewide count program received 3,034 traffic counts (3,007 accepted / 27 rejected).
- Local count program received 3,087 traffic counts (3,081 accepted / 6 rejected).

### **Highway Performance Monitoring System (HPMS):**

- [2024 PA Highway Statistics Book](#) was published and posted online.
- HPMS staff completed 12 quality assurance reviews with 9 MPOs and 3 PennDOT Districts.
- The 2025 HPMS Workshop was held virtually with staff from FHWA, MPOs and PennDOT Districts in attendance.

### **2025 Weigh In Motion (WIM) Site Calibrations and Repairs:**

- During annual WIM site calibrations, 5 of 21 sites were calibrated and 4 were within the specific tolerance value (+/- 10% of Gross Vehicle Weight).
- Sixteen WIM site repairs were completed in the fall.

### **2025 Continuous Automatic Vehicle Classification (CAVC) Site Installations and Repairs**

- The Bureau currently has one ECMS project which includes 20 permanent traffic counting sites. From July to September, 9 sites have been repaired and are now collecting class data. Most of the remaining sites will have been repaired through the end of this year with one or two sites to follow into spring of 2026.
- Currently, the total number of permanent CAVC sites is 121.

### **Highway Transfer “Turnback” Program**

- Turnback totaling 0.843 miles. No bridges were transferred.
- No Vacations occurred.
- No Adoptions or Abandonments occurred.

### **Fall 2025 Municipal Advisory Committee (MAC) Meeting**

- The Fall 2025 MAC meeting was held on November 6 which included updates from:
  - Municipal associations
  - Partner Agencies
  - Legislative Affairs
  - Highway Administration

- Presentations on the Specifications for the National Bridge Inventory New Data and Winter Operations were provided.

### **PennDOT Connects Steering Committee Meeting**

- The quarterly meeting was held September 16 and attended by staff from PennDOT Central Office, PennDOT Districts, and MPO/RPO partners.
- Update provided on the Comprehensive Evaluation of PennDOT Connects.
- Dates for the 2026 Municipal Outreach sessions were provided.

### **New Local Technical Assistance Program (LTAP) Classes**

- Two new classes are available:
  - Asphalt Road Maintenance
  - Drainage Pipes and Culvert Installation and Replacement.
- Classes, technical assistance information, and additional local road maintenance and safety resources can be found on the LTAP website: <https://gis.penndot.gov/ltap/>.

### **Research Program Management and Implementation**

- Initiated the procurement for 10 2024-2025 Annual Research Program projects.
- Six new problem statements for the 2025-2026 Annual Research Program were received during the solicitation period and have been approved by PennDOT leadership, FHWA Division Office, and PennDOT PMC.

### **2025 AASHTO High Value Research Award**

- Region 1 – Top 4 Award: Precast Bridge Deck Joint Testing
- Safety, Security, and Emergencies Category – Honorable Mention: Flood Mitigation Solutions.

### **Geographic Information Division**

- Updated data on PennDOT Open Data and PennDOT’s public-facing regulatory and informational mapping websites.
- 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, the GeoBoard Civic Boundary Task Force, the GeoBoard Governance Task Force, the 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 public-private partnership (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 investments.

### **P3 Transportation Board Meeting**

The P3 Transportation Board met on Thursday, December 4 at 1:00 P.M. to review the status of all active P3 projects and Solicited and Unsolicited Proposals received in 2025. The meeting was highlighted with the approval of the 2024-2025 P3 Report for Pennsylvania and an update of the Major Bridge P3 project. A copy of the board meeting materials including the recently approved annual report can be reviewed at the PennDOT P3 website: [Meetings | Department of Transportation | Commonwealth of Pennsylvania](#).

## Unsolicited Proposals

The following Unsolicited Proposals were received during the open window of October 2025. These proposals will be reviewed by the P3 Office and the appropriate subject matter experts following the process as established through P3 legislation and defined in the P3 Implementation Manual.

<b>Unsolicited Proposal Title</b>	<b>Proposer</b>	<b>Brief Overview</b>
Pittsburgh Bundled Bridges Replacement Project	S&B USA Construction	The proposed project comprises an accelerated progressive delivery (approximately a 3-year project period) for the replacement or reconstruction of City of Pittsburgh-owned bridges located in Allegheny County.
South Philadelphia Accelerated Ramp Connections	Jacobs Engineering Group	The proposed project anticipates delivery of an interchange through a P3 Investment Partnership as a tolled facility between Exit 17 and Exit 19 of I-95, prior to other I-95 planned area reconstruction.
Automated Road Defect Detection and Management System	Enterra Solutions	This proposed AI-road management system proposes a data-driven optimization system for high priority transportation infrastructure that analyzes damage and determines detailed service plans for maintenance.
I-76 Schuylkill Expressway Managed Lanes	Cintra	This updated proposal envisions improvement of 16.9 miles of I-76 between the SR 202 interchange and I-676 split.

# **NEXT MEETING**

**STC QUARTERLY BUSINESS MEETING  
FEBRUARY 18, 2026  
HARRISBURG, PA**

# **2026 MEETINGS**

February 18, 2026- Harrisburg

May 13, 2026- TBD

August 5, 2026- TBD

December 16, 2026- Harrisburg

# **APPENDIX**

**Lets**  
**Highway and Bridge (including Rail Grade)**  
**9/17/2025 to 12/5/2025**

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
<b>Program Area: Betterments</b>											
<b>Project Class: Bridge Replacement</b>											
3	Tioga	117832	1007	029	BRPL	581	0.04	SR 1007 near Reynolds Road SR 1007 (N Elk Run Road) near Reynolds Road	10/23/2025	\$513.00	
<b>Total numbers of projects for BRPL:</b>				1	<b>Total length:</b>			0.04	<b>Total project costs for BRPL:</b>		513.00
<b>Project Class: Bridge Restoration</b>											
2	Clearfield	121830	2024	A06	BRST	STP	0.02	SR 2024 over Clfd Rail Trail SR 2024 Old Erie Pike bridge over Rails to Trails	10/23/2025	\$677.00	
9	Cambria	114040	160	15B	BRST	BRIP	0.11	Sidman PA160 Super Repl 1 Over Otto Run	10/9/2025	\$3,453.00	
9	Cambria	114041	160	16B	BRST	BRIP	0.10	Sidman PA160 Super Repl 2 Over the South Fork Branch of the Little Conemaugh River	10/9/2025	\$3,453.00	
<b>Total numbers of projects for BRST:</b>				3	<b>Total length:</b>			0.23	<b>Total project costs for BRST:</b>		7,583.00
<b>Project Class: Congestion Reduction</b>											
9	Bedford	118421	99	L15	CNGST	CRP	5.68	2026 SA Interchange Lighting Various state routes	10/9/2025	\$1,946.00	
9	Blair	122233	99	L30	CNGST	CRP	24.73	2026 Blair Interchange Lighting Various Interchanges	10/9/2025	\$1,946.00	
9	Cambria	122234	219	L53	CNGST	CRP	13.00	2026 Cambria Interchange Lighting Various Interchanges	10/9/2025	\$1,946.00	
<b>Total numbers of projects for CNGST:</b>				3	<b>Total length:</b>			43.41	<b>Total project costs for CNGST:</b>		5,838.00
<b>Project Class: Highway Reconstruction</b>											
1	Erie	99023	77	05M	HRCT	NHPP	0.83	SR 77: W Church St - SR 426 State Route 77 (Church Street/Main Street) from West Church Street to State Route 426 (Center Street)	12/4/2025	\$9,787.00	
<b>Total numbers of projects for HRCT:</b>				1	<b>Total length:</b>			0.83	<b>Total project costs for HRCT:</b>		9,787.00
<b>Project Class: Highway Restoration</b>											
1	Erie	109141	426	01M	HRST	STP	4.57	City of Corry resurfacing State Route 426 (Main & Center Streets), State Route 2020 (Washington Street), and State Route 2029 (Center Street)	12/4/2025	\$9,787.00	
2	Cameron	116620	120	407	HRST	STP	0.64	SR 120 East Allegany Avenue SR 120, East Allegany Avenue	10/23/2025	\$8,819.00	
2	Clearfield	119245	153	277	HRST	NHPP	5.30	322 Intersection toward S.B. Elliott SR 153/322 intersection North toward S.B. Elliot	11/6/2025	\$4,773.00	
3	Columbia	118286	239	027	HRST	581	0.56	SR 487 to Mendenhall Lane Mill and resurface	10/9/2025	\$4,484.00	
3	Snyder	113787	11	150	HRST	581	6.61	Roosevelt Ave to SR 15/11 Split Mill and resurface	9/25/2025	\$186,382.00	
3	Snyder	98885	1014	014	HRST	STP	1.52	SR 204 to SR 11 SR 1014 from SR 204 to SR 11,	9/25/2025	\$186,382.00	
3	Snyder	98887	1019	015	HRST	581	1.91	SR 1023 to SR 1017 SR 1019 from SR 1023 to SR 1017,	9/25/2025	\$186,382.00	
3	Tioga	102684	2027	12S	HRST	581	0.33	SR 2005 to Westgate Rd Slide Correction	12/4/2025	\$6,262.00	
5	Northampton	113812	4003	02M	HRST	STU	0.46	Main St - 21st St to Cherryville Rd SR 4003 segment 0010/0000 to 0020/0000	9/25/2025	\$817.00	

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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	
8	Cumberland	113461	11	126	HRST	NHPP	2.61	Enola Road Pavement Preservation	12/4/2025	\$8,796.00		
								SR 0011(Enola Road) from SR 1004(Valley Road) to SR 1039(Belle Vista Drive)				
8	Lancaster	112972	897	033	HRST	581	2.60	Weaverland Valley Rd Resurf	10/23/2025	\$1,492.00		
								Resurfacing				
8	Lebanon	113297	72	066	HRST	581	8.08	PA 72 Quentin Rd Resurface	10/9/2025	\$7,009.00		
								PA 72 (Quentin Road) from Lebanon County line to Rocherty Road				
8	Perry	108605	233	022	HRST	STP	5.94	Scheaffers Valley Rd Resf	10/9/2025	\$4,998.00		
								Resurface				
9	Blair	96410	2007	004	HRST	581	1.69	SR 2007 - SR 2014 to US 22	11/6/2025	\$530.00		
								From SR 2014 (West Loop Road) to US 22				
9	Cambria	110119	756	010	HRST	581	1.23	PA 756 - Lamberd Ave to Alvin St	12/4/2025	\$9,473.00		
								PA 756 from Lamberd Avenue to Alvin Street				
11	Allegheny	27219	3041	0	9900	HRST	STU	0.96	Campbell's Run Road	11/6/2025	\$45,887.00	
								Highway reconstruction on Campbell's Run Road from McMichael Road to Keiner's Lane in Robinson and				
								<b>Total numbers of projects for HRST:</b> 16				
								<b>Total length:</b> 45.01				
									<b>Total project costs for HRST:</b>	672,273.00		
								<b>Project Class:</b> Preventive Maintenance				
2	Centre	119468	99	166	PRVMT	NHPP	0.40	Centre Concrete Preservation	9/25/2025	\$1,676.00		
								SR 99/322				
10	Butler	114789	8	202	PRVMT	581	12.24	SR 8 Butler City to SR 308	10/9/2025	\$13,603.00		
								Along SR 8 from the intersection of SR 68 north to the intersection of SR 308				
								<b>Total numbers of projects for PRVMT:</b> 2				
								<b>Total length:</b> 12.64				
									<b>Total project costs for PRVMT:</b>	15,279.00		
								<b>Project Class:</b> Safety Improvement				
9	Cambria	114001	756	013	SAFE	CAQ	1.73	PA 756 - Alvin St to Industrial Park Rd	12/4/2025	\$9,473.00		
								From T-464 (Alvin Street) to T-737 (Industrial Park Road)				
								<b>Total numbers of projects for SAFE:</b> 1				
								<b>Total length:</b> 1.73				
									<b>Total project costs for SAFE:</b>	9,473.00		
								<b>Project Class:</b> Transportation Enhancement				
3	Northumberland	119490		EM1	ENHNC	SXF	0.12	Market St to Shamokin St	11/6/2025	\$1,945.00		
								Independence Street, in the City of Shamokin, Northumberland County.				
								<b>Total numbers of projects for ENHNC:</b> 1				
								<b>Total length:</b> 0.12				
									<b>Total project costs for ENHNC:</b>	1,945.00		
								<b>Program Area:</b> Bridge				
								<b>Project Class:</b> Bridge Preservation - Federal				
11	Allegheny	63583	2114	A05	0	BPRSF	NHPP	0.55	McKeesport Duquesne Bridge	10/9/2025	\$50,778.00	
								Bridge preservation on SR 2114 (McKeesport-Duquesne Bridge) over the Monongahela River and railroad				
								<b>Total numbers of projects for BPRSF:</b> 1				
								<b>Total length:</b> 0.55				
									<b>Total project costs for BPRSF:</b>	50,778.00		
								<b>Project Class:</b> Bridge Replacement				
1	Crawford	57945	6	B12	0	BRPL	185	0.25	US 6 French Ck Br #3	9/25/2025	\$6,933.00	
								US 6 (French Creek Parkway) Bridge #3 over French Creek				
1	Mercer	1670	7204	L00	9900	BRPL	BOF	0.04	Old Mercer Rd (T-401) Bridge over Nashannock Creek	9/25/2025	\$2,355.00	
								Old Mercer Road (Township Road 401) Bridge over Neshannock Creek				
1	Venango	2161		L00	9900	BRPL	BRIP	0.02	Dean Road over Little Sandy Creek	11/6/2025	\$1,190.00	
								Dean Road/Bombish Road (Township Road 439) Bridge over Little Sandy Creek				
2	Juniata	69512	850	A08	0	BRPL	185	0.01	SR 0850 Little Laurel Run	12/4/2025	\$1,773.00	
								SR 850 over Little Laurel Run				

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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
2	Juniata	85170	850	A10		BRPL	185	0.00	SR 0850 over Trib. Tuscar SR 850 over Trib. Tuscarora Creek	12/4/2025	\$1,773.00	
3	Bradford	110161	1029	008		BRPL	BOF	0.01	SR 1029 over Pond Hill Run SR 1029 (Lake Road) over Pond Hill Run	10/23/2025	\$682.00	
3	Bradford	114168	1056	014		BRPL	185	0.00	SR 1056 over Trib Wappasening Creek SR 1056 (Cotton Hollow Rd) over Tributary to Wappasening Creek	11/6/2025	\$1,112.00	
3	Bradford	114180	1062	005		BRPL	185	0.12	SR1062 over Cayuta Crk and NS SR 1062 (Cayuta Street) over Cayuta Creek and Norfolk Southern Railroad	10/9/2025	\$1,016.00	
3	Bradford	118051	3027	011		BRPL	185	0.00	SR 3027 over UNT Alba Creek SR 3027 (Minnequa Main Street) over UNT Alba Creek	10/23/2025	\$629.00	
3	Lycoming	97623	284	008		BRPL	BRIP	0.01	PA 284 over Blacks Creek SR 284 over Blacks Creek,	10/9/2025	\$1,999.00	
3	Lycoming	110180	973	041		BRPL	185	0.00	PA 973 over North Fork Tombs Run SR 973 over North Fork Tombs Run	9/25/2025	\$188.00	
3	Lycoming	99035	2073	001		BRPL	BOF	0.01	SR 2073 ov Greggs Run SR 2073 (Beaver Lake Rd) over Greggs Run	10/9/2025	\$425.00	
3	Sullivan	110240	4020	014		BRPL	185	0.00	SR4020 over Lick Creek SR 4020 (Drake Road) over Lick Creek	10/9/2025	\$193.00	
3	Union	98772	1003	033		BRPL	185	0.00	SR 1003 over Tributary to Little Buffalo Creek SR 1003 over Tributary to Little Buffalo Creek,	12/4/2025	\$696.00	
3	Union	98828	3014	007		BRPL	185	0.00	SR 3014 over Turkey Run SR 3014 over Turkey Run,	12/4/2025	\$194.00	
4	Lackawanna	120819	632	250		BRPL	185	0.42	SR 632 over Ackerly Creek II Bridge Replacement on State Route 632 (Carbondale Road) over Ackerly Creek in Waverly Township, Lackawanna County	10/23/2025	\$595.00	
4	Susquehanna	9723	492	D50		BRPL	PRTCT	0.00	SR 492 over Little Butler Creek Bridge replacement, priority maintenance scour items to be addressed such as construct rock protection, repair	12/4/2025	\$788.00	
4	Wayne	67585	3008	670	0	BRPL	STP	0.04	SR 3008 over Ariel Creek Bridge replacement on State Route 3008 (Goose Pond Road) over Ariel Creek in Salem Township, Wayne County	11/6/2025	\$1,957.00	
4	Wayne	89909	4010	650		BRPL	581	0.00	SR 4010 over Shadigee Creek Bridge replacement on SR 4010 over Branch of Shadigee Creek in Wayne County	11/6/2025	\$1,022.00	
4	Wayne	113868	4014	651		BRPL	185	0.00	SR 4014 over Hiawatha Creek Bridge replacement on State Route 4014 (Maple Grove Road) over Hiawatha Creek, in Scott Township, Wayne County	11/6/2025	\$882.00	
4	Wyoming	10228	92	D50		BRPL	STP	0.00	SR 92 over Fitch Creek Bridge replacement on State Route 92 over Fitch Creek, in Falls Township, Wyoming County.	11/6/2025	\$1,877.00	
4	Wyoming	96757	4002	D52		BRPL	581	0.02	SR 4002 over Little Mehoopany Creek Bridge replacement on State Route 4002 over Little Mehoopany Creek, in Mehoopany Township, Wyoming County	11/6/2025	\$1,940.00	
5	Carbon	11013	3005	01B		BRPL	BOF	0.14	Country Club Road over Mahoning Creek SR 3005 over Mahoning Creek	9/25/2025	\$1,299.00	
5	Lehigh	85689	4014	01B		BRPL	581	0.00	Church Road Newside over Trib to Mill Creek Bridge Replacement of SR 4014 (Church Road-Newside) over Tributary of Mill Creek in Heidelberg Township, Lehigh County	12/4/2025	\$1,722.00	
5	Lehigh	11588	4037	02B		BRPL	185	0.00	Donats Peak Road Bridge over Kistler Creek Donats Peak Road Bridge over Kistler Creek in Lynn Township, Lehigh County	12/4/2025	\$1,722.00	
5	Schuylkill	109995	443	02B		BRPL	BRIP	0.01	443 over Mill Creek SR443 over Mill Creek	9/25/2025	\$2,776.00	

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5	Schuylkill	85750	1021	01B		BRPL	BOF	0.01	SR 1021 (Lincoln Drive) over RBM&N Railroad SR 1021 over Reading Blue Mountain and Northern RR	10/23/2025	\$2,958.00	
6	Chester	107945	1024	CB8		BRPL	BOF	0.31	Art School Road o/ Br Pickering Ck (2 Bridges)(C) Art School Rd o/ Branch Pickering Ck	10/23/2025	\$2,959.00	
6	Chester	98224	7015	205		BRPL	BRIP	0.01	Spring City Rd over Stony Run(C) Spring City Road over Stony Run	9/25/2025	\$1,827.00	
6	Delaware	104343	322	CSX		BRPL	BRIP	4.15	US 322 over CSX & Bethel Rd(C) SR322 over CSX	9/25/2025	\$63,428.00	
8	York	100146	4045	002		BRPL	185	0.01	Campground Road Bridge Bridge replacement	12/4/2025	\$1,126.00	
8	York	111023	7219	BRG		BRPL	BRIP	0.02	Grantham Bridge Replacement North Grantham Road over Yellow Breeches Creek	12/4/2025	\$2,236.00	
9	Huntingdon	49336	2004	04B	0	BRPL	185	0.09	Lick Run Bridge Over Lick Run	9/25/2025	\$802.00	
9	Somerset	23458	3029	04B		BRPL	BRIP	0.08	Middle Creek Bridge Over Middle Creek	12/4/2025	\$1,360.00	
9	Somerset	23551	4041	07B		BRPL	BRIP	0.09	Stony Creek Trib Br Over unnamed Tributary to Stony Creek	11/6/2025	\$1,027.00	
10	Indiana	25596	286	465		BRPL	185	0.00	PA 286 ovTrib to Cherry Rn PA 286 over a tributary of Cherry Run	10/23/2025	\$1,994.00	
10	Jefferson	25938	7205	550	9900	BRPL	BOF	0.01	T-353 Mill Run Bridge Township Road #353 (Bottom Road) over Mill Run	10/9/2025	\$1,187.00	
11	Beaver	35156	65	B33	0	BRPL	BRIP	0.25	PA 65, Country Club Bridge Bridge replacement on PA 65, Mercer Road over Connoquenessing Creek in Franklin and North Sewickley	12/4/2025	\$9,458.00	
11	Beaver	93770	1021	B02		BRPL	581	0.00	Pine Run Road Culvert Bridge replacement/restoration on SR 1021 over Pine Run in Marion Township, Beaver County.	10/23/2025	\$981.00	
12	Fayette	81192	4038	D10	0	BRPL	BRIP	2.22	Layton Bridge SR 4038 (Layton Street) over Youghiogheny River / Trail	10/23/2025	\$38,938.00	
<b>Total numbers of projects for BRPL:</b>					40	<b>Total length:</b>			8.35	<b>Total project costs for BRPL:</b>		168,019.00
<b>Project Class: Bridge Restoration</b>												
2	Clearfield	121830	2024	A06		BRST	STP	0.02	SR 2024 over Clfd Rail Trail SR 2024 Old Erie Pike bridge over Rails to Trails	10/23/2025	\$677.00	
2	Juniata	116886	22	P54		BRST	NHPP	0.23	2025 SEDA-COG Bridge Preservation BMS 34002203311978 Walker Township	11/6/2025	\$5,886.00	
2	Juniata	112751	2010	A03		BRST	185	0.00	Trib Cocolamus Creek BOX SR 2010 over Tributary to Cocolamus Creek	11/6/2025	\$391.00	
2	McKean	85261	346	A12		BRST	185	0.00	Foster Brook BOX SR 346 over Foster Brook	10/9/2025	\$568.00	
3	Columbia	106181	239	024		BRST	185	0.02	SR 239 over Fishing Creek SR 239 over Fishing Creek,	10/9/2025	\$4,484.00	
3	Columbia	82774	1020	006	0	BRST	BOF	0.02	SR 1020 over Pine Creek SR 1020 over Pine Creek.	10/23/2025	\$1,481.00	
3	Northumberland	78935	225	003	0	BRST	BRIP	0.07	SR 225 over Mahantango Creek Bridge Replacement A-5	12/4/2025	\$4,387.00	

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3	Northumberland	117608	3018	014	BRST	BRIP	0.04	SR 3018 over Mahantango Creek SR 3018 over Mahantango Creek, in Jordan (Twp) Northumberland County	12/4/2025	\$4,387.00		
3	Sullivan	109757	4010	012	BRST	185	0.38	Hillsgrove Post Flood Survey Rock armoring of streambanks and grade adjustments upstream of the SR 87 Bridge	10/9/2025	\$193.00		
3	Tioga	98478	2022	010	BRST	BOF	0.01	SR 2022 Ov Tb to Corey Crk State Route 2022 (Old State Road) over a Tributary to Corey Creek	11/6/2025	\$253.00		
4	Lackawanna	85812	435	P01	BRST	185	0.00	SR 435 ov Van Brunt Ck Bridge rehabilitation on State Route 435 (Drinker Turnpike) over Van Brunt Creek in Moscow Borough, Le	10/9/2025	\$513.00		
4	Luzerne	115919	309	380	BRST	STP	0.04	SR 309 over Township Rd T-462 Bridge Bridge rehabilitation on State Route 309 (Mountain Boulevard) over Township Road T-462 in Hanover Tow	10/9/2025	\$493.00		
4	Wayne	79595	447	650	0	BRST	BOF	0.05	SR 447 over Branch of Wallenpaupack Creek Bridge rehabilitation on State Route 447 (Panther Road) over Branch of Wallenpaupack Creek in Dreher Tc	12/4/2025	\$872.00	
8	York	81039	2071	001	0	BRST	BOF	0.01	Good Road over Toms Run Good Road (SR 2071) over Toms Run	9/25/2025	\$1,251.00	
9	Blair	114149	7201	201	BRST	BRIP	0.05	Convention Center Blvd Brush Run Over Brush Run	11/6/2025	\$134.00		
9	Cambria	114040	160	15B	BRST	BRIP	0.11	Sidman PA160 Super Repl 1 Over Otto Run	10/9/2025	\$3,453.00		
9	Cambria	114041	160	16B	BRST	BRIP	0.10	Sidman PA160 Super Repl 2 Over the South Fork Branch of the Little Conemaugh River	10/9/2025	\$3,453.00		
11	Allegheny	122288	3002	A02	BRST	BOF	0.10	Country Club Dr over SR 19 Rehabilitation Superstructure replacement located on SR 3002 (Country Club Drive) over SR 19 in Upper St. Clair Towns	9/25/2025	\$2,495.00		
				<b>Total numbers of projects for BRST:</b>	18			<b>Total length:</b>	1.25	<b>Total project costs for BRST:</b>	35,371.00	
<b>Program Area:</b> General Contract Maintenance												
<b>Project Class:</b> Bridge Preservation - State Fu												
4	Lackawanna	8182	3017	D50	BPRS	STP	0.05	SR 3017 over Lackawanna River Bridge preservation on State Route 3017 (Main Street) over Lackawanna River in Old Forge Borough, Lack	12/4/2025	\$1,294.00		
4	Luzerne	118281	239	P01	BPRS	STP	0.26	SR 239 over Big Wapwallopen Creek Bridge preservation on State Route 239 (Miner Street) over Big Wapwallopen Creek in Hollenback Townsh	12/4/2025	\$1,219.00		
4	Luzerne	115731	315	P59	BPRS	581	0.05	SR 315 over RBM&N Rail Bridge Preservation Bridge preservation on State Route 315 over RBM&N Rail Bridge, Laflin Boro, Luzerne County	11/6/2025	\$2,949.00		
10	Butler	117378	8	263	BPRS	185	0.13	Butler Epoxy Group Bridges Various structures carrying various routes over various features	10/23/2025	\$427.00		
				<b>Total numbers of projects for BPRS:</b>	4			<b>Total length:</b>	0.49	<b>Total project costs for BPRS:</b>	5,889.00	
<b>Project Class:</b> Bridge Restoration												
6	Chester	69660	3083	EMG	0	BRST	0.01	Swan Road over Officers Run Swan Road over Officers Run	10/17/2025	\$6,347.00		
				<b>Total numbers of projects for BRST:</b>	1			<b>Total length:</b>	0.01	<b>Total project costs for BRST:</b>	6,347.00	
<b>Project Class:</b> Disaster (Initial Reponse/Non)												
3	Sullivan	122970	220	269	DSTR		4.61	SR 220 to Michelle Rd SR 220 to Michelle Rd, Laporte & Davidson Township, Sullivan County	9/25/2025	\$2,678.00		
				<b>Total numbers of projects for DSTR:</b>	1			<b>Total length:</b>	4.61	<b>Total project costs for DSTR:</b>	2,678.00	
<b>Project Class:</b> Facility Project via Office Serv												

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1	Venango	123111			FACIL		0.00	FM 8132-Venango County D1 Former CareerLink Off-GC FM 8132 The project consists of demolition of the Career Link Office Space and Reconstruct per drawings	9/25/2025	\$2,663.00	
1	Venango	123112			FACIL		0.00	FM 8132-Venango Co. D1 Former CareerLink Off-HVAC FM 8132 The project consists of demolition of the Career Link Office Space and Reconstruct HVAC per dr	9/25/2025	\$514.00	
1	Venango	123113			FACIL		0.00	FM 8132-Venango Co. D1 Former CareerLink Off-PLUMB FM 8132 The project consists of demolition of the Career Link Office Space and Reconstruct Plumbing per	10/9/2025	\$274.00	
1	Venango	123115			FACIL		0.00	FM 8132-Venango Co.1 Former CareerLink Off-Elect FM 8132 The project consists of demolition of the Career Link Office Space and Reconstruct Electric per d	9/25/2025	\$419.00	
<b>Total numbers of projects for FACIL:</b>					<b>4</b>	<b>Total length:</b>		<b>0.00</b>	<b>Total project costs for FACIL:</b>		<b>3,870.00</b>
<b>Project Class:</b> General Maintenance											
1	Mercer	1884	7302	STU	9900	GMNT	BRIP	0.01	Service Avenue Bridge Service Avenue Bridge over Pine Run	11/6/2025	\$1,397.00
3	Snyder	121844	11	GL1		GMNT		0.01	SR 11/8th Avenue This request is associated with the Central Susquehanna Valley (CSVT) highway project.	9/25/2025	\$186,382.00
3	Snyder	121845	11	GL2		GMNT		0.01	Lori Ln, Park Rd & Victor Ln Upgrade 3 existing signalized intersection with pedestrian accommodations along a super critical corridor.	9/25/2025	\$186,382.00
3	Snyder	116339	1017	028		GMNT		0.68	Old Trail Rd to App Rd Resurface	9/25/2025	\$186,382.00
3	Snyder	116555	1023	017		GMNT		0.12	Ramp C Rd to SR 11 Resurface	9/25/2025	\$186,382.00
4	Lackawanna	120481				GMNT		0.00	Winter Operators 2024/2025 - Lack/Luz/Wayne/Pike Contractor staffing to operate Department equipment in Lackawanna Luzerne Wayne and Pike Counties.	9/25/2025	\$1,311.00
4	Susquehanna	120482				GMNT		0.00	Winter Operators 2024/2025 - Susquehanna/Wyoming Contractor staffing to operate Department equipment in Susquehanna and Wyoming Counties.	9/25/2025	\$656.00
6	Montgomery	82056		SM1	0	GMNT		0.44	Traffic Signal Maintenance 2025(C) 6-0 Traffic Signal Maintenance	9/25/2025	\$3,343.00
10	Armstrong	121105				GMNT		0.00	2026 Armstrong County Guiderail Guiderail repair and replacement,	11/6/2025	\$1,176.00
10	Butler	121106				GMNT		0.00	2026 Butler County Guiderail Guiderail repair and replacement,	11/6/2025	\$1,792.00
10	Clarion	121107				GMNT		0.00	2026 Clarion County Guiderail Guiderail repair and replacement,	11/6/2025	\$838.00
10	Indiana	121108				GMNT		0.00	2026 Indiana County Guiderail Guiderail repair and replacement,	11/6/2025	\$859.00
10	Jefferson	121109				GMNT		0.00	2026 Jefferson County Guiderail Guiderail repair and replacement,	11/6/2025	\$1,309.00
11	Allegheny	108560	1001	0		GMNT	409	12.32	GRP 111-26-7135-1 Milling, resurfacing, shoulder repair, base repair, drainage, guide rail, pavement marking SR 1001 within T	11/6/2025	\$7,786.00
<b>Total numbers of projects for GMNT:</b>					<b>14</b>	<b>Total length:</b>		<b>13.59</b>	<b>Total project costs for GMNT:</b>		<b>765,995.00</b>
<b>Project Class:</b> MultiModal											
6	Philadelphia	81304		CPD	0	MMODE		0.00	Columbus Blvd/Packer Ave/Del. Ave Inters Imp.(C) Columbus Blvd/Packer Ave/Delaware Ave Inters Imp.	10/23/2025	\$8,813.00
<b>Total numbers of projects for MMODE:</b>					<b>1</b>	<b>Total length:</b>		<b>0.00</b>	<b>Total project costs for MMODE:</b>		<b>8,813.00</b>
<b>Program Area:</b> Highway Construction											

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<b>Project Class: Federal Safe Routes to School</b>												
10	Clarion	118370		382	SRTSF	SRTSF	0.00	Sligo Pedestrian Bridge Existing pedestrian bridge (adjacent to PA 58) over Licking Creek	10/9/2025	\$995.00		
<b>Total numbers of projects for SRTSF:</b>				1	<b>Total length:</b>			0.00	<b>Total project costs for SRTSF:</b>		995.00	
<b>Project Class: Highway Reconstruction</b>												
1	Erie	99023	77	05M	HRCT	NHPP	0.83	SR 77: W Church St - SR 426 State Route 77 (Church Street/Main Street) from West Church Street to State Route 426 (Center Street)	12/4/2025	\$9,787.00		
3	Snyder	111618		05L	HRCT	APL	1.13	Industrial Park Road ARC Industrial Park Road,	11/6/2025	\$2,600.00		
11	Allegheny	83136		LOC	HRCT	STU	0.00	Penn Ave Reconstruction, Ph 2 (Sponsor = City of Pittsburgh) Penn Avenue reconstruction, Phase 2 extends from Evaline Street (the easter	10/9/2025	\$9,545.00		
<b>Total numbers of projects for HRCT:</b>				3	<b>Total length:</b>			1.96	<b>Total project costs for HRCT:</b>		21,932.00	
<b>Project Class: Intelligent Transportation Syst</b>												
4	Lackawanna	122379	6	CAM	ITS	NHPP	1.63	SR 6 Casey Highway Cameras/Message Signs Cameras/Changeable Message Signs on SR 6 (Casey Hwy and Roosevelt Hwy) between Exit 1, Marshwoo	10/9/2025	\$1,204.00		
<b>Total numbers of projects for ITS:</b>				1	<b>Total length:</b>			1.63	<b>Total project costs for ITS:</b>		1,204.00	
<b>Project Class: New Alignment</b>												
3	Snyder	76403	6015	88F	NALGN	581	13.11	CSVT Paving South Section New Roadway from SR 11/15 & SR 522 Interchange in the Shamokin Dam Borough to SR 15 near Winfiel	9/25/2025	\$186,382.00		
12	Westmoreland	108140	981	Y10	NALGN	STP	2.51	LVTIP: Pleasant Unity to Airport The LVTIP will upgrade the PA 981 corridor from the intersection with PA 819 in Mount Pleasant Townshij	10/9/2025	\$47,173.00		
<b>Total numbers of projects for NALGN:</b>				2	<b>Total length:</b>			15.62	<b>Total project costs for NALGN:</b>		233,555.00	
<b>Program Area: Intermodal</b>												
<b>Project Class: Bicycle Pedestrian Highway</b>												
6	Philadelphia	118359	3007	LSS	BKPED	TAP	0.17	Logan Square Sidewalk(C) Logan Square Sidewalk	9/25/2025	\$1,400.00		
<b>Total numbers of projects for BKPED:</b>				1	<b>Total length:</b>			0.17	<b>Total project costs for BKPED:</b>		1,400.00	
<b>Project Class: Highway Restoration</b>												
5	Schuylkill	115460		CAR	HRST	APL	0.00	Coaldale Hospital Ped Facilities & Klines Hill Rd Reconstruct access road on Kline's Hill Road	11/6/2025	\$390.00		
<b>Total numbers of projects for HRST:</b>				1	<b>Total length:</b>			0.00	<b>Total project costs for HRST:</b>		390.00	
<b>Project Class: Transportation Enhancement</b>												
8	Cumberland	119303	696	018	ENHNC	TAU	0.21	CVRT Downtown Ship Bike/Ped Improvements	9/25/2025	\$222.00		
<b>Total numbers of projects for ENHNC:</b>				1	<b>Total length:</b>			0.21	<b>Total project costs for ENHNC:</b>		222.00	
<b>Program Area: Interstate Management</b>												
<b>Project Class: Bridge Restoration</b>												
4	Luzerne	111613	81	362	BRST	BRIP	0.02	Interstate 81 over West Foothills Drive Bridge replacement on Interstate 81 (American Legion Memorial Highway) over West Foothills Drive, But	12/4/2025	\$9,625.00		
6	Philadelphia	81225	95	GP1	0	BRST	NHPP	4.51	Girard Point Bridge Rehab - Phases 1 & 2(C) Girard Point Bridge Rehabilitation - Phase 1 & 2	11/6/2025	\$261,458.00	
<b>Total numbers of projects for BRST:</b>				2	<b>Total length:</b>			4.53	<b>Total project costs for BRST:</b>		271,083.00	
<b>Project Class: Highway Restoration</b>												

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4	Wayne	121293	84	CAM	HRST	CRP	0.17	I-84 Cameras - Wayne County	10/9/2025	\$1,204.00	
								Cameras on Interstate 84 West Bound at Exit 17, State Route 191 Hamlin Newfoundland in Sterling Towns			
4	Wayne	115746	3032	DNG	HRST	PRTCT	0.12	SR 3032 Drainage Improvement	12/4/2025	\$526.00	
								Drainage improvements on State Route 3032 (Maple Avenue), flood prevention and rip rap, between Smith			
11	Allegheny	87767	376	A74	HRST	NHPP	11.71	I-376, Edgewood to Churchill	10/23/2025	\$99,316.00	
								Mill and overlay and bridge work on I-376, from Edgewood to Churchill in Edgewood, Churchill and Wilk			
		<b>Total numbers of projects for HRST:</b>		3			<b>Total length:</b>	12.00		<b>Total project costs for HRST:</b>	101,046.00
		<b>Project Class:</b> Interstate Maintenance Program									
5	Northampton	120146	78	DCP	IMP	NHPP	37.85	District Wide Interstate Concrete Patching	9/25/2025	\$4,723.00	
								Concrete Patching			
8	York	106531	83	084	IMP	581	3.10	I-83 Newberrytown South Resurf	9/25/2025	\$4,678.00	
								I-83 from Conewago Creek to SR 4016(Sheepbridge Rd)			
		<b>Total numbers of projects for IMP:</b>		2			<b>Total length:</b>	40.95		<b>Total project costs for IMP:</b>	9,401.00
		<b>Project Class:</b> Safety Improvement									
3	Lycoming	116346	15	286	SAFE	581	71.83	I-99 Designation Improvements	11/6/2025	\$7,153.00	
								I-99 Trailblazing signing for SR 15 in Lycoming and Tioga County			
		<b>Total numbers of projects for SAFE:</b>		1			<b>Total length:</b>	71.83		<b>Total project costs for SAFE:</b>	7,153.00
		<b>Program Area:</b> Safety and Mobility									
		<b>Project Class:</b> Intelligent Transportation System									
4	Pike	121294	84	CAM	ITS	CRP	0.98	I-84 Cameras - Pike County	10/9/2025	\$1,204.00	
								Cameras on Interstate 84 West Bound at Exit 20, State Route 507 Lake Wallenpaupack Greentown and SR			
		<b>Total numbers of projects for ITS:</b>		1			<b>Total length:</b>	0.98		<b>Total project costs for ITS:</b>	1,204.00
		<b>Project Class:</b> Safety Improvement									
3	Tioga	108985	2005	020	SAFE	STP	0.70	SR 15 to SR 2027	12/4/2025	\$6,262.00	
								Safety Improvement			
6	Montgomery	82087		SIP	0	SAFE	HVRU	0.01	Syst. Improvements: Intersection Safety(Parent)(C)	10/23/2025	\$5,468.00
								Systemic Improvements: Intersection Safety			
6	Montgomery	82089		SIP	0	SAFE	HSIP	0.00	Systemic Imp: Wrong Way Countermeasures(Child)(C)	10/23/2025	\$5,468.00
								Systemic Improvements: Wrong Way Countermeasures			
10	Armstrong	122012	28	ST2	SAFE	HSIP	3.31	District 10 HFST SPC 2026	11/6/2025	\$1,949.00	
								Various routes			
10	Clarion	122009	36	ST2	SAFE	HSIP	1.26	District 10 High Friction Surface Treatment 2026	11/6/2025	\$1,949.00	
								Various routes			
10	Jefferson	122010	36	ST2	SAFE	HSIP	0.88	District 10 HFST North Central 2026	11/6/2025	\$1,949.00	
								Various routes			
12	Greene	118003	21	S10	SAFE	HSIP	0.28	PA 18/PA 21 Safety Improvements	11/6/2025	\$3,152.00	
								D12 Waynesburg Corridor			
		<b>Total numbers of projects for SAFE:</b>		7			<b>Total length:</b>	6.44		<b>Total project costs for SAFE:</b>	26,197.00
		<b>Program Area:</b> Special Federal Projects									
		<b>Project Class:</b> Bridge Replacement									
4	Susquehanna	9723	492	D50	BRPL	PRTCT	0.00	SR 492 over Little Butler Creek	12/4/2025	\$788.00	
								Bridge replacement, priority maintenance scour items to be addressed such as construct rock protection, req			
		<b>Total numbers of projects for BRPL:</b>		1			<b>Total length:</b>	0.00		<b>Total project costs for BRPL:</b>	788.00
		<b>Project Class:</b> Highway Restoration									

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4	Wayne	115746	3032	DNG	HRST	PRTCT	0.12	SR 3032 Drainage Improvement	12/4/2025	\$526.00	
								Drainage improvements on State Route 3032 (Maple Avenue), flood prevention and rip rap, between Smith			
					<b>Total numbers of projects for HRST:</b>	1	<b>Total length:</b>	0.12	<b>Total project costs for HRST:</b>	526.00	
<b>Program Area:</b> Transportation Enhancements											
<b>Project Class:</b> Federal Safe Routes to School:											
10	Clarion	118370		382	SRTSF	SRTSF	0.00	Sligo Pedestrian Bridge	10/9/2025	\$995.00	
								Existing pedestrian bridge (adjacent to PA 58) over Licking Creek			
					<b>Total numbers of projects for SRTSF:</b>	1	<b>Total length:</b>	0.00	<b>Total project costs for SRTSF:</b>	995.00	
<b>Project Class:</b> Transportation Enhancement											
8	Cumberland	119708	11	139	ENHNC	CRPU	1.87	I-81 & US 11/15 Lighting	12/4/2025	\$8,796.00	
								Update Lighting			
					<b>Total numbers of projects for ENHNC:</b>	1	<b>Total length:</b>	1.87	<b>Total project costs for ENHNC:</b>	8,796.00	