

# STATE TRANSPORTATION COMMISSION



**February 22, 2023– Harrisburg, PA**



**Capitol Building**

**Keystone Building  
400 North Street  
Harrisburg, PA 17101**

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# **STATE TRANSPORTATION COMMISSION**

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## **MEMBERSHIP**

**Honorable Michael B. Carroll, Chair**

**Honorable Kerry Benninghoff**

**Honorable Ronald Drnevich**

**Honorable Marty Flynn**

**Honorable James D. Kingsborough**

**Honorable Sharon Knoll**

**Honorable Wayne Langerholc, Jr.**

**Honorable Karen Michael, P.E**

**Honorable Paige M. Willan**

PENNSYLVANIA STATE TRANSPORTATION COMMISSION  
BUSINESS MEETING  
HARRISBURG, PENNSYLVANIA  
DECEMBER 14, 2022



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

**CALL TO ORDER:**

Secretary Yassmin Gramian, P.E., convened the quarterly business meeting of the State Transportation Commission (STC) at 10:04 a.m. on December 14, 2022.

**ROLL CALL:**

**Commissioners Present:**

1. Honorable Yassmin Gramian, P.E., Chair
2. Honorable Michael Carroll, Ms. Meredith Biggica, Alternate Present
3. Honorable Wayne Langerholc, Jr., Mr. Nolan Ritchie, Alternate Present

**Commissioners Present on the Phone:**

1. Honorable Ronald J. Drnevich
2. Honorable Sharon Knoll
3. Honorable Frank E. Paczewski
4. Honorable James D. Kingsborough
5. Honorable Marty Flynn, Mr. Caleb Sisak, Alternate Present
6. Honorable Karen Michael, P.E.
7. Honorable Paige Willan

**Commissioners Not Present**

**MINUTES:**

**ON A MOTION** by Mr. Frank Paczewski and seconded by Mr. James Kingsborough, and unanimously approved, the August 17, 2022, STC business meeting minutes were accepted.

**CHAIR'S REMARKS:**

Secretary Yassmin Gramian, P.E., welcomed Commissioners and guests to the STC meeting. The Secretary noted the retirement of Honorable Frank Paczewski and that his retirement would begin at the end of the calendar year.

The last Public Private Partnership (P3) meeting of 2022 was discussed, and P3 projects will be posted to the PennDOT P3 website.

Secretary Gramian discussed Act 84 of 2022, which amended Act 88, and eliminated tolling as a mechanism for revenue. This affects the Major Bridge P3 program.

The Secretary also discussed the State Implementation Plan Sanctions, stating that Executive Deputy Secretary Melissa Batula, P.E. would deliver a report on the sanctions.

Secretary Gramian stated that the Statewide Transportation Improvement Program (STIP) and Transportation Improvement Programs (TIPs) were in great shape thanks to the Office of Planning's efforts. She also noted that many grant opportunities are available within the Infrastructure Investment and Jobs Act (IIJA).

The Secretary reported on the National Electric Vehicle Infrastructure (NEVI) plan, which was submitted to the Federal Highway Administration (FHWA) in August. Phase one implementation is underway, with identified corridors.

The Secretary introduced a guest, Ms. Kim Ulishney, an engineering student from Penn State University.

#### **2023 12-YEAR TRANSPORTATION PROGRAM: By Larry Shifflet**

Deputy Secretary Larry Shifflet presented the 2023 12-Year Transportation Program (TYP) adjustments stating that between October 1, 2022, and November 25, 2022, there were 1,194 program adjustments, including:

- 523 Project/Phase Additions
- 496 Project/Phase Changes
- 175 Project/Phase Removals (temporary or permanent)

Mr. Shifflet said that the overall changes represent a **\$443,706,848** increase for the reporting period.

Mr. Shifflet focused on the P3 Major Bridge program, on page 15 of the STC Briefing Book. A combination of federal and state funding was identified to make the availability payments for the program, along with the deferral of the construction phase of three Interstate Management Program projects. The Major Bridge Program adjustments are \$1.067 billion (MPMS # 118915).

Mr. Shifflet stated there are three payments: the Mobilization payment, the Milestone payment, and the Availability payment. The mobilization payment is upfront, and the availability payments will be made over time. These payments are all included in the \$1.067 billion.

Mobilization payment pays for the establishing offices, utilities, insurance costs, payment bond, and performance bond costs and early purchasing of materials. This is a cost of \$90 million. A Milestone payment of \$50 million is based on completing 65% of the project design work no earlier than September 1, 2027. The availability payments are over a thirty-five-year period. The

first partial payment of approximately \$48.3 million will be in the Federal Fiscal Year (FFY) 2028, based on the completion of the first six bridges in the Major Bridge P3 package. FFY 2029's full-year payment will be estimated to be \$144.6 million. Over the 35-year period the yearly payments will grow to approximately \$180.7 million. The final payment will be in FFY 2064 and will be estimated to be approximately \$30.6 million. These costs are considered to be estimates.

These were helped through the reduction of the Interstate Contingency line item (MPMS # 75891) of about \$784 million. The split for all three payments is 84.65% federal, and 15.35% state.

The reduction to the Interstate Contingency line item is significant, and the state match in the line item has been reduced to about 7.1%.

The three deferred Interstate Management Program projects (at a cost of approximately \$285 million) are

- I-70 over SR 3009 in Washington County for \$75 million,
- I-84 in Lackawanna County for \$120 million,
- I-80 Strattenville reconstruction in Clarion County for \$90 million.

Only construction phases were deferred.

Mr. Shifflet highlighted the I-84 project in Lackawanna County, stating that the \$120 million was bumped from the 12-Year Program, but \$280 million remains on the project, and the funds could return for the next 12-Year Program update.

Mr. Shifflet noted that the preliminary engineering and construction support phases for the Major Bridge P3 are also included in the 12-Year Program (MPMS# 119230).

**ON A MOTION** by Mr. Ron Drnevich and seconded by Ms. Karen Michael, P.E., the 2023 12-Year Program Adjustments were approved.

**2022 Rail Freight Assistance Program (RFAP) and Rail Transportation Assistance Program (RTAP). RFAP and RTAP PROGRAM: By Andrew Batson, AICP**

Acting Deputy Secretary, Andrew Batson, AICP, briefly highlighted the RFAP and RTAP programs. The Department received 31 applications, and 24 are funded. The projects are statewide and support 340 jobs. Ten applicants are new to the program, and seven of the projects are new construction, with the remaining being maintenance. The cost is \$26 million in state funding.

**ON A MOTION** by Mr. Jimmy Kingsborough and seconded by Mr. Frank Paczewski, the 2023 RFAP and RTAP Programs were approved.

**PA DEPARTMENT OF TRANSPORTATION UPDATE:**

**Transportation Advisory Committee (TAC)**

TAC Chair, Ms. Jody Holton, AICP, delivered a brief report on TAC activities. The TAC is in the process of selecting new study topics in 2023 and will vote on these topics at the February 2023 meeting. The Transportation Performance Report will also be available in February 2023.

### **Executive Deputy Secretary**

Executive Deputy Secretary, Ms. Melissa Batula, P.E., delivered a brief report. She focused on the sanctions from the Environmental Protection Agency on the State Implementation Plan. This plan was to develop processes to limit emission sources from oil and gas. The sanction date was to be December 16, 2022, and would affect areas of the Commonwealth that are not in air conformity compliance at a potential cost of \$827 million in FFY 2023. Ms. Batula stated that on November 30, 2022, the Environmental Quality Board meeting was held to adopt emergency rulemaking specifically for these emission sources. These rules were submitted to the U.S. Environmental Protection Agency (EPA) by the Department of Environmental Protection (DEP) on Monday, December 12, 2022.

Mr. Mark Tobin noted that as Ms. Batula was delivering her report, the EPA accepted the DEP's new rulemaking.

### **Administration**

Deputy Secretary for Administration, Ms. Michelle Jennings, gave an update on activities within the Administration Deputate. She discussed the Bureau of Equal Opportunity's Disadvantaged Business Enterprise (DBE) conference for DBE firms and employees.

The Department is still recruiting for seasonal positions, with about 750 temporary CDL positions remaining open. The summer intern program has been approved for 651 summer internship positions for 2023, and recruitment for interns is underway as of December 12, 2022.

Ms. Jennings discussed the Bureau of Innovations High School Challenge, which involves solutions for Commercial Truck Parking this year. The deadline for teams to submit plans is January 27, 2023, and selections will be made in March of 2023, with the final competition in April.

Ms. Batula noted that the Department is also 2% below its DBE target.

### **Driver and Vehicle Services**

Deputy Secretary for Driver and Vehicle Services (DVS), Mr. Kurt Myers, gave an update about the Driver and Vehicle Services Deputate. Mr. Myers discussed the Driver Improvement School implementation, which began in July 2022. This program allows drivers to avoid license suspension through corrective training within the program. Approximately 187 customers have taken advantage of the program since it began in July.

Mr. Myers reported on a new real-time driver license verification process to further mitigate fraud potential. Business partners (Title and Registration) were notified in December of 2021

that they can enroll with one of four partners to access the system, and all business partners are required to use the verification system no later than November 30, 2022.

Mr. Myers reported on the Federal Motor Carrier Safety Administration (FMCSA) Drug and Alcohol Clearinghouse. The final rule establishes requirements for the states to act on the information within the clearinghouse by November 18, 2024.

Mr. Myers stated that the Department was ready for the implementation of REAL-ID, whose deadline has again been extended to May 7, 2025.

Mr. Myers noted that 26 counties had implemented the \$5 fee program, and it has raised \$216 million to date.

The photo fee for photo ID/Drivers licenses will increase to \$36.50 on January 9, 2023.

Mr. Nolan Ritchie noted that the \$5 local fee in Cambria County enabled them to complete their last local bridge construction and noted the safety improvements for pedestrians to the parking lot at the Riverfront Office Center (ROC) in Harrisburg. He asked what services are available at the ROC. Mr. Myers noted that Dauphin County and District 8 helped redesign the parking lot. Skills Test at the ROC have been relocated to Summerdale; however, test sites are still set up for parents to help their teenage drivers to learn to parallel park, and there hasn't been any impact on customers. The Dealer Counter over-the-counter operations have been closed at the ROC, but these services are still available.

### **Highway and Bridge Program**

Acting Deputy Secretary, Mr. Michael Keiser, P.E., gave an update about the Highway Administration Deputate. Mr. Keiser noted there has been an increase in highway fatalities, and the Department is working on steps to address the issue.

Mr. Keiser stated that winter hiring is underway, but the Department is short-staffed on permanent winter operators. Staffing levels should suffice for some storms but may become problematic with multiple storms in quick succession. Mr. Keiser noted the price of salt has increased by 30%.

Mr. Keiser then focused on the 2022 Letting Program. As of December 8, 2022, 525 projects have been bid at the cost of \$2.4 billion. The Department estimated \$2.1 billion initially; however, inflation has added about 16.4% to the price of bids. Another group of bids was set to occur in mid-December, and the calendar year 2022 cost would be approximately \$2.7 billion.

The 2023 letting program will also be approximately \$2.7 billion.

Ms. Batula noted that the Department was able to deliver \$2.7 billion in projects for 2022 and 2023 thanks to federal and state investments.

State investments are based on revenue from the gas tax. Act 89 established a wholesale floor of \$2.99/gallon to set the gas tax. The 2022 increase in gas prices changed the floor to \$3.17/gallon, so the gas tax will increase by 3.5 cents for vehicles and 4.4 cents on diesel.

Mr. Ritchie asked if these numbers were verified by the Budget Office and the Department of Revenue, and Ms. Batula stated she would follow up. Mr. Shifflet noted that fuel consumption has been decreasing due to hybrid/electric cars, and less fuel consumption by the public means revenues are not keeping up.

The Secretary also noted that Mr. Keiser is retiring from PennDOT in the first week of January.

### **Multimodal Transportation**

Acting Deputy Secretary for Multimodal Transportation, Mr. Andy Batson, AICP, gave a brief report. The Multimodal Deputate has initiated a study to examine the sustainability of the Shared Ride transportation system in Pennsylvania, which is experiencing significant challenges due to the pandemic. The study should be completed at the end of March 2023.

Mr. Batson discussed the funding crisis in aviation in Pennsylvania.

The deputate is actively engaging partners at the Federal Railroad Administration (FRA) and AMTRAK for passenger rail funding opportunities.

The Multimodal Discretionary Fund grant program application period ended in November, and 197 applications were received. Grants will be awarded in late spring or early summer of 2023.

The Pedalcycle and Pedestrian Advisory group met on December 13, 2022, and is in the process of being reinvigorated to provide sound guidance to the Department.

The Secretary asked if the Department is still investing only \$5 million in active transportation. Mr. Batson stated yes, but the Department also spends more time integrating active transportation projects into existing projects.

### **Office of Planning**

Deputy Secretary for Planning, Mr. Larry Shifflet, delivered a brief report for the Office of Planning. Mr. Shifflet stated a continuing resolution at the Federal level would end on December 16, 2022 and would likely be extended a week.

The Department was still awaiting word on \$1.6 billion in discretionary grant requests from US DOT, including grants that were submitted for the I-83 South Bridge and the I-95 Bridge in Philadelphia. USDOT has responded with questions about those applications, and this typically indicates that the applications have been pushed forward into a smaller group of applications that are being further reviewed.

- With year 2 (FFY 2023) Notice of Funding Opportunities (NOFOs) happening in the coming months, we will once again be aggressive in taking appropriate action to submit additional applications. If we are successful, additional state match funds will likely be required. In FFY 2022, the larger discretionary grant programs made the following amounts available nationally:
  - Raise - \$1.3 Billion
  - MEGA - \$1.0 Billion
  - INFRA - \$1.55 Billion
  - Rural - \$300 Million
  - Bridge Infrastructure Program - \$2.34 Billion
  - Total - \$6.49 Billion
- Similar amounts will be made available each of the next 4 Federal Fiscal Years, so if we were to assume that Pennsylvania would receive a “fair share” of the discretionary funds (i.e., 5% like we would typically receive through formula funds), we could expect to receive \$320 Million annually. This amount would require at least an additional \$80 million in state match funds annually.

### **WORKING SESSION:**

#### **AUTOMATED SPEED ENFORCEMENT (ASE): By: Todd Trautz**

Mr. Todd Trautz from Michael Baker International presented the TAC study on Automated Speed Enforcement.

Mr. Trautz gave an overview of the ASE study. Mr. Trautz displayed that speeding violations and crashes have decreased significantly since the implementation of the program. He then touched on some of the major findings of the report:

- Legislation – The current ASE legislation is written so that the program could be extended on the Roosevelt Boulevard Corridor and expanded to the statewide program.
- Safety – The program is effective at improving driver behavior and reducing speeds.
- Financial – The cost to run the program exceeded \$2.8M in 2021 and \$3.4M in 2022; however, the program has generated over \$35M in net revenue. This revenue is deposited to the motor license fund and could be used to fund statewide safety and mobility projects.
- Equity – The ASE program takes any potential bias out of traffic stops.

Mr. Trautz then went over the five key recommendations from the study:

1. Enact legislation to extend and expand the ASE program
2. Develop a formal process for evaluating proposed ASE locations
3. Provide technical assistance to municipalities

4. Increase public engagement and transparency
5. Continue funding safety projects near ASE locations

**ON A MOTION** by Ms. Paige Willan and seconded by Mr. Frank Paczewski, the STC approved the TAC Automated Speed Enforcement study.

**PENNSYLVANIA AVIATION NEEDS ASSESSMENT AND STRATEGIC ACTION PLAN: By: Brian Funkhouser**

Co-Chair Mr. Mark Murawski made opening remarks stressing the importance of this study and how impressed he was with the work done by the consultants, committee members, and aviation leaders throughout Pennsylvania.

Mr. Brian Funkhouser gave an overview of the completed aviation study. He began with a summary of statistics from the aviation industry, highlighting the growth in demand largely due to e-commerce. He then touched on different outreach and engagement tactics to get stakeholders involved in the study, including eight regional listening sessions with over 150 participants. The meetings were so successful that an additional General Aviation Statewide listening session was added. Mr. Funkhouser and Mr. Murawski also met with various interest groups around the state.

Mr. Funkhouser explained that the study's first phase dealt with the revenue and available funding for the aviation industry. The task force evaluated four funding scenarios with recommendations of diverse funding sources, a flexible starting point for policymakers, and a \$53.5M State investment to fill the unmet needs.

Mr. Funkhouser explained that the second half of the study focused on a strategic framework for leveraging new investments in the industry. More than 30 issues and opportunities were identified and organized under eight broad categories:

- Workforce
- Economic Impact / Economic Development
- Airports and Communities/Land Use
- Air Freight
- Commercial Air Service
- Technology
- Industry Collaboration and Partnerships
- Legislation and Policy

He then stressed the importance of getting many different leaders in aviation across the state involved in the implementation of the study to continue the gained momentum from the research.

Mr. Kingsborough and Ms. Batula commended the committee for their efforts with the study.

**ON A MOTION** by Mr. Ron Drnevich and seconded by Mr. James Kingsborough, the STC approved the Pennsylvania Aviation Needs Assessment and Strategic Action Plan.

**COMMISSIONERS REPORT:**

None.

**OTHER BUSINESS:**

**2023 Meeting Dates and Locations**

Wednesday, February 22, 2023

Wednesday, June 14, 2023

Wednesday, September 13, 2023

Wednesday, December 13, 2023

The locations for the June and September meetings are to be determined. The February and December meetings will be held in Harrisburg, PA, under the same hybrid format.

**ON A MOTION** by Mr. Ron Drnevich and seconded by Ms. Karen Michael, P.E., the STC approved the 2023 meeting dates.

**NEXT MEETING:**

The next STC quarterly meeting is scheduled for **Wednesday, February 22, 2023.**

**ADJOURNMENT:**

**ON A MOTION** by Mr. Frank E. Paczewski and seconded by Mr. Nolan Ritchie, the STC quarterly meeting was adjourned at 12:09 p.m.

# 12-YEAR TRANSPORTATION PROGRAM

## 2023 PROGRAM ADJUSTMENTS

The following represent the results of program adjustments for projects appearing on the 2023 12-Year Program (TYP) as approved on December 14, 2022.

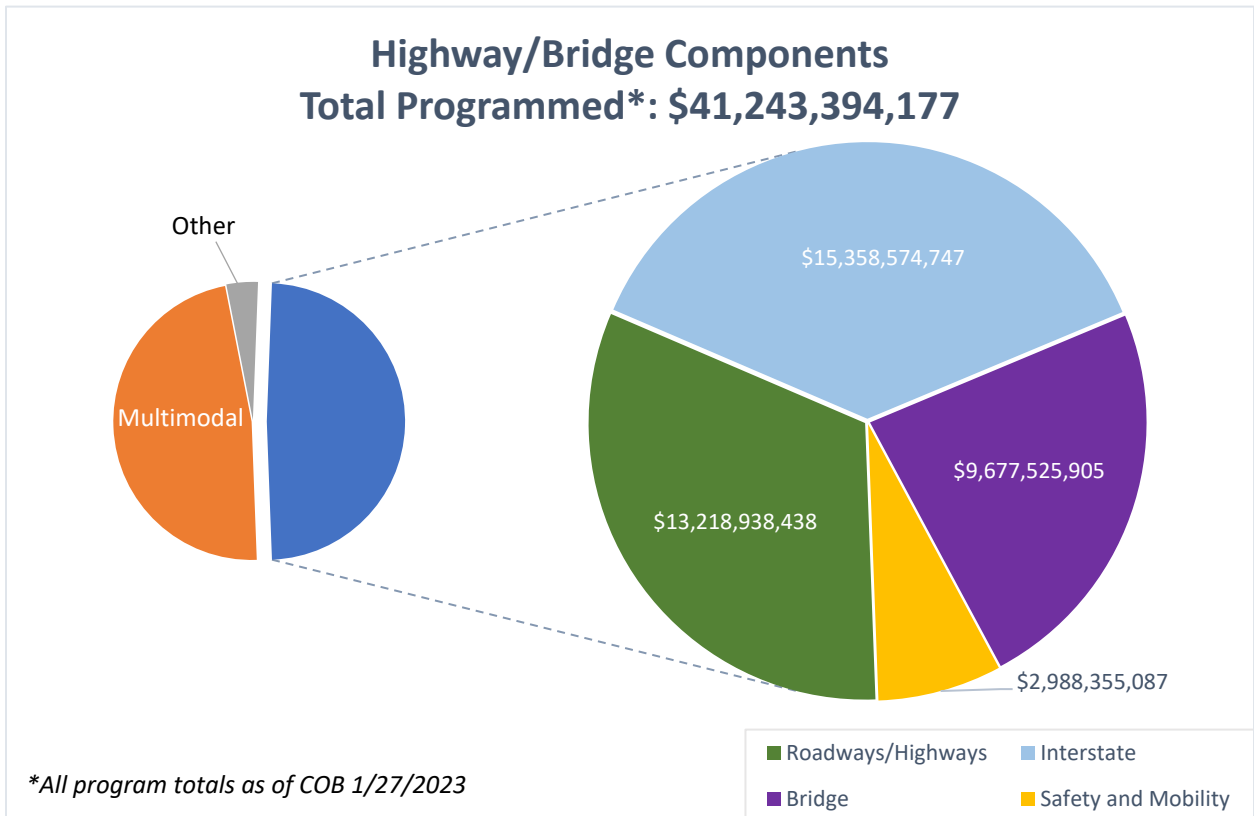
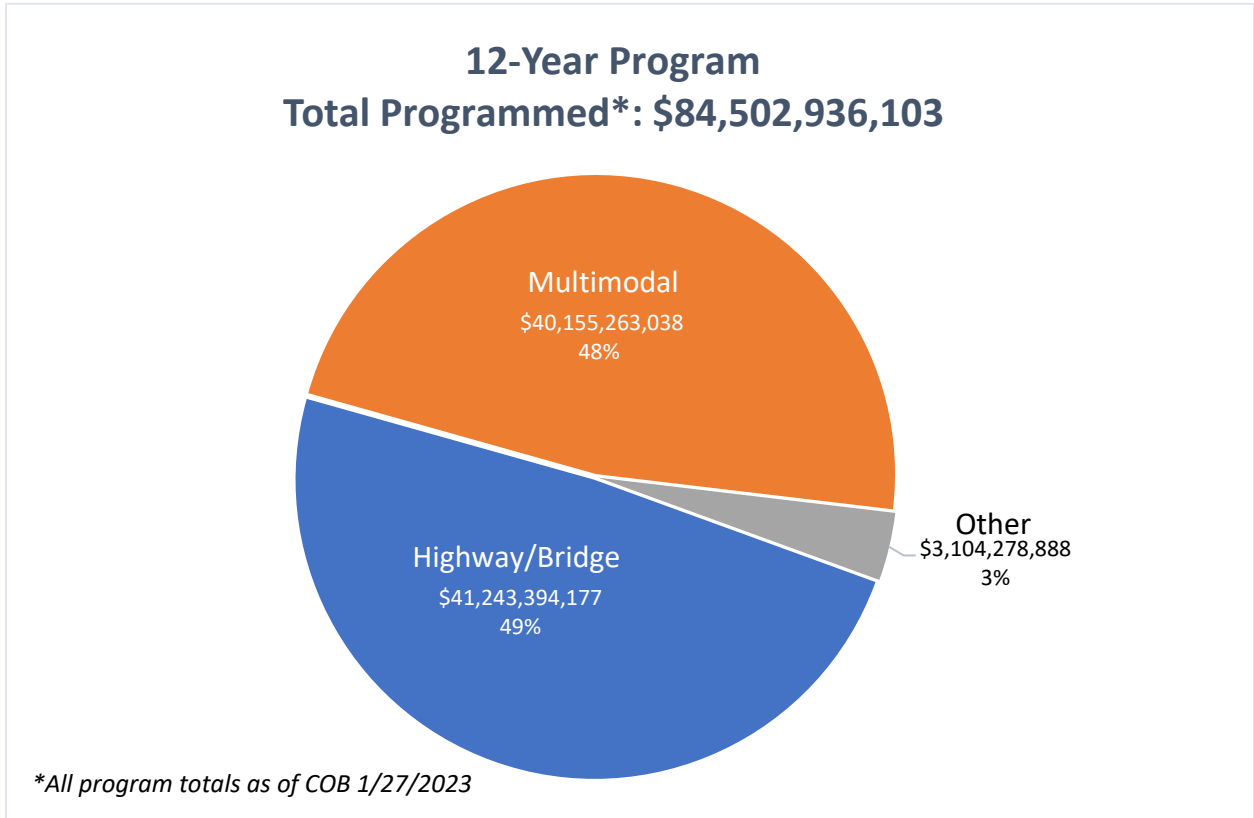
- The changes are for the period November 26, 2022, through January 27, 2023.
- Programmed Balances are as of close of business January 27, 2023.

There are 993 program adjustments for consideration.

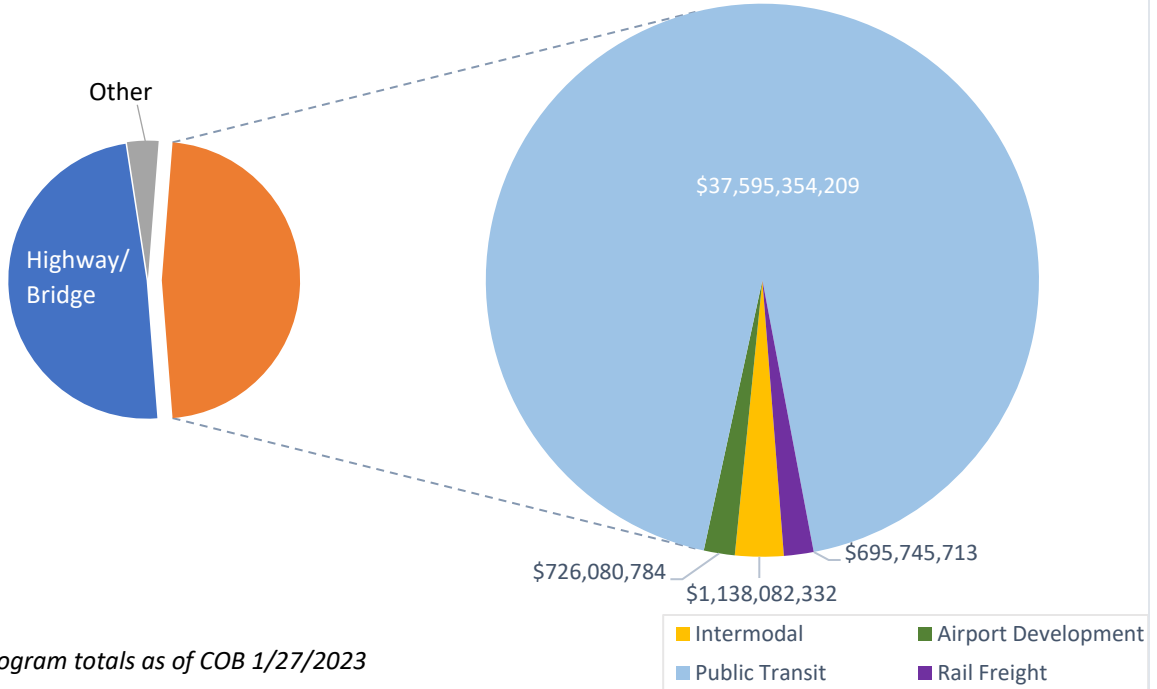
- 377 Project/Phase Additions
- 497 Project/Phase Changes
- 119 Project/Phase Removals (temporary or permanent)

The changes represent a **\$274,748,335** increase for the reporting period.

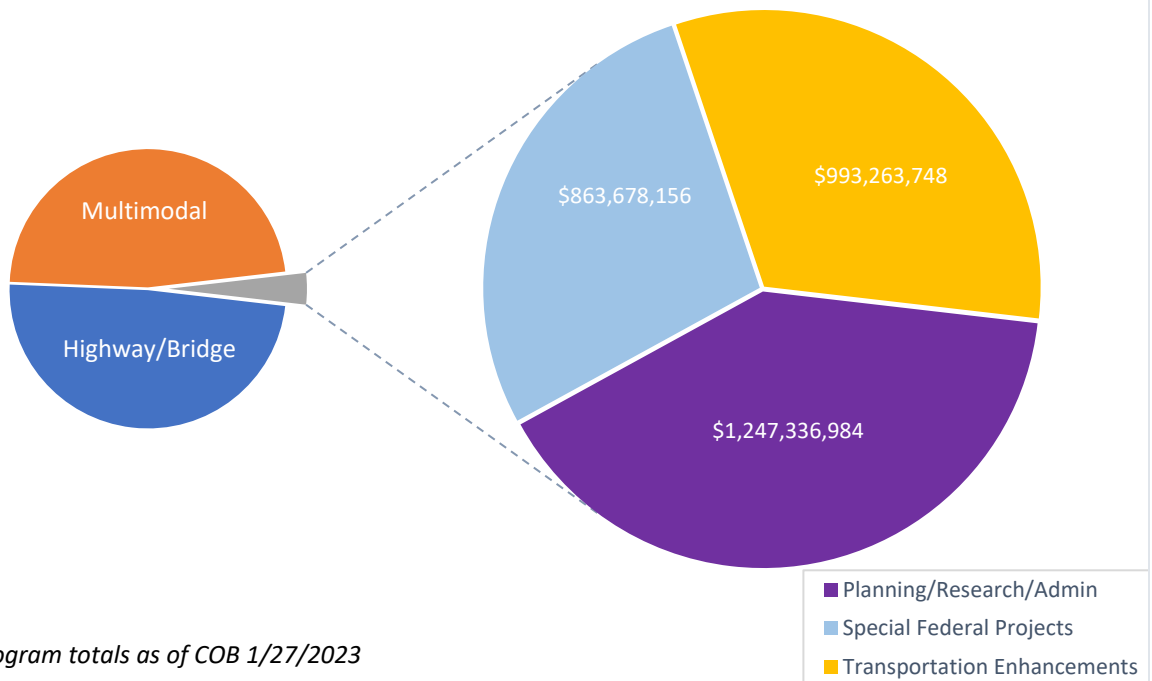
# 2023 12-Year Program Snapshot



### Multimodal Components Total Programmed\*: \$41,155,263,038



### Other Components Total Programmed\*: \$3,104,278,888



# MAJOR PROJECT CHANGES

The following lists the 2023 12-Year Program projects that had major program adjustments for the period November 26, 2022, through January 27, 2023. The criteria used to determine a major program adjustment is:

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

**TYP Major Project Changes  
2023 - 2034 Twelve Year Program**

11/26/22 to 1/27/23

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

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Adams	106665	CON	PA 116 over Trib Marsh Crk	116	043	\$1,984,000	\$1,234,000	-\$750,000	-38%
Adams	106666	CON	PA 116/Trib Willoughby Run	116	044	\$1,287,635	\$839,500	-\$448,135	-35%
<b>Adams / Adams (Highway &amp; Bridge) Change:</b>								<b>-\$1,198,135</b>	

**(Highway & Bridge) Altoona / 9-0**

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Blair	117026	CON	Bridge PM Reserve Line Item			\$4,511,701	\$876,701	-\$3,635,000	-81%
Blair	118385	CON	McMahon Road Extension and Improvements		MRE	\$0	\$2,296,377	\$2,296,377	0%
Blair	119219	CON	US 22 over Carson Valley Road	22	61B	\$0	\$3,800,000	\$3,800,000	0%
<b>Altoona / Blair (Highway &amp; Bridge) Change:</b>								<b>\$2,461,377</b>	

**(Public Transit) Altoona**

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Blair	107100		Buildings/Struct. Rehab			\$1,500,000	\$2,950,000	\$1,450,000	97%
<b>Altoona / Blair (Public Transit) Change:</b>								<b>\$1,450,000</b>	

**(Highway & Bridge) Centre / 2-0**

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Centre	84343	CON	Poor Bridge/Betterment Line Item		000	\$13,132,230	\$18,539,818	\$5,407,588	41%
Centre	101960	CON	Atherton Street Phase III	3014	153	\$14,576,441	\$8,289,269	-\$6,287,172	-43%
<b>Centre / Centre (Highway &amp; Bridge) Change:</b>								<b>-\$879,584</b>	

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

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Bucks	13727	CON	Brstl Rd: Hulm-Old Linc (C)	2025	001	\$2,000,000	\$0	-\$2,000,000	-100%
Bucks	49315	CON	PortzerRd@OldBethlehem(C)	4063	BU1	\$0	\$2,147,772	\$2,147,772	0%
Bucks	79927	CON	S T P Reserve Line Item		SSS	\$15,182,000	\$12,290,871	-\$2,891,129	-19%
Bucks	79980	CON	S T U Reserve Line Item		SSS	\$21,241,000	\$5,338,000	-\$15,903,000	-75%
Bucks	84318	CON	CMAQ Reserve Line Item		SSS	\$92,730,000	\$107,389,928	\$14,659,928	16%
Bucks	90327	CON	River Rd o/ Trib Delaware(D)	32	D09		\$0	-\$1,384,000	-100%
Chester	90612	CON	Boot Road o/ Amtrak	2020	CBA	\$0	\$9,000,000	\$9,000,000	0%
Chester	119160	CON	SR 322 IDA Slope Failure	322	IDA	\$0	\$1,500,000	\$1,500,000	0%
Delaware	64791	CON	Kedron Ave @ Franklin(C)	420	DFA	\$1,671,000	\$483,161	-\$1,187,839	-71%
Delaware	69817	ROW	US 322: Clayton Park - Chelsea Parkway	322	102	\$15,912,000	\$773,000	-\$15,139,000	-95%
Delaware	92323	CON	Wanamaker Ave o/ Darby Ck	420	DWD	\$25,460,000	\$40,460,000	\$15,000,000	59%
Montgomery	63491	CON	US202:Morris-Swedese #3 (C)	202	65S	\$1,951,890	\$410,000	-\$1,541,890	-79%
Montgomery	103461	CON	Lincoln O/W Br Neshaminy(R)	7409	BRG	\$0	\$1,005,000	\$1,005,000	0%
Montgomery	110779	CON	Parkside Cynwyd Trl Ext(L)		CTE	\$0	\$1,066,000	\$1,066,000	0%
Montgomery	112232	CON	Slope Repair I-76 W.B (C)	76	SLP	\$2,364,000	\$216,228	-\$2,147,772	-91%
Montgomery	117997	CON	BRIP Reserve Line Item			\$3,543,000	\$0	-\$3,543,000	-100%
Montgomery	119299	CON	Carbon Reduction Program Line Item			\$0	\$52,422,600	\$52,422,600	0%
Montgomery	119301	PE	6-0 Systemwide Ped Countdown Signals(PCS)		SIP	\$0	\$2,164,950	\$2,164,950	0%
Montgomery	119301	CON	6-0 Systemwide Ped Countdown Signals(PCS)		SIP	\$0	\$5,051,553	\$5,051,553	0%
Philadelphia	17697	CON	Island Ave: Woodland Ave - Bartram Ave(C)	3013	TF2	\$15,477,287	\$817,359	-\$14,659,928	-95%
Philadelphia	82216	CON	N H P P Reserve Item			\$1,000	\$2,074,328	\$2,073,328	207333%
Philadelphia	87107	CON	Philadelphia SRS			\$0	\$1,000,000	\$1,000,000	0%
Philadelphia	102134	CON	Henry Ave Congested Corr2 (C)	4001	SI2	\$2,650,000	\$650,000	-\$2,000,000	-75%
Philadelphia	102274	CON	Schuylkill R. Swing Brdg TIGER 7 (C)		SSB	\$5,000,000	\$18,594,000	\$13,594,000	272%
Philadelphia	108129	CON	MLK Drive Bridge(C)	7301	MLK	\$17,320,000	\$22,115,500	\$4,795,500	28%
Philadelphia	110782	CON	Historic Shawmont Station General(C)		RHS	\$1,000,000	\$0	-\$1,000,000	-100%
Philadelphia	111496	CON	Franklin Square Ped Access	3032	FSP	\$432,000	\$1,282,000	\$850,000	197%
Philadelphia	118386	CON	SR 1 @ Southampton Rd R8	1	MT6	\$0	\$8,135,145	\$8,135,145	0%
Philadelphia	119415	CON	Jefferson Station Escalators FLEX			\$0	\$2,000,000	\$2,000,000	0%
<b>DVRPC / Philadelphia (Highway &amp; Bridge) Change:</b>								<b>\$73,068,218</b>	

(Public Transit) DVRPC

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Chester	93588		Exton Train Station			\$6,000,000	\$11,973,000	\$5,973,000	100%
Philadelphia	60540		Parking Improvements			\$4,720,000	\$23,470,000	\$18,750,000	397%
Philadelphia	102569		Maint. & Trans Facilities			\$375,996,000	\$402,696,000	\$26,700,000	7%
<b>DVRPC / Philadelphia (Public Transit) Change:</b>								<b>\$51,423,000</b>	

(Highway & Bridge) Erie / 1-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Erie	995	CON	Columbus Ave, Corry Brdg	6	B09	\$1,080,000	\$622,500	-\$457,500	-42%
Erie	1180	CON	Niemeyer Road (T-463) Br	7220	L00	\$0	\$2,653,363	\$2,653,363	0%
Erie	88472	CON	US 20 over Trout Run	20	B05	\$1,300,000	\$650,000	-\$650,000	-50%
Erie	90384	CON	Erie Safety Line Item			\$3,000,000	\$2,000,000	-\$1,000,000	-33%
Erie	97215	CON	PA 8 Bridge over West Branch of French Creek	8	B11	\$1,000,000	\$0	-\$1,000,000	-100%
Erie	98308	CON	US 19: Dorn Rd-Robison	19	A09	\$3,300,000	\$1,730,193	-\$1,569,807	-48%
Erie	99049	CON	SR 8: Arbuckle Rd to Phillips Rd	8	16M	\$2,200,000	\$1,309,067	-\$890,933	-40%
Erie	102468	CON	PA 531: Depot Road, Section 2	531	A08	\$0	\$8,224,324	\$8,224,324	0%
Erie	106421	CON	Erie Highway/Bridge Line Item			\$55,008,380	\$47,906,331	-\$7,102,049	-13%
Erie	106586	CON	SR 531: Depot Road, Section 4	531	A09	\$1,200,000	\$750,307	-\$449,693	-37%
Erie	108952	UTL	Central Bayfront Parkway Multimodal	4034	A01	\$0	\$2,045,290	\$2,045,290	0%
Erie	108952	CON	Central Bayfront Parkway Multimodal	4034	A01	\$9,761,068	\$12,677,860	\$2,916,792	30%
Erie	109141	CON	SR 426, 2020 & SR 2029 in Corry	426	01M	\$5,800,000	\$1,931,414	-\$3,868,586	-67%
Erie	110836	CON	Bayfront Parkway at 6th Street Intersection Impr.	4034	S00	\$0	\$3,300,000	\$3,300,000	0%
<b>Erie / Erie (Highway &amp; Bridge) Change:</b>								<b>\$2,151,201</b>	

(Public Transit) Erie

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Erie	102488		Facility Construction			\$0	\$2,000,000	\$2,000,000	0%
<b>Erie / Erie (Public Transit) Change:</b>								<b>\$2,000,000</b>	

(Highway & Bridge) Harrisburg / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Cumberland	90749	CON	Hays Grove Rd over Yellow Breeches Ck	3011	010	\$387,916	\$2,387,916	\$2,000,000	516%
Cumberland	114562	CON	Systemic Roadway Departure Low Cost Safety Improve	944	024	\$1,425,428	\$0	-\$1,425,428	-100%
Cumberland	119304	CON	Phase II Streetscape Improvements - 3rd St	2035	0	\$0	\$1,535,654	\$1,535,654	0%
Dauphin	47519	CON	Laudermilch Road Bridge	2012	007	\$6,750,000	\$8,894,363	\$2,144,363	32%
Dauphin	84324	CON	HATS Bridge Reserve Line Item			\$95,901,040	\$79,473,609	-\$16,427,431	-17%
Dauphin	88060	CON	HSIP Reserve Line Item			\$42,701,180	\$39,584,307	-\$3,116,873	-7%
Dauphin	88061	CON	Highway Reserve Line Item			\$68,904,077	\$65,930,455	-\$2,973,622	-4%
Dauphin	106554	CON	Riverlands Safety Implementation	22	075	\$6,734,805	\$18,674,163	\$11,939,358	177%
Dauphin	113384	CON	Sycamore/Paxton Intersection Imp	3010	014	\$487,000	\$1,105,000	\$618,000	127%
Dauphin	114200	CON	HATS RTP Implementation Program			\$17,682,000	\$11,919,139	-\$5,762,861	-33%
Perry	100425	CON	Airport Road over Bixler	3007	018	\$947,600	\$1,206,703	\$259,103	27%
Perry	117824	CON	US 22/322 Devices	22	103	\$1,233,451	\$830,481	-\$402,970	-33%
Perry	119311	CON	Perry County Covered Bridge	7211	0	\$0	\$1,542,204	\$1,542,204	0%
<b>Harrisburg / Perry (Highway &amp; Bridge) Change:</b>								<b>-\$10,070,503</b>	

(Highway & Bridge) Interstate / 11-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lawrence	109275	CON	2023 Interstate Longitudinal Joint Rehabilitation	376	L11	\$0	\$1,476,000	\$1,476,000	0%
<b>Interstate / Lawrence (Highway &amp; Bridge) Change:</b>								<b>\$1,476,000</b>	

(Highway & Bridge) Interstate / 2-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Centre	3142	FD	EXIT 161 Bellefonte Interchange	80	B18	\$0	\$4,500,000	\$4,500,000	0%
<b>Interstate / Centre (Highway &amp; Bridge) Change:</b>								<b>\$4,500,000</b>	

(Highway & Bridge) Interstate / 4-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Susquehanna	75976	FD	I-81 Exit 219	81	590	\$0	\$2,500,000	\$2,500,000	0%
<b>Interstate / Susquehanna (Highway &amp; Bridge) Change:</b>								<b>\$2,500,000</b>	

(Highway & Bridge) Interstate / 5-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lehigh	86006	FD	I-78 - Lehigh St to 309 South Interchange	78	20M	\$618,000	\$1,037,822	\$419,822	68%
Lehigh	87646	CON	I-78 PM 2 - Lehigh	78	16M	\$9,621,000	\$0	-\$9,621,000	-100%
Monroe	57921	CON	I-80/Exit 308 Realignment	80	05S	\$32,778,607	\$23,343,967	-\$9,434,640	-29%
Monroe	87649	CON	I-80 - I-380 to Tannersville Resurface	80	23M	\$9,026,807	\$0	-\$9,026,807	-100%
<b>Interstate / Monroe (Highway &amp; Bridge) Change:</b>								<b>-\$27,662,625</b>	

(Highway & Bridge) Interstate / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Cumberland	112268	CON	I-81 Resurfacing Exit 59 to Wade Bridge	81	087	\$14,496,844	\$92,356	-\$14,404,488	-99%
Dauphin	116347	CON	I-83 East Shore Demo 2		02D	\$600,000	\$2,900,000	\$2,300,000	383%
Dauphin	119485	CON	ITS Maintenance Contract 23-26			\$0	\$2,250,000	\$2,250,000	0%
York	118790	CON	Ramp Stabilization	8033	009	\$0	\$1,654,092	\$1,654,092	0%
<b>Interstate / York (Highway &amp; Bridge) Change:</b>								<b>-\$8,200,396</b>	

(Highway & Bridge) Interstate / 9-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Fulton	91536	CON	I-70 WB Amaranth to Bdfrd	70	033	\$1,000,000	\$1,390,500	\$390,500	39%
<b>Interstate / Fulton (Highway &amp; Bridge) Change:</b>								<b>\$390,500</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			\$870,174,796	\$892,917,709	\$22,742,913	3%
Central Office	114586	CON	Interstate ITS Reserve			\$41,670,300	\$38,670,300	-\$3,000,000	-7%
<b>Interstate / Central Office (Highway &amp; Bridge) Change:</b>								<b>\$19,742,913</b>	

(Highway & Bridge) Johnstown / 9-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Cambria	94476	CON	SR 3016 Lulay Av to Demuth St	3016	009	\$0	\$1,000,000	\$1,000,000	0%
Cambria	99282	CON	Franklin Street Improvements	3011	01T	\$136,270	\$1,071,593	\$935,323	686%
<b>Johnstown / Cambria (Highway &amp; Bridge) Change:</b>								<b>\$1,935,323</b>	

(Highway & Bridge) Lancaster / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lancaster	19862	CON	Rife Run Bridge	772	034	\$2,240,434	\$3,077,831	\$837,397	37%
Lancaster	79020	CON	Veteran's Mem Br -Susq Rv	462	038	\$82,946,558	\$100,143,088	\$17,196,530	21%
Lancaster	87500	CON	Lincoln Hwy Bridge # 3	30	131	\$280,000	\$1,932,903	\$1,652,903	590%
Lancaster	87535	CON	US 30 Bridge	30	132	\$0	\$1,579,016	\$1,579,016	0%
Lancaster	87826	CON	Bridge Reserve			\$126,708,339	\$119,030,186	-\$7,678,153	-6%
Lancaster	87827	CON	Highway Reserve			\$155,496,675	\$140,040,145	-\$15,456,530	-10%
Lancaster	91338	CON	Bridge Valley Road Bridge	3038	003	\$848,720	\$1,200,000	\$351,280	41%
Lancaster	100531	CON	Marietta Avenue over NS	23	034	\$920,000	\$1,357,697	\$437,697	48%
Lancaster	119474	CON	Enola Low Grade Trail East 2		TAP	\$0	\$1,000,000	\$1,000,000	0%
<b>Lancaster / Lancaster (Highway &amp; Bridge) Change:</b>								<b>-\$79,860</b>	

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

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lebanon	100293	CON	Cumberland Street Bridge	422	039	\$500,000	\$1,072,727	\$572,727	115%
Lebanon	111912	CON	Lebanon City Resurfacing Phase 3 - Quentin Rd		RSF	\$1,671,000	\$2,386,441	\$715,441	43%
<b>Lebanon / Lebanon (Highway &amp; Bridge) Change:</b>								<b>\$1,288,168</b>	

**(Highway & Bridge) Lehigh Valley / 5-0**

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lehigh	79554	CON	222 & Shantz & 863 Improv	222	01S	\$10,000	\$2,794,279	\$2,784,279	27843%
Lehigh	82810	CON	Urban Line Item Reserve			\$83,335,459	\$79,837,287	-\$3,498,172	-4%
Lehigh	102160	PE	309 Center Valley IC	309	19M	\$0	\$1,595,565	\$1,595,565	0%
Lehigh	110086	CON	LVTS Urban ITS	22	LUI	\$4,088,250	\$5,365,000	\$1,276,750	31%
Northampton	85930	CON	Lower South Main Street o/Martins Creek	1015	03B	\$50,000	\$3,300,000	\$3,250,000	6500%
Northampton	116659	CON	LVTS High Friction Surface - 2023	33	HFS	\$3,840,000	\$2,440,000	-\$1,400,000	-36%
<b>Lehigh Valley / Northampton (Highway &amp; Bridge) Change:</b>								<b>\$4,008,422</b>	

**(Public Transit) Lehigh Valley**

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lehigh	95183		Sign, Shelters and Enhanc			\$800,000	\$1,106,000	\$306,000	38%
<b>Lehigh Valley / Lehigh (Public Transit) Change:</b>								<b>\$306,000</b>	

**(Highway & Bridge) North Central / 10-0**

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Jefferson	106459	CON	Jefferson Short Span Length Group Bridges	949	554	\$1,423,400	\$0	-\$1,423,400	-100%
Jefferson	114087	CON	Jefferson County Resurfacing Project	119	502	\$0	\$2,500,000	\$2,500,000	0%
Jefferson	114715	CON	US 322 Roseville PM	322	503	\$2,176,511	\$0	-\$2,176,511	-100%
<b>North Central / Jefferson (Highway &amp; Bridge) Change:</b>								<b>-\$1,099,911</b>	

**(Highway & Bridge) North Central / 2-0**

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Clearfield	84344	CON	Poor Bridge /Betterment Line Item			\$55,678,375	\$51,119,709	-\$4,558,666	-8%
Clearfield	119245	CON	322 Intersection toward S.B. Elliot	153	277	\$0	\$3,835,917	\$3,835,917	0%
<b>North Central / Clearfield (Highway &amp; Bridge) Change:</b>								<b>-\$722,749</b>	

**(Highway & Bridge) Northern Tier / 3-0**

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Tioga	86917	CON	SR 2005 to Welcome Cntr	15	M53	\$2,256,545	\$3,206,545	\$950,000	42%
<b>Northern Tier / Tioga (Highway &amp; Bridge) Change:</b>								<b>\$950,000</b>	

**(Highway & Bridge) Northern Tier / 4-0**

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Susquehanna	73298	CON	NTier D4 Hwy Reserve			\$35,330,840	\$32,500,881	-\$2,829,959	-8%
Susquehanna	94737	CON	SR 11 Shoulders / ELRS	11	ERS	\$1,000,000	\$9,999	-\$990,001	-99%
Susquehanna	94740	CON	SR 11 Shoulder / ELRS	11	RS1	\$1,000,000	\$9,999	-\$990,001	-99%
Susquehanna	107950	CON	SR 167 over Hop Bottom Creek	167	550	\$1,500,000	\$2,625,740	\$1,125,740	75%
<b>Northern Tier / Susquehanna (Highway &amp; Bridge) Change:</b>								<b>-\$3,684,221</b>	

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

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Crawford	78780	CON	SR 2034 Brdg over I-79	2034	B00	\$1,716,000	\$2,506,396	\$790,396	46%
Crawford	118455	CON	Northwest RPO HFST - 2022	408	01S	\$1,061,440	\$650,801	-\$410,639	-39%
Venango	75597	CON	Slide Repair Resrv		SLR	\$6,000,000	\$4,294,303	-\$1,705,697	-28%
Venango	90446	CON	Northwest Safety Line Item			\$1,000,000	\$750,000	-\$250,000	-25%
Venango	106422	CON	NW Highway/Bridge Line Item			\$46,268,724	\$49,563,087	\$3,294,363	7%
<b>Northwest / Venango (Highway &amp; Bridge) Change:</b>								<b>\$1,718,423</b>	

**(Highway & Bridge) Northwest / 10-0**

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Clarion	70209	CON	Clarion Hwy/Bridge Line			\$4,636,716	\$6,077,093	\$1,440,377	31%
Clarion	83250	CON	Lickingville Bridge #2	4004	350	\$1,349,479	\$0	-\$1,349,479	-100%
<b>Northwest / Clarion (Highway &amp; Bridge) Change:</b>								<b>\$90,898</b>	

**(Highway & Bridge) NEPA / 5-0**

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Carbon	66296	CON	443 Roadway Improvements	443	02S	\$100,000	\$1,130,989	\$1,030,989	1031%
Monroe	74979	CON	611 /715 Improvements	611	11M	\$15,494,270	\$25,494,270	\$10,000,000	65%
Schuylkill	91993	CON	Tremont Road over Swatara Creek	125	04B	\$2,149,291	\$3,003,870	\$854,579	40%
Schuylkill	109995	CON	443 over Mill Creek	443	02B	\$1,748,320	\$2,235,762	\$487,442	28%
<b>NEPA / Schuylkill (Highway &amp; Bridge) Change:</b>								<b>\$12,373,010</b>	

**(Highway & Bridge) Reading / 5-0**

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Berks	10616	CON	East Chestnut St over Branch of W. Swamp Creek	2032	01B	\$1,492,470	\$66,285	-\$1,426,185	-96%
Berks	10746	CON	Forgedale Road Bridge	1021	03B	\$2,260,850	\$1,606,565	-\$654,285	-29%
Berks	102959	CON	Peach Street Bridge	7410	01B	\$1,875,000	\$2,529,287	\$654,287	35%
Berks	103891	CON	Ebling Memorial Bridge	7102	LBF	\$0	\$2,650,000	\$2,650,000	0%
Berks	110013	CON	SR 4040 (Old Route 22) Bridge Bundle	4040	BRB	\$8,858,000	\$5,871,000	-\$2,987,000	-34%
<b>Reading / Berks (Highway &amp; Bridge) Change:</b>								<b>-\$1,763,183</b>	

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

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Bedford	116153	CON	Everett Bus. Park - Industrial Blvd Ext.		EBP	\$0	\$1,326,960	\$1,326,960	0%
<b>S. Alleghenies / Bedford (Highway &amp; Bridge) Change:</b>								<b>\$1,326,960</b>	

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

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lackawanna	61813	CON	SR 6 (Robert P. Casey Highway) to SR 6006	6	D04	\$2,500,000	\$1,645,000	-\$855,000	-34%
Lackawanna	70194	CON	FAS-Loc, Lackawanna Co.			\$1,600,000	\$1,200,000	-\$400,000	-25%
Lackawanna	73300	CON	LLTS Highway Reserve			\$148,919,581	\$145,857,691	-\$3,061,890	-2%
Lackawanna	73359	CON	Lck Co 'K' Rts Line Item			\$1,600,000	\$1,200,000	-\$400,000	-25%
Lackawanna	97930	CON	SR 435 over Interstate 84	435	250	\$7,500,000	\$10,144,190	\$2,644,190	35%
Lackawanna	115659	CON	Stauffer Road Construction/Paving Project Phase 3			\$0	\$1,651,473	\$1,651,473	0%
Luzerne	8608	CON	Hillside-Huntsville CR 16	9900	LOC	\$2,800,000	\$1,960,000	-\$840,000	-30%
Luzerne	9128	FD	SR 115 over I-81	115	303	\$0	\$1,650,000	\$1,650,000	0%
Luzerne	67283	CON	SR 309 over Leonards Creek	309	367	\$1,500,000	\$2,434,000	\$934,000	62%
Luzerne	70467	CON	Extension of SR 424 to SR 924	424	390	\$0	\$2,150,000	\$2,150,000	0%
Luzerne	82906	CON	FAS-Loc, Luzerne Co.			\$1,600,000	\$1,200,000	-\$400,000	-25%
Luzerne	95494	CON	K-Route Luzerne County			\$1,600,000	\$3,640,000	\$2,040,000	128%
Luzerne	111473	CON	Pittston North Main Street Streetscape	2006	TAP	\$500,000	\$1,776,897	\$1,276,897	255%
Luzerne	114271	PE	SR 309 over Susquehanna River	309	370	\$4,500,000	\$2,850,000	-\$1,650,000	-37%
Luzerne	117847	CON	Hazleton SR 309 Traffic Signal Upgrades at 22nd, 1	309	0	\$0	\$1,024,006	\$1,024,006	0%
<b>Scranton/W-B / Luzerne (Highway &amp; Bridge) Change:</b>								<b>\$5,763,676</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	\$66,489,978	\$55,031,370	-\$11,458,608	-17%
Clinton	85149	CON	SR 0880 Rauchtown Cr II	880	A03	\$1,414,436	\$2,254,000	\$839,564	59%
Clinton	119411	CON	SR 220 Youngdale Bridges	220	P64	\$0	\$2,320,524	\$2,320,524	0%
Juniata	119410	CON	SR 22 Thompsontown Bridges	22	P63	\$0	\$6,000,000	\$6,000,000	0%
<b>SEDA-COG / Juniata (Highway &amp; Bridge) Change:</b>								<b>-\$2,298,520</b>	

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

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Montour	112358	CON	I-80 ITS Camera #1 Danville Interchange ROP	80	182	\$1,400,000	\$1,800,000	\$400,000	29%
Northumberland	93642	CON	T-802 over S Branch of Roaring Creek Cnty #50		LBR	\$1,150,000	\$1,600,000	\$450,000	39%
<b>SEDA-COG / Northumberland (Highway &amp; Bridge) Change:</b>								<b>\$850,000</b>	

(Highway & Bridge) SPC / 10-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Armstrong	24082	CON	Parker Bridge #1	268	0	\$1,844,900	\$0	-\$1,844,900	-100%
Armstrong	79843	CON	SPC D-10 Hwy/Bridge Line			\$1,662,079	\$31,837,418	\$30,175,339	1816%
Armstrong	91262	FD	Hays Run 3R	28	101	\$1,800,000	\$0	-\$1,800,000	-100%
Armstrong	91262	UTL	Hays Run 3R	28	101	\$1,058,612	\$0	-\$1,058,612	-100%
Armstrong	109624	CON	PA 28 Allegheny Valley Expressway PM	28	118	\$5,840,519	\$0	-\$5,840,519	-100%
Butler	24241	ROW	PA 528 over Lake Arthur	528	000	\$1,563,100	\$0	-\$1,563,100	-100%
Butler	83611	CON	US 422 Shawood Pipe	422	259	\$6,214,385	\$0	-\$6,214,385	-100%
Butler	91286	CON	Three Degree Rd Intersection	228	29B	\$27,658,000	\$47,771,312	\$20,113,312	73%
Butler	91287	CON	Lernerville North 3R	356	0	\$2,000,000	\$0	-\$2,000,000	-100%
Butler	92908	UTL	Mars RR Bridge West Expansion	228	29D	\$3,013,000	\$0	-\$3,013,000	-100%
Butler	92908	ROW	Mars RR Bridge West Expansion	228	29D	\$6,979,900	\$0	-\$6,979,900	-100%
Butler	110783	CON	10-2 SR 3021 Corridor Improvements	3021	271	\$6,500,000	\$14,000,000	\$7,500,000	115%
Butler	117391	CON	Butler South PM	68	0	\$3,100,000	\$0	-\$3,100,000	-100%
Indiana	112424	CON	SR 22 Penn View PM	22	404	\$11,200,000	\$0	-\$11,200,000	-100%
<b>SPC / Indiana (Highway &amp; Bridge) Change:</b>								<b>\$13,174,235</b>	

(Highway & Bridge) SPC / 11-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Allegheny	28025	CON	2040/Ceco Dr to Brownsville Rd	2040	A23	\$31,000,000	\$21,000,000	-\$10,000,000	-32%
Allegheny	63515	CON	New Kensington Bridge	1038	A01	\$21,000,000	\$27,200,000	\$6,200,000	30%
Allegheny	75341	CON	Betterment Reserve Allegheny			\$171,835,583	\$167,252,030	-\$4,583,553	-3%
Allegheny	76458	CON	Bridge - Allegheny County			\$87,698,264	\$83,428,264	-\$4,270,000	-5%
Allegheny	78427	CON	Wildwood Rd over CSX RR	4070	A19	\$3,000,000	\$0	-\$3,000,000	-100%
Allegheny	93922	CON	AR01 - Armstrong Tunnel	7301	LOC	\$4,800,000	\$2,000,000	-\$2,800,000	-58%
Allegheny	118376	CON	HSIP 2022	51	0	\$1,289,429	\$1,635,000	\$345,571	27%
Allegheny	119380	CON	Beaver Avenue Line Item			\$0	\$9,750,000	\$9,750,000	0%
Beaver	101165	CON	Frankfort Road Bridge	18	B61	\$10,000,000	\$13,500,000	\$3,500,000	35%
Beaver	105453	CON	SR 3007/Frankfort Rd - Allegheny Co Line	3007	B06	\$9,222,000	\$6,208,000	-\$3,014,000	-33%
<b>SPC / Beaver (Highway &amp; Bridge) Change:</b>								<b>-\$7,871,982</b>	

(Public Transit) SPC

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Allegheny	110895		Pittsburgh Bus Rapid Tran			\$250,600,571	\$281,706,702	\$31,106,131	12%
Allegheny	116503		Electric Charge Stations			\$0	\$7,357,143	\$7,357,143	0%
<b>SPC / Allegheny (Public Transit) Change:</b>								<b>\$38,463,274</b>	

(Highway & Bridge) SPC / 12-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Fayette	119477	PE	D12 2023 Appropriations			\$0	\$7,000,000	\$7,000,000	0%
Greene	96659	CON	Sugar Run Road Intersect	2003	U20	\$3,500,000	\$0	-\$3,500,000	-100%
Greene	113683	UTL	Waynesburg Betterment	19	R20	\$1,060,000	\$0	-\$1,060,000	-100%
Washington	119428	CON	D12 I-70 ITS Eastern and Western GAP	70	0	\$0	\$1,146,224	\$1,146,224	0%
<b>SPC / Washington (Highway &amp; Bridge) Change:</b>								<b>\$3,586,224</b>	

(Highway & Bridge) STWD Items / 99-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Central Office	60560	CON	TAP Reserve			\$289,540,116	\$284,451,117	-\$5,088,999	-2%
Central Office	77786	CON	Highway Reserve			\$298,140,000	\$290,640,000	-\$7,500,000	-3%
Central Office	84372	CON	Federal SRTS Reserve			\$2,655,000	\$1,435,000	-\$1,220,000	-46%
Central Office	101969	CON	HSIP Set Aside Reserve			\$404,023,242	\$397,328,182	-\$6,695,060	-2%
Central Office	102466	CON	NHPP Reserve			\$16,273,000	\$9,711,406	-\$6,561,594	-40%
Central Office	102893	CON	Multimodal Reserve			\$1,030,555,103	\$1,027,054,628	-\$3,500,475	0%
Central Office	104412	PE	TAP Oversight & Mngmt			\$24,000,000	\$27,990,000	\$3,990,000	17%
Central Office	118321	CON	Carbon Reduction Program Reserve			\$262,829,414	\$210,406,814	-\$52,422,600	-20%
Central Office	118323	CON	Electric Vehicle Infrastructure Reserve			\$162,600,000	\$203,250,000	\$40,650,000	25%
Central Office	119341	CON	Federal Carryover Reserve			\$0	\$91,456,236	\$91,456,236	0%
<b>STWD Items / Central Office (Highway &amp; Bridge) Change:</b>								<b>\$53,107,508</b>	

(Highway & Bridge) Wayne / 4-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Wayne	56746	CON	SR 371 over Dyberry Creek	371	D50	\$1,875,000	\$2,364,360	\$489,360	26%
<b>Wayne / Wayne (Highway &amp; Bridge) Change:</b>								<b>\$489,360</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	\$82,457,347	\$79,189,847	-\$3,267,500	-4%
Lycoming	93732	CON	PA 287 to West Fourth Street	220	122	\$0	\$1,600,000	\$1,600,000	0%
Lycoming	99400	CON	PA 287 over Lick Run	287	141	\$1,100,000	\$1,385,000	\$285,000	26%
Lycoming	117863	CON	Beauty's Run Rd to SR 14	15	254	\$6,489,000	\$4,589,000	-\$1,900,000	-29%
<b>Williamsport / Lycoming (Highway &amp; Bridge) Change:</b>								<b>-\$3,282,500</b>	

(Highway & Bridge) York / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
York	78887	CON	SR 1013 over Conewago Crk	1013	015	\$1,499,000	\$2,473,103	\$974,103	65%
York	87952	CON	Highway Reserve			\$32,120,537	\$36,860,073	\$4,739,536	15%
York	88951	CON	US30: PA74 to N George St	30	095	\$16,151,467	\$6,600,000	-\$9,551,467	-59%
York	117617	CON	PA 24 and Druck Valley Rd Intersection HSM	24	038	\$1,159,274	\$2,119,296	\$960,022	83%
York	118945	CON	Queen St Bridge Hit	74	080	\$0	\$1,660,000	\$1,660,000	0%
<b>York / York (Highway &amp; Bridge) Change:</b>								<b>-\$1,217,806</b>	

**AVIATION PROGRAM**

**SUBJECT:** Bureau of Aviation's (BOA) 2023 Four-Year Plan Update

**REQUEST:** Approve the 2023 Four-Year Plan Update for Planned Projects in **State Fiscal Years 2023-2024 through 2026-2027**

**BACKGROUND/DISCUSSION:**

1. The table below summarizes the number of projects and funding (in millions) associated with the Four-Year Plan approved in February 2022. This table is presented for information and comparison purposes only.

**2022 Four-Year Plan Summary**

SFY/FFY	# of Projects	State Airport Development Program (ADP) \$ (Millions)	
		Aviation Restricted Account	Multimodal Transportation Aviation Funding
2022/2023	15	\$5.0	\$6.0
2023/2024	11	\$5.0	\$6.0
2024/2025	13	\$4.5	\$6.0
2025/2026	12	\$4.5	\$6.0
	51	\$19.0	\$24.0

2. The table below summarizes the proposed 2023 Four-Year Plan Update and includes the anticipated number of projects and funding levels (in millions) for the State Aviation Development Programs for the SFY 2023-2024 through SFY 2026-2027 four-year period. Grants will only be written for bid ready projects up to the actual authorized appropriation for each program and funding year.

**2023 Four-Year Plan Summary**

SFY/FFY	# of Projects*	State Airport Development Program (ADP)* \$ (Millions)	
		Aviation Restricted Account	Multimodal Transportation Aviation Funding
2023/2024	18	\$4.5	\$6.0
2024/2025	21	\$4.2	\$6.0
2025/2026	13	\$4.2	\$6.0
2026/2027	16	\$4.2	\$6.0
	68	\$17.1	\$24.0

*\*Programmed projects only reflect a portion of these anticipated funding levels. The remaining fund balances are set aside to match FAA administered and BOA administered (Block Grant)*

*Federal Airport Improvement Program (AIP) projects in SFY 2023-24 through SFY 2026-27. Funding may also be set aside to cover potential changes in the maximum eligible share for federal and state projects and unprogrammed state/local projects using Multimodal Transportation Aviation (MMTA) Funding. Only the number of BOA ADP projects are listed in the Four-Year Plan. The exact number of FAA administered projects and BOA administered (Block Grant) federally funded projects requiring state matching funds are not yet known.*

3. There are numbers of reasons for the changes in funding levels and number of projects summarized in the above tables. The most prevalent are listed below:
  - There are planned future reductions in Aviation Restricted Account funding due to a continued reduction in airline flight activity due to the use of higher passenger capacity aircraft. This has impacted the Bureau's revenue significantly which is funded from state excise tax on Jet A fuel. For SFY 2023-24 there is a \$500,000 reduction per year. For SFY 2024-25 and SFY 2026-27 there is a \$700,000 reduction per year.
  - Additional funding from the Bipartisan Infrastructure Law will again result in an anticipated increase of \$1.2 million over pre-COVID levels for state match to FAA and BOA administered federal grants.
  - The cap for state match to federal grants per airport reduction from \$800,000 to \$600,000 annually is planned to continue. Also, the Bureau does not intend to fund state match for Bipartisan Infrastructure Law competitive (i.e. Airport Terminal Program) and Community Project Funding Earmarks. These restrictions on state match funding are a factor in a net increase of 17 projects in the Four-Year Plan Update. However, the number of projects in the Four-Year Plan Update are about 30% less than pre-COVID levels.
  - Large projects are often added to the plan in anticipation that they will meet all environmental, benefit cost analysis and other prerequisites. When there is a possibility that they will not, additional projects may be added to fill the void.
4. The proposed 2022 Four-Year Plan projects requiring approval are shown in the included Attachment.

**ATTACHMENTS:**

Attachment 1: Bureau of Aviation 2023 Four-Year Plan

**OPTIONS:**

1. Approve Bureau of Aviation 2023 Four-Year Plan Update
2. Disapprove Bureau of Aviation 2023 Four-Year Plan Update

**RECOMMENDATION:**

Approve the Bureau of Aviation 2023 Four-Year Plan Update

# State Fiscal Year 2023 - 2024 State/Local Projects

# ATTACHMENT 1

<i>BOA</i>	<i>Airport Name</i>	<i>Project Description</i>	<i>State Share</i>	<i>Other / Local Share</i>	<i>MM Share</i>	<i>Total Cost</i>
90.00	Pittsburgh International Airport	Airfield Pvmnt Maint Rehab 2023	\$0	\$500,000	\$1,500,000	\$2,000,000
89.00	Allegheny County Airport	Rehab/Repl Arfld Signs	\$600,000	\$200,000	\$0	\$800,000
80.00	Bellefonte Airport	Crack Seal and Re-mark Runway	\$90,000	\$10,000	\$0	\$100,000
79.00	Allegheny County Airport	Term Rehab Ph. 4 Constr/Ph. 5 Design	\$0	\$350,000	\$1,050,000	\$1,400,000
97.00	York Airport	Mitigate Approach Obstructions RW 17 Approach, Ph III: Mitigation	\$0	\$20,000	\$180,000	\$200,000
89.00	Arnold Palmer Regional Airport	Acquire Airport Security Vehicle	\$37,500	\$12,500	\$0	\$50,000
87.00	Wings Field	Remove Runway 24 Obstructions & Perform Mitigation, Phase II	\$0	\$50,000	\$150,000	\$200,000
83.00	Deck Airport	Rehabilitate Runway 1-19, Phase I: Design	\$72,000	\$8,000	\$0	\$80,000
81.00	Danville Airport	Acquire Airport Maintenance Equipment (Mower)	\$15,000	\$5,000	\$0	\$20,000
80.00	Pottstown Municipal Airport	Acquire Airport Equipment	\$37,500	\$12,500	\$0	\$50,000
80.00	Quakertown Airport	Acquire Equipment (Brush Hog and Tractor with Mower)	\$300,000	\$100,000	\$0	\$400,000
80.00	Mcville Airport	Crack Seal and Re-Mark Airfield Pavements	\$90,000	\$10,000	\$0	\$100,000
80.00	Washington County Airport	Improve Airport Drainage (Construct Stormwater Management Facilities), Ph. II, Construction	\$0	\$200,000	\$600,000	\$800,000
80.00	Bloomsburg Municipal Airport	Install Weather Reporting System (Non-AWOS)	\$37,500	\$12,500	\$0	\$50,000
70.00	Titusville Airport	Rehabilitate Aircraft Fueling System	\$75,000	\$25,000	\$0	\$100,000
68.00	DuBois Regional Airport	Install Electric Aircraft Charger	\$0	\$25,000	\$75,000	\$100,000
82.00	Rostraver Airport	Acquire Airport Equipment and Mowing Equipment	\$180,000	\$60,000	\$0	\$240,000
82.00	Allegheny County Airport	Airfield Pavement Joint Crack Rehab (Non AIP eligible)	\$0	\$200,000	\$600,000	\$800,000
<b>Subtotal for 18 projects</b>			<b>\$1,534,500</b>	<b>\$1,800,500</b>	<b>\$4,155,000</b>	<b>\$7,490,000</b>

# State Fiscal Year 2024 - 2025 State/Local Projects

<i>BOA</i>	<i>Airport Name</i>	<i>Project Description</i>	<i>State Share</i>	<i>Other / Local Share</i>	<i>MM Share</i>	<i>Total Cost</i>
94.00	Allegheny County Airport	SRE Dump Body W/ Spreader	\$60,000	\$20,000	\$0	\$80,000
89.00	Allegheny County Airport	Maint Ops Veh Equip Repl (2)	\$153,750	\$51,250	\$0	\$205,000
81.00	New Castle Municipal Airport	Acquire Airport Equipment	\$112,500	\$37,500	\$0	\$150,000
80.00	Punxsutawney Municipal Airport	Acquire Airport Equipment	\$75,000	\$25,000	\$0	\$100,000
79.00	Reading Regional/Carl A. Spaatz Field	Construct Deicing Materials Storage Building	\$180,000	\$60,000	\$0	\$240,000
77.00	Doylestown Airport	Reseal East Ramp T-Hangar Taxiway Pavement (Sealcoat and Crack-seal)	\$0	\$100,000	\$300,000	\$400,000
65.00	Mifflin County Airport	Replace Fuel Facilities, Phase I: Design	\$30,000	\$10,000	\$0	\$40,000
93.00	Beaver County Airport	Acquire Air Traffic Control Tower Equipment	\$150,000	\$50,000	\$0	\$200,000
86.00	Zelienople Municipal Airport	Acquire Airport Equipment (Paint Machine)	\$45,000	\$15,000	\$0	\$60,000
83.00	Deck Airport	Rehabilitate Runway 1-19, Phase II: Construction (Mill & Overlay)	\$0	\$72,000	\$648,000	\$720,000
81.00	Zelienople Municipal Airport	Wetland Mitigation Monitoring, Ph II Monitoring	\$25,000	\$8,334	\$0	\$33,334
80.00	Bloomsburg Municipal Airport	Acquire Equipment (Mower, Bush Hog, SRE + Attachments)	\$262,500	\$87,500	\$0	\$350,000
78.00	Carlisle Airport	Construct Parallel Taxiway (Partial), MITL, Ph II, Construction	\$0	\$200,000	\$1,800,000	\$2,000,000
75.00	Quakertown Airport	Rehabilitate T-Hangar Taxilanes and Aprons, Ph. I: Design	\$75,000	\$25,000	\$0	\$100,000
69.00	New Garden Flying Field	Rehabilitate Paved Access Road - Ph I, Design	\$105,000	\$35,000	\$0	\$140,000
54.00	Reading Regional/Carl A. Spaatz Field	Rehabilitate Terminal Parking Lot	\$0	\$139,500	\$418,500	\$558,000
68.00	Bradford County Airport	Acquire Airport Ground Service Equipment	\$75,000	\$25,000	\$0	\$100,000
87.00	Mcville Airport	Acquire Airport Equipment (Rehab Fuel Card Reader and other equipment)	\$37,500	\$12,500	\$0	\$50,000
87.00	Lancaster Airport	Acquire Materials - Paint and Crack Sealant Materials	\$37,500	\$12,500	\$0	\$50,000
68.00	Greene County Airport	Convert Fuel Tank to Jet-A	\$20,000	\$6,667	\$0	\$26,667

# State Fiscal Year 2024 - 2025 State/Local Projects

<i>BOA</i>	<i>Airport Name</i>	<i>Project Description</i>	<i>State Share</i>	<i>Other / Local Share</i>	<i>MM Share</i>	<i>Total Cost</i>
61.00	John Murtha Johnstown-Cambria County Airport	Install Gas Service to East Hangars	\$57,000	\$19,000	\$0	\$76,000
<b>Subtotal for 21 projects</b>			\$1,500,750	\$1,011,750	\$3,166,500	\$5,679,000

# State Fiscal Year 2025 - 2026 State/Local Projects

<i>BOA</i>	<i>Airport Name</i>	<i>Project Description</i>	<i>State Share</i>	<i>Other / Local Share</i>	<i>MM Share</i>	<i>Total Cost</i>
80.00	Bendigo Airport	Remove/Mitigate Tree Obstructions RW 5-23	\$45,000	\$5,000	\$0	\$50,000
68.00	St. Marys Municipal Airport	Rehabilitate Hangar	\$75,000	\$25,000	\$0	\$100,000
65.00	Mifflin County Airport	Replace Fuel Facilities, Phase II: Construction	\$0	\$102,500	\$307,500	\$410,000
61.00	Indiana County/Jimmy Stewart Airport	Rehabilitate Fuel Farm	\$150,000	\$50,000	\$0	\$200,000
55.00	Greenville Municipal Airport	Develop Airport Hazard Zoning Ordinance	\$10,800	\$1,200	\$0	\$12,000
84.00	Pittsburgh-Butler Regional Airport	Construct Airfield Maintenance Building	\$0	\$250,000	\$750,000	\$1,000,000
82.00	Allegheny County Airport	Terminal Rehab Ph. 5: Construction	\$0	\$300,000	\$900,000	\$1,200,000
81.00	Carlisle Airport	Install RW 10-28 GVPI REILS	\$360,000	\$40,000	\$0	\$400,000
75.00	Quakertown Airport	Rehabilitate T-Hangar Taxilanes and Aprons, Ph: II, Construction	\$375,000	\$125,000	\$0	\$500,000
63.00	Zelienople Municipal Airport	Construct New Fuel Facility	\$0	\$233,334	\$700,000	\$933,334
42.00	New Garden Flying Field	Rehabilitate Paved Access Road - Ph II: Construction	\$450,000	\$150,000	\$0	\$600,000
81.00	Carlisle Airport	Remove & Mitigate Runway Approach Obstructions, Ph. II	\$0	\$38,889	\$350,000	\$388,889
80.00	Joseph A. Hardy Connellsville Airport	Acquire Airfield Equipment (Pickup Truck & Plow)	\$60,000	\$20,000	\$0	\$80,000
<b>Subtotal for 13 projects</b>			<b>\$1,525,800</b>	<b>\$1,340,923</b>	<b>\$3,007,500</b>	<b>\$5,874,223</b>

# State Fiscal Year 2026 - 2027 State/Local Projects

<i>BOA</i>	<i>Airport Name</i>	<i>Project Description</i>	<i>State Share</i>	<i>Other / Local Share</i>	<i>MM Share</i>	<i>Total Cost</i>
60.00	Wings Field	Construct Access Road	\$468,750	\$156,250	\$0	\$625,000
87.00	Lancaster Airport	Acquire Materials - Paint & Crack Sealant	\$37,500	\$12,500	\$0	\$50,000
92.00	Chester County/G.O. Carlson Airport	Acquire Airport Equipment (Tractor)	\$93,750	\$31,250	\$0	\$125,000
90.00	Pittsburgh International Airport	Airfield Fixtures Bldg Roof Repl	\$0	\$250,000	\$750,000	\$1,000,000
89.00	York Airport	Replace PAPIs RW 17-35	\$200,000	\$66,667	\$0	\$266,667
82.00	Allegheny County Airport	Maint Ops Veh Equip Repl (2)	\$180,000	\$60,000	\$0	\$240,000
80.00	Finleyville Airpark	Acquire Airport Equipment, Ph. I: Light Duty Mowers	\$75,000	\$25,000	\$0	\$100,000
80.00	Braden Airpark	Install RW 18-36 PAPI	\$112,500	\$37,500	\$0	\$150,000
79.00	Lehigh Valley International Airport	Replace Aircraft Loading Bridge	\$0	\$187,500	\$562,500	\$750,000
76.00	Arnold Palmer Regional Airport	Construct Maintenance Building Expansion	\$0	\$300,000	\$900,000	\$1,200,000
68.00	Beaver County Airport	Relocate Fuel Farm	\$0	\$250,000	\$750,000	\$1,000,000
67.00	Brandywine Regional Airport	Rehabilitate / Replace Fuel Farm, Ph. I: Design	\$0	\$50,000	\$150,000	\$200,000
62.00	Washington County Airport	Construct Southside Access Road and Parking Lot, Design Ph I	\$23,550	\$7,850	\$0	\$31,400
59.00	Bedford County Airport	Acquire Fuel Truck	\$225,000	\$75,000	\$0	\$300,000
58.00	Joseph A. Hardy Connellsville Airport	Upgrade Fuel Farm - self fueling, 24-hour	\$10,000	\$10,000	\$0	\$20,000
39.00	Williamsport Regional Airport	Obstruction Removal (Runway 12-30)	\$69,000	\$23,000	\$0	\$92,000
<b>Subtotal for 16 projects</b>			<b>\$1,495,050</b>	<b>\$1,542,517</b>	<b>\$3,112,500</b>	<b>\$6,150,067</b>
<b>Grand Total</b>			<b>\$6,056,100</b>	<b>\$5,695,691</b>	<b>\$13,441,500</b>	<b>\$25,193,291</b>

**TRANSPORTATION ADVISORY COMMITTEE REPORT**

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

The TAC meeting was held on February 6, 2023.

### **TAC Study Updates:**

#### **Transportation Performance Report (TPR)**

Mr. Brian Funkhouser, Michael Baker Intl., introduced the Transportation Performance Report (TPR) at the February 6, 2023, TAC meeting. The report will be viewable to the public online and highlights six performance metric areas:

- Safety
- Mobility
- Preservation
- Accountability
- Funding
- Freight

Freight is a new measure for this iteration of the TPR and supports the Freight Movement Plan's measures. The TAC approved the 2023 TPR to move forward to the State Transportation Commission.

#### **Study Selection Process**

Mr. Funkhouser also presented the 2023 TAC Study Topics. The top two studies were selected for advancement at the February 6, 2023, TAC meeting.

The topics selected for advancement were the Truck Parking study and the Local Match Challenges study.

The Truck Parking study objectives are:

- Update (where applicable) key data elements from the 2019-20 PennDOT data collection program for truck parking.
- Develop a methodology for identifying and prioritizing highway corridors where truck parking capacity shortfalls are most severe.
- Apply the methodology to identify areas along the prioritized corridors where capacity is needed and where local zoning and complementary land uses are suitable for developing additional truck parking capacity.
- Establish a flexible process so that PennDOT and others can use the study product for to facilitate, partner, plan, and fund new parking capacity.
- Support and inform PennDOT's data needs for the next update of Pennsylvania's State Freight Plan, with the new requirements for truck parking documentation in state freight plans as established in the Infrastructure Investment & Jobs Act (IIJA) of 2021.

The Local Match study objectives are:

- To understand/define the extent and dimensions of the problem for municipalities that have an excessive share of tax-exempt real estate (whether by ownership or by program) in raising revenue for a local match;
- To identify what the share of land is by ownership type for a typical Pennsylvania community;
- To identify any constraints, i.e., legal, policy, etc., that may limit flexibility toward waiving or reducing local matches;
- To understand trends involving untaxed parcels (e.g., is it a growing problem);

- To identify potential options for assisting municipalities in these situations that struggle with meeting the local match requirements for transportation projects.

The TAC voted unanimously to move forward with the Truck Parking and Local Match studies.

**AUTOMATED WORK ZONE SPEED ENFORCEMENT (AWZSE)**

The TAC received an update from Mr. Dan Farley on the Automated Work Zone Speed Enforcement program.

**2022 TAC Annual Report**

The TAC discussed the 2022 TAC Annual Report and unanimously approved it.

**EXECUTIVE DEPUTY SECRETARY  
CHERYL MOON-SIRIANNI P.E.**

**EXECUTIVE REPORT**

**DEPUTY SECRETARY  
COREY PELLINGTON**

**ADMINISTRATIVE/BUDGET REPORT**

## **Bureau of Fiscal Management**

- Fiscal Divisions met to discuss FY 2022-23 mid-year budget and projections going forward.
- Worked on documents and updates for the new administration transition team.
- Working with the Governor's Budget Office on FY 2023-24 budget items, based on December revenues.
- Sent out MOU and Non-Recurring Purchasing documents/spreadsheets for Bureaus to update for Legislative Hearings.

**Bureau of Equal Opportunity (BEO)  
Disadvantaged Business Enterprise (DBE)  
Federal Highway Administration (FHWA) Program**

The Federal fiscal year 2023 began in October 2022 and runs through September 2023. BEO monitors DBE goal attainment and participation through monthly review and reporting. The data below reflect through January 2023.

Area Report - DBE Monthly Monitoring Report 2022 - 2023							
			Overall		RC		RN
FHWA DBE Goal	Dollar Amount Awarded	DBE Committed \$	10.69%	Race Conscious \$	8.68%	Race Neutral \$	2.01%
Department Totals	\$372,369,856.91	\$29,997,880.07	8.06%	\$31,628,931.80	8.49%	\$5,130,782.66	1.38%
	Dollar Amount Needed to meet Overall Goal	\$39,806,337.70		\$32,321,703.58		\$7,484,634.12	
	Commitment Amount Plus or Minus	-\$9,808,457.63	-2.63%	-\$692,771.78	-0.19%	-\$2,353,851.46	-0.63%

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

- The Department FHWA DBE Overall goal for the 2021-2023 triennial period is 10.69%, the overall Race Conscious goal is 8.68%, and the overall Race Neutral goal is 2.01%.
- As of December 30, 2022, the Department has awarded \$372,369,856.91 and committed \$29,997,880.07 to Disadvantaged Business Enterprises (DBEs).
- The Department is below the DBE overall goal by -2.63%, the race-conscious goal by -0.19%, and the race-neutral goal by -0.63%. We are working with FHWA on determining the cause and corrective action.
- There is a difference in the commitment to and the dollar paid to DBEs. The Department requires DBE commitments at the start of a project. Because most projects run over several years, so spend does not always equal commitment in a given fiscal year. And, because spending is reported as the DBE completes work, this may occur in another fiscal year.
- On January 6, 2023, PennDOT submitted a shortfall analysis to FHWA. It was stated in the analysis that the shortfall could be a result of the increased Infrastructure Investment and Jobs Act monies directed toward the contracting industry (as opposed to consultants), in which PennDOT has a lower internal DBE target goal. We are waiting for FHWA’s review of our shortfall analysis. We will have the remainder of FFY 2023 to work toward finalizing corrective actions.

**On-the-Job Training (OJT) Supportive Services**

- BEO and the supportive services consultant attended Career and Job Fairs in 2022.
- Supportive services played an essential role in recruitment efforts, attending events with the OJT Administrator and working directly with the trainees.
- The administrator has met with various unions and organizations such as the Constructors Association of Western Pennsylvania (CAWP), National Association for the Advancement of Colored People (NAACP), Builders Guild, Career Link, and others.
- Presentations were given to provide details of the OJT Program and its services for trainees and contractors.
- The OJT Trainee goal for 2023 is anticipated to be **140**. This number is estimated from data received on the prior OJT quarterly status report from 2022 and includes new and returning trainees in layoff status. OJT Supportive Services provided this report.
- As of October 1, 2022, monthly reports were submitted by ProRank, which will also provide these quarterly and annual reports. In addition, ProRank will establish an Individual Trainee Development and Support Program to assist trainees in obtaining journeyman status and job skills to increase their confidence in applying for highway construction positions.

- In 2022, there were 288 projects awarded in Engineering Construction Management System (ECMS). Although the number of projects increased by approximately 1.2%, the number of available trainees increased slightly. This was partially due to contractors having difficulty attracting and recruiting minority trainees.
- PennDOT's On-the-Job Training Maintenance System (OMS) was put into place approximately two years ago. This system offers the trainee more privacy, limits the number of people who can view the trainee's information, and allows PennDOT to pull ad-hoc reports directly from the system for increased accuracy in OJT data reporting.
- The OJT Program Manager achieved relationship building due to collaborating with Career Link, union halls, general contractors, external stakeholders, such as the Carpenter's Union, Center for American Women and Politics (CAWP) and others, as well as District personnel. Additionally, new sources of relationships will be developed to expand the pool of available underrepresented trainees.

### **The Mentor Protégé Program (MPP) Activities Events and Outreach**

- September 2022 ProRank Mentor Protégé Virtual Meeting
- October 2022 Pathways to PennDOT Conference
- November 2022 Associated Pennsylvania Constructors (APC) Fall Seminar
- December 2022 APC Mentor Protégé Online Panel Discussion

The Secretary and PennDOT senior leadership have led this effort to endorse the goals of the program at the highest levels of the Administration. PennDOT followed up initial discussions with multiple hands-on webinars led by ProRank Academy's DBE Supportive Services team so the industry could learn how the Mentor Protégé Program will be conducted. Recorded webinars provide a reference point for the inclusion of firms beyond the initial rollout.

During these sessions, PennDOT shared the web portal available to help provide training, networking, and program participation activities. As PennDOT moved past the pandemic, it has been able to supplement these training sessions with in-person meetings and continuing participation in industry events. PennDOT will further augment this effort with more programs to expand the potential audience for future vendors.

### **Measures of Success**

Ultimately, the program's measure of success will include the following:

- the number of projects advertised and selected,
- the total number of participating firms,
- the impact on disparate groups like Black American-owned firms.

PennDOT has made substantial progress, and ProRank Academy is tracking progress quarterly. For example, as of September 30, 2022, 25 potential mentor consultants and 20 potential protégé consultants have been recruited into the program. ProRank Academy also tracks connections made between firms within their website showing that 162 connections within the Mentor Protégé Program between May 5 and September 30, 2023, were made. PennDOT's recruitment efforts will continue to progress further.

## **Title VI**

- The Title VI Specialist is a member of the Commonwealth’s Language Access Task Force Committee to develop a statewide Language Access Plan.
- The Title VI Specialist is a member of the Pennsylvania Human Relations Commission Interagency Taskforce on Civil Tension and works with other state agencies and non-governmental organizations in addressing public accommodation civil rights concerns in transportation.
- The Title VI Specialist, at the request of participants in the Title VI community of inter-departmental agencies, has been working with multiple state agencies to assist them with developing their Environmental Justice (EJ), Limited English Proficiency (LEP), Title VI, Americans Disability Act (ADA), and general public accommodation civil rights program and plans.
- The Title VI Specialist is working with the statewide digital accessibility coordinator in collaboration with other state agencies on enhancing digital document accessibility as well as web-based accessibility.
- The Title VI Specialist is working with the FHWA to update the Department’s ADA Transition plan as well as Every Voice Counts and other publicly facing Environmental Justice and Title VI guidance documents.
- The Title VI Specialist is assisting Driver and Vehicle Services (DVS) in expanding languages for the knowledge test from 25 to 30 and assisting DVS with enhancing other ADA and LEP accommodation practices.
- Lastly, the Title VI Specialist has expanded training beyond those on the triennial schedule of program area and sub-recipient reviews to include monthly Pathways to PennDOT Workshops and the Engineering District Winter Schools.

## **Contract Compliance**

- 14 contract compliance reviews were completed in 2022
- Updates to Publication 2 Project Office Manual continue

## **DBE Certification**

- Processing applications for initial certifications, Notices of Change, and Annual Affidavits continues

## **BEO Outreach Efforts**

BEO has continued its efforts to remove barriers and increase accessibility to PennDOT projects by holding its first Paths to PennDOT Workshop of 2023 in Pittsburgh, PA. Please see the schedule below for a complete listing of workshop dates and locations.

Paths to PennDOT Workshop Schedule:

February 22 – Philadelphia

March 22 – Uniontown

April 19 – Hollidaysburg

May 17 – Clearfield

June 21 – Williamsport

July 19 – Wilkes-Barre

August 9 – Erie

September 20 – Allentown

October 18 – Indiana

November 8 – Harrisburg

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

PennDOT is responsible for a wide range of diverse programs. Working with multimodal organizations; the designing, constructing, and maintaining the Commonwealth's roads and bridges; planning activities with municipal and regional transportation organizations; and issuing driver licenses 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 Routing/Analysis System (APRAS) Modernization

- PennDOT is modernizing the legacy Automated Permit and Routing Analysis System.
- 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 was completed in December 2019
  - All hauling companies have successfully transitioned to the new APRAS web system.
  - Over 122,143 person-hours were 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; in progress
  - Q3 2023 Release – Stand Alone Bridge Analysis; in progress
  - Q1 2024 Release – Final APRAS Manual Review Modernization; not started.

### Modernizing Vehicle and Driver Licensing Systems (MVDLS) 3

- PennDOT is modernizing 30-year-old legacy Vehicle and Driver License Systems.
- Modernizing Vehicle and Driver Licensing Systems is PennDOT's solution to providing vehicle and driver license services to the citizens of Pennsylvania.
- Six (6) Customer Releases are scheduled to replace the **Vehicle system**.
  - Customer Release 1 – limited counter operations; completed November 2019
  - Customer Release 2 – full counter operations w/payment cards; completed March 2020
  - Customer Release 3 – mail/back-office operations; completed August 2021
  - Customer Release 4 – business partner management; completed in April; rollout to business partners continues.
  - Customer Release 5 – in development; to be implemented with Release 6
  - Customer Release 6 – design sessions started in late August.
- The plan to modernize the **Driver License system** is under review.

### Legislation

- Act 90 – Improve Commercial Driver Licensing via Drug & Alcohol Clearing House; Target date is TBD
- Act 112 – Vehicle suspension notifications for unpaid PA Turnpike tolls; completed Jan 22, 2023
- Act 95 – End driving suspensions for specific non-driving violations; Target April 2023
- Act 112 – Children's Trust Fund Donation during driver and vehicle renewals; Target April 2023

### Bridge Management System (BMS) Modernization

- PennDOT is modernizing the legacy Bridge Management System

- Q4 2023 Release – BMS Inspection module; in progress
- Q2 2025 Release – BMS Web App; in progress

### **Road Use Fee**

- Developing a pilot program to capture usage fees for EVs
- Project on-hold pending legislation

### **Mobile DL (mDL)**

- PennDOT plans to demo and test a mobile driver license (mDL) solution.
- A schedule to test an mDL is under review.
- Legislation is required to move beyond this stage, as well as a contract bid via Request For Proposal (RFP).

### **DOTgrants to eGrants**

- Migration is underway to move PennDOT grant programs from DOTgrants to the Commonwealth’s Center of Excellence (CoE) eGrants system.
- DOTgrant programs should be completely migrated to eGrants by Q1 2024.

### **Public Web Presence**

- Commonwealth websites, content management, and applications associated with a contract awarded to Publicis Sapient (“Sapient”); contract awarded December 2021
- The existing contract between OA and Pennsylvania Interactive (“PAI”) terminates on January 31, 2023
- Transition activities from PAI to Sapient:
  - Express Forms; completed
  - Driver Record Fee Collection; completed
  - PennDOT Mobile Apps; completed
  - Websites and website content; completed

### **Next Generation of PA Compute Services (PACS)**

- PA Compute Services provides data center services for PennDOT’s mainframe systems
- PACS contract ends June 2024
- Contract options for the next generation of PACS are being explored by OA & DGS

**Infrastructure & Economic Development HR Delivery Center  
STC Quarterly Briefing  
Dec. 2022 – Jan. 2023**

**Administration Change**

- Onboarding the Shapiro administration and new cabinet members. Welcome, Michael Carroll, Secretary for Transportation.
- *Executive Order 2023-03, Creating Opportunities by Prioritizing Work Experience for State Government Jobs*, was signed on January 18, 2023. Over 92% of the Commonwealth’s 65,000 positions do not require a college degree. As a result, the work experience equivalencies for state jobs will be highlighted on the new Commonwealth Careers website and job postings.

**Winter Maintenance Program 2022/2023**

- As of January 18, 2023, there were 406 vacant Transportation Equipment Operator positions and 88 vacant Mechanic positions statewide.
- PennDOT was approved to fill supplemental temporary/seasonal winter maintenance positions to include:

Class Title	Number Approved	% Filled 1/18/23
<b>Transportation Equipment Operator</b>	744	48%
<b>Non-Operator Titles (Radio Operator, Tradesman Helper, Mechanic, Semi-Skilled Laborer, Welder, Stock Clerk)</b>	196	41%
<b>Total</b>	940	

**Summer Employment Program 2023**

- PennDOT has openings for the 2023 Summer Employment Program temporary/seasonal staffing as follows:

Class Title	Number
Engineering Scientific and Technical Intern, Engineering	457
Engineering Scientific and Technical Intern, Non-Engineering	83
Government Services Intern	622
Non-Student Classifications	489
<b>Totals</b>	<b>1651</b>

**Transportation Equipment Operator Trainee and Interns** – due to recruitment difficulties for working-level operators, HR is partnering with the County Maintenance Organizations and PennDOT’s Equipment Training Facilities to increase usage of TEO-Trainees and develop a high-school intern program for students interested in equipment operation.

**TransformHR** – an effort to modernize HR systems and processes.

- Phase 1: Transition to ServiceNow case management and launch of an updated Employee Resource Center is complete.
- Phase 2: Adding HR services to ServiceNow case management in progress.
- Phase 3: An updated mobile onboarding experience was launched on November 14, 2022. Future integration of SAP and NEOGOV systems will improve HR service ticket functionality and visibility.

**OSHA Feasibility Study with Labor and Industry and IUP** - Governor Wolf signed an executive order in October directing Commonwealth agencies to take actions to advance worker protections, including studying the possibility of extending OSHA standards to Commonwealth workplaces. The study will also analyze the potential costs and benefits of extending OSHA standards to all public-sector workplaces in PA.

- The Indiana University of PA (IUP) is conducting the feasibility study on seven participating state agencies.
- Findings were shared in January 2023 with agency policy offices for comment.

**PA State System of Higher Education (PASSHE) Scholarship Program Announced**

- A new scholarship was announced on January 5, 2023, for active Commonwealth employees and their dependents to attend any state system of higher education university for up to \$2,000 per academic year for full-time students and \$1,000 for part-time or non-credit bearing classes.
- Scholarships can be used for qualified expenses, including tuition, room, and board.

## Bureau of Innovations (BOI)

- In celebration of the State Transportation Innovation Council's (STIC) 10th anniversary, BOI launched the first-of-its-kind ***Innovation in Motion*** webinar series in 2022 to highlight innovation through collaboration success stories across Pennsylvania. The last of the series of four webinars were held in December 2022 and focused on the topic of Digital Delivery in Transportation. Nearly 400 participants, including PennDOT employees, local government representatives, and industry partners, listened to presentations detailing PennDOT's efforts in electronic construction management and how the Department is moving away from paper-based documentation systems, as well as PennDOT's advancements in the digital transformation of project development and delivery.
- In November and December 2022, **PennDOT's Welcome Centers** served **438,321 customers**, making **596 reservations** for **698 travelers**, generating **\$61,385.00 in tourism revenue** for the Commonwealth. In comparison, the numbers from November and December 2021 were: **381,187 customers** served, **1,063 reservations** made for **1,174 travelers**, generating **\$116,251.95 in tourism revenue** for the Commonwealth. **Note:** Due to the reporting deadline, January 2023 tourism numbers will be provided as part of the next STIC Report.

**Bureau of Office Services**

<b>Project Update as of January 24, 2023</b>	<b>Phase</b>	<b>Anticipated Dates</b>
Greene County New Maintenance Office (emergency project)	In Construction	Scheduled Completion Spring 2022
Armstrong County New Maintenance Office	In Design	Anticipated Bid Opening March 2023. Anticipated Construction Completion Spring 2026
Montgomery County, Engineering District 6-0, Regional Traffic Management Center (RTMC) and Parking Garage (Garage is completed, RTMC facility is in Construction)	In Construction	May 2023 with decommissioning of existing RTMC to follow, date TBD.
Perry County Maintenance Office	In Design	In Design Anticipated Bid Opening TBD  Construction completion TBD
Mifflin County Maintenance Office	In Design	Anticipated Bid Opening in March 2023. Anticipated Construction Completion in Summer 2025
Mercer Welcome Center Site L	In Design	Anticipated Bid Opening in February 2023. Anticipated Construction Completion in Spring 2024
Erie Welcome Center Site M	In Design	Anticipated Bid Opening in February 2023. Anticipated Construction Completion in Spring 2024
Washington County Maintenance Stockpile (Atlasburg)	In Design	Anticipated Bid Opening February 2023, Construction Completion planned for December 2023
Fayette County, Engineering District 12-0 Office Renovation	In Design	Anticipated Bid Opening April 2023
Washington County Maintenance Office Renovation and Storage Building	Award Phase	Bids are due under review, Construction completion planned for Fall 2023
Dauphin County Maintenance Stockpile	In Design	Anticipated Bid Opening in March 2023. Anticipated Construction Completion in Spring 2024

<b>Project Update as of January 19, 2023</b>	<b>Phase</b>	<b>Anticipated Dates</b>
Blair County, Engineering District 9-0 Office Renovation	In Design	Anticipate Bid Opening in February 2023. Anticipated Construction Completion in Spring 2024
Delaware County Maintenance Stockpile	In Construction	Construction Completion Anticipated in February 2023
Bradford County Maintenance Office	Design Fee Negotiations	Land Acquisition completion January 2023, Anticipate Executed Agreement in Spring 2023
Carbon County Maintenance Office	Design Fee Negotiations	Anticipate Executed Agreement in February 2023
Clinton County Rest Area Sewer Treatment Plant and Water Supply System Replacement and Building Upgrades	In Design	Anticipate Bid Opening March 2023, Construction Completion planned for Summer 2024
Columbia County Rest Area Sewer Treatment Plant and Water Supply System Replacement and Building Upgrades	In Design	Anticipate Bid Opening March 2023, Construction Completion planned for Summer 2024
Cumberland County Rest Area Connect to Public Water and Sewage Treatment Plants	In Design	Anticipated Bid Opening in April 2023. Anticipated Construction Completion in Spring 2024
York County Maintenance Office	Land Acquisition	DGS initiated Acquisition, dates TBD
Dauphin County Fleet Management Office and Garage Renovations	Design Fee Negotiations	Anticipate start of Design March 2023
Bucks County Maintenance Office, Connect to Public Water	Design Fee Negotiations	Anticipate start of Design March 2023
Beaver County Maintenance Office, HVAC System Replacement	In Design	Anticipated Bid Opening February 2023, Construction completion TBD

**Electrical Vehicle (EV) Charging Stations** – PennDOT is pursuing the design and installation of EV charging stations at the eleven (11) Engineering District Offices for state vehicle use. Anticipated project completion dates range from Summer 2023 to late Fall 2023.

**Highway Equipment Repair** - PennDOT received authority from the Department of General Services (DGS) to use the commonwealth purchasing card for equipment repair services from original equipment manufacturers and authorized dealers up to \$75,000. This increase in the purchasing card threshold from \$10,000 to \$75,000 allows for critical highway equipment to be placed back in service much more quickly since vendors can be given the authorization to begin the repair virtually the same day rather than waiting until a Purchase Order was approved by Commonwealth signatories. Since October 2020, estimated savings have been between \$300,000

to \$500,000 from avoiding equipment downtime and \$113,592 in purchasing card rebates. Of the \$7.6 million spent, \$4.3 M (57.3%) of the payments were made to 26 different small businesses. Of the 437 repairs, 84% of the repairs are under \$25,000. With DGS approval in July 2022, a highway equipment repair purchasing card with a single transaction limit of \$25,000 has been issued to each Engineering District Office to realize additional process efficiencies. This new process has been so successful in cost-saving efficiencies and improvement in vendor relations that it was awarded a PennDOT 2022 Innovation Award.

**DEPUTY SECRETARY  
KURT MYERS**

**DRIVER AND VEHICLE SERVICES REPORT**

## New Plates Established in Legislation

Two bills were passed at the end of the last legislative session creating four new registration plates.

Act 112 of 2022 created three (3) registration plates. The first is a Pollinator Conservation registration plate. The fee for the plate will be \$38; \$25 of the fee will be deposited into the newly created Pollinator Habitat Program Fund. The fund is to be used to provide support for roadside pollinator initiatives. The second is a Blue Star Family registration plate which is intended for family members of a person who is an active-duty armed service member in the military, including a reserve component or National Guard. The fee for the plate will be \$23. The third is a combined Afghanistan and Iraq Veterans registration plate. This plate is intended for veterans who served in both the Afghanistan and Iraq theatres of conflict; the fee is \$23.

Act 113 of 2022 created the Air Medal registration plate. The Air Medal is awarded to armed service members who distinguish themselves by meritorious achievement while participating in an aerial flight. The fee for the plate will be \$23.

All four registration plates will become available on March 3, 2023.

## Changing Criteria for Toll Enforcement- HB 1486

Effective January 2, 2023, toll enforcement criteria for customers with outstanding Pennsylvania Turnpike Commission tolls have been adjusted. The threshold to trigger a registration suspension has been lowered from 6 violations to 4 violations or from \$500 in unpaid tolls to \$250 in unpaid tolls. In addition, the statute of limitations has been raised from 3 years to 5 years.

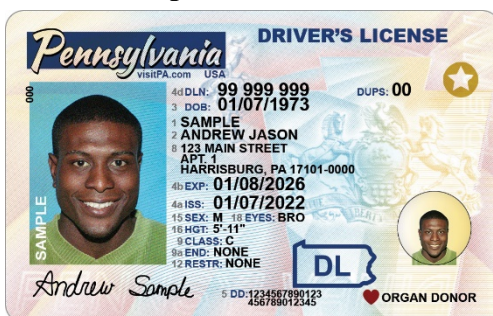
## Increased Maximum Weight Limit for Electric Powered Trucks- SB 153

Effective January 2, 2023 – SB 153 increased the maximum weight limit for electric-powered trucks from 80,000 pounds to 82,000 pounds to accommodate the weight of the battery or battery pack. This Act amends Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes in size, weight, and load, providing for maximum gross weight of vehicles.

## Electronic Signature

PennDOT is offering customers the ability to electronically sign and transmit forms to PennDOT processing. This will reduce customers' need to print, sign, and mail forms to PennDOT and allow quicker processing. PennDOT has begun offering this submission format for some forms that require only a signature and looks to explore adding this format to forms that require payment and notarization in the future. In addition, select forms are being analyzed to determine if the notary requirement can be removed; this requirement has already been removed from some forms.

## REAL ID Update



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

Opting into the REAL ID program is optional for Pennsylvanians, but we continue to encourage residents interested in applying for a REAL ID to start the process now. Customers

should be aware of and obtain the proper documentation needed to ensure they have their REAL ID product in advance of the new federal deadline.

From March 1, 2019, through January 19, 2022, of the approximate 10.1M current DL/ID holders, 1.95 million have opted to get a REAL ID-compliant product – an opt-in rate of 19%. With the change in the enforcement date, PennDOT continues to expect the originally anticipated 25% adoption rate, with customers continuing to obtain REAL ID products daily.

PennDOT has seen a daily average REAL ID issuance rate of 2,040 since March 1, 2019. Since March 1, 2019, over \$58M in revenue has been collected as a result of voluntary REAL ID opt-in fees. 453K REAL ID products were issued during FY 2021-22, generating approximately \$13.4M in revenue through the voluntary REAL ID opt-in fees. So far in this fiscal year, PennDOT has issued over 259K REAL IDs.

The option to request REAL ID pre-verification still exists. Customers who received their first Pennsylvania driver's license, learner's permit, or photo ID card AFTER September 1, 2003, PennDOT may already have their REAL ID documentation on file. This option to request pre-verification has made it possible for over 273K customers to become REAL ID eligible without having to visit a Driver License Center. Customers can find out if their required REAL ID documents are on file with PennDOT by applying for REAL ID pre-verification online; if PennDOT confirms documentation is on file, the customer will be notified and can order their REAL ID online.

#### REAL ID Same Day Service Driver License Centers

##### Western Pennsylvania

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

Jeanette DLC – 1100 Lowry Avenue, Jeanette, PA 15644

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

##### Central Pennsylvania

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

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

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

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

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

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

##### Eastern Pennsylvania

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

Norristown DLC – 1700 Markley Street, Norristown, PA 19401

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

Whitehall DLC – 1101 MacArthur Road, Whitehall, PA 18052

## Fee for Local Use

Act 89 of 2013 established a special fund within the state treasury called the “Local Use Fund.” As of January 1, 2015, a county may pass an ordinance to implement a fee of \$5 for each vehicle registered to an address 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 when 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 December 2022, the fee is implemented in 26 counties and PennDOT has collected approximately \$223M in county fees.

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

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

## Driver and Vehicle Services Statistical Highlights for the Quarter Ending December 2022

**Call Center Volume: Assisted customers:** 855.4 thousand

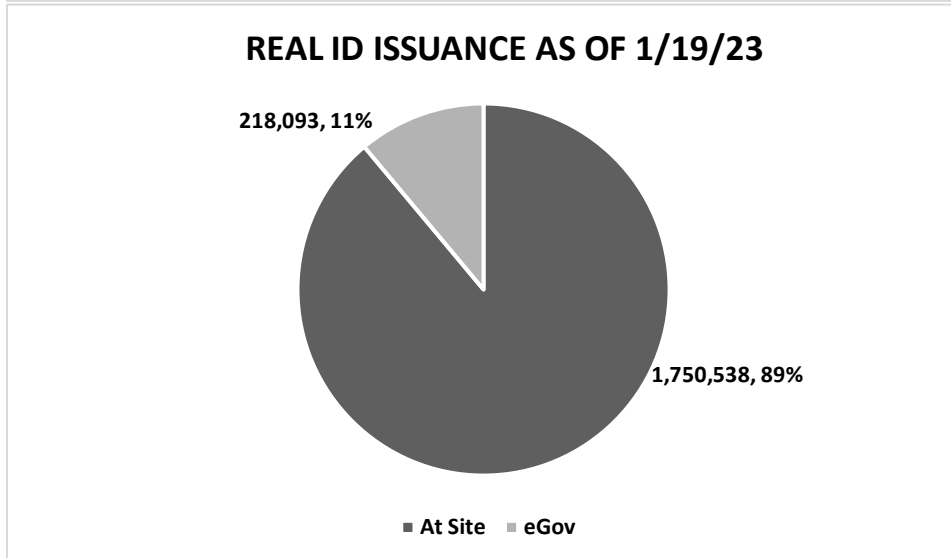
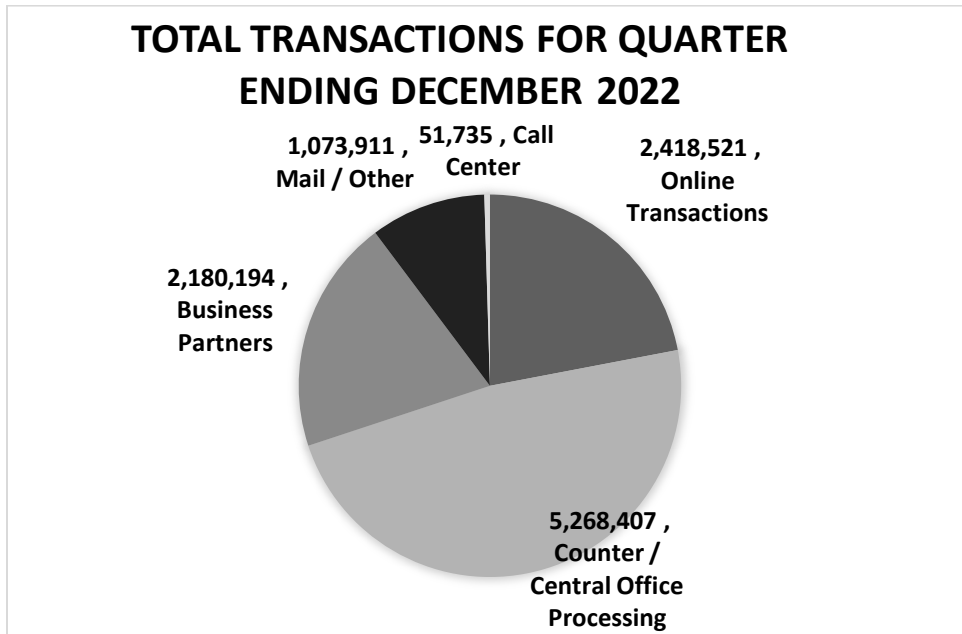
**Total Dollars Deposited: \$802.2 million**

- Motor License Fund: \$243.9 million

- Non-Motor License Fund: \$558.3 million<sup>1</sup>

**Total Transactions:**

- Online Transactions: 2.41 million
- Counter / Central Office Processing: 5.26 million
- Business Partners: 2.18 million
- Mail/Other: 1.07 million
- Call Center: 51.7 thousand

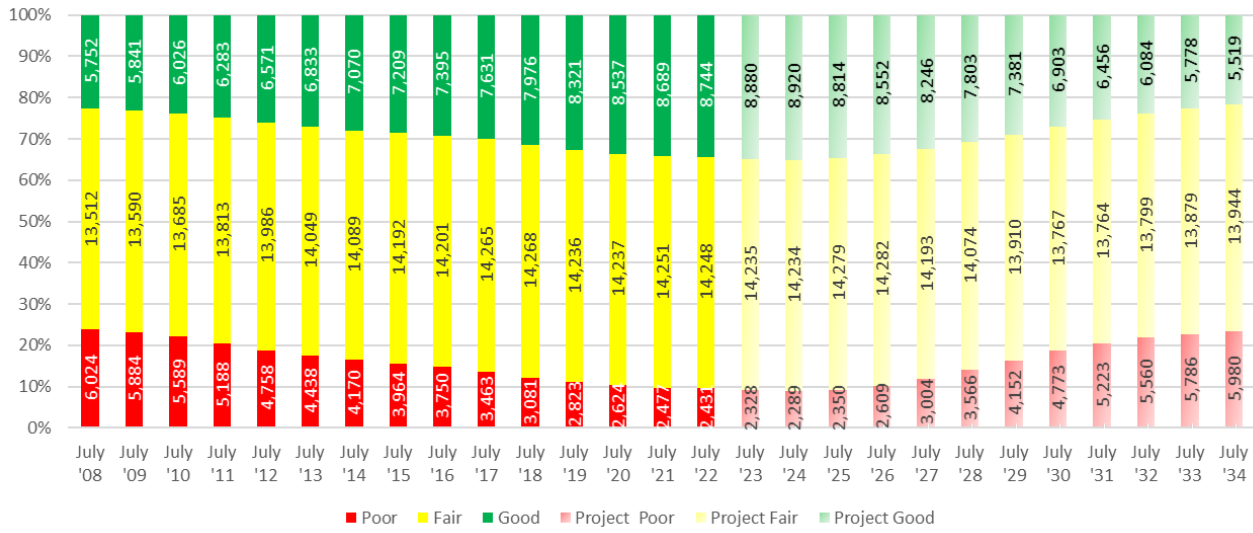


<sup>1</sup> Total dollars deposited in the Non-Motor License fund include Motor Vehicle sales tax, local sales tax, Special Fund Plates donations, etc.

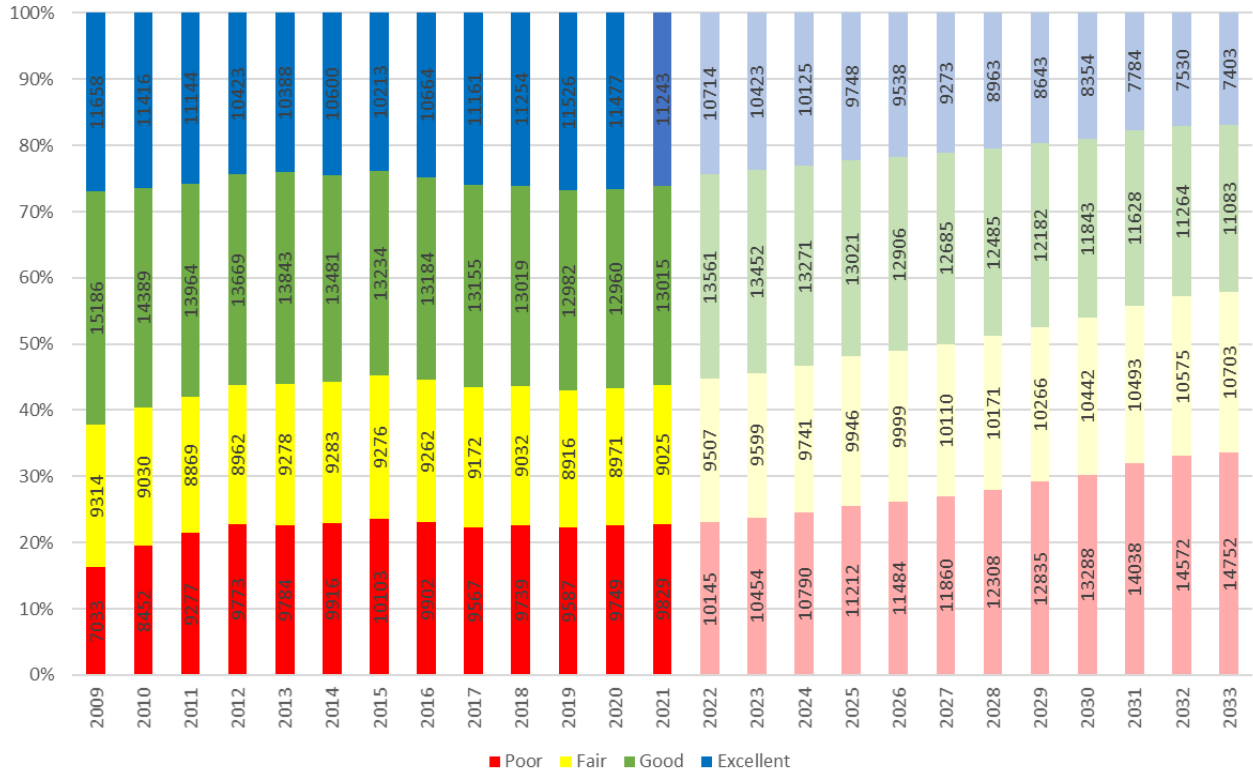
**DEPUTY SECRETARY  
MELISSA BATULA, P.E.**

**HIGHWAY AND BRIDGE  
PROGRAM REPORT**

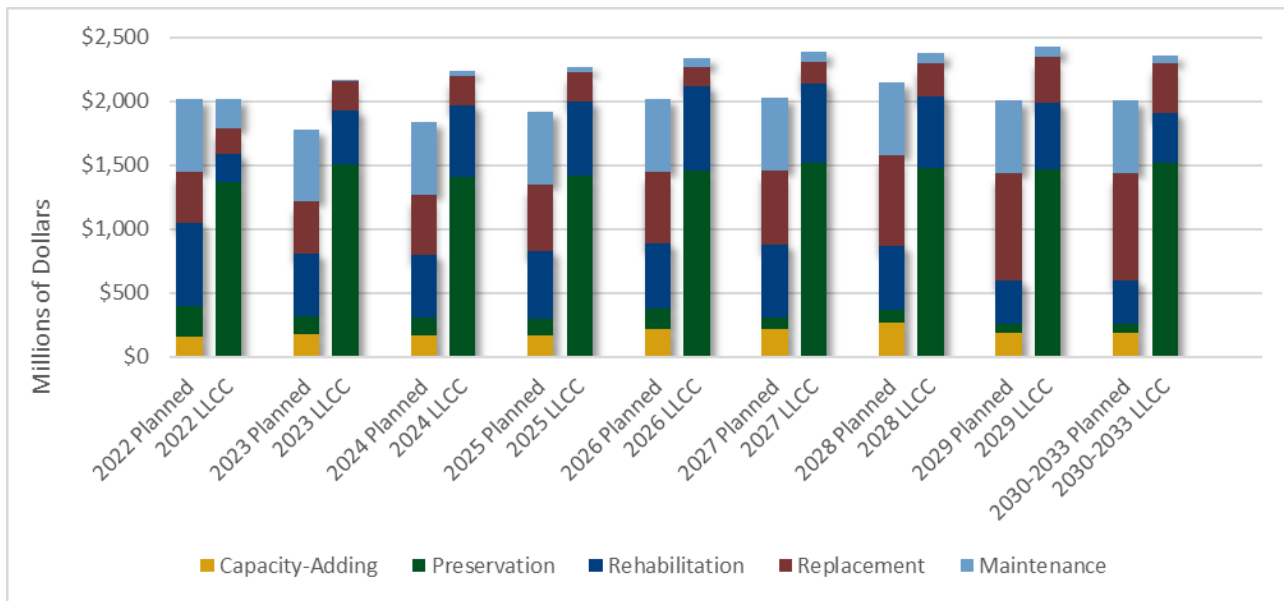
### Statewide - Bridge Condition 2008 - 2022 Actual 2023 - 2034 Projected (Number of Bridges)



### Statewide - Pavement Condition 2009-2021 Actual 2022-2033 Projected (Miles of Pavement)



## Planned Investment by Work Type and Year



### Lowest Life Cycle Cost (LLCC)

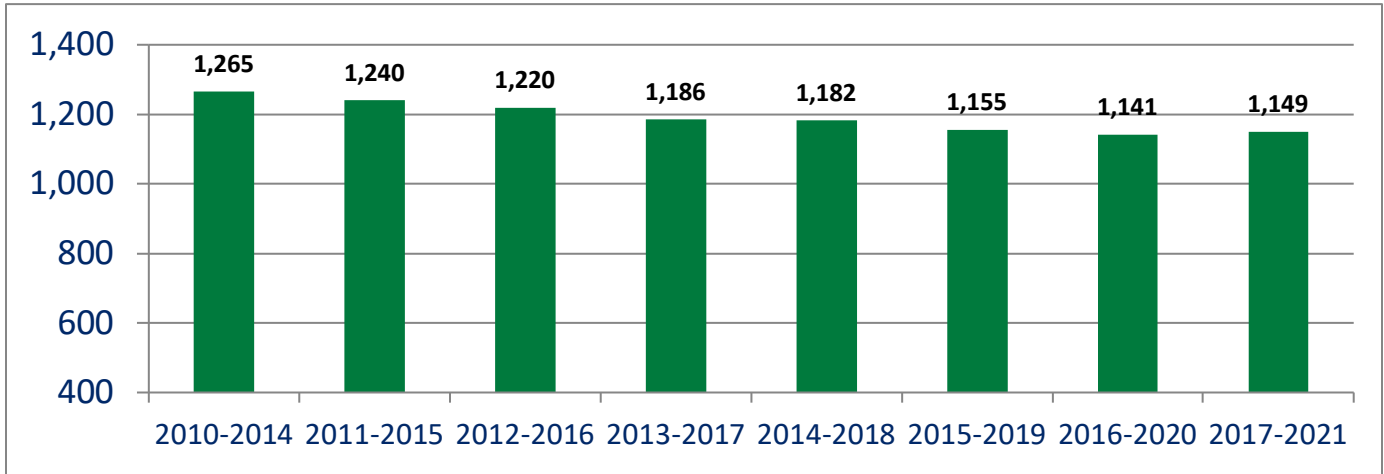
The Federal Highway Administration (FHWA) believes that life-cycle cost analysis (LCCA) can help transportation agencies choose the most cost-effective project alternatives and communicate the value of those choices to the public.

LCCA is an engineering economic analysis tool that allows transportation officials to quantify the differential costs of alternative investment options for a given project. LCCA can be used to study new construction projects and to examine preservation strategies for existing transportation assets. LCCA considers all agency expenditures and user costs throughout the life of an alternative, not only initial investments, to determine the Lowest Life Cycle Cost (LLCC) of a project. More than a simple cost comparison, LCCA offers sophisticated methods to determine and demonstrate the economic merits of the selected alternative in an analytical and fact-based manner. LCCA helps transportation agencies answer questions like these:

- Which design alternative results in the lowest total cost to the agency over the life of the project?
- To what level of detail have the alternatives been investigated?
- What are the user-cost impacts of alternative preservation strategies?

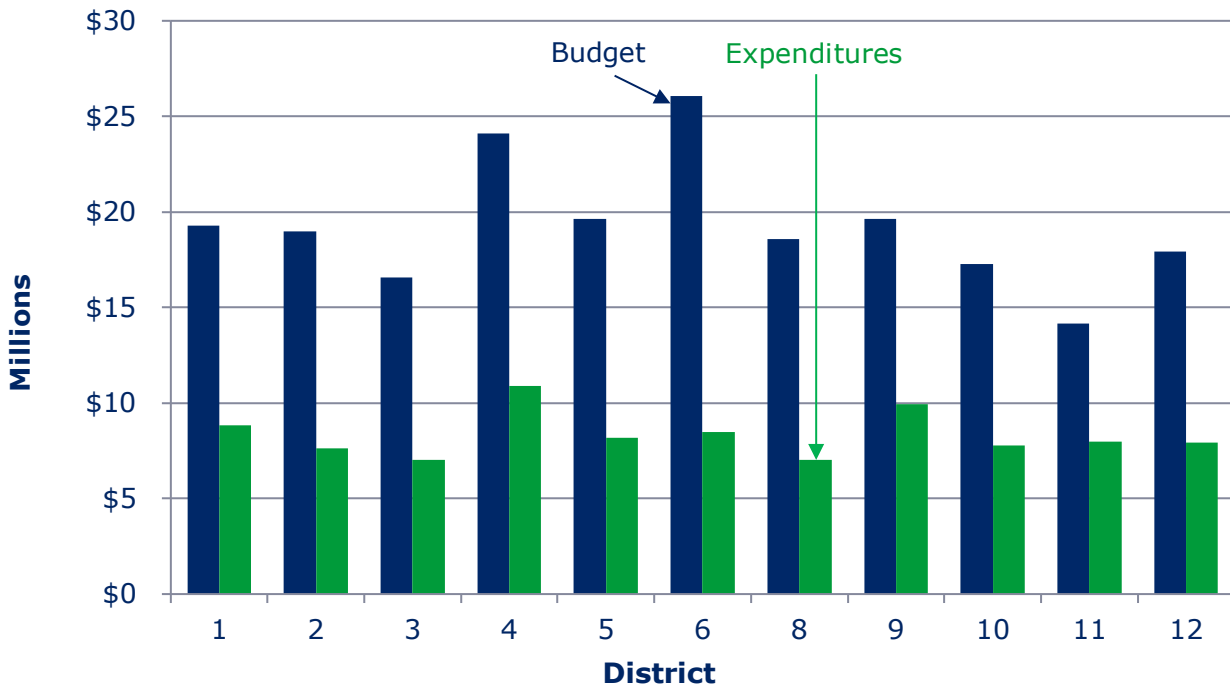
LCCA's structured methodology provides the information and documentation necessary for successful public dialogue. Because of this, LCCA is a valuable tool to demonstrate a transportation agency's commitment to infrastructure preservation.

### Reported Fatalities (5 Year Average)



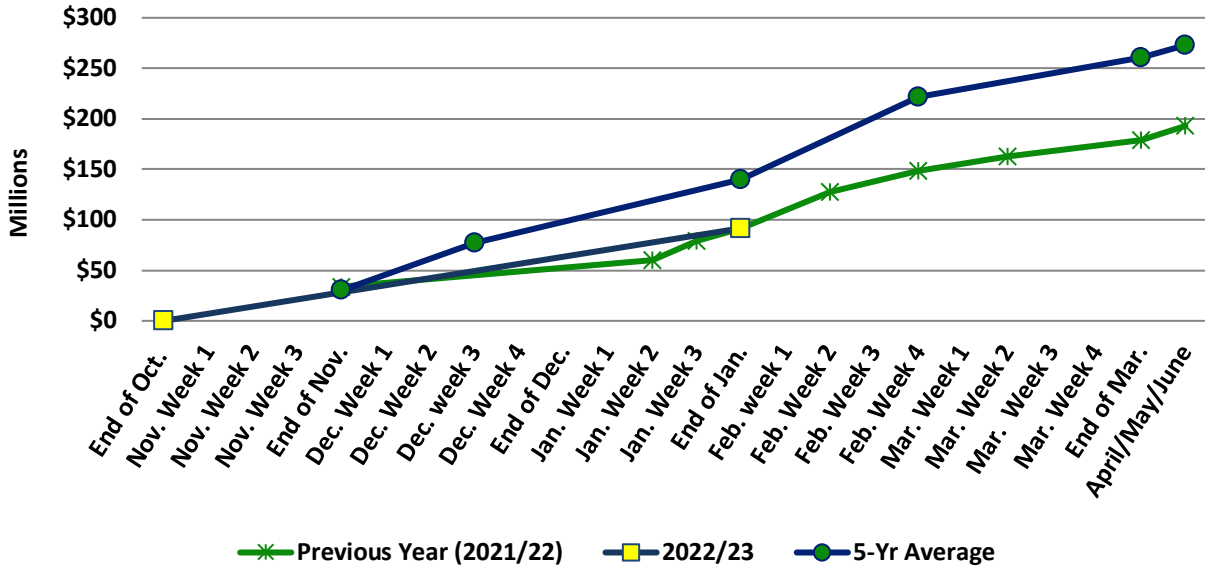
### Winter

#### 2022/2023 Winter Services Budget / Expenditures (1/31/2023)

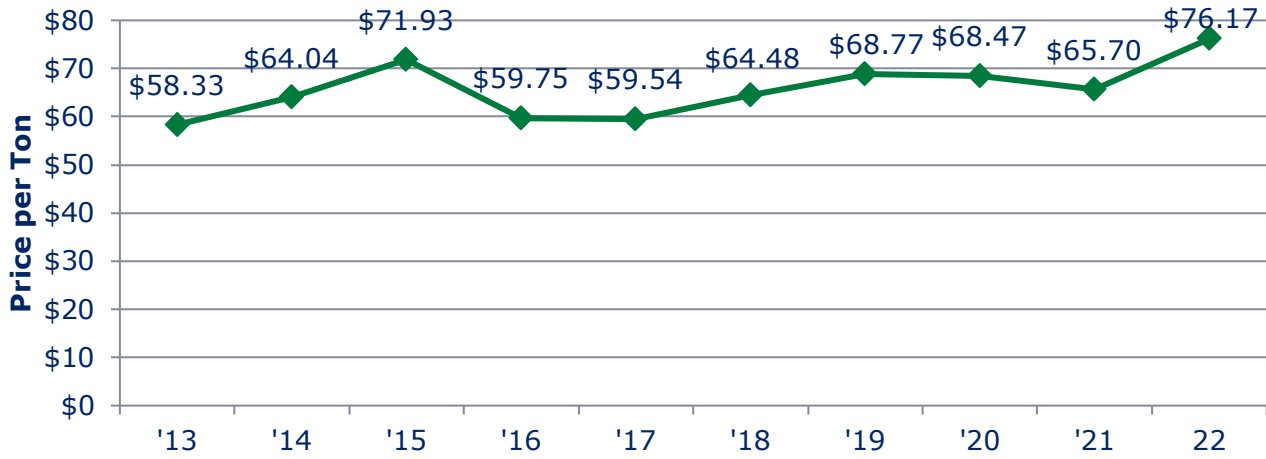


<u>Fiscal Year</u>	<u>20/21</u>	<u>21/22</u>	<u>22/23</u>
<b>Budget</b>	<b>\$ 210,219,891</b>	<b>\$199,751,882</b>	<b>\$212,125,000</b>
<b>Expenditures</b>	<b>\$ 298,699,186</b>	<b>\$192,937,757</b>	<b>\$91,726,445</b>

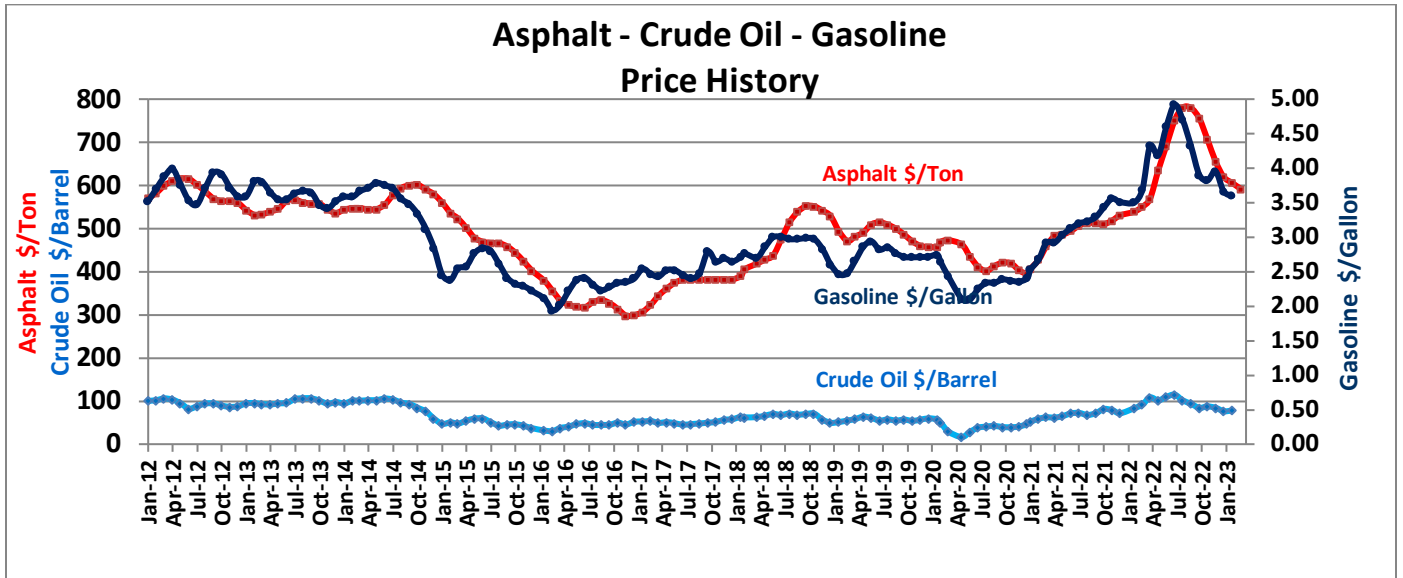
## 2022/2023 Winter Services Expenditures Statewide - 1/31/2023



## Historic Rock Salt Pricing



## Asphalt-Crude Oil-Gasoline Price Trend



	<u>2019</u>	<u>2020</u>	<u>2021</u> Q1	<u>2021</u> Q2	<u>2021</u> Q3	<u>2021</u> Q4	<u>2022</u> Q1	<u>2022</u> Q2	<u>2022</u> Q3	<u>2022</u> Q4	<u>2023</u> Q1
WTI Crude Oil Average Price per Barrel:	\$56.98	\$39.23	\$57.79	\$66.09	\$70.62	\$77.45	\$94.45	\$108.72	\$93.18	\$82.79	\$78.12
Liquid Asphalt Average Price per Ton:	\$486.75	\$430.21	\$431.17	\$487.83	\$510.83	\$519.67	\$552.67	\$692.50	\$771.67	\$660.50	\$598.75
Gasoline Reg Grade Average Retail Price per Gallon:	\$2.72	\$2.37	\$2.71	\$3.03	\$3.24	\$3.50	\$3.84	\$4.57	\$4.31	\$3.81	\$3.60

## 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%.

### 2022 Scheduled Program

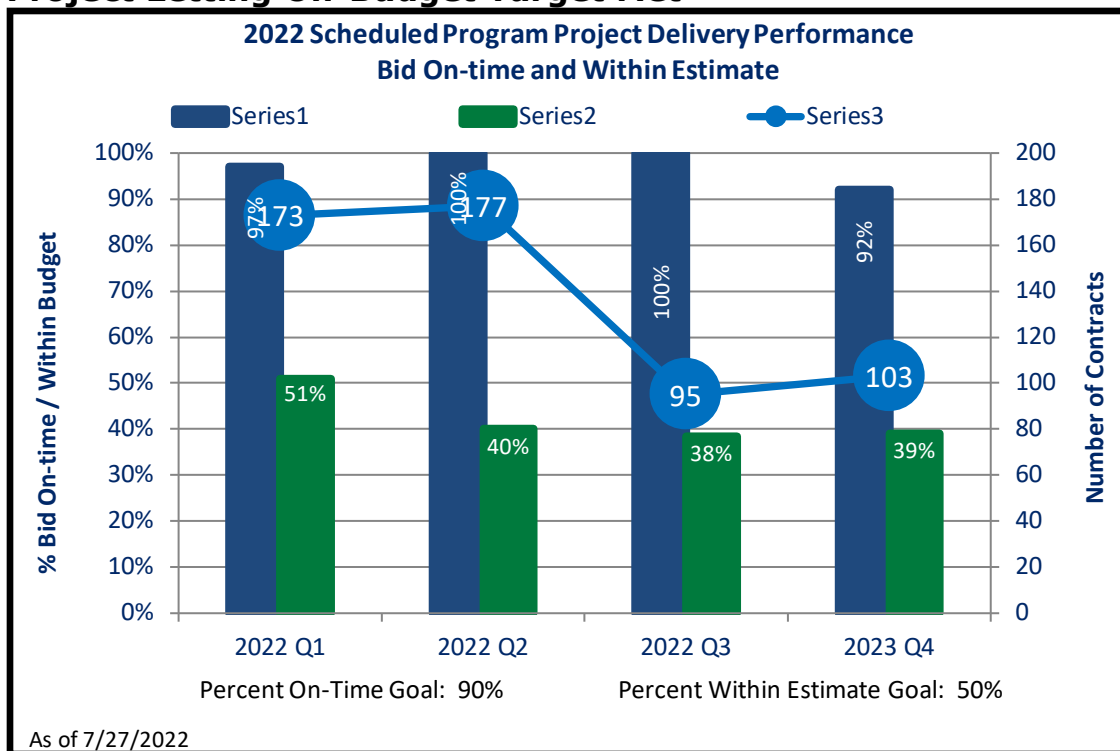
PennDOT bid 103 highway and bridge projects for 2022 Quarter 4.

On-time project delivery performance was 92% for 2022 Quarter 4.

Project delivery within +/-10% of the cost estimate was 39% for 2022 Quarter 4.

### Project Letting On-Time Target Met-✓

### Project Letting On-Budget Target Met-✗



**Project Letting On-Time Comments** – • 95 of the 103 projects let in the fourth quarter of 2022 were let on time.

**Project Letting On-Budget Comments** – Measure is based on project count, not dollars, so no single or small group of projects caused the

**Department to drop below 50%. Bids have been very competitive and are coming in over our estimates due to inflation.**

## Construction Project Delivery Performance

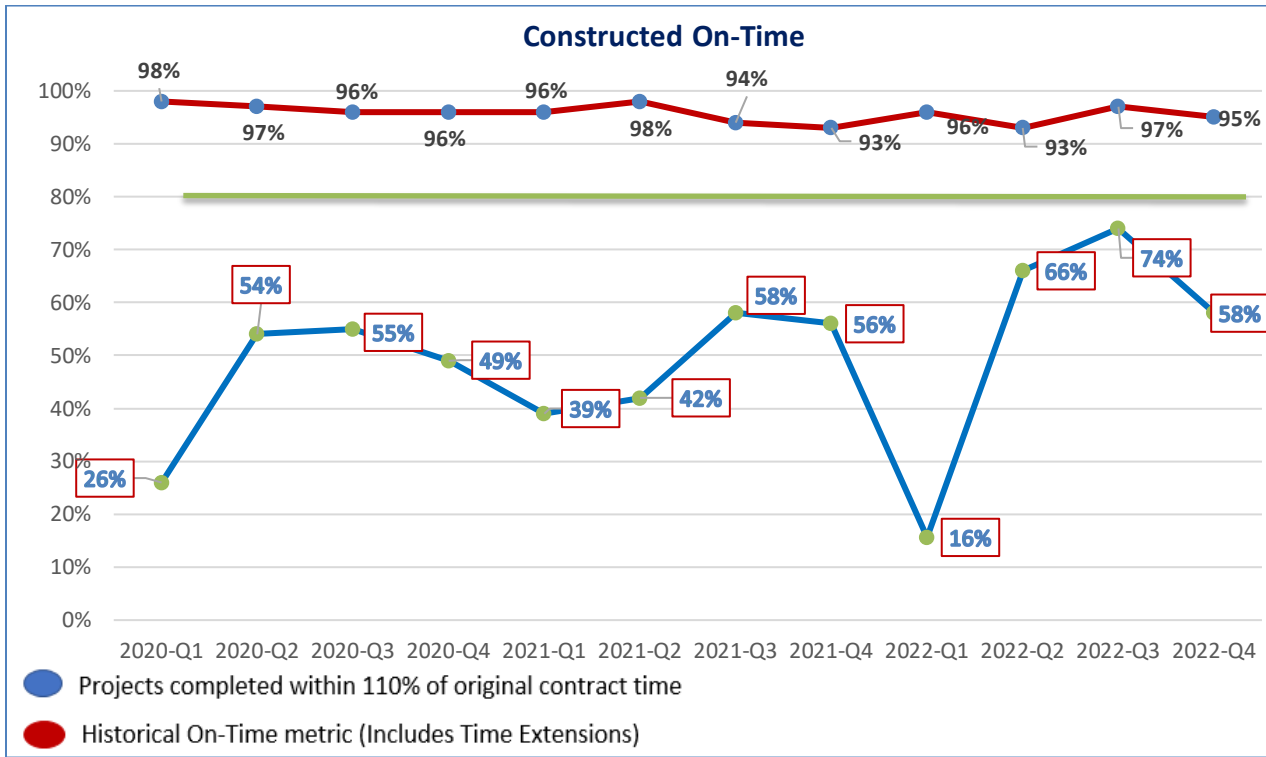
### Scheduled Program Constructed On-Time Target Met-✓

#### Goals:

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

#### Highlights of the Scheduled Program Contracts:

PennDOT completed 425 projects in the last four quarters.



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

## Construction Project Delivery Performance (cont.)

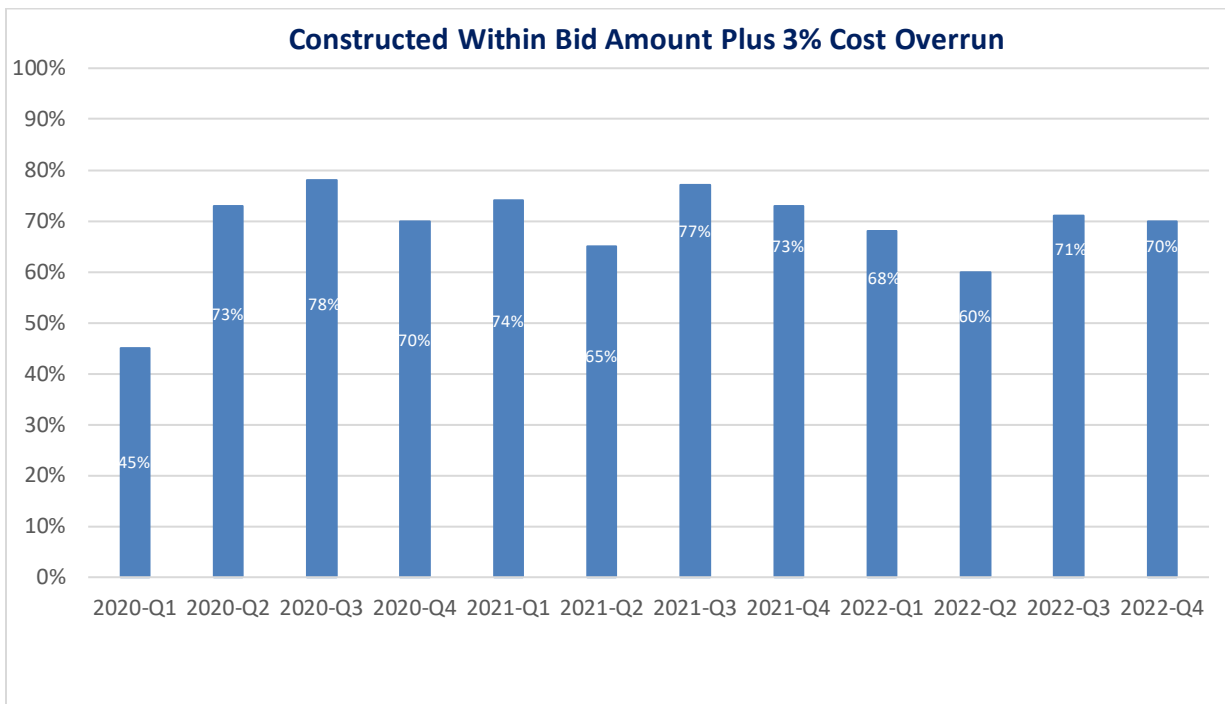
### Scheduled Program Constructed On-Budget Target Met- ✖

#### Goals:

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

#### Highlights of the Scheduled Program Contracts:

The average cost overrun in the last four quarters was 3.74%.



**Scheduled Program Constructed On-Budget Comments-** For the last four quarters, 159 out of 509 projects exceeded the 3%, the overall net overrun for these projects resulted in \$81.3M. There were 4 projects that account for \$32.8M of the total. The largest overrun was the redesign of several structures when it was realized that the deterioration was extensively worse than originally anticipated and utility delays / obstructions. This caused multiple large overruns over various structures. Most of the other issues involved with these projects dealt with unanticipated barrier replacement, extending the limits of paving projects, modifications to paved shoulder material, inaccurate design for a footer foundation, and an emergency bridge replacement due to flooding. The overall statewide

overrun was 3.74%. Excluding the top 5 overrun projects, the overall statewide overrun would be 2.23%.

### **October through December 2022**

During the July through December period, the Department let 103 projects for a total of approximately \$718 Million.

#### **Highway and Interstate Projects include:**

I-79, Moon Run - Neville Island, District 11, \$43 Million

Three Degree Rd Intersection, District 10, \$56 Million

#### **Bridge Projects include:**

New Kensington Bridge, District 11, \$22 Million

#### **Miscellaneous Projects include:**

Penn's Landing Project Development, District 6, \$383 Million

**ACTING DEPUTY SECRETARY  
ANDREW BATSON, AICP**

**MULTIMODAL TRANSPORTATION**

## ➤ **Ports**

1. **Pittsburgh** - With funding from the IIJA, the design for removing the auxiliary lock and replacement with a new, larger chamber at Montgomery lock is slated for completion in late 2023. Nearly \$1 billion will fund rebuilding the Emsworth, Dashields, and Montgomery locks as part of the Upper Ohio River Navigation Project at the Pittsburgh Port.
2. **Erie** - Late in 2022, two bills passed that benefited to the Great Lakes Region. National Defense's Great Lakes Winter Commerce Act delivers a \$350 million icebreaker to the US Coast Guard. The Consolidated Appropriations Act established the Great Lakes Authority, bringing with it a new source of funding to authorize receipt of up to \$33 million per year.
3. **Philadelphia** - Cargo volumes through PhilaPort in November were slightly less than expected at the end of 2022. Cargo throughout the country slowed in November and December, attaining volumes closer to pre-pandemic levels.

## ➤ **Public Transportation**

1. Transit ridership continues a slow recovery after the pandemic. The Bureau of Public Transportation (BPT) is focusing technical assistance on the recovery of ridership and route assessments, including piloting micro-transit in several communities. The Department is actively monitoring the results of these pilots, and the early indication is that they have been well-received in communities that have new access to service. The Department has also recently kicked off transit development plans with several agencies to analyze service needs after the pandemic. The following agencies are either actively studying their service or will be in the near future:
  - Westmoreland County Transportation Authority
  - Area Transportation Authority
  - Chester County TMA
  - Luzerne County
  - IndiGO
  - Pike County
2. The Department continues to fund and provide technical assistance to transit facility projects across the state. Most recently, the Schuylkill Transportation System (STS) was substantially completed, and a ribbon cutting will be held in April. Both Hazleton and Luzerne County Transportation Authority continue to be under active construction. We are in the design phase for several other significant projects,

including some shared ride storage facilities. The Department has a long-term goal of ensuring that all transit vehicles are able to be stored in a facility undercover to protect these essential assets.

3. The Department initiated a study to look at the long-term sustainability of the shared ride program. As we exit the pandemic, many shared ride systems face long-term funding challenges due to the program's funding structure. Travel patterns and destinations have changed significantly since the program was created in 1980 and these challenges will make it difficult to maintain affordable shared-ride transportation in the future. The study will look at the current program structure and recommend future models for consideration. The study is due to be completed in the spring.

➤ **Aviation**

1. The airports in Pennsylvania will see increased federal funding of approximately \$355 million for the years 2022 to 2026 due to the signed Infrastructure Investment and Jobs Act (IIJA). This includes 23 Federal Aviation Administration-administered airports and 40 Block Grant airports that would be eligible for the funding. Most of the funding will be directed to the state's commercial airports. The Bureau of Aviation's (BOA) ability to continue to provide state matches for airport projects may be at risk unless the revenue source is diversified or expanded.
2. BOA applied for the following Federal Aviation Administration (FAA) Block Grants in 2022: \$5.5 million Non-Primary Entitlements, \$4.03 million in State Apportionment, and one Discretionary Grant totaling \$1.74 million.
3. The Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA) (H.R. 133), signed into law on December 27, 2020, includes \$2 billion in funds to be awarded as economic relief to eligible U.S. airports and eligible concessions at those airports to prevent, prepare for, and respond to the COVID-19 public health emergency. BOA received a CRRSAA grant in the amount of \$631,000 for Pennsylvania's federally obligated general aviation airports at the beginning of May 2021 from the FAA.
4. The Bureau executed an American Rescue Plan Act (H.R. 1319 signed into law on March 11, 2021) grant with the FAA in December 2021 in the amount of \$1.58 million for the state's federally obligated general aviation airports.

5. The Bureau has received a grant offer for \$744,455 in Continuing Aviation System Plan funds from the FAA Harrisburg Airports District Office to support the Airport Pavement Management System Update contract that is underway.
6. Changes in the aviation industry, such as restructured business models since 9/11, have had significant long-term impacts on the Aviation Restricted Account, affecting the long-term sustainability of the fund. In addition, the Aviation Restricted Account lost over \$7.0 million over the past two years due to COVID-19 impacts on the jet fuel tax. The Department is considering how this will impact the Commonwealth's airports and Bureau's ability to support future aviation initiatives.
7. With the loss of aviation state revenue from COVID and the need for an increased state match to support the increased Bi-Partisan Infrastructure (BIL) funding, the Bureau has been assessing how to use its state funds. The Department will prioritize matching federal funds first, so funding for state/local aviation projects will decrease, resulting in fewer projects being granted in future years.

➤ **Rail Freight**

1. Seven Rail Freight Grant projects were completed between December 2022 and January 2023.
2. STC approved 24 grants in December 2022. These grants total \$26.4 million in rail freight state funding and are in the process of being awarded.

➤ **State Safety Oversight (SSO)**

1. The State Safety Oversight Division continues the hiring process for two SSO positions for the office created in January 2021.
2. The Rail Transit Safety Review Program (RTSRP) continues to work with the Rail Transit Agencies (RTAs) on the revision of their Public Transportation Agency Safety Plans (PTASP) and implementation of a top-down Safety Management System (SMS).
3. The RTSRP continues to work on the implementation of a formal Risk Based Inspection Program (RBI).

## ➤ **Passenger Rail**

1. In October 2022, Amtrak restored the Keystone frequencies to the pre-COVID service levels. The Keystone ridership is slowly increasing and is at approximately 60% of pre-COVID levels, consistent with other Amtrak routes with high commuter ridership.
2. The IIJA includes \$102B for the Federal Railroad Administration (FRA) to support expanding freight and passenger rail throughout the U.S. FRA currently has three grant programs open for application, totaling at least \$13.5B. The Department is actively working to either directly apply for or support applications that improve and expand intercity passenger rail service across the Commonwealth.

## ➤ **Active Transportation**

1. Implementation of the Active Transportation Plan has been carried out through internal and external coordination with partners. The Multimodal Deputate is coordinating with Highway Administration to update Pub 46 (Traffic Engineering Manual) and Pub 13 (Design Manual Part 2: Contextual Roadway Design) to refine and enhance sections pertaining to bicycle and pedestrian facility design and policy. Updates include mid-block crossing guidance, development of a process and maintenance agreements to review and approve trails and trail crossings.
2. The Multimodal Deputate is providing assistance to the Pedalcycle and Pedestrian Advisory Committee (PPAC) to facilitate the development of goals and objectives for a strategic direction for the Committee. The assistance also includes evaluating ways PPAC can assist with the implementation of the Active Transportation Plan (ATP). This initiative also includes coordination with the DCNR to support and enhance Outdoor Recreation in Pennsylvania, Growing Outdoor Recreation in PA (GORP).
3. The Green Book, referred to as GB8, a research-based, peer-developed set of design guidelines, serves as the basis of design for roads on the National Highway System, as well as many state and local roads. The next edition of GB8 is currently under development, to include designing highways and streets that address the current and future needs of all users to improve and enhance safety, accessibility, mobility, equity, and resiliency. Multimodal is coordinating the updates for GB8 along with Highway Administration to develop enhanced design guidance materials in collaboration with AASHTO members.

**DEPUTY SECRETARY  
LARRY SHIFFLET**

**PLANNING REPORT**

## CENTER FOR PROGRAM DEVELOPMENT AND MANAGEMENT

### **Federal Initiatives and Legislation:**

At its 2022 Annual Meeting, held in October in Orlando, the Board of Directors of the American Association of State Highway and Transportation Officials elected Roger Millar its [2022-2023 president](#).

He also serves as president of the American Society of Civil Engineers' Transportation and Development Institute, is chair of the Intelligent Transportation Society of America's board of directors, and is a member of the National Complete Streets Coalition Steering Committee. An experienced land-use and transportation engineer, planner, and program manager – with an international reputation for innovative approaches to conservation and development – Millar's key emphasis area during his one-year term as AASHTO president is transportation system resilience.

That includes preparing and adapting transportation infrastructure to changing conditions and climate-related disruptions like wildfires, flooding, excessive heat, sea-level rise, and extreme storm events.

### **PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation**

Internal PennDOT discussions are occurring on implementing this FHWA IIJA/BIL funding program. Congress authorized this funding program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters, through the support of planning activities, resilience improvements, community resilience, evacuation routes, and at-risk coastal infrastructure. Pennsylvania will receive over \$60 million each year of PROTECT funding.

### **CARBON REDUCTION**

Internal PennDOT discussions are also occurring on implementing the FHWA IIJA/BIL Program for Carbon Reduction. The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources. Over the five-year life of the IIJA/BIL, Pennsylvania will receive over \$50 million each year in this funding category. In addition, a strategic plan on Carbon Reduction Strategies is required to be submitted to FHWA by November 15, 2023.

### **PennDOT NEVI Grant Program**

PennDOT's Round 1 Notice of Funding Opportunity (NOFO) for the National Electric Vehicle Infrastructure (NEVI) Formula Grants Program is now available. The purpose of the notice is to solicit applications for PennDOT NEVI grants. Funds for the federal fiscal years (FFY) 2022 and 2023 PA NEVI grant program are to be awarded on a competitive basis to plan, design, construct, operate, and maintain Electric Vehicle Supply Equipment (EVSE) sites across Pennsylvania. PennDOT will announce the application opening and closing dates within seven (7) days after the Federal Highway Administration releases the pending final rulemaking.

For more information about PennDOT's NEVI grant program, including an interactive map, the Notice of Funding Opportunity, and guidance on how to apply, please see the following links.

[NEVI Homepage](#)

[Interactive Map](#)

[Notice of Funding Opportunity](#)

[Apply for NEVI Funds](#)

Please contact PennDOT's EV team at [ra-pdevcorridors@pa.gov](mailto:ra-pdevcorridors@pa.gov) with any questions or comments.

### **TRANSPORTATION ALTERNATIVES SET-ASIDE (TASA)**

Project awards for PennDOT's [Transportation Alternatives Set-Aside \(TASA\) program](#) can be found at the following link: <https://www.penndot.pa.gov/pages/all-news-details.aspx?newsid=937>. The awarded project list is also on the TASA Website.

In 2022, 64 projects were awarded, utilizing approximately \$52 million in TAP funds and \$2.4 million of Safe Routes to School (SRTS) funds. The FAST Act extension provided \$18 million of this statewide funding to PennDOT. The remaining funds were provided by the new Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL).

PennDOT's Central Office conducted a statewide call for applications to administer this funding. This round ran concurrently with the funding allocated to areas with a population less than or equal to 200,000.

The competitive application round for these funds was open to eligible sponsors across the state, including sponsors located in Large MPO areas.

The next TASA call for applications is tentatively scheduled to open on May 29, 2023.

### **PA Byways**

On November 9, 2023, the 23<sup>rd</sup> Pennsylvania Byway was designated as the Harriet Tubman Underground Railroad Byway. The Byway includes portions of PA Route 52 in Chester County and connects with the existing Harriet Tubman Byway in the state of Delaware. The total mileage in Pennsylvania is 7.68 miles. The Harriet Tubman Byway is managed by the Brandywine Valley Scenic Byway Commission in Chadds Ford. PennDOT manages the Pennsylvania Byways Program.

## Funds Management

PennDOT's inactive obligation percentage at the end of the first quarter of FFY 2022 (12/31/22) was 1.86%, which is below the 2.0% goal established by FHWA. Below is a chart of the last two years:

Inactive Obligations Quarterly Progress		
Date	Amount	Percentage
31-Mar-21	\$23,018,163.51	1.32%
30-Jun-21	\$25,041,735.34	1.43%
30-Sep-21	\$35,468,608.04	2.03%
31-Dec-21	\$27,313,841.31	1.56%
31-Mar-22	\$29,419,973.40	1.68%
30-Jun-22	\$32,548,109.11	1.86%
30-Sep-22	\$31,271,544.16	1.79%
31-Dec-22	\$49,813,505.09	1.86%

## Financial and Contract Services

- 2022 Municipal Liquid Fuels Tax Fund Allocation
  - \$455,885,000.00 total allocation
  - \$454,700,953.24 to be paid after bridge inspection costs deducted
  - \$451,903,026.44 released to 2,526 since March 1, 2022

The following allocations were paid on December 1, 2022.

- December 1, 2022, County Liquid Fuels Tax Fund Allocation
  - \$13,706,490.47 total allocation
  - \$13,638,988.75 released to 66 counties
- December 1, 2022, Act 44 Allocation
  - \$5,000,000.00 total allocation
  - \$4,958,837.67 released to 60 out of 61 eligible counties
- December 1, 2022, Act 89 Allocation
  - \$4,816,500.00 total allocation
  - \$4,776,848.35 released to 60 out of 61 eligible counties
- December 1, 2022, \$5 Fee for Local Use Allocation
  - \$19,450,230.00 collected for and paid to 26 counties
- December 1, 2022, State Police Fines and Penalties Allocation
  - \$3,395,831.35 total allocation
  - \$2,964,207.72 paid to eligible municipalities
  - \$431,623.58 transferred to Pennsylvania State Police for cadet classes

## BUREAU OF PLANNING AND RESEARCH

### 2022 Traffic Counting Program

- The count season ended on December 2 and was deemed a success. 95% of the counts were received, while 99% of the received counts were accepted.

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

- Between December and January, one turnback request transferred a total 0.451 miles, with no bridges transferred during this period; 6 vacations were completed with a total acreage of 3.404 acres.

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

- An ECMS project is currently in the design phase. It will include the installation and repairs of 21 CAVC sites on interstate and non-interstate routes throughout the Commonwealth.
- At the end of January 2023, the permanent site total is 119 CAVC sites.

### **Research Program Management**

- The Research Program Management Section staff actively managed twenty-one (21) fully initiated research projects.
- Continued to work on initiating fifteen (15) new research projects. These projects will be procured by issuing Request for Quotes (RFQs) to qualified supplies on the Transportation Research, Education, and Technology Transfer Services Invitation to Qualify (ITQ), a competitive contracting mechanism.
- Actively managed and monitored PennDOT’s participation in thirty (30) pooled fund projects under the Pooled Fund Program.

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

- The quarterly PennDOT Connects Steering Committee Meeting was held on December 5 and included a discussion on new municipal resources, BIL funding, and the 2023 PennDOT Connects Municipal Outreach Sessions. The Steering Committee, which consists of representatives from PennDOT’s Planning Partners, Districts, and Central Office, guides the direction of the PennDOT Connects Municipal Outreach Program.

### **2023 PennDOT Connects Municipal Outreach Sessions**

- The dates and times for this year’s outreach sessions have been scheduled at all 11 PennDOT Districts, and registration materials can be found on the [PennDOT Connects webpage](#). The sessions provide a forum for municipalities to learn more about PennDOT Connects, the resources available to them, and exchange information with PennDOT and our Planning Partners on transportation and land use planning. For this year’s outreach sessions, the presentation has been broadened to include information on the 12-Year Program survey, electric vehicles, and additional planning and funding resources available through DCNR and DCED.

### **Winter 2023 Municipal Advisory Committee (MAC) Meeting**

- The January 19 MAC Meeting opened with Deputy Secretary Larry Shifflet welcoming everyone. Updates were provided by the municipal associations, PennDOT, DCED, and FHWA. Additionally, presentations were provided on PennDOT’s Mid-Block/Trail Crossing Policy, Electric Vehicles, the 12-Year Program Survey, and updates from the Strategic Development and Implementation Office. The next meeting is planned for April 13.

### **LTAP New Class Development:**

- Over the last several months, LTAP has been developing five classes that are either new offerings or major updates: Stormwater Control Measures (new), Stormwater Control Measures Operation and Maintenance (new), Traffic Signal Basics (new), Equipment and Worker Safety (major update), Winter Maintenance Planning (new). All five courses are being piloted this spring, so municipalities may soon request these classes or sign up for them virtually. Please see the [LTAP website](#) for more information or call 1-800-FOR-LTAP.

### **Geographic Information Division Highlights**

- Geographic Information Systems (GIS) staff worked with state and local agencies and planning partners sharing and analyzing data sets from the PennDOT databases.
- GIS staff supported PennDOT's district offices, roadway, bridge, operations, project development and delivery, maintenance, multi-modal, and aviation programs.

### **GIS staff accomplishments include:**

- Updated data on PennDOT Open Data and PennDOT's public-facing regulatory and informational mapping websites.
- Facilitated IT Lunch-n-Learn sessions for employees.
- Created various spatial data, analyses, consulting, and reports supporting Districts, Maintenance, Operations, Bridge, Safety, Multi-Modal, Environmental, and Planning.
- Continued serving in an advisory capacity supporting the PA Board of Geographic Names, the PA State GeoBoard, GeoBoard Civic Boundary Task Force, the GeoBoard Governance Task Force, PA elevation Working Group, and the PEMA Next Gen 911 Working Group.
- Completed the Type 5, Municipal map series.

## **PUBLIC-PRIVATE TRANSPORTATION PARTNERSHIPS (P3) OFFICE**

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

The P3 Board met on December 13, 2022, and received updates on all related P3 activities, including how Act 84 of 2022 impacts future P3 projects presented to the board. Below is a status snapshot of 2 key P3 projects.

### **Ongoing Projects (Approved by the P3 Transportation Board)**

#### **Major Bridge P3 (Approved November 12, 2020)**

The Major Bridge P3 (MBP3) was presented to the Pennsylvania P3 Board in November 2020, and pursues the replacement or rehabilitation of nine major interstate bridges through the Design-Build, Finance and Maintain (DBFM) method of progressive P3 delivery. The nine bridges in the MBP3 are:

- [I-80 Canoe Creek Bridges](#)
- [I-80 North Fork Bridges](#)
- [I-78 Lenhartsville Bridge](#)
- [I-80 Nescopeck Creek Bridges](#)
- [I-80 over Lehigh River Bridge Project](#)
- [I-81 Susquehanna Project](#)
- [I-83 South Bridge](#)
- [I-95 Girard Point Bridge Improvement Project](#)
- [I-79 Bridgeville Widening, Bridges and Interchange Reconfiguration Project](#)

When the project was initially proposed, PennDOT planned to pay for the work on these bridges using tolls, as was permitted by the Pennsylvania P3 law at the time. Since that time, Act 84 of 2022 amended the P3 law to eliminate mandatory tolling of existing free lanes, and as a result, PennDOT is moving the bridge projects in the MBP3 forward without tolling, as expressly provided for in Act 84.

#### **Current Activities:**

On September 30, 2021, PennDOT released a draft Request for Proposals (RFP) to the three shortlisted proposers selected from the Request for Qualifications (RFQ) submissions. This commenced the RFP process in which PennDOT solicited proposals from shortlisted proposers seeking to enter into a Pre-Development Agreement (PDA).

During the RFP period from late September 2021 through the end of December, PennDOT engaged in a series of one-on-one meetings with and requests for clarification from each of the shortlisted proposers to provide them with a better understanding of the MB P3 and gather

feedback on the draft RFP documents. Proposals were due from each of the shortlisted proposers by January 19, 2022.

Through the robust evaluation of the proposals, PennDOT determined that the Bridging Pennsylvania Partners (BPP) approach aligned more closely with the project goals for delivery of the MB P3. On March 9, 2022, it was announced that BPP was selected as the Apparent Best Value Proposer. On May 6, 2022, the PDA was executed between PennDOT and BPP. As these activities were underway and proceeding as described, two lawsuits were filed against PennDOT challenging the P3 project. The Commonwealth Court issued an order on May 18, 2022, stopping work related to the MBP3. Accordingly, PennDOT canceled public hearings and procurement activities associated with the project. On June 30, 2022, the Commonwealth Court held that the MBP3 was void.

In July 2022, the state's P3 law was amended to remove tolling as a means of funding the MB P3. The updated law (Act 84 of 2022) provided the ability for PennDOT to continue the program as a P3 and preserved the existing March 2022 Pre-Development Agreement (PDA) with Bridging Pennsylvania Partners. The PDA enables PennDOT and BPP to work together to develop project packages in an open book, cost setting. The PDA also leads into separate contracts to Design, Build, Finance, and Maintain (DBFM) the bridges in the MB P3.

Package 1 includes six bridges and reached contract execution (Commercial Close) on November 29, 2022 and Financial Close on December 22, 2022. PennDOT will repay the amounts financed by BPP through recurring availability payments over 35 years, beginning when construction is complete. The availability payments will be paid using a blend of federal and state funds. On the federal side, PennDOT will reallocate some funds and pursue additional funding opportunities from the Bipartisan Infrastructure Law (BIL). Funding for the availability payments is anticipated to come from the Interstate Management Program Line Item balances beginning in FFY 2028.

### **Partnership 81 Project (Approved December 4, 2019)**

Approved by the P3 Board in December 2019 (with modifications approved in June 2020), the Partnership 81 Project aims to address needed safety, capacity and mobility improvements along a section of Interstate 81 near the City of Wilkes-Barre, Luzerne County. The 7.5-mile section runs from MM 161.2 (current terminus of the 6-lane cross section) to the Highland Park Blvd. interchange (MM 168.7). Improvements include the reconstruction and widening of I-81 to three lanes in each direction; replacement of poor condition bridges; the elimination of a left-hand exit currently existing on I-81; and the redesign of other intersections immediately off I-81. The project will be procured using a Design-Build-Finance (DBF) model.

### Current Activities:

PennDOT is progressing key environmental activities, most notably the studies for and preparation of the Biological Assessment Report. All documentation for the Environmental Assessment (EA) is planned to be completed by December 2023 to receive NEPA Clearance before March 2024. Preliminary engineering activities that are being progressed include revisions to address AAR and CPOAS review comments, as well as a preliminary subsurface drilling and exploration program that began in April 2022 and should be completed this calendar year.

As part of the NEPA Environmental Assessment process, PennDOT held a Public Officials Meeting and a Public Meeting where the project was presented in an open-house format at Wilkes Barre Regional High School. PennDOT explained the purpose and need for the project, identified surrounding natural and socio-economic resources, and presented a preferred alignment that best addressed the existing problems while minimizing impacts to the surrounding resources. The preferred alignment that was presented included the loop ramp to WB PA-209 discussed earlier. The project was generally well received by attendees. Questions and comments were raised, but the project was generally well received by attendees of both meetings. The results of both meetings, including public comments, will be documented by the EA.

Because the Design-Build-Finance procurement activities for the project are linked to NEPA approval, procurement has been affected by the elevation to an EA document. Having held a Public Meeting, PennDOT is presently preparing to hold a Project Industry Forum to present the project to industry and finance groups this winter, followed by one-on-one meetings with potential industry partners to discuss the team and project specifics. The first phase of procurement, which includes the Request for Qualifications (RFQ), and shortlisting of industry partners is now targeted for mid-to-late 2023. The second phase, Request for Proposal (RFP), will begin in late 2023 with issuing draft versions of the RFP to the shortlisted partners and subsequently leading to Final RFP and Selection of the Development Entity in late summer/early fall 2024 after completing preliminary engineering.

Subsequent procurement steps (final due date and selection), Commercial and Financial close for the project are targeted for spring 2025. Notice to Proceed to the successful partner to begin work is anticipated for summer 2025.

# **NEXT MEETING**

**STC QUARTERLY BUSINESS MEETING  
JUNE 14, 2023  
TBD, PA**

# **APPENDIX**

Rpt# LET014

Highway and Bridge (including Rail Grade)

12/14/22 To 2/10/23

Dist	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:</b> Betterments <b>Project Class:</b> 409 Expanded Maintenance													
8	York	90946	24	037		409EM	409	2.47	Mount Zion Rd/Sherman St Ext	2/2/23	\$1,920		
									Resurfacing PA-24 (Mt Zion Rd) from 1000' north Pleasant Valley Rd to SR 1033				
9	Somerset	118717	2010	003		409EM	409	24.49	County Wide Base Repairs #1	1/12/23	\$2,768		
									SR 2010 (Greenville Road), SR 2013 (Palo Alto Road), and SR 2015 (Glencoe Road)				
9	Somerset	118718	2017	006		409EM	409	43.27	County Wide Base Repairs #2	1/26/23	\$2,518		
									SR 2006, SR 2009, SR 2017, SR 2022, and SR 2026				
<b>Total number of projects for 409EM : 3      Total Length: 70.23</b>											<b>Total Project costs for : 409EM</b>		7,206
<b>Project Class:</b> Bridge Preservation - Federal													
10	Jefferson	117205	119	55A		BPRSF	NHPP	0.07	SR 119 over Mahoning Creek Epoxy	2/2/23	\$6,175		
									US 119 over Mahoning Creek Punxsutawney Borough				
<b>Total number of projects for BPRSF: 1      Total Length: 0.07</b>											<b>Total Project costs for : BPRSF</b>		6,175
<b>Project Class:</b> Bridge Restoration													
10	Indiana	25548	422	467	0	BRST	NHPP	1.91	US 422 over Two Lick Ck.	1/12/23	\$9,062		
									US 422 eastbound and westbound over Two Lick Creek				
<b>Total number of projects for BRST : 1      Total Length: 1.91</b>											<b>Total Project costs for : BRST</b>		9,062
<b>Project Class:</b> Highway Restoration													
1	Mercer	109145	718	04M		HRST	581	2.15	PA 718: Middlesex Rd to Broadway Ave	1/26/23	\$1,797		
									This project includes 2.15 miles of restoration / betterment on SR 718 from the intersection of				
1	Venango	109151	428	02M		HRST	STP	5.78	PA 428: PA 8 to Cherrytree Rd	12/15/22	\$4,747		
									SR 428 from US 62 to T-450 Oakland Township				
1	Warren	106658	62	M02		HRST	NHPP	5.81	US 62: Main Street - NY Line	1/26/23	\$4,294		
									US Route 62 (Market Street) from Hatch Run Road to the New York State Line				

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Highway and Bridge (including Rail Grade)

12/14/22 To 2/10/23

Dist	County	Project Id/ Contract	St. Rt.	Section	Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
3	Bradford	99421	220	196		HRST	581	1.39	Monroeton to Dunn Road	12/15/22	\$2,356	
3	Lycoming	114045	15	220		HRST	NHPP	2.50	US 220 from Monroeton to Dunn Road Monroe and Towanda Townships Susquehanna River to Old Montgomery Pike Rd	1/12/23	\$2,597	
3	Tioga	99427	15	187		HRST	NHPP	3.73	SR 15 (Hastings Street) from the Susquehanna River to the US 15 Overlook Tioga River to SR2005	12/15/22	\$3,120	
4	Pike	114071	6	FP5		HRST	STP	7.83	US 15 from SR 2005 (Williamson Road) to Tioga River SR 6 Paving - Pike	1/12/23	\$2,138	
4	Wyoming	110915	6	FP5		HRST	NHPP	2.96	Resurfacing on State Route 6 (G.A.R Highway) from State Route 434 (Shohola Wyoming SR 6 Paving	1/26/23	\$2,435	
4	Wyoming	114028	6	FP6		HRST	STP	3.45	Resurfacing on State Route 6 from Stanek Road to the intersection of Route 87 and SR 6 Federal Aid Paving 2022	1/12/23	\$3,160	
5	Northampton	101560	191	13M		HRST	STP	3.25	Resurfacing on State Route 6 from Stanek Road to Lott Road in Meshoppen Borough and Nazareth Pike Resurface	2/2/23	\$2,338	
9	Somerset	110443	30	018		HRST	NHPP	4.79	State Route 191 Newburg Road (0060/0000) to North New US 30 - US 219 to PA 281	1/12/23	\$2,611	
9	Somerset	113442	403	015		HRST	STP	5.31	From US 219 to PA 281 Quemahoning Township and Stoystown PA 403 - US 219 to PA 985	1/12/23	\$14,463	
10	Armstrong	113645	422	119		HRST	NHPP	7.79	From US 219 to Cambria County Line Conemaugh Township US 422 A-15 Concrete Preservation	12/15/22	\$14,292	
10	Indiana	100122	4005	401		HRST	STP	8.87	Along US 422, PA 28, SR 1422, PA 85, and SR 1038 SR4005-PA954 to Oakland Ave	1/26/23	\$11,956	
									Along SR 4005 (Indian Springs Road) from PA 954 to SR 4005 (Carter Ave) and from SR 286			

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Highway and Bridge (including Rail Grade)

12/14/22 To 2/10/23

Dist	County	Project Id/ Contract	St. Rt.	Section	Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
10	Jefferson	114087	119	502		HRST	581	4.83	Jefferson County Resurfacing Project	2/2/23	\$6,175	
									Along US 119 from intersection of SR 2017 (Orchard Avenue) north to just west of Lions			
11	Allegheny	27225	2048	A14	0	HRST	NHPP	9.67	2048 Wm Penn Hwy/I-376 Ramp to PA 48	1/12/23	\$23,845	
									Mill and overlay, mountable curb, guide rail, drainage on SR 2048 (Business 22) from			
12	Fayette	96657		BMR		HRST	STP	2.25	Bruceton Mills Rd. T-311	1/12/23	\$3,457	
									TR-311 (Bruceton Mills Rd.) Henry Clay Township, Fayette County			
12	Greene	116175	188	07R		HRST	STP	6.89	PA 188 Jefferson Rd Preservation	1/26/23	\$3,561	
									PA 188 Jefferson Road Preservation Franklin Township, Greene County			
<b>Total number of projects for HRST : 18</b>						<b>Total Length:</b>	89.25	<b>Total Project costs for : HRST</b>			109,342	
<b>Project Class:</b> Preventive Maintenance												
10	Jefferson	112971	119	501		PRVMT	NHPP	3.04	US 119 Punxsy South Resurfacing	2/2/23	\$6,175	
									US 119 from Indiana/Jefferson County line north to its intersection with PA 36			
<b>Total number of projects for PRVMT: 1</b>						<b>Total Length:</b>	3.04	<b>Total Project costs for : PRVMT</b>			6,175	
<b>Project Class:</b> Safety Improvement												
5	Lehigh	57433	1004	03S	0	SAFE	STP	0.36	Lehigh Race Street Intersection	1/26/23	\$10,189	
									Three new traffic signals to be installed along Race Street corridor at Second Street, Front			
<b>Total number of projects for SAFE : 1</b>						<b>Total Length:</b>	0.36	<b>Total Project costs for : SAFE</b>			10,189	
<b>Program Area:</b> Bridge												
<b>Project Class:</b> Bridge Preservation - Federal												
1	Warren	74711	3022	WPB	0	BPRSF	BOF	0.18	Warren County Bridge Waterproofing	1/12/23	\$347	
									Multiple locations in multiple municipalities Bridge Preservation			
3	Northumberland	117566	225	053		BPRSF	BRIP	0.04	SR 225 over Mahanoy Creek	12/15/22	\$1,306	
									SR 225 over Mahanoy Creek in, Little Mahanoy (Twp) Northumberland County			

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Highway and Bridge (including Rail Grade)

12/14/22 To 2/10/23

Dist	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	Perry	100466	4010	013		BPRSF	185	0.16	Little Buffalo Rd ov L 1	1/26/23	\$624	
8	York	78887	1013	015	0	BPRSF	581	0.14	State Route 4010 (Little Buffalo Road) over Little Buffalo Creek SR 1013 over Conewago Crk	2/2/23	\$2,928	
8	York	78989	4015	008	0	BPRSF	581	0.06	Bridge rehabilitation SR 1013 (Cly Rd.) over Conewago Creek Colonial Road Bridge	2/2/23	\$2,928	
9	Blair	117760	22	63B		BPRSF	BRIP	0.19	Bridge preservation State Route 4015(Colonial Road) over 2023 Blair County Bridge Overlay	1/12/23	\$1,321	
10	Jefferson	117205	119	55A		BPRSF	NHPP	0.07	Over Little Juniata Rvr, over Poplar run, over Blue Knob Run, over I-99/US 220, over PA SR 119 over Mahoning Creek Epoxy	2/2/23	\$6,175	
11	Allegheny	63515	1038	A01	0	BPRSF	BRIP	0.29	US 119 over Mahoning Creek Punxsutawney Borough New Kensington Bridge	12/15/22	\$24,594	
<b>Total number of projects for BPRSF: 8</b>						<b>Total Length: 1.13</b>	<b>Total Project costs for : BPRSF</b>				<b>40,223</b>	
<b>Project Class: Bridge Replacement</b>												
1	Crawford	90153	618	B01		BRPL	BRIP	0.00	SR 618 over Conneaut Lake Trib	1/12/23	\$618	
1	Crawford	78780	2034	B00	0	BRPL	BRIP	0.07	State Route 618 Bridge over Conneaut Lake Tributary SR 2034 Brdg over I-79	1/12/23	\$1,568	
1	Erie	110080	699	B03		BRPL	185	0.02	State Route 2034 (Rogers Ferry Road) Bridge over Interstate 79 (Raymond P Shafer PA 699 Edinboro Rd Br over Walnut Creek Branch SR 699 (Edinboro Road) Bridge over Walnut Creek Branch	1/12/23	\$624	
1	Mercer	58081	2002	B01	0	BRPL	185	0.12	SR 2002: Neshannock Ck Br	1/26/23	\$1,390	
									SR 2002 (Leesburg Road) Bridge over Neshannock Creek			

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Highway and Bridge (including Rail Grade)

12/14/22 To 2/10/23

Dist	County	Project Id/ Contract	St. Rt.	Section	Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
3	Bradford	112894	220	233		BRPL	STP	0.00	SR 220 over Trb Towanda Creek	12/15/22	\$2,356	
3	Bradford	99309	4031	009		BRPL	185	0.00	SR220 over Trbutary to Towanda Creek Towanda Township, Bradford County SR4031ovTbBeckwithCrk	1/12/23	\$186	
3	Lycoming	99032	2004	007		BRPL	185	0.00	State Route 4031 (Coryland Rd) over Tributary to Beckwith Creek SR 2004 over Trib to Spring Cr	12/15/22	\$181	
3	Snyder	117704		RBR		BRPL	183	0.00	SR 2004 (Alvira Road) over a Tributary to Spring Creek T-487 over Tributary to Penns Creek	12/29/22		
3	Tioga	99365	1013	012		BRPL	185	0.00	T-487 over Tributary to Penns Creek, in Jackson Township Snyder County SR1013 ov Unnamed tributary to Hammond Creek	12/15/22	\$188	
4	Lackawanna	97930	435	250		BRPL	BRIP	0.05	State Route 1013 (Jackson Center Road) over Unnamed tributary to Hammond Creek SR 435 over Interstate 84	1/12/23	\$9,206	
4	Lackawanna	100499	4036	D50		BRPL	STU	0.00	Bridge replacement on State Route 435 (Drinker Pike) over Interstate 84 in Roaring SR 4036 over Branch Falls Creek	1/12/23	\$853	
4	Luzerne	93006	309	355		BRPL	BRIP	0.02	Bridge replacement on State Route 4036 (Falls Road) over Branch of Falls Creek, in SR 309 over Nescopeck Ck	1/12/23	\$4,546	
4	Susquehanna	107950	167	550		BRPL	STP	0.01	Bridge replacement on State Route 309 (Hunter Highway) over Nescopeck Creek, in SR 167 over Hop Bottom Creek	1/26/23	\$2,374	
4	Wayne	88469	670	650		BRPL	STP	0.00	Bridge replacement on State Route 167 (Brooklyn Road) over Hop Bottom Creek in SR 670 over Cramer Creek	1/12/23	\$1,316	
4	Wayne	9833	2008	670	0	BRPL	STP	0.02	Bridge replacement on State Route 670 (Bethany Turnpike) over Cramer Creek in Carley Brook Bridge 2	1/12/23	\$2,122	
									Bridge replacement on State Route 2008 (Louie Drive) over Carley Brook, in Honesdale			

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Highway and Bridge (including Rail Grade)

12/14/22 To 2/10/23

Dist	County	Project Id/ Contract	St. Rt.	Section	Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
5	Lehigh	11413	329	01B		BRPL	NHPP	0.33	Cementon Bridge	1/12/23	\$21,725	
									SR 329 over Lehigh River Whitehall Township			
5	Northampton	96431	33	05B		BRPL	NHPP	1.76	PA 33 Bushkill Creek Bridges	1/12/23	\$21,771	
									PA 33 Northbound and Southbound bridge replacements over Bushkill Creek in			
5	Northampton	12310	3016	01B	0	BRPL	BOF	0.11	Indian Trail Road over Hokendauqua Creek	1/12/23	\$2,177	
									Bridge Replacement Indian Trail Road Bridge			
5	Schuylkill	91993	125	04B		BRPL	BRIP	0.01	Tremont Road over Swatara Creek	1/26/23	\$2,622	
									PA 125 over Swatara Creek Tremont Township			
6	Chester	86696	7015	021		BRPL	BOF	0.01	Watermark Rd o/ Muddy Run (C)	2/2/23	\$1,136	
									Watermark Road over Muddy Run Upper Oxford Township			
8	Lancaster	87553	741	028		BRPL	185	0.09	Strasburg Road Bridge	2/2/23	\$2,020	
									PA 741 (Strasburg Road) over Eshlemans Run			
8	Lancaster	19862	772	034		BRPL	581	0.10	Rife Run Bridge	2/2/23	\$3,527	
									High Street (SR 772) over Rife Run Manheim Borough			
8	Lancaster	91326	2014	020		BRPL	185	0.09	Coopers Run Bridge	2/2/23	\$2,020	
									SR 2014 (Maple Shade Road) over Coopers Run			
8	Lancaster	87550	2031	015		BRPL	185	0.05	Walnut Run Road Bridge	2/2/23	\$2,020	
									Walnut Run Road (SR 2031) over Walnut Run Strasburg Township			
8	Perry	100425	3007	018		BRPL	BOF	0.01	Airport Road over Bixler	1/12/23	\$2,398	
									State Route 3007 (Airport Road) over Bixler Run			
8	Perry	79039	3011	009	0	BRPL	BOF	0.03	Weavers Mill Rd Bridge	1/12/23	\$2,398	
									Bridge rehabilitation SR 3011 over Shermans Creek,			

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Highway and Bridge (including Rail Grade)

12/14/22 To 2/10/23

Dist	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	York	87523	3058	002		BRPL	581	0.03	Blue Hill Road Bridge	2/2/23	\$634	
									SR 3058 (Blue Hill Road) over Gunpowder Falls Creek			
10	Indiana	105300	4005	451		BRPL	BRIP	0.26	SR 4005 Mack Park Bridge	1/26/23	\$11,956	
									Replace existing structure carrying SR 4005 (Wayne Avenue) over Marsh Run			
10	Indiana	78122	4030	450	0	BRPL	BRIP	0.10	SR 4030 Carter Avenue Bridge	1/26/23	\$11,956	
									Existing structure carrying SR 4030 (Carter Avenue) over Marsh Run			
11	Allegheny	79252	7202	LOC	0	BRPL		0.01	Bull Creek Br No 8 BF08	1/26/23	\$2,345	
									Bridge replacement carrying Dawson Road over Bull Creek located at the intersection of			
12	Greene	81796	3018	01M	0	BRPL		0.00	SR 3018 over Br Blacks Ck - DFB	2/2/23	\$219	
									SR 3018 over branch of Blacks Creek Aleppo Township, Greene County			
12	Westmoreland	81751	356	D10	0	BRPL	NHPP	0.48	PA 356 over Pine Run	1/26/23	\$7,795	
									SR 356 over Pine Run Allegheny Township, Westmoreland County			
12	Westmoreland	76123	711	10A	0	BRPL	STP	0.02	PA 711 ov Br of Tubmill Ck	12/15/22	\$2,555	
									SR 711 ov Br of Tubmill Ck Bridge Replacement			
12	Westmoreland	89043	2025	G10		BRPL	BOF	0.01	SR 2025 over Welty Run	1/12/23	\$1,036	
									SR 2025 over Welty Run Mount Pleasant Township, Westmoreland			
12	Westmoreland	90834	3030	A10		BRPL	NHPP	0.02	SR 3030 over US 30	2/2/23	\$7,594	
									SR 3030 over US 30 Hempfield Township, Westmoreland County.			
<b>Total number of projects for BRPL : 35</b>						<b>Total Length:</b>	3.83	<b>Total Project costs for : BRPL</b>			137,432	
<b>Project Class:</b> Bridge Restoration												
1	Erie	97229	4104	B00		BRST	BOF	0.05	SR 4104 Bridge/I-79	1/12/23	\$1,778	
									State Route 4104 (Bargain Road) Bridge over Interstate 79 (Raymond P Shafer Highway)			

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Highway and Bridge (including Rail Grade)

12/14/22 To 2/10/23

Dist	County	Project Id/ Contract	St. Rt.	Section	Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
1	Erie	47500	4107	B00	0	BRST	BOF	0.04	Moore House Road Bridge over I-90	1/12/23	\$1,778	
1	Mercer	117539	3022	B02		BRST	BOF	0.07	State Route 4107 (Moore House Road) Bridge over Interstate 90 (American Veterans SR 3022 Bridge over the Shenango River	1/26/23	\$782	
1	Mercer	74670	3039	B00	0	BRST	BOF	0.01	State Route 3022 over the Shenango River Jefferson Township SR 3039 Bridge over Lackawannock Creek	1/26/23	\$1,922	
2	Juniata	93721	2012	A01		BRST	185	0.00	State Route 3039 (Valley Road) Bridge over Lackawannock Creek Trib Stony Run	12/15/22	\$349	
2	McKean	85214	146	A03		BRST	185	0.00	SR 2012 over Trib Stony Run Monroe Township SR 146 ov Warner Brook BOX	12/15/22	\$658	
2	Mifflin	112745	2001	A04		BRST	185	0.00	SR 146 over Warner Brook Hamlin Township Branch Jacks Creek BOX	12/15/22	\$1,095	
2	Potter	112746	244	A10		BRST	581	0.00	SR 2001 over Branch Jacks Creek Derry Township Tyler Hollow Run BOX	12/15/22	\$412	
3	Bradford	110157	220	212		BRST	185	0.01	SR 244 over Tyler Hollow Run Oswayo Township SR 220 Fence Contract	12/15/22	\$2,356	
4	Luzerne	9174	309	D56		BRST	NHPP	0.00	SR 220 over Beaver Run New Albany Borough SR 309 over Branch of Toby Creek	1/26/23	\$718	
4	Luzerne	67298	4010	D51	0	BRST	581	0.60	Bridge rehabilitation on State Route 309 (Tunkhannock Highway) over Branch of Fern SR 4010 over Tributary Huntington Creek	1/26/23	\$1,072	
4	Luzerne	67290	4033	D50	0	BRST	581	0.25	Bridge rehabilitation on State Route 4010 (Sunshine Road) over Tributary to Huntington SR 4033 over Branch Pine Creek	1/26/23	\$1,072	
									Bridge rehabilitation on State Route 4033 (Old County Road) over Branch of Pine Creek in			

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Highway and Bridge (including Rail Grade)

12/14/22 To 2/10/23

Dist	County	Project Id/ Contract	St. Rt.	Section	Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
5	Monroe	85851	4003	DFB		BRST	185	0.00	SR 4003 over Deep Run	1/12/23	\$164	
									SR 4003 over Deep Run Tobyhanna Township			
5	Schuylkill	110329	7233	ZRB		BRST	STP	0.01	Co. Br. 114 (Zimmerman Br) over L. L. Swatara Crk.	1/12/23	\$1,887	
									Zimmerman Bridge (Co. Br. 114) over Lower Little Swatara Creek			
8	Lancaster	100531	23	034		BRST	581	0.20	Marietta Avenue over NS	2/2/23	\$1,649	
									Bridge Rehabilitation PA 23 (Marietta Avenue) over Norfolk			
8	Lebanon	100293	422	039		BRST	185	0.17	Cumberland Street Bridge	2/2/23	\$730	
									US 422 (Cumberland Street) over Tulpehocken Creek in Jackson Township			
12	Westmoreland	76105	119	U20	0	BRST	185	0.00	US 119 over Crabtree Creek 2	1/12/23	\$1,043	
									Bridge Improvements US 119 over Branch of Crabtree Creek			
12	Westmoreland	32084	906	G10		BRST	185	0.01	PA 906 ov Webster Hollow	1/26/23	\$2,216	
									PA 906 Over Webster Hollow Run Rostraver Township, Westmoreland County			
12	Westmoreland	112554	4041	D10		BRST	BOF	0.00	SR 4041 over Haymakers Run	12/15/22	\$2,795	
									SR 4041 over Haymakers Run Bridge Improvements			

**Total number of projects for BRST : 19      Total Length: 1.42**

**Total Project costs for : BRST      24,476**

**Project Class:** Highway Restoration

4	Wyoming	114028	6	FP6		HRST	STP	3.45	SR 6 Federal Aid Paving 2022	1/12/23	\$3,160	
									Resurfacing on State Route 6 from Stanek Road to Lott Road in Meshoppen Borough and			
11	Allegheny	27225	2048	A14	0	HRST	NHPP	9.67	2048 Wm Penn Hwy/I-376 Ramp to PA 48	1/12/23	\$23,845	
									Mill and overlay, mountable curb, guide rail, drainage on SR 2048 (Business 22) from			

**Total number of projects for HRST : 2      Total Length: 13.12**

**Total Project costs for : HRST      27,005**

**Program Area:** Expressway Restoration

**Project Class:** Bridge Restoration

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Highway and Bridge (including Rail Grade)

12/14/22 To 2/10/23

Dist	County	Project Id/ Contract	St. Rt.	Section	Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
3	Bradford	110157	220	212		BRST	185	0.01	SR 220 Fence Contract	12/15/22	\$2,356	
									SR 220 over Beaver Run New Albany Borough			
<b>Total number of projects for BRST : 1</b>						<b>Total Length: 0.01</b>	<b>Total Project costs for : BRST</b>				<b>2,356</b>	
<b>Project Class:</b> Highway Restoration												
1	Mercer	98397	173	01S		HRST	STP	0.46	PA 173 and Yankee School Rd Intersection (D. 12/15/22 D.P.) State Route 173 (Sandy Lake Grove City Road) from Vath Road to past State Route	12/15/22	\$632	
<b>Total number of projects for HRST : 1</b>						<b>Total Length: 0.46</b>	<b>Total Project costs for : HRST</b>				<b>632</b>	
<b>Program Area:</b> General Contract Maintenance												
<b>Project Class:</b> Bridge Preservation - State Funded												
4	Lackawanna	115801	347	P71		BPRS	581	0.00	SR 347 over Hull Creek Bridge Preservation	1/12/23	\$1,341	
									Bridge preservation on State Route 347 (Justus Boulevard) over Hull Creek in Blakely			
4	Lackawanna	115802	347	P72		BPRS	581	0.13	SR 347 over Leggetts Creek Bridge Preservation	1/12/23	\$1,341	
									Bridge preservation on State Route 347 (Justus Boulevard) in Scott Township,			
4	Luzerne	115729	309	P57		BPRS	581	0.00	SR 309 over Br Wapwallopen Crk Bridge Preservation	1/12/23	\$1,341	
									Bridge Preservation on State Route 309 over Branch Wapwallopen Creek Bridge, Wright			
4	Luzerne	115735	4037	P63		BPRS	581	0.00	SR 4037 over Beach Haven Creek Bridge Preservation	1/12/23	\$1,341	
									Bridge Preservation on State Route 4037 over Beach Haven Creek Bridge, Salem Township,			
<b>Total number of projects for BPRS : 4</b>						<b>Total Length: 0.13</b>	<b>Total Project costs for : BPRS</b>				<b>5,364</b>	
<b>Project Class:</b> General Maintenance												
1	Crawford	114631				GMNT		0.00	Crawford County Small Paint Contract	2/2/23	\$618	
									Small Paint Contract Crawford Countywide			
1	Crawford	118466				GMNT		0.00	2023-2024 Guide Rail Contract (North)	1/12/23	\$5,795	
									Countywide Crawford, Erie, Forest and Warren counties			

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12/14/22 To 2/10/23

Dist	County	Project Id/ Contract	St. Rt.	Section	Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
1	Venango	118467				GMNT		0.00	2023-2024 Guide Rail Contract (South) Mercer and Venango counties District 1	1/12/23	\$5,795	
1	Venango	118468				GMNT		0.00	2023-2024 Highway Lighting Contract Countywide Crawford, Erie, Mercer, and Venango counties	1/12/23	\$749	
4	Luzerne	118782	11	BRC		GMNT		0.52	2023 District Wide Bridge Cleaning Bridge deck and substructure cleaning on structures in Lackawanna, Luzerne, Wayne,	1/26/23	\$4,837	
5	Carbon	116727	80	DCW		GMNT	STP	1.04	Dynamic Curve Warning Signs - NEPA Dynamic Curve Warning Signs	1/26/23	\$363	
6	Chester	118309	23	IDA		GMNT		6.01	Chesco/Montco IDA Roadway Repairs (C) Ida Roadway Repairs Chester and Montgomery Counties	1/12/23	\$461	
11	Allegheny	108499	400	A50		GMNT	409	13.66	GRP 111-23-7135-1 Milling, resurfacing, shoulder repair, base repair, drainage, guide rail, pavement	12/15/22	\$9,007	
11	Allegheny	118933	1013	A21		GMNT		10.43	2023 Allegheny County Base Repair For the base repair, mechanical patching, milling and resurfacing in SR 1006, SR 1011,	2/2/23	\$3,241	
11	Allegheny	57074	7202	LOC	0	GMNT	183	0.01	Bull Creek Br No 7 (BF07) Bridge replacement approximately 1/2 mile north of the intersection of Thompson Road	1/26/23	\$2,345	
11	Beaver	108502	4018	B04		GMNT	409	6.88	GRP 112-23-7135-1 mill and overlay on SR 4018 and SR 4020 in Brighton Township and Beaver Borough,	1/12/23	\$4,385	
12	Washington	118679	79	234		GMNT		0.99	Highway Lighting 12-23-LM1 Fayette, Greene, Washington, & Westmoreland Counties	1/12/23	\$657	
<b>Total number of projects for GMNT : 12</b>						<b>Total Length:</b>	39.54	<b>Total Project costs for : GMNT</b>			38,253	

**Program Area:** Highway Construction  
**Project Class:** Bicycle and Pedestrian Facilities

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Highway and Bridge (including Rail Grade)

12/14/22 To 2/10/23

Dist	County	Project Id/ Contract	St. Rt.	Section	Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
6	Philadelphia	106264	95	CAP		BPF	NHPP	2.71	Penn's Landing Project Development(C)  Penn's Landing Project Development Philadelphia	12/16/22	\$328,906	
<b>Total number of projects for BPF : 1</b>						<b>Total Length: 2.71</b>	<b>Total Project costs for : BPF</b>				328,906	
<b>Project Class:</b> MultiModal												
6	Bucks	116258	332	MTF		MMODE	LOC	1.52	SR 332 Prickett Prsv R7 (C)  SR 332 Prickett Preserve R7 Lower Makefield Township	1/12/23	\$5,573	
6	Philadelphia	115759		MTF		MMODE	LOC	0.00	Bridesburg Park Access R6(L)  Bridesburg Park Access City of Philadelphia	2/2/23	\$6,437	
<b>Total number of projects for MMODI: 2</b>						<b>Total Length: 1.52</b>	<b>Total Project costs for : MMODE</b>				12,010	
<b>Program Area:</b> Interstate Management												
<b>Project Class:</b> Bridge Replacement												
8	York	112548	1033	008		BRPL	NHPP	0.30	Sherman Street & Eberts Lane  New Bridge and Bridge Replacement SR 1033 over relocated Mill Creek and Eberts	1/26/23	\$10,118	
<b>Total number of projects for BRPL : 1</b>						<b>Total Length: 0.30</b>	<b>Total Project costs for : BRPL</b>				10,118	
<b>Project Class:</b> Highway Restoration												
3	Lycoming	105530	180	130		HRST	NHPP	6.89	Warrensville Rd to Fairfield Rd  Mill and resurface SR 180 Warrensville Rd to Fairfield Rd	12/15/22	\$11,362	
3	Lycoming	105533	180	133		HRST	NHPP	6.43	Fairfield Rd to Turkey Rn  Mill and resurface on SR 180 Fairfield Rd to Turkey Run	12/15/22	\$11,362	
6	Philadelphia	112299	76	IMP		HRST	NHPP	14.51	I-76: Rte 1- I 676 Paving/Guiderail (C)  I-76: Route 1 -I676 Philadelphia	2/2/23	\$36,834	
<b>Total number of projects for HRST : 3</b>						<b>Total Length: 27.83</b>	<b>Total Project costs for : HRST</b>				59,558	
<b>Program Area:</b> Safety and Mobility												
<b>Project Class:</b> Bicycle/Pedestrian												

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Highway and Bridge (including Rail Grade)

12/14/22 To 2/10/23

Dist	County	Project Id/ Contract	St. Rt.	Section	Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
6	Delaware	110777		PT2		BKPED	TAU	0.61	Pennsy Trail P2(C)  Pennsy Trail Phase 2 Haverford Township	1/12/23	\$2,284	
<b>Total number of projects for BKPED: 1</b>						<b>Total Length: 0.61</b>	<b>Total Project costs for : BKPED</b>				2,284	
<b>Project Class:</b> Congestion Reduction												
9	Cambria	117233	56	38T		CNGST	CAQ	1.69	2023 Cambria County Signal Improvement Project On SR 56, SR 3031 (Galleria Drive), and SR 3033 (Solomon Run Road)	1/12/23	\$1,205	
<b>Total number of projects for CNGST: 1</b>						<b>Total Length: 1.69</b>	<b>Total Project costs for : CNGST</b>				1,205	
<b>Project Class:</b> Highway Restoration												
10	Jefferson	114087	119	502		HRST	581	4.83	Jefferson County Resurfacing Project  Along US 119 from intersection of SR 2017 (Orchard Avenue) north to just west of Lions	2/2/23	\$6,175	
<b>Total number of projects for HRST : 1</b>						<b>Total Length: 4.83</b>	<b>Total Project costs for : HRST</b>				6,175	
<b>Project Class:</b> Intelligent Transportation System												
5	Berks	116752	222	DCW		ITS	STP	0.68	Dynamic Curve Warning Signs - RATS  This project involves the installation of Dynamic Curve Warning Signs at various	1/26/23	\$363	
<b>Total number of projects for ITS : 1</b>						<b>Total Length: 0.68</b>	<b>Total Project costs for : ITS</b>				363	
<b>Project Class:</b> Safety Improvement												
1	Crawford	118455	408	01S		SAFE	HSIP	3.37	Northwest RPO HFST - 2022  State Routes 408, 36 and 899 Forest and Crawford Counties	12/15/22	\$566	
1	Mercer	118239	80	01S		SAFE	HSIP	3.72	80 MM 10 - MM 15 High Friction Surface Treatment Interstate 80 MM 10 - MM 15 Mercer County	12/15/22	\$729	
1	Mercer	118222	965	01S		SAFE	HSIP	0.70	Mercer County High Friction Surface Treatments State Route 965 and State Route 62 Worth and Coolspring townships, Mercer	12/15/22	\$729	
1	Venango	117993	8	S02		SAFE	HSIP	1.19	Venango Co. HFST  High Friction Surface Treatment SRs 8, 417, & 3025	1/12/23	\$453	

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Highway and Bridge (including Rail Grade)

12/14/22 To 2/10/23

Dist	County	Project Id/ Contract	St. Rt.	Section	Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
3	Tioga	115817				SAFE	NHPP	0.00	SR15 Guide Sign Upgrade #2 Replace Major Guide Signs US15	12/15/22	\$142	
6	Chester	115424	322	SP2		SAFE	HSIP	3.78	US322 West Chester Bypass Safety Improvements(C) US322 West Chester Bypass Safety West Goshen Twp., Chester County	12/15/22	\$3,577	
9	Cambria	117686	53	38S		SAFE	HSIP	1.46	2023 HSIP Tree Removal Various locations in Cambria County Various municipalities in Cambria County	1/17/23		
9	Somerset	116670	1001	04S		SAFE	HSIP	0.04	Stutzmantown Rd Intrsectn Improvements Intersection of SR 1001 (Stutzman Town Rd) and T-546 (Pleasant Hill Rd)	1/12/23	\$2,611	
10	Butler	106568	68	290		SAFE	CAQ	2.10	PA 68 Corridor Improvements PA 68 from T-425 (Stevenson Road) to SR 3007 (Meridian Road/Benbrook Road)	1/12/23	\$18,728	
11	Allegheny	100382	50	0		SAFE	CAQ	5.66	SPC - Traffic Signal 4 (Sponsor = SPC) SPC's Regional Traffic Signal Signal update on SR 50 in	1/12/23	\$743	
11	Allegheny	110372	1001	A65		SAFE	CAQ	1.85	SR 1001-Freeport Rd Signal Retiming Signal retiming and minor signal equipment upgrades along SR 1001, Freeport Road, from	12/15/22	\$1,034	
11	Beaver	115780	1019	B03		SAFE	581	0.39	SR 1019, Brush Creek Road Slide Slide remediation on SR 1019, Brush Creek Road in Marion Township, Beaver County	1/26/23	\$1,111	
11	Beaver	112403	2006	B05		SAFE	581	0.31	SR 2006, Lovi Road Slide Slide correction on SR 2006, Lovi Road in New Sewickley Township, Beaver County	1/26/23	\$1,111	

**Total number of projects for SAFE : 13    Total Length: 24.57**

**Total Project costs for : SAFE 31,534**

**Program Area:** Transportation Enhancements

**Project Class:** Bicycle/Pedestrian

6	Montgomery	111492	152	LPM		BKPED	TAU	0.69	Limekiln Pike Sidewalk (C) Limekiln Pike Sidewalk Upper Dublin Township	1/12/23	\$1,177	
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Rpt# LET014

Highway and Bridge (including Rail Grade)

12/14/22 To 2/10/23

Dist	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>Total number of projects for</b>		<b>BKPED: 1</b>	<b>Total Length:</b>		0.69		<b>Total Project costs for</b>			<b>: BKPED</b>	1,177	
<b>Project Class:</b> Transportation Enhancement												
3	Lycoming	111625		66E		ENHNC	TAP	0.00	Miller's Run Greenway: BHP to Riverwalk	1/12/23	\$722	
4	Luzerne	111473	2006	TAP		ENHNC	TAP	0.67	Phase II Miller's Run Greenway Trail: To Construct a paved greenway to connect Bruce Pittston North Main Street Streetscape Drainage, curb, and sidewalk improvements on North Main Avenue in the city of Pittston,	1/26/23	\$2,547	
<b>Total number of projects for</b>		<b>ENHNC: 2</b>	<b>Total Length:</b>		0.67		<b>Total Project costs for</b>			<b>: ENHNC</b>	3,269	

Resources (released April 21, 2022 by FHWA):

- Carbon Reduction Program (CRP) Fact Sheet:  
[https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp\\_fact\\_sheet.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm)
- Carbon Reduction Program (CRP) Guidance:  
[https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp\\_guidance.pdf](https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.pdf)

Key Highlights from Fact Sheet and Guidance:

- **Funding:**
  - ⇒ The total apportioned amount for PA in FY2022 is **\$50.89 Million**. Similar amounts in future years.
  - ⇒ Allocated to all areas in state (65% must be distributed by population, the remainder may be allocated in any area of the state at discretion of state in coordination with MPOs/RPOs).
  - ⇒ Federal share = 80% and 90% = Interstate; CRP can be combined with other funding sources;
  - ⇒ A state may transfer up to 50 percent of CRP funding to other highway programs though guidance stresses for states to evaluate that need in light of funding increases across most programs.
- **Eligibility:**
  - ⇒ Focuses on funding projects that can reduce transportation emissions.
  - ⇒ Shares eligibility requirements very similar to the CMAQ program - Cannot be used to fund capacity increasing projects.
  - ⇒ Additional projects may be eligible if emission reductions can be noted over the project's lifecycle.
  - ⇒ Guidance provides additional priority to projects that provide co-benefits related to safety, complete streets, transit, ADA, equity, climate change and sustainability, labor and workforce, and truck parking.
- **Strategic Plan:**
  - ⇒ A strategic plan on **carbon reduction strategies (CRS)** is due by November 15, 2023 and must be updated every 4 years. The plan should address types of strategies to focus funding on.
  - ⇒ MPO/RPO coordination is required in developing the plan and it must be integrated with the MPO TIP/LRTP planning process.
  - ⇒ Optional for state to include a quantitative inventory of carbon emissions from transportation sector and construction.
  - ⇒ States are not subject to identify/meet specific emissions reduction goals in identifying projects and strategies to reduce transportation emissions.
  - ⇒ FHWA will need to certify the CRS plan. Certification will not occur until at least FY 2023 and FHWA will publish additional guidance on this process.
- **Funding Application in FY2022:**
  - In the first year of this program, States should initially focus on developing their CRS strategic plan and using CRP funding to begin implementing their CRP Plan once adopted to establish a baseline. More clarification may be needed on this item from FHWA.

**Carbon Reduction Mandatory Distribution for Areas over 200,000 population**

Urban Area	MPO	2023	2024	2025	2026
Lehigh Valley	Lehigh Valley	3,325,792	1,712,948	1,747,207	1,782,151
Harrisburg	Harrisburg	2,338,199	1,204,288	1,228,374	1,252,941
Philadelphia	DVRPC	19,781,883	10,188,649	10,392,422	10,600,270
Pittsburgh	SPC	9,121,104	4,697,820	4,791,776	4,887,612
Scranton/Wilkes-Barre	Scranton/WB	2,006,929	1,033,668	1,054,341	1,075,428
Reading	Reading	1,400,655	721,407	735,835	750,552
Lancaster	Lancaster	2,114,781	1,089,217	1,111,001	1,133,221
York	York	1,220,696	628,719	641,293	654,119
Youngstown	Mercer	207,672	106,961	109,101	111,283
<b>Total</b>		<b>41,517,711</b>	<b>21,383,676</b>	<b>21,811,350</b>	<b>22,247,577</b>

**Carbon Reduction Mandatory Distribution for Areas 50,000 to 200,000 population**

Urban Area	MPO/RPO	2023	2024	2025	2026
Altoona	Altoona	420,479	216,568	220,899	225,317
Binghamton	Northern Tier	12,742	6,562	6,694	6,827
Bloomsburg--Berwick	SEDA-COG	282,063	145,276	148,182	151,145
Chambersburg	Franklin	267,696	137,877	140,634	143,447
Cumberland	Southern Alleghenies	163	84	86	87
East Stroudsburg	NEPA	284,425	146,493	149,423	152,411
Erie	Erie	1,034,291	532,711	543,365	554,233
Hagerstown	Franklin/Hagerstown	49,991	25,748	26,263	26,788
Hanover	York/Adams	348,783	179,640	183,233	186,898
Hazleton	Scranton/WB	298,944	153,971	157,050	160,191
Johnstown	Johnstown	363,055	186,991	190,731	194,546
Lebanon	Lebanon	405,519	208,862	213,039	217,300
Monessen--California	SPC	347,652	179,058	182,639	186,292
Pottstown	DVRPC	566,471	291,761	297,596	303,548
State College	Centre	460,061	236,954	241,693	246,527
Uniontown--Connellsville	SPC	270,237	139,185	141,969	144,808
Weirton--Steubenville	SPC	1,588	818	835	851
Williamsport	Williamsport	295,340	152,115	155,157	158,260
<b>Total</b>		<b>5,709,500</b>	<b>2,940,675</b>	<b>2,999,488</b>	<b>3,059,478</b>

Pennsylvania	5-year Total	2022	2023	2024	2025	2026
Totals:	\$301 million	\$58 million	\$59 million	\$60 million	61 million	63 million

**Program Guidance:**

[PROTECT Formula Program Guidance](#)

**Program Purpose:**

- The Bipartisan Infrastructure Law (BIL) established the *Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation* (PROTECT) Formula Program
- Focuses on funding to make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters
- The PROTECT Program includes both formula funding distributed to States and competitive grants. This summary describes the program's formula funding

**Eligible Activities:**

- **Resilience Planning** – Development of state Resilience Improvement Plans, other resilience planning activities, capacity building, and evacuation planning and preparation
- **Resilience Improvements** – Projects to make existing surface transportation assets more resilient, such as improving drainage, upgrades to meet or exceed design standards, relocating roadways, or elevating bridges
- **Community Resilience and Evacuation Routes** – Improvements to make evacuation routes more resilient or add capacity and redundant evacuation routes
- **At-Risk Coastal Infrastructure** – Protecting, strengthening, or relocating coastal highway and non-rail infrastructure

**Eligible Facilities (Projects are treated as Federal-aid projects):**

- Highway projects eligible under Title 23
- Transit projects eligible under Chapter 53 of Title 49
- Port facilities
- Natural infrastructure, storm surge and flood protection, and aquatic ecosystem restoration

**Federal / Non-Federal Share:**

- Maximum 80% Federal share; 20% non-Federal
- Other Federal Funds can be used for the non-Federal share
- Non-Federal share may be reduced by—
  - 7% if the State develops a Resilience Improvement Plan that prioritizes the project; and
  - 3% if a State Resilience Improvement Plan is incorporated into the metropolitan transportation plan or the statewide long-range transportation plan

# IIJA/BIL PROTECT Program Plan of Action

## [PROTECT Formula Program Guidance](#)

### 1. Establish a PROTECT Advisory Group

- Ensure appropriate disciplines are engaged
- Define Advisory Group roles and responsibilities (e.g. feedback on development of deliverables, provide input on project prioritization)

### 2. Conduct Planning Activities in Support of PROTECT Program

- Prepare a *State Resilience Plan* to provide an overall approach to funding management and to identify key project priorities under the program (reduces state match on funding)
- Compile a library of prior resiliency reports/studies and enhance PennDOT's resiliency website
- Conduct stakeholder engagement activities in support of program
- Evaluate other planning and research studies/activities that can be funded under the PROTECT program

### 3. Determine Methods for PROTECT Funding Distribution

- Evaluate distribution of funding regionally vs. management at statewide-level (approaches may vary by fiscal year)
- Identify pros and cons of alternative distribution approaches
- Assess transferability of PROTECT funding to other FHWA programs, if needed

### 4. Develop Protocols for Project Selection Process (22/23 and Future)

#### a. **Methods for Identifying Projects for FY 22-23**

- Evaluate types of projects that can be identified quickly to take advantage of FY22-23 funding including the selection of improvements at locations with scour critical bridges

#### b. **Evaluate Future Project Nomination Process**

- Identify agencies/departments that can nominate projects
- Develop protocol forms for project submittals - forms will support other eligibility and prioritization steps
- Evaluate need for instructional webinars and supporting documentation
- Evaluate methods to support future identification or development of resilience projects (e.g. new highway design processes to consider alternative designs at locations that are high risk for extreme weather)
- Identify other issues that may impact project implementation or effectiveness

#### **Project Eligibility Assessments**

- Coordinate with FHWA PA Division and FHWA's current guidance on eligibility screening

#### **Project Prioritization**

- Identify key criteria for assessment of statewide projects
- Integrate with data and processes from [PennDOT's Extreme Weather Vulnerability Study](#) and other data systems (e.g. BridgeWatch, PennDOT Connects, etc.)
- Update the *Extreme Weather Vulnerability Study* flood risk assessment mapping and identify a location, e.g. PennDOT Website or OneMap to store mapping products for PennDOT and Planning Partner use

- Evaluate methods to determine projects for PROTECT's future discretionary funding program

#### **5. Assess Equity Considerations**

- Evaluate methods to integrate equity into project selection and prioritization
- Identify equity mapping layers
- Coordination with MPOs/RPOs on equity priorities and data

#### **6. Tracking PROTECT Project Delivery**

- Develop measures of effectiveness
- Track and report measures of effectiveness/performance
- Provide case studies on successful projects

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