

STATE TRANSPORTATION COMMISSION



February 28, 2024– Harrisburg, PA



Capitol Building East Entrance

**400 North Street
Harrisburg, PA 17101**



By: Terry Pinder
October 15, 2023
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STATE TRANSPORTATION COMMISSION

MEMBERSHIP

Honorable Michael B. Carroll, Chair

Honorable Kerry Benninghof

Honorable Marty Flynn

Honorable James D. Kingsborough

Honorable Sharon Knoll

Honorable Wayne Langerholc, Jr.

Honorable Karen Michael, P.E

Honorable Ed Neilson

Honorable Paige M. Willan

PENNSYLVANIA STATE TRANSPORTATION COMMISSION
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
DECEMBER 13, 2023



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

CALL TO ORDER:

Secretary Ron Drnevich convened the quarterly business meeting of the State Transportation Commission (STC) at 10:00 a.m. on December 13, 2023, in Harrisburg, PA.

ROLL CALL:

Commissioners Present:

1. Honorable Ron Drnevich
2. Honorable James Kingsborough
3. Honorable Karen Michael, P.E.
4. Honorable Paige Willan
5. Honorable Wayne Langerholc, Jr., Mr. Nolan Ritchie, Alternate Present

Commissioners Present on the Phone:

1. Honorable Sharon Knoll
2. Honorable Kerry Benninghoff, Mr. Josiah Shelley, Alternate Present
3. Honorable Marty Flynn, Mr. Justin Gensimore, Alternate Present

Commissioners Not Present

1. Honorable Michael B. Carroll
2. Honorable Ed Neilson

MINUTES:

ON A MOTION by Mr. Kingsborough, seconded by Ms. Willan, and unanimously approved, the September 13, 2023, STC business meeting minutes were accepted.

CHAIR'S REMARKS:

Mr. Drnevich gave a brief statement of appreciation for the STC. Mr. Kingsborough announced that today would be Mr. Drnevich's last meeting, as he is retiring. He noted Mr. Drnevich's mentorship and dedication to the role of STC Secretary.

Mr. Shifflet asked members to sign a resolution to honor of Mr. Drnevich's 11 years of service, not only to the STC, but also to the Public Private Partnership Board, Keystone Funding Coalition, and many others related to transportation.

12-YEAR TRANSPORTATION PROGRAM:

Deputy Secretary for Planning, Mr. Larry Shifflet, gave an update on the 12-Year Transportation Program. Between August 26 and November 24, 2023, there were 1,396 program adjustments, including 503 additions, 816 changes, and 77 removals. These changes represent a \$646,732,176 increase.

Mr. Shifflet highlighted the Centre County MPO and the independent county Wayne County, who each had an increase in funds through August redistribution as discussed in the previous meeting.

ON A MOTION by Ms. Knoll and seconded by Ms. Michael, the 2023 12-Year Program Adjustments were approved.

2023 RFAP and RTAP Program:

Deputy Secretary of Multimodal, Ms. Meredith Biggica, presented the 2023 Rail Freight Assistance Program (RFAP) and the Rail Transportation Assistance Program (RTAP) projects, 25 projects totaling approximately \$42.5 million dollars. Ms. Angela Watson added that this reflects approximately \$130 million of projects in total, with a 70% share coming from the State. The projects would be enhancing 90 miles of track.

ON A MOTION by Ms. Knoll and seconded by Mr. Kingsborough, the 2023 RFAP and RTAP Program was approved.

REPORTS

Transportation Advisory Committee (TAC)

Transportation Advisory Committee chair Ms. Jody Holton gave a brief update. The TAC approved two studies, which will stand for themselves later in the meeting. The next study topics are being prioritized and we will be ready to move forward in the new year.

Ms. Holton also said there had been discussion about the implementation of the TAC studies, and the TAC is looking at ways to develop a communication plan in addition to the scope of the study itself to ensure that the study is widely distributed.

Executive Secretary

Mr. Shifflet announced that Ms. Moon-Sirianni is also retiring and gave thanks to her for all her efforts during her ten months in the Executive Secretary role and 37 and a half total years of service.

Executive Deputy Secretary, Ms. Cheryl Moon-Sirianni gave thanks to the STC and PennDOT for all the support during her time as an Executive in District 11 through the current day.

Ms. Moon-Sirianni continued thanking everybody for moving forward with some of the initiatives like design build best value making the department more efficient moving forward.

Administrative/Budget

Deputy Secretary for Administration, Mr. Corey Pellington, highlighted several sections from the Administrative/Budget report.

Mr. Pellington said there has been an increase in emergency requests for facility repairs in the last year. We have requested an increase in facilities funding in our Program Revision Request (PRR) to the Governor's Budget Office for next year's budget.

Mr. Pellington noted the Bureau of Innovations has introduced a new challenge for next year's High School Innovations program. This year's subject will focus on strategic ways to reconnect previously separated neighborhoods while incorporating neighborhood needs. Submissions are due January 26, 2024. There will be regional rounds, and those winners will appear in Harrisburg with the results in March.

Mr. Pellington stated the Bureau of Equal Opportunity (BEO) has been working to increase progress in meeting the Disadvantaged Business Enterprise (DBE) goals. There was a slight overage of .3%, but they are still behind the tri-annual 2021-2023 goal by 1.63%. BEO submitted the new methodology to the Federal Highway Administration (FHWA) for the tri-annual period of 2024 to 2026. The new overall goal is 12.56%. The market sector goal for professional services, which does include the Bureau of Office Services, is 29.19%, and the goal for construction is 9.62%.

Mr. Pellington noted that the Human Resource Office will have a new engineering intern classification in place for when the summer employment program is announced. This will allow for more competitive recruitment of engineers.

Mr. Pellington highlighted the Winter Maintenance Program, noting the 181 filled temporary equipment operator positions out of the 956 authorized positions for the 2023/2024 winter season. Employee recruitment efforts continue, and a new on-site mobile testing program has begun to enhance recruitment efforts.

Driver and Vehicle Services

Deputy Secretary for Driver and Vehicle Services (DVS), Ms. Kara Templeton, highlighted several items from the report.

Ms. Templeton started her report by noting that DVS held multiple press events highlighting teen driver safety, calling attention to the challenges facing teen drivers, the Annual School Bus Safety Poster contest that kids participated in reminding us of the important relationship between students and their school bus drivers, and Operation Safe Stop to raise public awareness about the consequences of improper passing of school buses and reduce occurrences.

Ms. Templeton said DVS worked with the Department of State to implement Automatic Voter Registration (AVR), or “Motor Voter”, enhancements; when a driver gets their license picture taken, they are asked if they want to register to vote. The new enhancement is that you are now registered to vote unless you decide to opt-out.

Ms. Templeton noted that dealer and miscellaneous motor vehicle plate reissuance of over 87,000 plates has been completed.

Ms. Templeton concluded her report noting that we continue to monitor the issuance of Real ID products. It is estimated that 25% will be getting Real ID before the federal compliance date of May 7, 2025. Pennsylvania is currently at 20.6% participation, approximately 2.1 million people.

Mr. Drnevich commented on how many people still try to go around school buses and asked if there was any progress on cameras. Ms. Templeton said that there was legislation being worked on.

Highway and Bridge Program

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

In the last quarter, 107 projects were let for \$851 million. The estimate for the end of the calendar year is 600 projects, at \$2.8-2.9 billion.

Inflation is still an issue, with rock salt prices still increasing. The price per ton has gone from \$65.70 in 2021, to \$76.17 in 2022, to \$80.10 in 2023. Inflation is starting to level off, but it affects everything from blacktop to steel prices. Bid estimates are still catching up to inflation. Training is being offered to the Districts to better account for inflation.

Key projects Let in Q3 of 2023 were the Central Bayfront Parkway Multimodal in District 1 for \$112 million, I-83 East Shore Section 3 in District 8 for \$155 million, and CSVT Structures South Section in District 3 for \$106 million.

Ms. Willan asked if the inaccurate estimate was due to inflation or poor estimation. Mr. Rebert said that it is some of both. The issue is felt the most in multi-year projects, where the amount of inflation was not known at the start.

Mr. Drnevich asked if the federal money would be able to get them over the hump. Mr. Rebert said he doesn't have metrics for that, but he feels comfortable with current bridge and road IRI numbers and expects the poor ratings to increase in the next 7-10 years.

Multimodal Transportation

Deputy Secretary for Multimodal Transportation, Ms. Meredith Biggica, gave an update.

Ms. Biggica said that after publishing the report, the Scranton-NYC and Keystone corridors were accepted into the Corridor Identification and Development (Corridor ID) Program and will be getting up to \$500,000 to create a statement of work for the service development plan. The Schuylkill River Passenger Rail Authority's Reading-New York corridor was also accepted.

The Federal Railroad Administration's (FRA) announced the Federal-State partnership Inner City Passenger Rail grant, from which Pennsylvania will be receiving \$143 million to support a second Pennsylvanian line.

Mr. Kingsborough asked if there was news on jet fuel tax increases. Ms. Biggica said there is no news yet, but it is being discussed.

Mr. Drnevich asked about the Pennsylvanian passenger rail line. Ms. Biggica responded that they had executed their agreement with Norfolk-Southern to put a second line in, hopefully by 2026. A number of capital projects need to be performed before the second line can be added.

Mr. Drnevich asked about potential ridership for the second Pennsylvanian. Ms. Biggica responded that the Harrisburg-Philadelphia Keystone line was at 70% ridership pre-pandemic, and the Pennsylvanian was nearly at 100%.

Ms. Willan expressed concern about high rail prices resulting in many users taking buses for intercity travel. Ms. Biggica said that they partner with AMTRAK to set prices and also help to subsidize the Keystone line, approximately \$20-30 million annually. For rail lines that go through other states, there are cost-sharing agreements with those states. They are aware of the pricing issues, especially during the holidays.

Ms. Willan noted that Philadelphia is very focused on pedestrian, cyclist, and traffic fatalities, and asked what they are doing in that regard. Ms. Biggica said that they are working with District 6, who is doing a study on I-95/Roosevelt Boulevard. They are also trying to get an extension for the Roosevelt Boulevard Speed Camera program.

Ms. Willan asked about the expansion of the speed camera program to other roads. Ms. Teresa Wagner said that the effort was currently in the Senate and undergoing some expansion. Ms. Biggica stated they are working with the legislature on parking-separated bike lanes.

Mr. Kingsborough asked for an update on high-speed rail. Ms. Biggica said that there were corridors identified during the Corridor ID program, some of which were for high-speed rail.

Office of Planning

Deputy Secretary for Planning, Mr. Larry Shifflet, gave an update from the Office of Planning.

Five applications were submitted for federal grants, totaling \$517 million. The I-83 South Bridge application was for \$500 million. It is expected to hear back on the applications in early 2024. Since the September meeting, eight projects have been awarded, totaling \$55.2 million. An additional eight Safe Streets For All projects were awarded after the report was printed for another \$27.9 million, for a total of \$83.1 million.

Mr. Shifflet noted that the U.S. Congress is operating under a continuing resolution, and the approximately \$22 million in emergency relief funds for the I-95 collapse is tied up in appropriations.

National Electric Vehicle Infrastructure (NEVI) Program

Ms. Natasha Fackler, Infrastructure Implementation Coordinator, gave an update on the NEVI program. Pennsylvania is due to get \$171.5 million during the five years of the program. In August, PennDOT gave conditional awards for 56 projects totaling approximately \$34.8 million. Contract negotiations with those groups are ongoing, with one first-round project under construction. Per Federal rule, all NEVI funds must go to the Alternative Fuel Corridors (AFC).

The second round of applications, Round 1A, has begun. The online portal was opened and is accepting proposals. The round is expected to award approximately \$22 million to build out the AFC network. Submissions close on January 26, 2024.

Ms. Fackler said there are over 4,000 public plugs in over 1,600 locations in the state. Mr. Drnevich asked if there was any issue with the electric companies providing power to all those locations. Ms. Fackler was unaware of any issues. She said that fast charging stations usually carried a fee, but many level 2 charging stations are provided as an amenity by the location.

Ms. Fackler said that PennDOT tracks electric vehicle registrations, with 60,000 fully electric vehicles (EVs), with 34,000 plug-in hybrid EVs. They are on track for 1% of the overall Pennsylvania fleet to be electric in January-February.

Mr. Drnevich asked if there was any progress on replacing the gas tax funding for EVs. Ms. Wagner said that flat fees at registration are being considered in the House, but the fee number is constantly changing, and that a recent suggestion was \$100, increasing \$25 each year to a cap of \$200 in 2029, which would then raise with the Consumer Price Index.

Mr. Drnevich said that number was not nearly close to the 60-cent/gallon gas tax. Ms. Wagner agreed and said that there are still many amendments being made to the proposal. Mr. Drnevich said there's nothing national, and that every state has this problem. Ms. Wagner said that the conversations will continue, and that the Senate bill number is Bill 656.

WORKING SESSION:

Truck Parking Study

Mr. Tom Phelan of Gannett Fleming gave a presentation on the *Expanding Truck Parking in Pennsylvania* study. A range of factors including hours-of-service regulations and supply chain

needs cause trucks to have to park on highway shoulders instead of at rest facilities which are often overwhelmed. There were two primary goals of the study: to create a framework that identifies and prioritizes the corridors most in need and that the framework can be reusable in the future.

Mr. Phelan gave a short overview of the corridor grading system and identified corridors in need. Philadelphia, Pittsburgh, some segments of the Turnpike, I-78 near the New Jersey line, and Harrisburg area segments of I-83 are the highest priority areas. He brought special attention to the Philadelphia area, due to its special lack of parking facilities and narrow highway shoulders. The I-78 highway into New Jersey is an example of the interconnected nature of roadways, as this stems from unmet need in New Jersey, which in turn springs from unmet need in New York City.

The study also looked at finding specific locations to create or enhance parking facilities. The evaluation criteria included parcel size, distance to designated networks, compatible zoning, and whether the parcel is a brownfield redevelopment opportunity.

The study focuses on two types of facility: truck stops and pooled parking within industrial parks, as they are suited to handle long and short-term parking, as well as staging and emergency operations.

Mr. Phelan listed a few potential locations, specifically the Bellwether District redevelopment in Philadelphia and the Fairless Hills site north of Philadelphia; both are large parcels currently undergoing redevelopment but still need to be built. There is an opportunity to connect with the developer, Metropolitan Planning Organization (MPO), and county officials to get parcels carved out for truck parking facilities.

The study contains 19 recommendations, split into six areas: Cost of Real Estate, Availability of Appropriate Sites, State and Federal Policy, Community/Quality of Life Concerns, Municipal/Regulatory, and Institutional Initiatives.

Mr. Kingsborough asked how the truck parking sites would be funded. Mr. Phelan said that is dependent on who builds and finances construction. A privately owned stop may charge per night or have contracts with trucking companies. If public funds are involved, then by law, the site cannot charge for parking.

Mr. Kingsborough asked if trailer swap sites were included in the study. Mr. Phelan said that they had found that many older truck stops have become trailer storage areas. These were previously free parking areas that have slowly turned into longer-term storage. Ad-hoc sites could not be included.

Mr. Kingsborough asked about pollution from idling trucks. Mr. Phelan says that is something that could be written in. If PennDOT or USDOT were involved, it could be part of the requirements. Anti-idle technologies for truck stops could be part of a USDOT technology grant in the future.

Ms. Willan commended the recommendation that Regional Planning Organizations (RPOs) be involved in the process. Development is intensely local and works best when all parties work together. Mr. Phelan added that the Port of Philadelphia is a big player as well, due to their staging needs.

Ms. Willan asked how truckers would know where parking is during their travel, and if that was considered. Mr. Phelan said that was not a piece of the study, but truck dispatch often coordinates parking. PennDOT and the Turnpike are already engaged in ways to get real-time information to truckers about parking availability. A parking reservation system would be an ideal technology.

Mr. Phelan explained that drivers have two clocks when they start driving each day: a 14-hour on-duty timer, and an 11-hour drive-time timer. When one of those clocks expires, the driver has to stop for the day. Drivers can have an amount of conveyance time, in extenuating circumstances. Mr. Kingsborough asked if there were any driving teams. Mr. Phelan said that there are, with husband/wife teams becoming more common, but even with two shifts, there's still a need for a rest period.

Mr. Drnevich asked what the next steps are. Mr. Phelan said that a real estate developer saw the report on the news and got in contact. The people who want to be involved are getting in touch.

Mr. Drnevich mentioned that there are more trailers than tractors, with some warehouses holding hundreds of trailers at a time. Mr. Phelan said that is a very specific subsector in trucking, Less than Truck Load (LTL). This type of driver may drive 4-5 hours to another facility and back to their origin point on the same day. The trucks used for this do not have sleeper units.

Mr. Drnevich asked again what the next steps are. Mr. Phelan said that they are waiting for an opportunity. There are proposed federal bills with dedicated funding, specifically truck parking facilities. Making deals with neighboring states to fund locations on the borders is also a possibility.

Mr. Shifflet said that this report puts us in a good position moving forward with any opportunity that may arise. PennDOT will continue working with their freight team and legislative partners in Pennsylvania and Washington D.C.

Mr. Brian Hare said that he has already formed a small group on this subject within PennDOT, and based on the recommendations in the study, should begin drafting applications in advance of future funding opportunities.

ON A MOTION by Mr. Kingsborough and seconded by Ms. Willan, the *Expanding Truck Parking in Pennsylvania* study was approved.

Local Match Challenges Study

Ms. Tracey Vernon from Vernon Land Use gave a presentation on the *Addressing Municipal Concerns to Participating in Competitive Transportation Grant Programs Study*. She thanked

the Center for Rural Pennsylvania, who helped administer a survey that for the study. 718 municipalities responded, a 28% response rate.

The study's objectives were to identify state constraints limiting flexibility in waiving or reducing local match, understand challenges with tax-exempt real estate, understand municipal capacity limiting grant funding, identify best practices, and develop recommendations to assist municipalities.

The study's twelve main findings can be grouped under three categories: Grant Requirements, Municipal Financial Constraints, and Municipal Capacity Constraints.

Grant requirement issues found were as follows: Match requirements are stringent. Application processes are complex. Grant application windows are short, and Grant notices are easy to miss.

Municipal Financial Constraints found were: Many municipalities have large amounts of tax-exempt/discounted real estate. Many county tax assessments need to be updated. Revenue from some funding sources is limited by population density. Industrial/Commercial tax bases are declining in many areas. Socioeconomic trends diminish the fiscal capacity of local governments. Municipal expenses are increasing.

Municipal capacity constraints found were a need for in-house technical capacity and multi-municipal cooperation, which must be strengthened. Local governments often need more capital improvement planning.

The study had ten recommendations: Adopt a flexible match policy for state grants and modify program guidelines, Consider local match waiver options, Establish a State program to match federal grants, Seek public-sector/non-profit match support, Establish a local match loan fund, Promote and incentivize multi-municipal coordination, Build local capacity through technical assistance, Consider property tax modifications, Adopt additional municipal taxes/fees, Encourage county-implemented transportation funding initiatives.

Ms. Willan asked for clarification on what the tax-free real estate specifically was. Ms. Vernon said that a lot of it was state forests, parks, Department of Conservation of Natural Resources (DCNR) game lands, and federal forests, but it also includes government buildings in county seats. Some proposed legislation has been looking at increasing the share that local municipalities get.

Mr. Drnevich asked how small municipalities get funds. Ms. Vernon said that depends on the funding source and area of the State. Very small municipalities will rely heavily on the MPO/RPO, but an MPO/RPO may not have the capacity to help every community, and many are not able to apply for grants. Ms. Michael said that we expect a lot of municipalities, but some don't even have physical offices.

ON A MOTION by Ms. Karen Michael and seconded by Ms. Paige Willan, the *Addressing Municipal Challenges to Participating in Competitive Transportation Grant Programs Study* was approved.

COMMISSIONERS REPORT:

Mr. Kingsborough asked Mr. Funkhouser of Michael Baker International, if there was any update on the I-81 corridor study. Mr. Funkhouser said that a recent study was completed by the Franklin County MPO, looking at which segments of the interstate would reach capacity and segments where pavement was beginning to fail, and started to set priorities.

Mr. Shifflet said a study conducted by Harrisburg MPO, in coordination with Franklin and Lebanon county MPOs, looked at I-81 from the Maryland border to the I-78 split. Franklin took that information to develop priority areas. He said that conversations are ongoing as they get into the meat of the 2025 12-Year Program update.

PUBLIC COMMENT:

Mr. Jonathan Crist, Esq. from Hershey, gave a presentation to the STC about the Highway Occupancy Permit (HOP) and Commercial Applications process. The Linlow Governor Crossing Project went through a year of hearings by the Judicial Use Board in Derry Township. The large development project would have increased traffic on this already overburdened 322/Fishburne Road intersection, and barriers would have been placed, blocking off the existing properties. The project was eventually declined by Derry Township. Mr. Crist gave recommendations for the HOP process based on representing local stakeholders. Mr. Shifflet said they would investigate the issue.

OTHER BUSINESS:

The proposed 2024 meeting dates are February 28 in Harrisburg, May 15 at a to-be-determined location, August 14 at a to-be-determined location, and December 18 in Harrisburg.

ON A MOTION by Ms. Willan and seconded by Mr. Kingsborough, the meeting dates were approved.

NEXT MEETING:

The next STC quarterly meeting is scheduled for **Wednesday, February 28, 2024.**

ADJOURNMENT:

ON A MOTION by Ms. Michael and seconded by Mr. Kingsborough, the STC quarterly meeting was adjourned at 12:17 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 13, 2023.

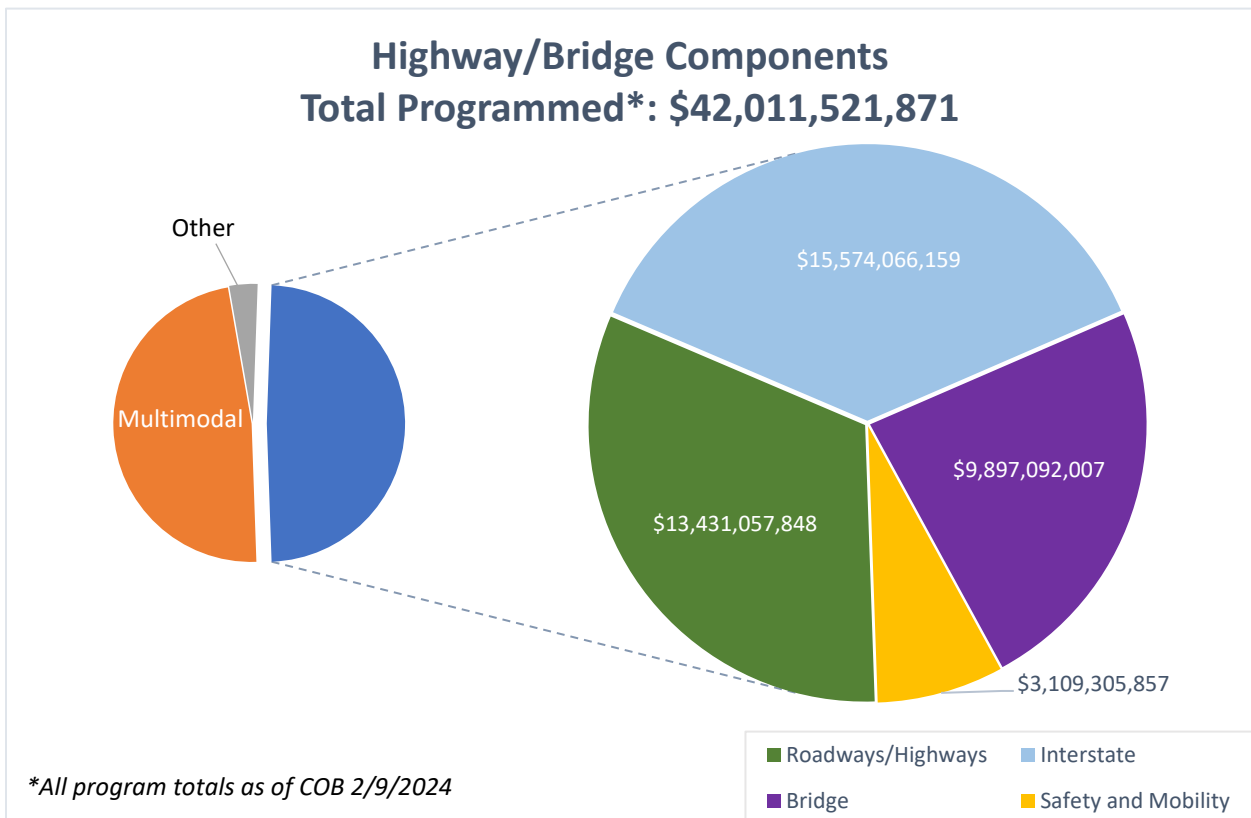
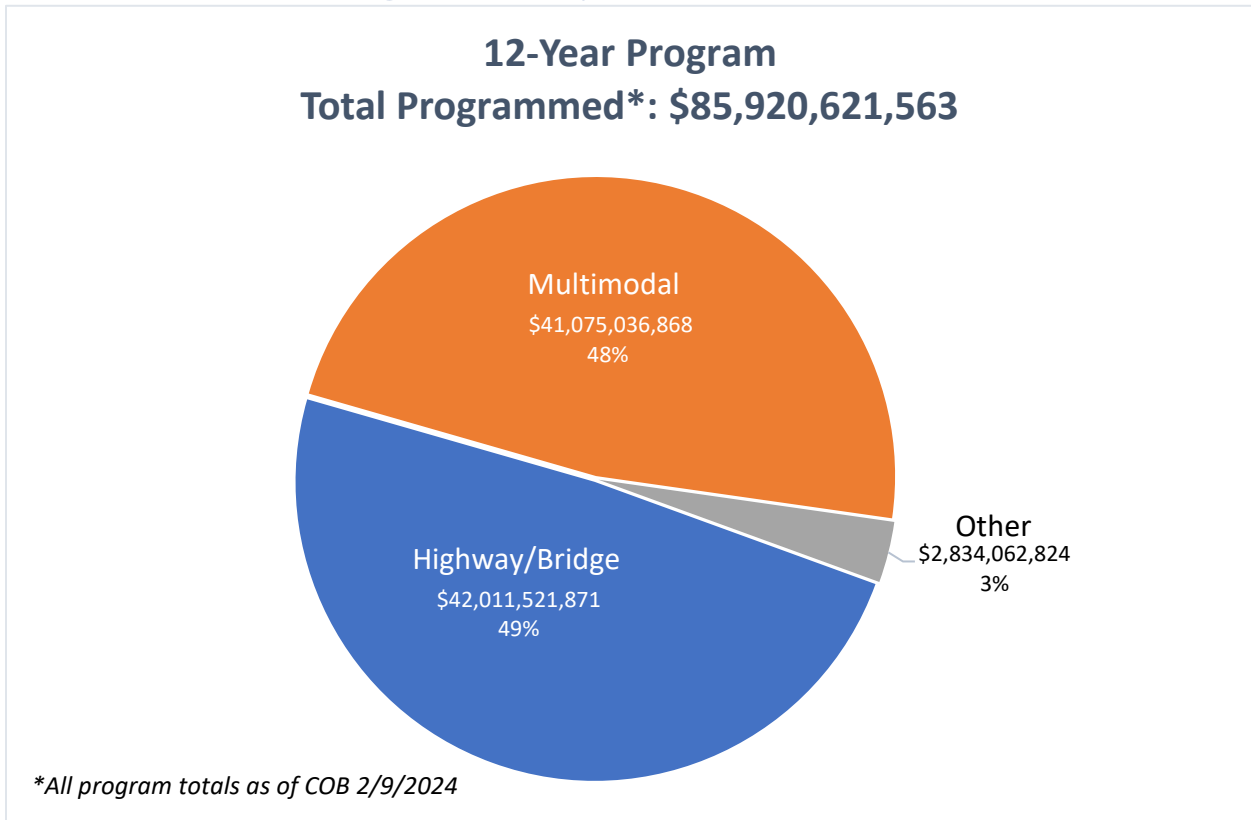
- The changes are for the period November 25, 2023, through February 9, 2024.
- Programmed Balances are as of close of business February 9, 2024.

There are 667 program adjustments for consideration.

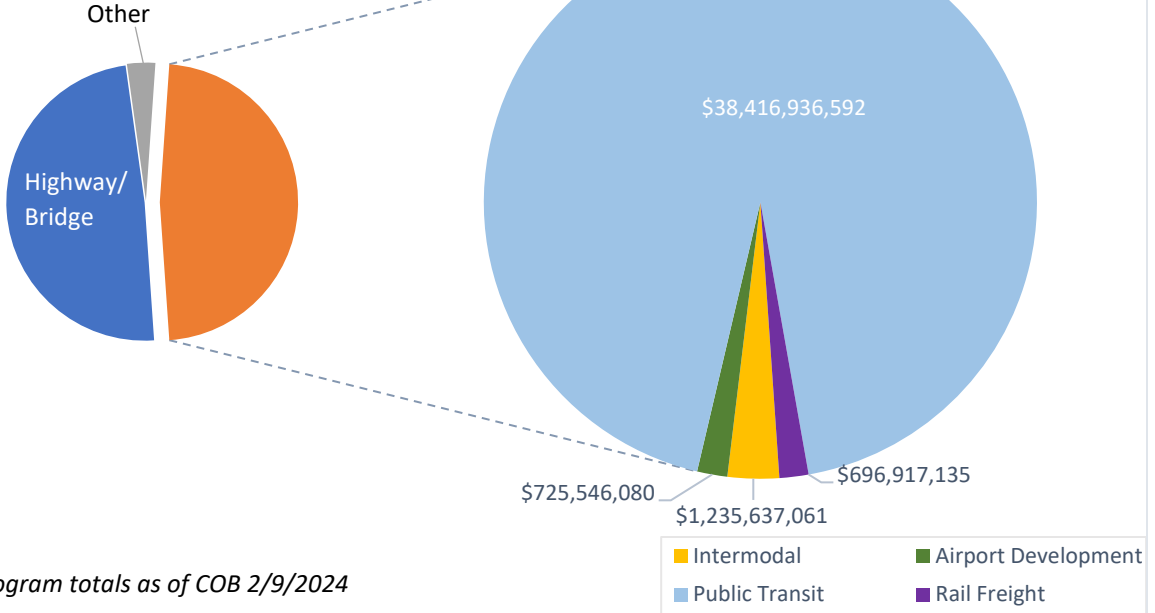
- 189 Project/Phase Additions
- 446 Project/Phase Changes
- 32 Project/Phase Removals (temporary or permanent)

The changes represent a **\$48,980,909 increase** for the reporting period.

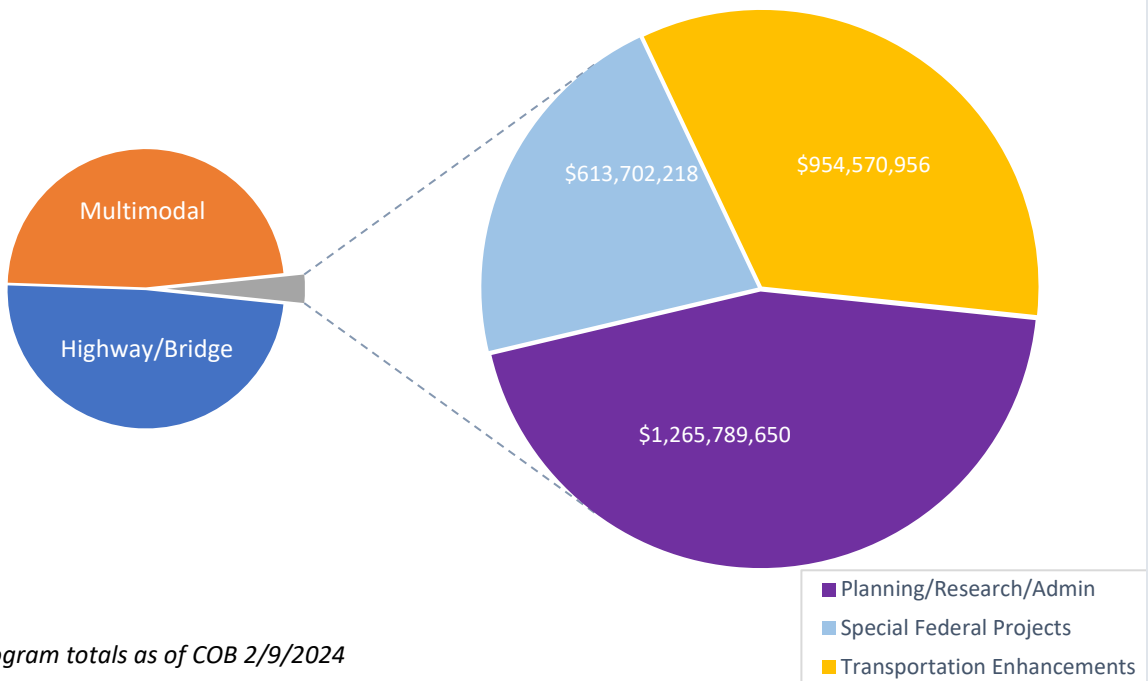
2023 12-Year Program Snapshot



Multimodal Components Total Programmed*: \$41,075,036,868



Other Components Total Programmed*: \$2,834,062,824



MAJOR PROJECT CHANGES

The following lists the 2023 12-Year Program projects that had major program adjustments for the period November 25, 2023, through February 9, 2024. The criteria used to determine a major program adjustment is:

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

TYP Major Project Changes

2023 - 2034 Twelve Year Program

11/25/2023 to 2/9/2024

(Highway & Bridge) Altoona / 9-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Blair	111470	CON	Logan Valley Streetcar Trail, Phase 1		LVS	\$1,538,837	\$2,058,837	\$520,000	34%

Altoona / Blair (Highway & Bridge) Change: **\$520,000**

(Highway & Bridge) DVRPC / 6-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Bucks	79929	CON	Bridge Reserve Line Item			\$143,644,414	\$139,892,714	-\$3,751,700	-3%
Bucks	84256	FD	Old Street Rd o/ SEPTA	2043	BOS	\$636,000	\$1,306,000	\$670,000	105%
Bucks	116728	CON	Callowhill Rd o/Br Pleasant Spring(C)	4017	IDA	\$1,481,000	\$1,974,935	\$493,935	33%
Chester	109599	CON	Bridge Group U (C)	3003	HBU	\$0	\$2,000,000	\$2,000,000	0%
Chester	119160	CON	SR 322 IDA Slope Failure(C)	322	IDA	\$1,900,000	\$2,461,371	\$561,371	30%
Delaware	69665	CON	S.Creek Rd O/Brandywine(C)	3101	DRB	\$21,931,000	\$16,676,000	-\$5,255,000	-24%
Montgomery	63493	CON	PA309: 5 Pts Intersectn(C)	309	71A	\$10,205,000	\$14,140,652	\$3,935,652	39%
Montgomery	117793	CON	Systemic Improvements-Lane Departure(C)		SIP	\$3,000,000	\$3,920,000	\$920,000	31%
Montgomery	117997	CON	BRIP Reserve Line Item			\$0	\$5,445,000	\$5,445,000	0%
Philadelphia	82216	CON	N H P P Reserve Item			\$54,244,072	\$49,953,750	-\$4,290,322	-8%
Philadelphia	111506	CON	Blvd Ped Safety & Direct Bus(L)(Parent)(C)	6001	BDB	\$1,531,000	\$2,232,000	\$701,000	46%
Philadelphia	112463	CON	ADA Ramps in Center City Phila	3010	ADM	\$2,500,354	\$3,480,354	\$980,000	39%
Philadelphia	118074	CON	US 1 BAT Lanes: Hellerman/Busteton - Bucks	6001	BAT	\$0	\$1,700,000	\$1,700,000	0%
Philadelphia	118074	PE	US 1 BAT Lanes: Hellerman/Busteton - Bucks	6001	BAT	\$0	\$1,100,000	\$1,100,000	0%
Philadelphia	119822	PE	US 1: Broad St - Adams Ave	1	RB1	\$0	\$4,800,000	\$4,800,000	0%
Philadelphia	119836	PE	US 1: Adams Ave - Old Lincoln Hwy	1	RB2	\$0	\$4,800,000	\$4,800,000	0%
Philadelphia	119896	STUDY	Reconnecting Our Chinatown	676	RCP	\$0	\$4,055,000	\$4,055,000	0%

DVRPC / Philadelphia (Highway & Bridge) Change: **\$18,864,936**

(Highway & Bridge) Erie / 1-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Erie	72638	CON	SR 2018 Brdg/Frech Ck S Br	2018	B05	\$800,000	\$1,000,000	\$200,000	25%
Erie	102468	CON	SR 531: Depot Road, Section 2	531	A08	\$7,486,347	\$10,702,426	\$3,216,079	43%

Erie / Erie (Highway & Bridge) Change: **\$3,416,079**

(Highway & Bridge) Harrisburg / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Cumberland	102271	CON	Hempt Road Bridge	7212	BRG	\$1,545,000	\$2,047,700	\$502,700	33%
Cumberland	115783	CON	Carlisle Connectivity RTP	11	127	\$1,250,000	\$3,375,000	\$2,125,000	170%
Cumberland	121080	CON	Carlisle Connectivity TIF	11	143	\$0	\$1,200,000	\$1,200,000	0%
Dauphin	74521	ROW	Maclay Street Bridge	3022	005	\$750,000	\$5,071,850	\$4,321,850	576%
Dauphin	88061	CON	Highway Reserve Line Item			\$58,464,965	\$49,048,640	-\$9,416,325	-16%
Dauphin	117825	CON	I-283 ITS Fiber Inter	283	017	\$729,146	\$1,176,000	\$446,854	61%
Dauphin	119484	CON	Clarks Ferry Interim Repairs	22	104	\$2,116,753	\$2,925,095	\$808,342	38%
Perry	101093	CON	Spring Road over Little J	34	047	\$848,720	\$2,419,533	\$1,570,813	185%
Perry	117824	CON	US 22/322 Devices	22	103	\$830,481	\$2,113,800	\$1,283,319	155%
Perry	119311	CON	Perry County Covered Bridge	7211	0	\$1,542,204	\$978,866	-\$563,338	-37%

Harrisburg / Perry (Highway & Bridge) Change: **\$2,279,215**

(Highway & Bridge) Interstate / 11-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Allegheny	87778	CON	I-376, Churchill to Monroeville	376	A72	\$73,200,000	\$77,889,056	\$4,689,056	6%

Interstate / Allegheny (Highway & Bridge) Change: **\$4,689,056**

(Highway & Bridge) Interstate / 4-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Luzerne	116177	PE	SR 424 over I-81	424	353	\$853,000	\$1,300,000	\$447,000	52%

Interstate / Luzerne (Highway & Bridge) Change: **\$447,000**

(Highway & Bridge) Interstate / 5-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lehigh	86006	CON	I-78 - Lehigh St to 309 South Interchange	78	20M	\$29,500,000	\$41,889,215	\$12,389,215	42%
Monroe	76357	FD	I-80 Reconstruction-Monroe	80	17M	\$0	\$14,490,000	\$14,490,000	0%
Monroe	76357	UTL	I-80 Reconstruction-Monroe	80	17M	\$5,000,000	\$0	-\$5,000,000	-100%
Monroe	118999	UTL	I-80 Sec 17M Breakout #1 (Exit 303)	80	BO1	\$0	\$3,000,000	\$3,000,000	0%

Interstate / Monroe (Highway & Bridge) Change: \$24,879,215

(Highway & Bridge) Interstate / 8-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Dauphin	92931	FD	Eisenhower Interchange	83	078	\$0	\$6,400,000	\$6,400,000	0%
Dauphin	117968	CON	Interstate DMS and CCTV TSMO	81	100	\$1,829,700	\$2,408,000	\$578,300	32%
Dauphin	119795	CON	District 8-0 Interstate Concrete Repairs	81	101	\$0	\$2,240,000	\$2,240,000	0%
York	112540	UTL	Mill Creek Relocation	83	090	\$4,600,000	\$100,000	-\$4,500,000	-98%
York	112550	UTL	North York Widening #2 (Codus Creek Bridge)	83	091	\$8,100,000	\$12,600,000	\$4,500,000	56%

Interstate / York (Highway & Bridge) Change: \$9,218,300

(Highway & Bridge) Interstate / 9-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Bedford	22816	CON	Breezewood-Fulton Co Line	70	021	\$2,711,902	\$5,261,702	\$2,549,800	94%
Blair	112239	CON	I-99 Plank Rd Intchg to Tyrone	99	022	\$9,000,000	\$11,350,000	\$2,350,000	26%

Interstate / Blair (Highway & Bridge) Change: \$4,899,800

(Highway & Bridge) Interstate / 99-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Central Office	75891	CON	Interstate Contingency			\$687,945,769	\$638,798,096	-\$49,147,673	-7%
Central Office	117215	PE	Major Bridge P3 Initiative- Pre-dev Agreement			\$0	\$10,900,000	\$10,900,000	0%

Interstate / Central Office (Highway & Bridge) Change: -\$38,247,673

(Highway & Bridge) Johnstown / 9-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Cambria	117232	CON	2024 Cambria County Safety Improvements	422	10S	\$1,670,555	\$3,277,800	\$1,607,245	96%

Johnstown / Cambria (Highway & Bridge) Change: \$1,607,245

(Highway & Bridge) Lancaster / 8-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lancaster	87826	CON	Bridge Reserve			\$90,812,265	\$93,798,265	\$2,986,000	3%
Lancaster	91264	CON	Centerville Rd over Mill Creek	1007	025	\$1,513,000	\$0	-\$1,513,000	-100%
Lancaster	100543	CON	Millersville Rd Bridge	741	025	\$1,420,545	\$3,680,000	\$2,259,455	159%
Lancaster	110502	FD	US30/PA 462 Improvements	30	146	\$1,050,000	\$1,700,000	\$650,000	62%
Lancaster	120853	CON	Lancaster County Bike It Program 2			\$0	\$1,464,300	\$1,464,300	0%

Lancaster / Lancaster (Highway & Bridge) Change: \$5,846,755

(Highway & Bridge) Lehigh Valley / 5-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lehigh	85692	CON	Mosserville Road over Ontelaunee Creek	4024	01B	\$1,250,000	\$1,791,800	\$541,800	43%
Northampton	89616	CON	Country Club Road over US 22	2031	01B	\$1,625,000	\$635,250	-\$989,750	-61%

Lehigh Valley / Northampton (Highway & Bridge) Change: -\$447,950

(Highway & Bridge) NEPA / 4-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Pike	68813	CON	SR 209 over Sawkill Creek	209	450	\$3,517,900	\$6,836,845	\$3,318,945	94%
Pike	73295	CON	NEPA 4-0 Highway Line Item			\$23,850,382	\$20,073,237	-\$3,777,145	-16%
Pike	117287	CON	Asset Management Phase 1	1002	AST	\$2,000,000	\$1,500,000	-\$500,000	-25%

NEPA / Pike (Highway & Bridge) Change: -\$958,200

(Highway & Bridge) NEPA / 5-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Carbon	102240	CON	NEPA Hwy & Bridge Reserve			\$111,792,002	\$107,956,209	-\$3,835,793	-3%
Schuylkill	96470	CON	St.Clair to Frackville Reconstruction	61	14M	\$115,260,500	\$128,328,576	\$13,068,076	11%

NEPA / Schuylkill (Highway & Bridge) Change: \$9,232,283

(Highway & Bridge) North Central / 10-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Jefferson	116508	CON	Stump Creek Bridge #3	2012	550	\$1,224,600	\$1,764,680	\$540,080	44%

North Central / Jefferson (Highway & Bridge) Change: \$540,080

(Highway & Bridge) North Central / 2-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Clearfield	109839	CON	Maintenance/Betterment Line Item			\$1,283,283	\$613,283	-\$670,000	-52%

North Central / Clearfield (Highway & Bridge) Change: -\$670,000

(Highway & Bridge) Northern Tier / 3-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Sullivan	99422	CON	SR220 to Muncy Valley Road	42	095	\$1,000,000	\$628,000	-\$372,000	-37%

Northern Tier / Sullivan (Highway & Bridge) Change: -\$372,000

(Highway & Bridge) Northern Tier / 4-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Susquehanna	9720	CON	SR 706 over East Branch of Wyalusing Creek	706	552	\$1,000,000	\$1,812,500	\$812,500	81%
Susquehanna	73298	CON	NTier D4 Hwy Reserve			\$33,000,822	\$28,138,318	-\$4,862,504	-15%
Susquehanna	96730	CON	SR 706 over Branch Wyalusing Creek 2	706	556	\$750,000	\$1,625,000	\$875,000	117%
Susquehanna	109880	CON	SR 706 over Snell Creek	706	553	\$1,750,000	\$2,750,000	\$1,000,000	57%
Wyoming	97847	CON	SR 29 Slide Repair	29	RP1	\$1,500,000	\$2,171,849	\$671,849	45%

Northern Tier / Wyoming (Highway & Bridge) Change: -\$1,503,155

(Highway & Bridge) Northwest / 1-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Crawford	84921	CON	SR 8 over East Branch of Oil Creek	8	B01	\$2,800,000	\$1,585,416	-\$1,214,584	-43%
Crawford	85776	CON	US 6: Spring St - Baldwin St Ext	6	A06	\$12,060,945	\$17,623,000	\$5,562,055	46%
Venango	79494	CON	Northwest IJA Line Item Reserve		RES	\$2,867,000	\$1,938,000	-\$929,000	-32%
Venango	106422	CON	NW Highway/Bridge Line Item			\$39,662,799	\$36,296,535	-\$3,366,264	-8%
Warren	110818	CON	James Morrison Bridge Rehabilitation Phase 2	59	B07	\$1,901,941	\$5,500,000	\$3,598,059	189%

Northwest / Warren (Highway & Bridge) Change: \$3,650,266

(Highway & Bridge) Northwest / 10-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Clarion	112946	CON	SR 66 PM Phase 2	66	310	\$2,251,183	\$2,981,004	\$729,821	32%
Clarion	117549	CON	Clarion River Arch Bearings	322	355	\$1,852,530	\$2,588,990	\$736,460	40%

Northwest / Clarion (Highway & Bridge) Change: \$1,466,281

(Highway & Bridge) Reading / 5-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Berks	10943	CON	Morgantown Road over trib Conestoga Creek	10	02B	\$1,241,255	\$1,612,740	\$371,485	30%
Berks	91932	CON	Carsonia Avenue over Antietam Creek	2023	01B	\$110,000	\$2,587,145	\$2,477,145	2252%

Reading / Berks (Highway & Bridge) Change: \$2,848,630

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

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Bedford	116801	PE	US 30 - Breezewood to Everett	30	045	\$250,000	\$1,858,880	\$1,608,880	644%
Somerset	118337	CON	2021 Main Street School Safe Route	160	MSR	\$1,000,000	\$670,000	-\$330,000	-33%

S. Alleghenies / Somerset (Highway & Bridge) Change: \$1,278,880

(Highway & Bridge) Scranton/W-B / 4-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lackawanna	73300	CON	LLTS Highway Reserve			\$123,373,423	\$112,627,014	-\$10,746,409	-9%
Lackawanna	114323	CON	SR 4026 over Norfolk Southern Railroad	4026	251	\$2,190,000	\$3,130,185	\$940,185	43%
Lackawanna	117977	CON	Federal Aid Paving 4-24-FP1	11	PAV	\$5,000,000	\$6,600,000	\$1,600,000	32%
Lackawanna	117978	CON	Federal Aid Paving 4-24-FP2	11	PV2	\$5,000,000	\$6,600,000	\$1,600,000	32%
Lackawanna	118738	CON	T-718 over Roaring Brook	7206	LC5	\$500,000	\$1,000,000	\$500,000	100%
Lackawanna	118777	CON	SR 590 over I-84 EB/WB	590	P01	\$3,600,000	\$4,717,802	\$1,117,802	31%
Luzerne	9128	FD	SR 115 over I-81	115	303	\$1,650,000	\$2,150,000	\$500,000	30%
Luzerne	93931	PE	SR 11 over SR 2037, Susquehanna River and Railroad	11	350	\$892,218	\$1,400,000	\$507,782	57%
Luzerne	115915	CON	North Main Street Business District Streetscape	2006	MTM	\$0	\$1,922,837	\$1,922,837	0%
Luzerne	117106	CON	SR 115 Retaining Wall Repair	115	353	\$0	\$1,975,000	\$1,975,000	0%
Luzerne	118422	CON	Broadway Road MTM Resurfacing		MTM	\$0	\$1,009,450	\$1,009,450	0%
Luzerne	118518	CON	I-80 over Oley Creek	80	P01	\$745,000	\$1,484,670	\$739,670	99%

Scranton/W-B / Luzerne (Highway & Bridge) Change: \$1,666,317

(Highway & Bridge) SEDA-COG / 2-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Juniata	105566	CON	SR 35 Stop 35 to Sheetz Area	35	912	\$5,339,513	\$3,610,949	-\$1,728,564	-32%

SEDA-COG / Juniata (Highway & Bridge) Change: -\$1,728,564

(Highway & Bridge) SEDA-COG / 3-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Northumberland	115656	CON	Epoxy Overlay BOF SEDA-COG Contract #1	2015	006	\$830,000	\$1,088,000	\$258,000	31%

SEDA-COG / Northumberland (Highway & Bridge) Change: \$258,000

(Highway & Bridge) SPC / 10-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Armstrong	79843	CON	SPC D-10 Hwy/Bridge Line			\$23,882,429	\$19,813,907	-\$4,068,522	-17%
Butler	92908	FD	Mars RR Bridge West Expansion	228	29D	\$0	\$2,300,000	\$2,300,000	0%
Butler	92908	UTL	Mars RR Bridge West Expansion	228	29D	\$0	\$4,200,000	\$4,200,000	0%
Butler	92908	ROW	Mars RR Bridge West Expansion	228	29D	\$0	\$9,300,000	\$9,300,000	0%
Butler	110783	CON	10-2 SR 3021 Corridor Improvements	3021	271	\$17,500,000	\$21,107,007	\$3,607,007	21%
Butler	119471	CON	SR 3007 Slide Repair	3007	201	\$0	\$1,400,000	\$1,400,000	0%
Indiana	104459	CON	PA 286: US 422 Interchange East	286	49A	\$714,170	\$1,254,170	\$540,000	76%
Indiana	114754	CON	SR 3025 Park Road South: Slides 3-4	3025	490	\$0	\$1,600,000	\$1,600,000	0%
Indiana	117897	CON	SR 3025 Park Road South: Slides 1-2	3025	4S2	\$0	\$1,300,000	\$1,300,000	0%

SPC / Indiana (Highway & Bridge) Change: \$20,178,485

(Highway & Bridge) SPC / 11-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Allegheny	28344	CON	McKees Rocks Bridge Phase 2	3104	A03	\$12,300,000	\$14,950,000	\$2,650,000	22%
Allegheny	63583	FD	McKeesport Duquesne Bridge	2114	A05	\$900,000	\$1,470,000	\$570,000	63%
Allegheny	75341	CON	Betterment Reserve Allegheny			\$120,260,570	\$129,262,559	\$9,001,989	7%
Allegheny	75669	CON	Slide Line Item			\$3,130,169	\$1,825,733	-\$1,304,436	-42%
Allegheny	76458	FD	Bridge - Allegheny County			\$3,030,000	\$10,530,000	\$7,500,000	248%
Allegheny	76458	CON	Bridge - Allegheny County			\$73,882,572	\$65,714,572	-\$8,168,000	-11%
Allegheny	89129	CON	SR 2031 ov Long Run	2031	A07	\$3,200,000	\$4,057,500	\$857,500	27%
Allegheny	91907	CON	Charles Anderson Bridge	7301	LOC	\$50,000,000	\$56,200,000	\$6,200,000	12%
Allegheny	100606	CON	Jacks Run Rd Br ov Jacks R	48	A39	\$2,068,942	\$2,798,192	\$729,250	35%
Allegheny	100956	PE	West End Bridge	19	A83	\$4,548,531	\$6,000,000	\$1,451,469	32%
Allegheny	110353	CON	SR 4003 - East Street to Babcock Blvd	4003	A25	\$20,290,000	\$26,990,000	\$6,700,000	33%
Allegheny	119281	CON	SPC Regional CRP/CRPU Line Item			\$21,677,836	\$17,275,954	-\$4,401,882	-20%
Allegheny	120987	CON	Liberty Tunnel Roof Replacement	3069	A27	\$0	\$2,000,000	\$2,000,000	0%
Beaver	109356	CON	Midland Beaver Road	68	B44	\$13,248,000	\$0	-\$13,248,000	-100%

SPC / Beaver (Highway & Bridge) Change: \$10,537,890

(Highway & Bridge) SPC / 12-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Washington	117444	CON	US 22 Concrete Repair - Washington	22	0	\$13,000,000	\$9,500,000	-\$3,500,000	-27%
Washington	120072	CON	Tunnel Ridge Pre Work ON3	70	0	\$0	\$3,000,000	\$3,000,000	0%
Westmoreland	107957	CON	LV TIP: PA 819 to Norvelt (PA 981-Q20)	981	Q20	\$0	\$3,000,000	\$3,000,000	0%

SPC / Westmoreland (Highway & Bridge) Change: \$2,500,000

(Highway & Bridge) STWD Items / 99-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Central Office	77786	CON	Highway Reserve			\$267,418,964	\$271,353,615	\$3,934,651	1%
Central Office	82335	CON	Bridge Reserve			\$272,203,100	\$268,453,100	-\$3,750,000	-1%
Central Office	101924	PRA	Planning Reserve			\$1,069,631,816	\$1,002,044,016	-\$67,587,800	-6%
Central Office	102466	CON	NHPP Reserve			\$1,330,602	\$849,908	-\$480,694	-36%
Central Office	102893	CON	Multimodal Reserve			\$997,008,253	\$993,123,105	-\$3,885,148	0%
Central Office	103866	CON	Deob Reserve			\$422,142	\$2,416,161	\$1,994,019	472%
Central Office	118322	CON	PROTECT Reserve			\$258,887,864	\$228,940,932	-\$29,946,932	-12%
Central Office	119341	CON	Federal Carryover Reserve			\$86,072,154	\$59,072,154	-\$27,000,000	-31%
Central Office	120737	PRA	PL Funds 2024-25			\$0	\$18,750,000	\$18,750,000	0%
Central Office	120739	PRA	SPRPlngCO/Consult 2024-25			\$0	\$17,500,000	\$17,500,000	0%
Central Office	120740	PRA	SPRPlngCO/ConsultToll 2024-25			\$0	\$22,000,000	\$22,000,000	0%
Central Office	120743	PRA	FTA/CPG Metro 2024-25			\$0	\$7,500,000	\$7,500,000	0%
Central Office	120744	PRA	FTA/CPG Statewide 2024-25			\$0	\$1,250,000	\$1,250,000	0%
Central Office	120932	PRA	Advancing Open Data Standards			\$0	\$4,887,500	\$4,887,500	0%

STWD Items / Central Office (Highway & Bridge) Change: -\$54,834,404

(Public Transit) STWD Items									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Central Office	121185		FMR Improving Access			\$0	\$1,850,000	\$1,850,000	0%

STWD Items / Central Office (Public Transit) Change: \$1,850,000

(Highway & Bridge) SVTS / 1-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Mercer	88488	CON	US 62 Bridge over Fox Run	62	B08	\$1,315,171	\$879,248	-\$435,923	-33%
Mercer	97912	CON	US 62: Ohio line to East Budd St	62	20M	\$2,200,000	\$1,186,737	-\$1,013,263	-46%
Mercer	109077	CON	State St. Pedestrian Improvements	3008	A03	\$1,006,200	\$2,126,132	\$1,119,932	111%
Mercer	109773	CON	SR 18: SR 358 - Mill Hill Rd.	18	23M	\$2,549,000	\$4,450,000	\$1,901,000	75%
Mercer	110764	CON	SR 18/SR 4005 Intersection	18	S04	\$1,258,672	\$2,385,000	\$1,126,328	89%
Mercer	113974	CON	US 19: SR 358 to SR 1011	19	15M	\$1,000,500	\$706,593	-\$293,907	-29%

SVTS / Mercer (Highway & Bridge) Change: \$2,404,167

(Highway & Bridge) Wayne / 4-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Wayne	68921	CON	SR 1023 over South Branch Equinunk	1023	671	\$1,704,000	\$3,584,715	\$1,880,715	110%

Wayne / Wayne (Highway & Bridge) Change: \$1,880,715

(Highway & Bridge) Williamsport / 3-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lycoming	117923	CON	SR 1005 over Plunketts Creek	1005	037	\$1,152,000	\$796,285	-\$355,715	-31%
Lycoming	117924	CON	Lycoming Off System Epoxy Group 1	284	014	\$980,000	\$2,000,000	\$1,020,000	104%

Williamsport / Lycoming (Highway & Bridge) Change: \$664,285

(Highway & Bridge) York / 8-0									
County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
York	78888	CON	Wago Road Bridge	1019	010	\$3,038,500	\$5,875,000	\$2,836,500	93%
York	87946	CON	Bridge Reserve			\$36,825,122	\$28,602,896	-\$8,222,226	-22%
York	88056	CON	York STU Line Item			\$7,394,811	\$3,567,505	-\$3,827,306	-52%
York	110280	CON	College Avenue Bridge	7301	BRG	\$9,068,810	\$17,500,398	\$8,431,588	93%

York / York (Highway & Bridge) Change: -\$781,444

TRANSPORTATION ADVISORY COMMITTEE REPORT

Transportation Advisory Committee (TAC) Report

The TAC meeting was held on February 5, 2024. The TAC moved forward with one new study and accepted the 2023 TAC Annual Report.

TAC Study:

E-Commerce Assessment & Package Convenience Fee Analysis

The E-Commerce study objectives within the scope of work are:

- Identify land use changes in Pennsylvania related to the growth of e-commerce and the transformation of retail establishments resulting from changes in the landscape.
- Evaluate the economic impact of these changes in terms of employment, real estate valuations, and other metrics.
- Identify how these trends impact the Commonwealth's transportation network and their implications for future infrastructure needs.
- Evaluate the transportation funding implications related to e-commerce, such as package delivery fees and the Goods Delivery Fee proposed previously in the Pennsylvania Transportation Revenue & Options Commission (TROC) final report.

With the study scope accepted by TAC, the next tasks are to conduct research and identify stakeholders for engagement. Some of these stakeholders will include PSATS, MPOs/RPOs, and industry involved in e-commerce. Emphasis will be placed on new and innovative e-commerce delivery platforms such as Uber Freight, Amazon Pickup Hubs, and local delivery/drop-off locations. The implications of large-scale industrial development projects outside urban centers will also be examined in the context of public transit needs and accessibility for transit-dependent workforces. Following this task, a moderated Panel Session is proposed for the spring. The study is scheduled for completion in the February of 2025.

**EXECUTIVE DEPUTY SECRETARY
LARRY SHIFFLET**

EXECUTIVE REPORT

**DEPUTY SECRETARY
COREY PELLINGTON**

ADMINISTRATIVE/BUDGET REPORT

Bureau of Fiscal Management (BFM)

Below is the update for Budget and Planning relating to State Transportation Commission (STC) December - January timeframe.

- BFM is working with the Governor's Budget Office to update written pages within the Governor's Budget Book, along with tracking updated revenues for any significant changes from what was submitted as part of our October Budget and what will be part of the Governor's Budget address in February.
- Updated Memorandums of Understanding and Non-Recurring Major Purchases for our Governor's Budget Book submission.

Financial Services - Liquid Fuel Funding:

- 2023 Municipal Liquid Fuels Tax Fund Allocation
 - \$470,202,682.00 total allocation
 - \$468,767,063.87 to be paid after bridge inspection costs deducted
 - \$467,042,977.79 released to 2,522 since March 1, 2023

The following allocations were paid on December 1, 2023.

- December 1, 2023, County Liquid Fuels Tax Fund Allocation
 - \$14,204,626.96 total allocation
 - \$11,883,452.31 released to 64 counties
- December 1, 2023, Act 44 Allocation
 - \$5,000,000.00 total allocation
 - \$4,958,902.80 released to 60 out of 61 eligible counties
- December 1, 2023, Act 89 Allocation
 - \$4,682,000.00 total allocation
 - \$4,538,176.10 released to 59 out of 61 eligible counties
- December 1, 2023, \$5 Fee for Local Use Allocation
 - \$20,401,445.00 collected for 26 counties
 - \$20,064,170.00 paid to 25 counties
- December 1, 2023, State Police Fines and Penalties Allocation
 - \$3,409,584.08 total allocation
 - \$2,975,444.76 paid to eligible municipalities
 - \$434,139.32 transferred to Pennsylvania State Police for cadet classes

BUREAU OF INNOVATIONS (BOI)

- **Innovation in Motion Webinar Series** – BOI hosted the final webinar of its **Innovation in Motion Webinar Series** in December 2023. Attended by **more than 300** PennDOT employees, local government representatives, and industry partners, the webinar focused on innovative initiatives, including Augmented Reality, Drone Data Capture for both Design and Construction and the Project Delivery Collaboration Center Solution, and current pilot projects underway as well as PennDOT's plans to develop a single platform for these initiatives. The 2024 Innovation in Motion Webinar Series are scheduled for March 12, June 11, Sept. 10, and Dec. 10.
- **Travel and Tourism** – In November and December 2023, **PennDOT's Welcome Centers** served **412,829 customers**, making **207 reservations for 351 travelers**, generating **\$28,047.71 in tourism revenue** for the Commonwealth. In comparison, the numbers from November and December 2022 were **434,321 customers served**, and **286 reservations** made for **498 travelers**, generating **\$36,485.00 in tourism revenue** for the Commonwealth. **Note:** Please note that the Mercer County Welcome Center closed for renovations on Sept. 1, which impacted 2023 travel and tourism data. Due to the reporting deadline, January 2024 tourism numbers will be provided as part of the next STC Report.

DOT Human Resource (HR) Office

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

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

Winter Maintenance Program

- As of January 24, 2024, there were 297 vacant permanent Transportation Equipment Operator positions and 72 vacant permanent Mechanic positions statewide.
- PennDOT has received approval to fill 982 seasonal winter maintenance Transportation Equipment Operator positions for the 2023/2024 season.
- As of January 24, 2024, there were 313 filled temporary Transportation Equipment Operator positions

Summer Employment Program

- A new Engineer Intern classification with pay based on earned credits was created to attract more Engineering students.
- The Engineering, Scientific and Technical Intern classification was renamed Scientific and Technical Intern.

TransformHR – an effort to modernize HR systems and processes.

- Time & Attendance AskHR tickets are now available in ServiceNow. Absence, Attendance, Work Schedule, Quota Research/Correction and Other Time Inquiries will be routed to the HR Office's identified Timekeeper Support employees.

OneHR

- New organization numbers and names were established to support the new agency-specific HR Office structure.
- Hiring processes continue to be refined.
- Additional staff are being hired and trained.

Workforce Management and Consulting Section

Calendar Year 2023 summary of select program actions:

- Roles management: 759
- Annuitants processed to fill or extend: 81
- Modified Duty Request coordination: 17
- New salaried employee In-processing completed for Central Office: 78
- Subpoenas and Signed Authorizations responded to for HR data: 19
- Percentage of filled PennDOT salaried complement: January 2023 = 93.23%, January 2024 = 94.71%

Bureau of Office Services

Project Update as of January 31, 2024	Phase	Anticipated Dates
Armstrong County New Maintenance Office	Advertised for Bid	Anticipated Construction Completion Fall 2026.
Perry County Maintenance Office	In Design	Design restarted January 2024, Anticipated Construction Completion, Summer 2028
Mifflin County Maintenance Office	In Design	Anticipated Bid Advertisement in March 2024.
Mercer Welcome Center Site E	In Construction	Anticipated Construction Completion in February 2025.
Erie Welcome Center Site L	In Construction	Anticipated Construction Completion in January 2025.
Washington County Maintenance Stockpile (Atlasburg)	Bid Review Phase	Bids have been received and are under review. Construction Completion planned for Fall 2025
Fayette County, Engineering District 12-0 Office Renovation	Pending Professional Selections	DGS terminated the agreement with the Design Professional. Project development restarting in preparation for Professional Selections 4 th quarter of FY 23/24.
Washington County Maintenance Office Renovation and Storage Building	Award Phase	Project was Re-Advertised, and bids are currently under review
Dauphin County Maintenance Stockpile	Re-Advertisement	Project to be Re-Advertised. Date TBD.
Blair County, Engineering District 9-0 Office Renovation	In Construction	Construction Completion Anticipated in July 2024.
Delaware County Maintenance Stockpile	In Construction	Construction Completion Anticipated in Spring 2024.
Bradford County Maintenance Office	Design Fee Negotiations	Land Acquisition has been completed. Anticipate Executed Agreement for Design in Spring 2024.
Carbon County Maintenance Office	In Design	Project Design phase started January 22, 2024. Anticipated Construction Completion in Spring 2028.

Clinton County Rest Area Sewer Treatment Plant and Water Supply System Replacement and Building Upgrades	In Design	Anticipate Bid Advertisement Late Spring 2024. Construction Completion planned for Summer 2025.
Columbia County Rest Area Sewer Treatment Plant and Water Supply System Replacement and Building Upgrades	In Design	Anticipate Bid Advertisement Late Spring 2024. Construction Completion planned for Summer 2025.
Cumberland County Rest Area Connect to Public Water and Sewage Treatment Plants	Re-Advertisement	Anticipated Re-Advertisement for Bid in Feb 2024.
York County Maintenance Office	Professional Selections	Professional Selections planned FY 25/26 1 st quarter
Dauphin County Fleet Management Office and Garage Renovations Phase 1 - Roof only	In Design	Project is in Final Design phase. Anticipate Construction Completion in Fall 2024
Bucks County Maintenance Office, Connect to Public Water	Design Fee Negotiations	Anticipate start of Design in February 2024.
Beaver County Maintenance Office, HVAC System Replacement	Pending Professional Selections	Project terminated with the Design Firm. Project development restarting in preparation for Professional Selections in 4 th quarter of FY 23/24.
Philadelphia County Maintenance Office Replacement	Professional Selections	Professional Selections anticipated in 1 st quarter of FY 24/25.

Electrical Vehicle (EV) Charging Stations – PennDOT is pursuing design and construction installation of EV charging stations at the eleven (11) Engineering District Offices for state vehicle use. The Department has completed EV charging stations at its District Engineering offices in District 1, District 5, District 6, District 10 and District 11. The remaining Districts 2, 3, 4, 8, 9, and 12 are anticipated project completion is estimated to be late Spring 2024 as supply chain impacts are being realized on specialized equipment in addition to utility company schedules and finalization of a utility agreement. Currently the Department has installed 186 EV chargers of the 302 charges planned to date.

Bureau Of Equal Opportunity (BEO)

Disparity Study

The 2024 Disparity Study for PennDOT is being carried out by BBC Research & Consulting. The BBC had two public meetings in December 2023 during the most recent quarter. About thirty businesses attended between the two public hearings. A few businesses contacted PennDOT to request a third public meeting, which will take place in February 2024. BBC is in the process of collecting data by using an available survey instrument. This particular instrument is for construction firms, the survey instruments for professional services, goods, and supplies are largely similar, with some semantic differences (i.e., the professional services instrument uses the term 'prime consultant' rather than 'prime contractor').

Disadvantaged Business Enterprise (DBE)

Federal Highway Administration (FHWA) Program

The program is designed to level the contracting field by establishing a goal methodology plan implemented by the Department for developing project goals and good faith effort contracting to Disadvantaged Business Enterprises (DBEs) and Small Business Enterprises (SBEs). Federal Fiscal Year 24 began in October 2023 and runs through September 2024. BEO monitors DBE goal attainment and participation through monthly review and reporting. The Department provides a report every six months to the Federal Highway Administration (FHWA). The data below reflects through December 2023.

			Overall		RC		RN
FHWA DBE Goal	Dollar Amount Awarded	DBE Committed \$	12.56%	Race Conscious \$	11.65%	Race Neutral \$	0.91%
Department Totals	\$979,326,878.01	\$92,144,245.17	9.41%	\$80,764,476.66	8.25%	\$11,380,368.51	1.16%
	Dollar Amount Needed to meet Overall Goal	\$123,003,455.88		\$114,091,581.29		\$8,911,874.59	
	Commitment Amount Plus or Minus	-\$30,859,210.71	-3.15%	-\$33,327,104.63	-3.40%	\$2,468,493.92	0.25%

- The department FHWA DBE Overall goal for the 2024-2026 triennial period is 12.56%, the overall Race-Conscious goal is 11.65%, and the overall Race Neutral goal is 0.91%.
- As of December 30, 2023, the department has awarded \$704,943,982.61 and committed \$48,937,680.59 to Disadvantaged Business Enterprises (DBEs).
- 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, spend does not always equal commitment in a given fiscal year. Spending is reported as the DBE completes work, this may occur in another fiscal year.
- Prior to its submission on November 1, 2023, to the Federal Highway Administration (FHWA) Headquarters for review and submission to US DOT for final approval of the 12.66% goal that PennDOT currently uses, the agency operated under the previously approved goal of 10.69%.

Contract Compliance

- With two compliance field agents conducting reviews, to date, the Contract Compliance section has completed 7 reviews for the year.
- Annual FHWA 1391 reports have been collected. Final numbers show 5,141 FHWA 1391 reports were submitted by contractors. The total workforce reported was 14,594 for 519 projects. The FHWA 1392 report was submitted and approved by FHWA.
- The Contract Compliance Section supervisor and one field agent are currently participating on the Office of Federal Contract Compliance Programs (OFCCP) Equal Employment Opportunity Committee for the Central Susquehanna Valley Transportation (CSVT) Mega project.
- The Contract Compliance Section supervisor is currently participating in the Equal Employment Opportunity (EEO) working group for the Public-Private Partnership (P3) Major Bridge projects.

- The Contract Compliance Section is providing training on EO contract special provisions, to NEVI contract holders.
- A NEVI Contract Compliance review plan has been created to conduct compliance reviews on NEVI projects.
- Training on the updates to the Form FHWA 1273 was provided by Department of Labor for PennDOT District personnel.
- Winter School presentations were provided by the Contract Compliance Section for Districts 2, 4, and 11.
- A new contractor-focused workforce compliance training, Diversifying Your Company Through Workforce Development, will take place in March 2024.

On-the-Job Training Program (OJT)

- The OJT Program Manager has attended several career and job fairs. In addition, there are several workforce development meetings that the OJT Manager attends regarding the Commonwealth Workforce Transformation Program (CWTP) initiative. The meetings include construction industry leaders, PennDOT Executives, and the Governor's Office team members.
- Supportive services have an essential role in recruitment efforts, and working directly with the trainees regarding orientation and initial assessments. Trainee issues were identified and forwarded to the OJT Program Manager for resolution.
- The OJT Program is in the process of expanding and changing. There is now an OJT Program Section Supervisor, and two new EO Specialist positions have been added.

Infrastructure & Economic Development (IED) IT Delivery Center

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

APRAS Modernization

- PennDOT is modernizing the legacy Automated Permit and Routing Analysis System (APRAS).
- APRAS is PennDOT's solution for permitting Oversized and Overweight loads that travel in the Commonwealth.
- APRAS issues over 400,000 permits annually.
- Phase 1 was completed in December 2019
 - All hauling companies have successfully transitioned to the new APRAS web system
 - Since 2020, over 215,000 person-hours saved by the hauling community
- Phase 2 in progress - Multiple releases being scheduled/implemented:
 - January 2021 Release – Annual Permit Enhancements; complete
 - May 2021 Release – Certified Escort Vehicle Operator; complete
 - September 2021 Release – Cloud Migration; complete
 - November 2021 Release – Financial and Account Management; complete
 - July 2022 Release – Bridge Analysis Modernization; complete
 - Feb 2023 Release – Roadway Analysis Modernization; complete
 - August 2023 Release – Stand Alone Bridge Analysis; complete and will be implemented with the final release
 - Q4 2024 Release – Final APRAS Manual Review Modernization; in progress

MVDLS 3

- PennDOT is modernizing 30-year-old legacy Vehicle and Driver License Systems.
- Modernizing Vehicle and Driver Licensing Systems (MVDLS) is PennDOT's solution to providing vehicle and driver license services to the citizens of Pennsylvania.
- There are six (6) Customer Releases scheduled to replace the **Vehicle system** and the **Financial Responsibility 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 2023; phased rollout to business partners to be complete by March 2024
 - Customer Release 5 – Fiscal Services & Interfaces; testing complete in December 2023; to be implemented with Release 6
 - Customer Release 6 – VR Sanctioning; design complete November 2023; in development phase until May 2024; testing planned June to October 2024
 - Full System Testing – Testing MVDLS as System of Record (MSOR); Includes full regression testing of CR1 to CR6 functionality and all internal and external interfaces and integrations is planned for December 2024 to Q3 2025
 - Go Live - Full Implementation of MVDLS as System of Record (MSOR); Tentatively, planned for Q3/Q4 2025
- The plan to modernize the **Driver License system** is under review.

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

- **Act 90 – Improve Commercial Driver Licensing via Drug & Alcohol Clearing House;** Target implementation date April 2024.
 - Application Software development continues to move forward, with the application changes moved to the SYST environment on 02/12/2024.
 - The project team is still awaiting Federal Motor Carrier Safety Administration (FMCSA) approval of the Interagency Security Agreement (ISA)
 - CUCR – Conditionally Approved with conditions that require two TIPR waivers, which have been submitted and are with Office of Administration (OA) review
 - The target implementation date is 04/14/2024, however, due to delays in receiving approvals, this date is likely to change.
- **Act 120 - Driver Improvement Program** – this Act requires that PennDOT create a driver improvement program designed to improve the driving skills of chronic offenders and reduce their recidivism rates. Target implementation date Jan 2024.
 - Act 120 – Driver Improvement Program was successfully implemented on 12/10/2023, with post-implementation support provided through January 2024. **(Complete)**
- **Act 130 – Highly Automated Vehicles (HAVs)**
 - **Phase 1** - Add two new title brands, one for Original Equipment Manufacturer HAVs, and one for aftermarket modified HAVs; Completed October 15, 2023 (Phase 1 – successfully implemented on 10/15/2023. **(Complete)**)
 - **Phase 2** – include new brands with National Motor Vehicle Titling Information System (NMVTIS) data exchange; target implementation date January 2024. Phase 2 - successfully implemented on 01/21/2024. **(Complete)**
 - **Phase 3** – included two additional components related to the National Motor Vehicle Titling Information System (NMVTIS) data exchange. Phase 3 - Successfully implemented on 02/11/2024. **(Complete)**
- **CDL Modernization Test & FMCSA School Bus Under the Hood Waiver** - This project combines two efforts that involve the Driver License and Control (DL&C) system and updates to the Commercial Driver License requirements. In August 2022, the Federal Motor Carrier Safety Administration (FMCSA) approved a modernized Commercial Driver License (CDL) exam, updating the vehicle inspection and basic control skills tests. Secondly, FMCSA has authorized a two-year waiver to the “under the hood” portion of the school bus exam endorsement to the CDL. The School Bus Waiver is active from November 2022 to November 2024, and states are permitted to update their CDL exam as practicable. This project will update DL&C systems (including mobile) to comply with the new requirements of each change. Completed August 2023.
 - Successfully implemented on 08/27/2023. **(Complete)**
- **Exclusive Electronic Exchange (EEE)** - FMCSA has codified the statutory requirement that State Drive Licensing Agencies (SDLAs) implement a system and practices for the exclusively electronic exchange of Driver History Record (DHR) information through the Commercial Driver’s License Information System (CDLIS), including the posting of convictions, withdrawals, and disqualifications. Mandated compliance date is August 2024.
 - Design work continues, and software development is planned through 4/19/24.
 - American Association of Motor Vehicle Administrators (AAMVA) Structured Test (requested 05/27/2024 - 06/14/2024).
 - Target implementation date: 07/14/2024.
- **Add Organ Donor Designation Option for eGov DL Renewal & Duplicate Transactions** – The PA Dept of Health, Organ Donation Group requested that PennDOT allow Driver License (DL) customers to opt-in to becoming an organ donor as part of the renewal, duplicate or Real-ID (RID) opt-in transaction. This will allow the next product they receive from the Department to show the organ

donation indicator on their product. Currently, choosing to have the organ donor designation added to a driver license or photo identification card is a standalone transaction via eGov.

- Application Development is in progress.
- Target implementation date: 04/14/2024.
- **SPEXS 6.2 and Driver History Requests (Federal Mandate)** – Since 2018, PennDOT has used the AAMVA State-to-State (S2S) verification service, to share noncommercial driver license data with participating jurisdictions. Presently, PennDOT uses the Commercial Driver’s License Information System (CDLIS), via the State Pointer Exchange Services (SPEXS) platform, to ensure that each commercial driver has only one driver license and one complete driver history record. By migrating to SPEXS 6.2, PennDOT will add the same driver history record (DHR) functionality for noncommercial license holders.
 - Project Charter has been sent out for Pennsylvania Game Commission (PGC) approval
 - Draft Requirements Document – Currently under review
 - Target implementation date: 11/17/2024
- **UNI Modernization (Driver Licensing) Project** – AAMVA has announced that they will be sunseting the UNI Legacy Interface support in January 2025. Currently, PennDOT, Driver and Vehicle Services connects with American Association of Motor Vehicle Administration Network (AAMVAnet) which communicates to multiple Driver Licensing/Motor Vehicle Title applications. Specifically, AAMVAnet Network provides message translation, message grouping, site application notification, store/forward, logging, etc. for the following applications: SPEXS, NDR, PDPS, NMVTIS, SSOLV and DIE (Digital Image Exchange). PA is required to provide connection to the applications listed above prior to issuing Driver License, Photo Identification, and Motor Vehicle Titles for citizens within the Commonwealth. The BPE for the web-service option is 22,400 hours, with an elapsed time of 23 months.
 - The design approach has been approved by AAMVA and the IADD/APQ has been made available for review.
 - The project team is currently working on a POC (Proof of Concept) for the webservice option, utilizing one of the AAMVA transactions, with daily standup meetings.
 - The project is in development with an estimated/projected implementation date of January 2026.

BMS Modernization

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

Grade Crossing Management System Modernization

- PennDOT is modernizing the legacy Grade Crossing Management System
- Q4 2024 Release – Core Functionality and Project workflows; Decommissioning of GCEDMS – In Progress
- Q3 2025 Release – Railroad and Consultant Functionality and Agreements – Not Yet Started
- Q2 2025 Release – Invoices, Payments, PSAs, and Remaining Functionality; Not Yet Started

DOTgrants to eGrants

- Migration is underway to move PennDOT grant programs from DOTgrants to the Commonwealth’s Center of Excellence (CoE) eGrants system
- All 27 PennDOT grant programs have been migrated to eGrants

**DEPUTY SECRETARY
KARA TEMPLETON**

DRIVER AND VEHICLE SERVICES REPORT

Investing in language access to improve accessibility for PennDOT’s Driver and Vehicle Services.

PennDOT’s Driver and Vehicle Services (DVS) currently offers non-commercial knowledge testing in twenty-five (25) languages, including English, in text and audio format. Commercial Driver License (CDL) knowledge tests are also currently offered in twenty-five (25) languages. In October 2023, DVS approved the addition of five (5) languages and three (3) dialects for existing languages: Cambodian, Amharic, Turkish, Pashto, Nangarhari, Pakistani Punjabi, Latin American Spanish (new translation), Portuguese (Brazilian Dialect), and Bosnian (Latin script). It is anticipated these new languages will be available in production by June 2024. If a customer needs a knowledge test in a language not currently offered, approved interpreters or a translation dictionary may be used. Per Federal Regulation, the HAZMAT knowledge test is available in English only and the use of interpreters for commercial knowledge tests is prohibited.

DVS was awarded Federal grant funding to assist with the cost of translating the Commercial Driver’s License (CDL) Manual into all testing languages. Currently, the Commercial Driver Manual is available in English and Spanish; updates to the English version CDL manual have been finalized. Translations funded under this project have begun and are expected to continue over the next year, with grant funding available through 2025.

A pilot of a mobile translator device called “PocketTalk” was completed at ten (10) Driver License Centers across the Commonwealth. The mobile device allows for on-demand translation services and can be used at counters, in customer waiting areas, and in outdoor testing areas. The pilot was a success and approval to purchase one hundred (100) additional devices for distribution was provided. These devices will be procured through an “Invitation to Bid” process. DVS is currently exploring options to load and use available language apps or resources available on the Commonwealth’s Comp Portal (Commonwealth Approved App Store) on its iPads used during non-commercial skills testing to ensure translation services are available when needed. Per Federal Regulation, interpreters or translators cannot be used while administering a Commercial Skills Test.

In December 2023, with the assistance of the Office of Equitable Transportation, DVS developed and initiated a 3-part Limited English Proficient (LEP) Title VI training schedule. This 3-part training included a WEB based Title VI refresher completed by all DVS employees in January 2024; an in-person expanded training will then be conducted in Spring 2024 with and an additional WEB based training to be completed by December 2024. DVS will continue to collaboratively work with its internal and external partners to identify additional opportunities for program improvements and enhancements.

Online Driver License and Motor Vehicle Form Acceptance

PennDOT, in coordination with the Commonwealth Office of Digital Experience (CODE PA), continues its focus on providing innovative and inclusive services to meet the needs of its customers. Customers can now choose to fill out, sign and submit many driver licensing and motor vehicle forms online through their computer or smartphone.

There are more than 40 forms that are available to be filled out, signed and submitted online, with more planned to be added in the future. As customers complete and sign their forms online, the forms are delivered directly to the correct unit for processing. This eco-friendly delivery method reduces customer wait times and cuts down on mailing expenses for both customers and PennDOT. There are no additional fees to customers for using online services.

While many forms are available to complete entirely online, customers who prefer to use printable copies of the forms are still able to view and print them online as normal. All forms are available on [PennDOT’s Driver and](#)

[Vehicle Services website](#) under the ‘Forms and Publications’ tab. Forms that are available for online completion are marked with “Electronic Submission” after the form name.

Central Registration Plate Reissuance

In an effort to systematically replace the oldest registration plates on Pennsylvania registered vehicles, PennDOT is rolling out a central registration plate reissuance program. The program works to replace / eliminate the oldest standard issue plates that are ten (10) years past their manufacture date. The process will accompany other registration plate replacement programs: re-issuance during the transfer of registration at a dealer or titling agent and the illegible plate replacement. All programs provide a replacement of the same style registration plate, if available, at no cost to the vehicle owner.

System modifications were deployed on January 28, 2024, to begin the central re-issuance of the oldest remaining registration license plates on the road. Daily replacement of the approximately 200,000 remaining “D” series plates began February 12, 2024, and PennDOT expects to complete replacement of this series within a year. PennDOT will then plan to begin replacing the “E” series plates.

Temporary Authorization (TA) Update for ARP Renewal

In an effort to help provide customers with improved service and increased convenience, PennDOT initiated a pilot with its Temporary Authority (TA) agents to process apportioned registration transactions through the PennDOT Commercial Motor Vehicle (CMV) online registration application during the 2023 apportioned renewal period. The CMV application is the registration system for apportioned vehicles in PA.

Participating TA agents were able to process apportioned renewal applications, produce an invoice, and complete the payment process for their customers online. This option provided apportioned customers another on-site option for these processes. Previously, the only on-site options were PennDOT’s Harrisburg office or the satellite office at the Farm Show Arena which is only available during the final 3 weeks of the application renewal timeline.

The TA Agent CMV Online pilot was successful; the 39 participating agents processed 716 apportioned renewal applications, which is approximately 5% of the total applications processed.

With the proven success of the pilot, PennDOT has expanded the CMV online processing opportunity to all TA Agents for the upcoming 2024 Apportioned Renewal season. Applications were received from 122 TA Agents requesting to be online processors and CMV Online training classes were held on January 18 and 24, 2024. PennDOT is working to develop a CMV Online Training module for PennDOT Authorized Agent Trainers to continue providing training to the TA Agents moving forward. In an effort to continue providing training to the TA Agents, PennDOT is working on developing a CMV Online Training module for PennDOT Authorized Agent Trainers to provide this training, and updated training, to all TA Agents moving forward.

PennDOT Call Center Update

The PennDOT Customer Care Center was outsourced in 1995, and services were most recently provided by an outside vendor, Conduent Government Solutions. Upon the onset of the pandemic in 2020, staffing levels began to decline by nearly half and did not recover. This negatively affected the Department’s standard of quality customer service and the ability to appropriately manage call volumes.

In early 2023, PennDOT elected not to extend the contract with Conduent Government Solutions and began the process of implementing its own internal Customer Care Center. Four regional call centers were identified in Driver License Centers (DLCs) across PA: Summerdale DLC, Beaver Falls DLC, Lancaster East DLC, and

Reading DLC; with an additional team located at the Riverfront Office Center. Driver and Vehicle Services complement has been increased by 120 positions to staff and support the internal call centers. On August 17, 2023, the first calls were taken by newly hired PennDOT Customer Service Representatives (CSR) at the Summerdale location, with the other sites coming onboard by February 24, 2024, the date the Conduent contract expires and the full transition to the internal centers occurs.

Insourcing of the Customer Care Center will result in an annual savings of approximately \$4 million. Additionally, PennDOT anticipates increased employee retention, reduced wait times for customers needing resolution on complex driver license and motor vehicle questions, and improved information accuracy.

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 or enter a federal building or military installation that requires ID.

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

From March 1, 2019, through February 6, 2024, out of the approximate 10.2 M current DL/ID holders, 2.1 million currently have a REAL ID-compliant product – an opt-in rate of 20.8%. With the change in the enforcement date, PennDOT expects 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 1,916 since March 1, 2019. Since March 1, 2019, over \$66 M in revenue has been collected due to voluntary REAL ID opt-in fees. So far in FY 2023-2024, PennDOT has issued over 151K REAL IDs.

The option to request REAL ID pre-verification is still available. Customers who received their first Pennsylvania driver's license, learner's permit, or photo ID card After September 1, 2003, PennDOT may already have their REAL ID documentation on file. This option to request pre-verification has allowed over 296 K customers to become REAL ID eligible without visiting a Driver License Center. Customers can find out if their required REAL ID documents are on file with PennDOT by applying for REAL ID pre-verification online; if PennDOT confirms documentation is on file, the customer will be notified and can order their REAL ID online.

REAL ID Same Day Service Driver License Centers

Western Pennsylvania

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

Jeanette DLC – 1100 Lowry Avenue, Jeanette, PA 15644

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

Central Pennsylvania

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

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

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

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

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

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

Eastern Pennsylvania

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

Norristown DLC – 1700 Markley Street, Norristown, PA 19401

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

Whitehall DLC – 1101 MacArthur Road, Whitehall, PA 18052

Fee for Local Use

Act 89 of 2013 established a special fund within the state treasury called “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 at the time a vehicle is registered or renewed in addition to the registration fee. Per a law change in February 2019, this \$5 fee is charged per registration year.

As of the end of December 2023, the fee is implemented in a total of 25 counties, and PennDOT has collected approximately \$249M 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 2023

Call Center Total Volume: 793.2 thousand calls offered; 193.3 thousand calls Customer Service Representative (CSR) assisted

- Conduent
 - Calls Offered: 746.2 thousand
 - Calls CSR Assisted: 154.5 thousand
- PennDOT
 - Calls Offered: 47.0 thousand
 - Calls CSR Assisted: 38.8 thousand

Total Dollars Deposited: \$869.6 million

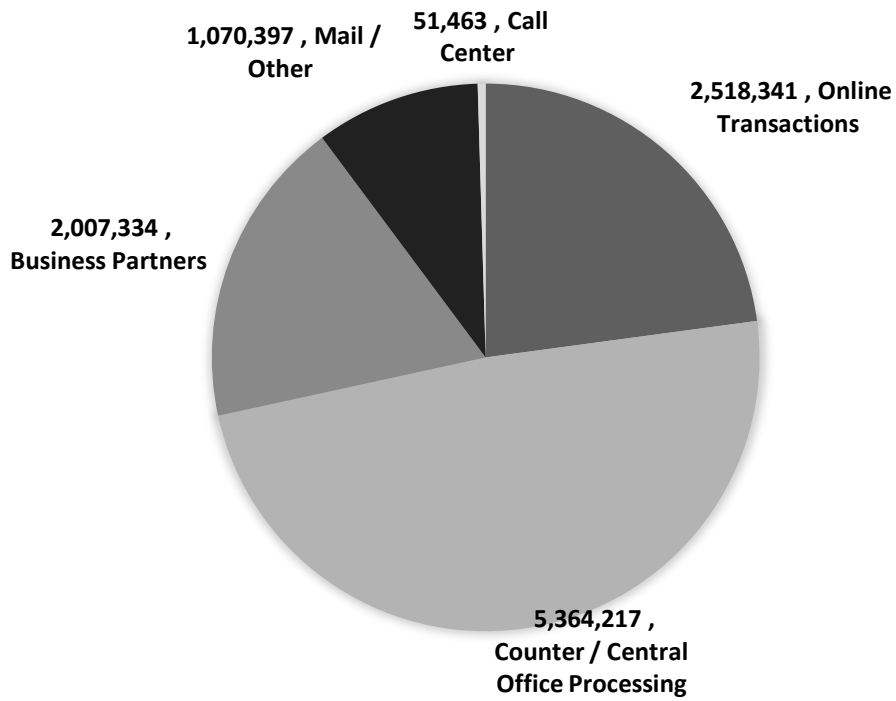
- Motor License Fund: \$296.9 million
- Non-Motor License Fund: \$572.7 million¹

Total Transactions:

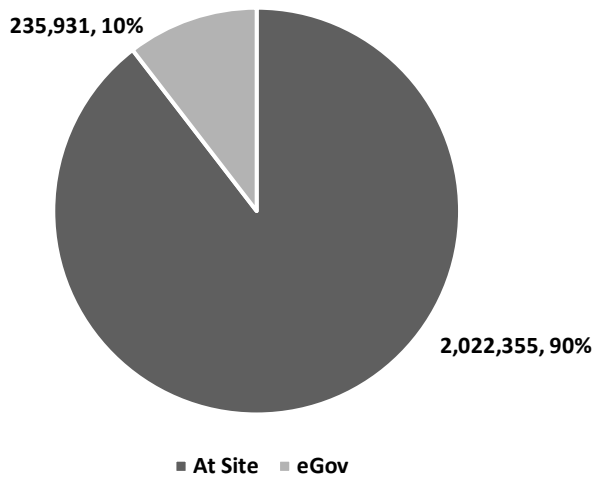
- Online Transactions: 2.51 million
- Counter / Central Office Processing: 5.36 million
- Business Partners: 2.00 million
- Mail/Other: 1.07 million
- Call Center: 51.4 thousand

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

TOTAL TRANSACTIONS FOR QUARTER ENDING DECEMBER 2023



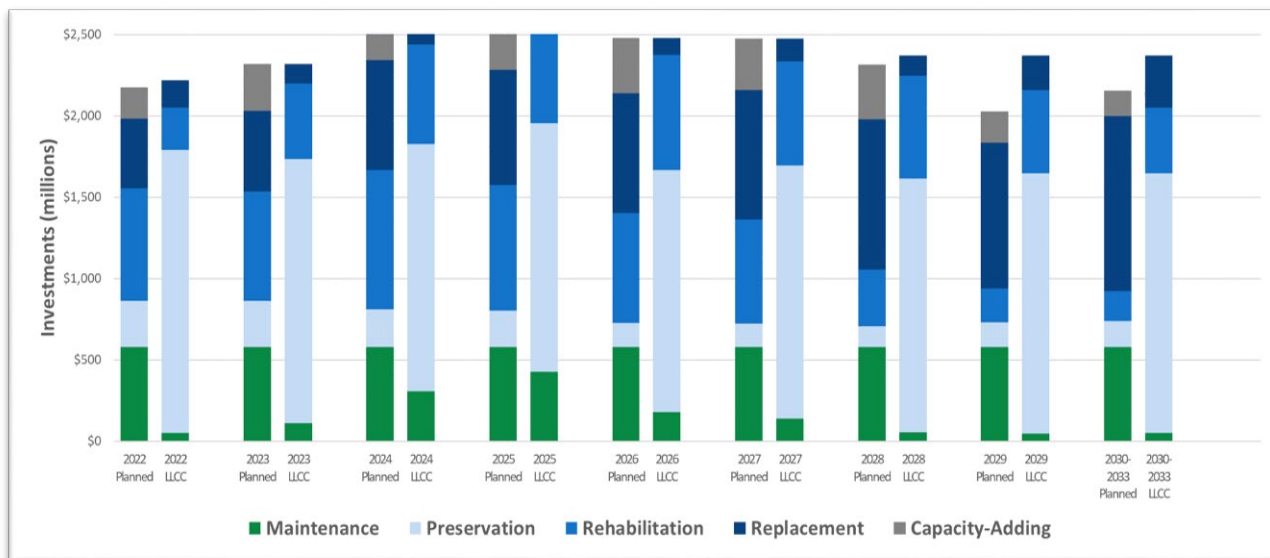
REAL ID ISSUANCE AS OF 2/6/24



**DEPUTY SECRETARY
MICHAEL REBERT, P.E.**

**HIGHWAY AND BRIDGE
PROGRAM REPORT**

Planned Investment by Work Type and Year



Lowest Life Cycle Cost (LLCC)

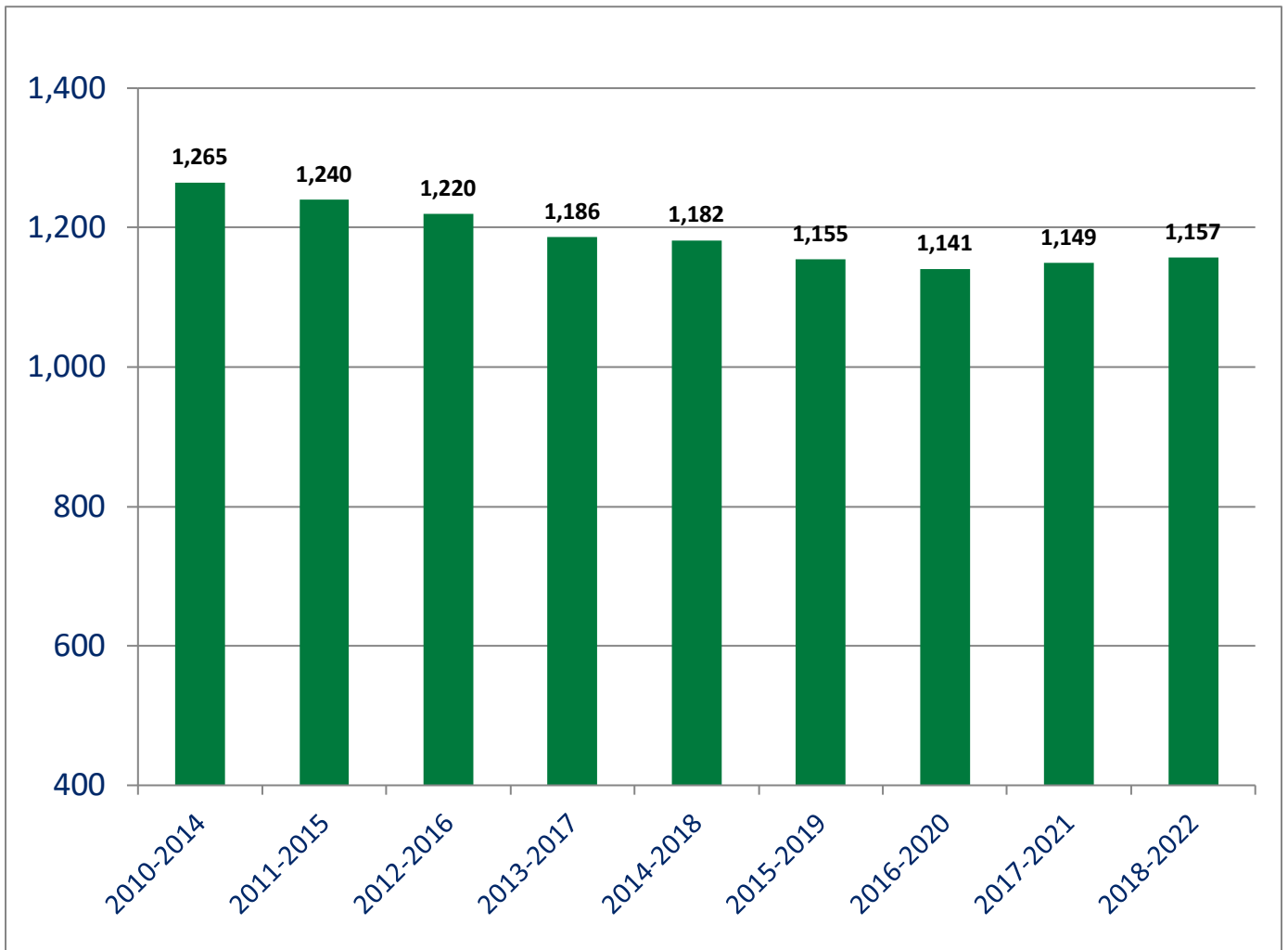
The Federal Highway Administration (FHWA) believes that life-cycle cost analysis (LCCA) can help transportation agencies choose the most cost-effective project alternatives and communicate the value of those choices to the public.

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 a project's the Lowest Life Cycle Cost (LLCC). More than a simple cost comparison, LCCA offers sophisticated methods to assess 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?

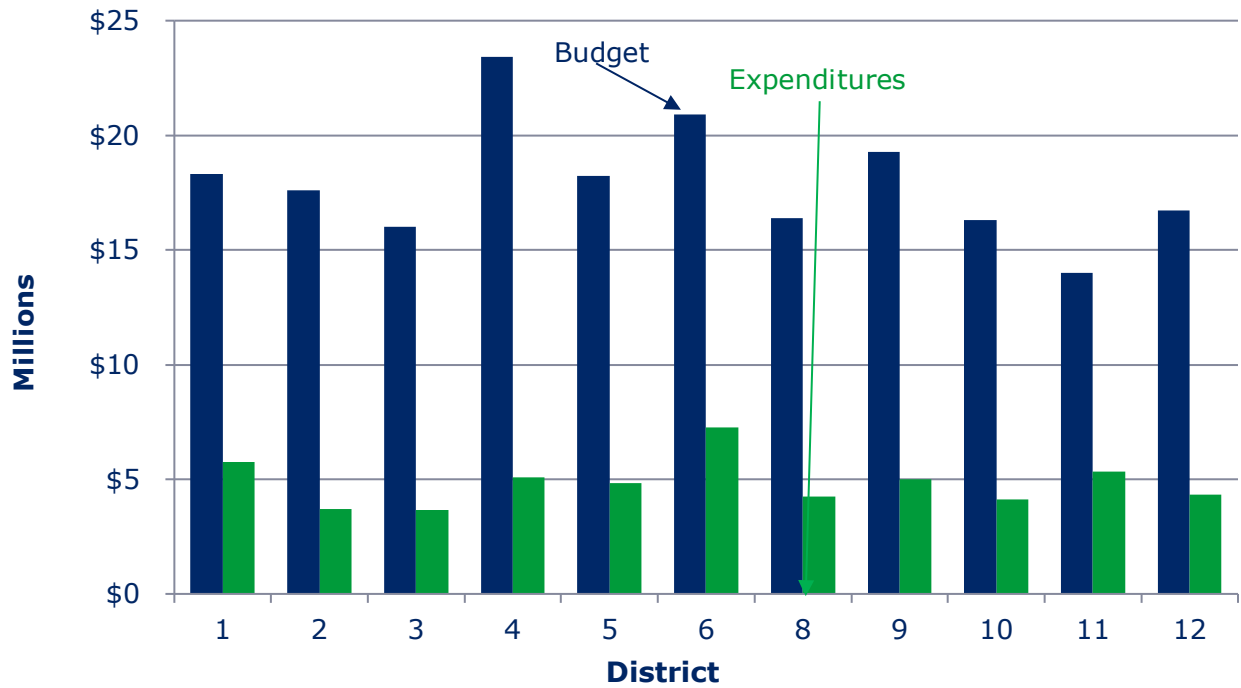
LCCA's structured methodology provides the information and documentation necessary for successful public dialogue. Because of this, LCCA is a valuable tool to demonstrate a transportation agency's commitment to infrastructure preservation.

Reported Fatalities (5 Year Average)



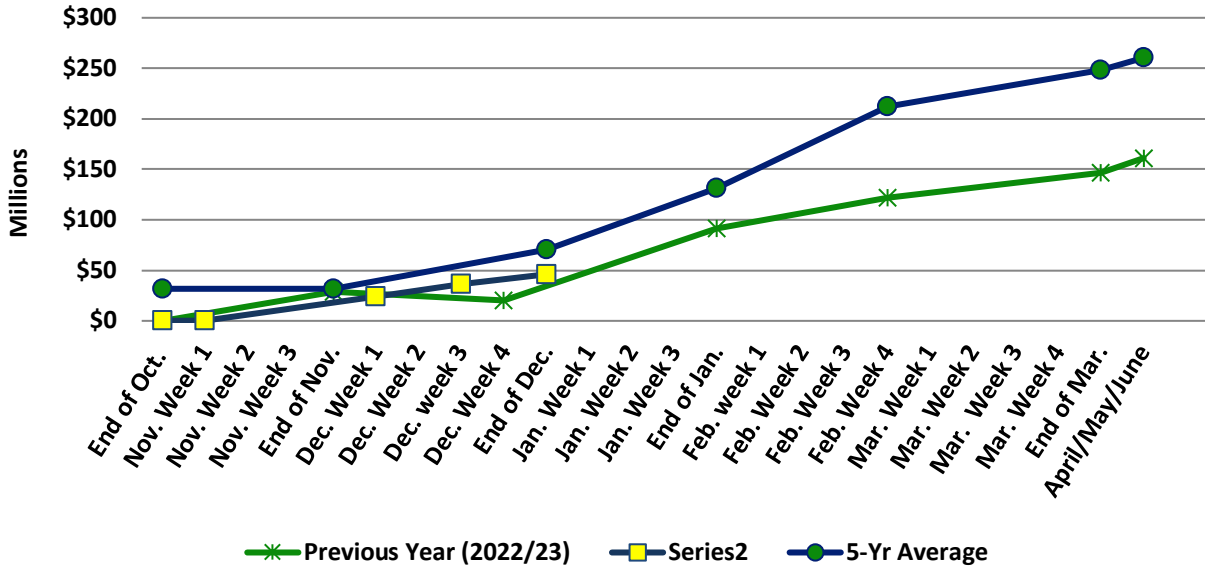
Winter

**2023/2024 Winter Services Budget / Expenditures
(1/9/2024)**

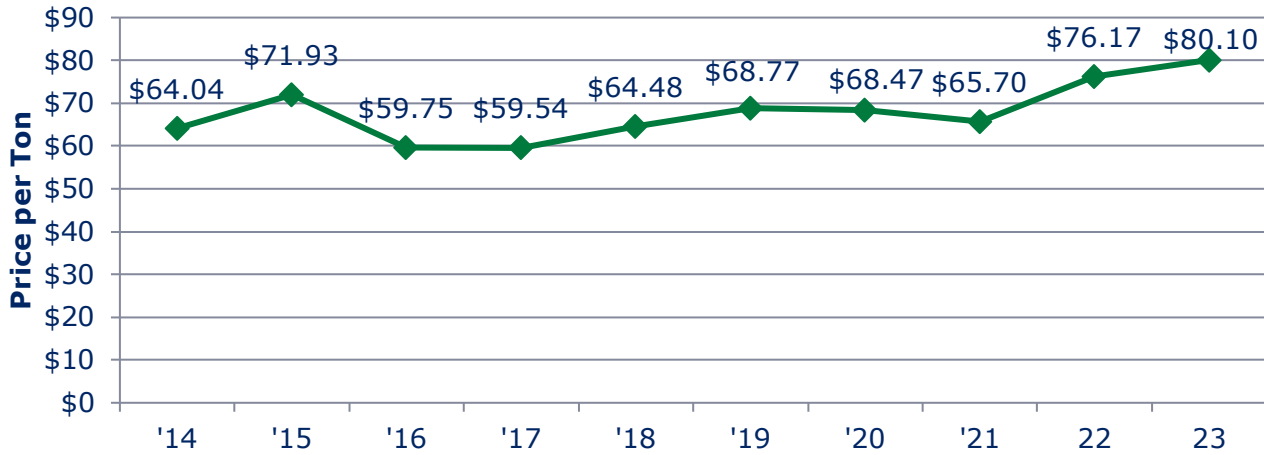


<u>Fiscal Year</u>	<u>21/22</u>	<u>22/23</u>	<u>23/24</u>
Budget	\$ 199,751,882	\$212,125,000	\$197,159,000
Expenditures	\$ 192,937,757	\$161,120,000	\$53,330,601

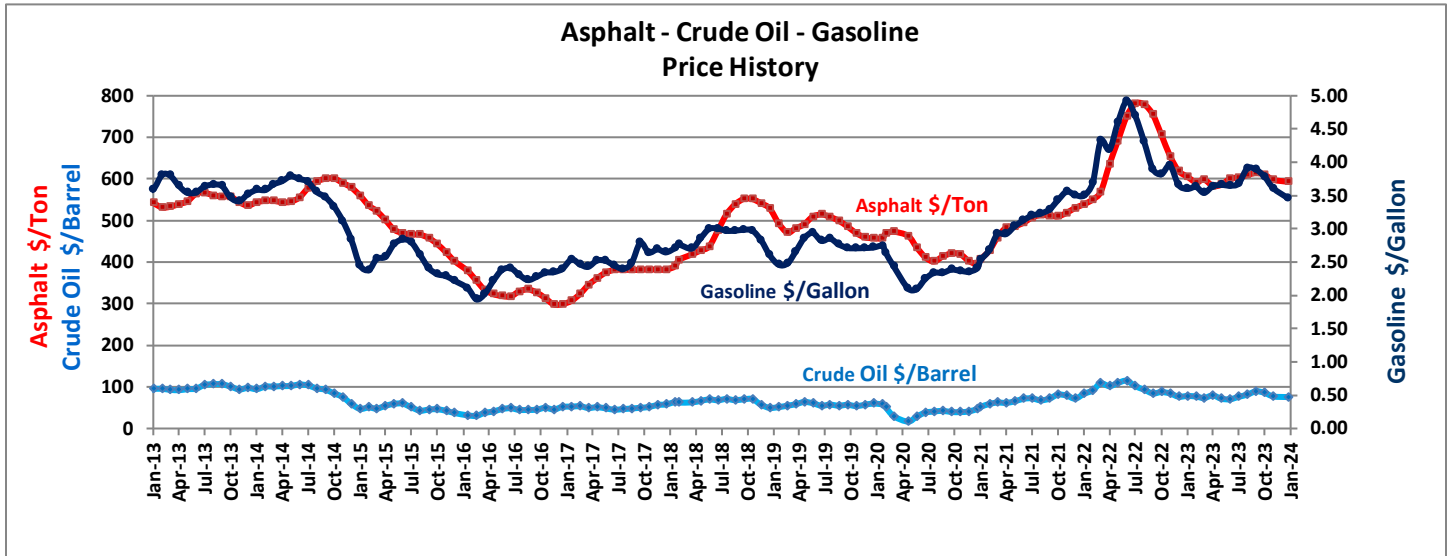
2023/24 Winter Services Expenditures Statewide - 1/9/2024



Historic Rock Salt Pricing



Asphalt-Crude Oil-Gasoline Price Trend



	2020	2021	2022	2023 Q1	2023 Q2	2023 Q3	2023 Q4	2024 Jan
WTI Crude Oil Average Price per Barrel:	\$39.23	\$67.99	\$94.79	\$76.08	\$73.76	\$82.30	\$79.40	\$74.31
Liquid Asphalt Average Price per Ton:	\$430.21	\$487.38	\$669.33	\$598.67	\$771.67	\$609.17	\$600.33	\$570.50
Gasoline Reg Grade Average Retail Price per Gallon:	\$2.37	\$3.12	\$4.13	\$3.59	\$4.31	\$3.83	\$3.62	\$3.32

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%.

2023 Scheduled Program

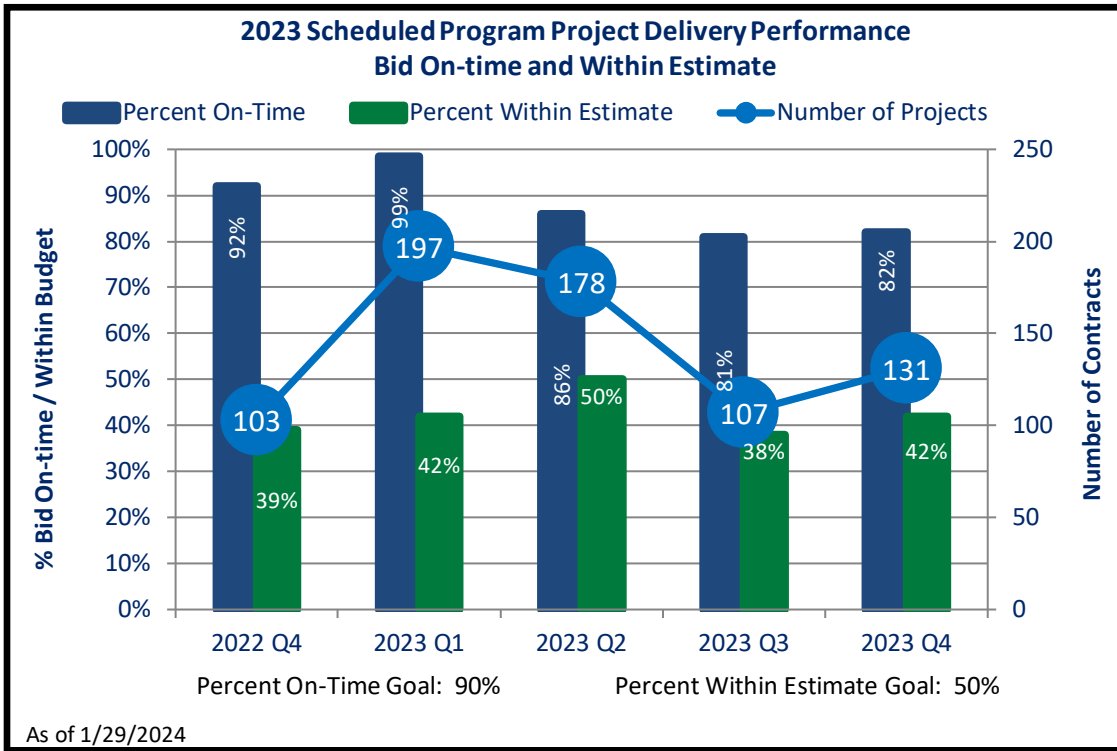
PennDOT bid 131 highway and bridge and projects for 2023 Quarter 4.

On-time project delivery performance was 82% for 2023 Quarter 4.

Project delivery within +/-10% of the cost estimate was 42% for 2023 Quarter 4.

Project Letting On-Time Target Met-✓

Project Letting On-Budget Target Met-~~x~~



Project Letting On-Time Comments – 108 of the 131 projects let in the fourth quarter of 2023 were let on time.

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

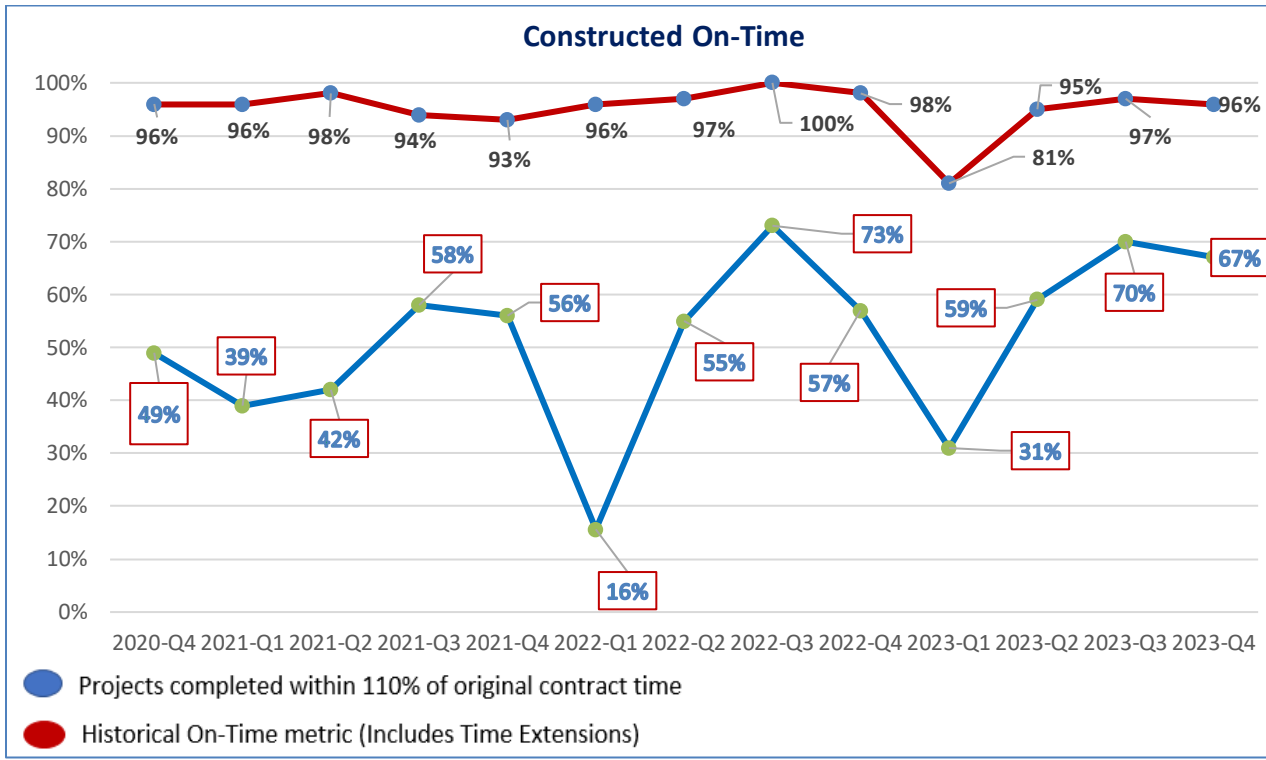
Construction Project Delivery Performance

Scheduled Program Constructed On-Time Target Met-✓ Goals:

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

Highlights of the Scheduled Program Contracts:

PennDOT completed 530 projects in the last four quarters.



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

Construction Project Delivery Performance (cont.)

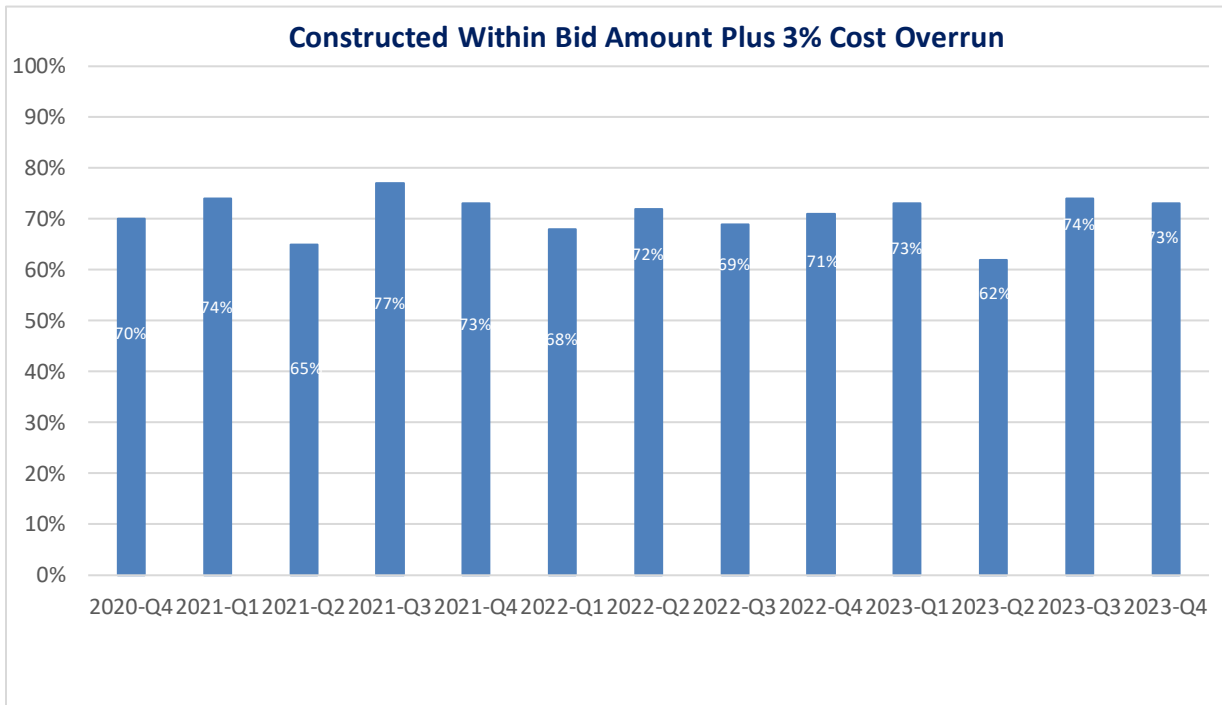
Scheduled Program Constructed On-Budget Target Met- ✓

Goals:

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

Highlights of the Scheduled Program Contracts:

The average cost overrun in the last four quarters was 2.28%.



Scheduled Program Constructed On-Budget Comments- For the last four quarters, 153 out of 530 projects exceeded the 3%, the overall net overrun for these projects resulted in \$37.8M. There were 5 projects that account for \$20.5M 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, modifications to a trail on PECO property to meet PECO requirements, and correction of a road that settled from mine subsistence / quantity overruns. The overall statewide overrun was 2.28%. Excluding the top 5 overrun projects, the overall statewide overrun would be 1.05%.

October 2023 through December 2023

During quarter four of 2023, the Department let 131 projects for a total of approximately \$643 Million.

Highway and Interstate Projects include:

- 61 Reconstruction Saint Clair - Frackville, District 5, \$116M
- I-78 - Lehigh St to 309 South Interchange, District 5, \$38M

Bridge Projects include:

- I-376, Churchill to Monroeville, District 11, \$70M

**DEPUTY SECRETARY
MEREDITH BIGGICA**

MULTIMODAL TRANSPORTATION

➤ **Ports**

1. **Pittsburgh** – The Army Corp of Engineers is removing the Elizabeth Lock and Dam in July. The removal will change the elevation of the Monongahela River by 2-3 feet. Pittsburgh Port Commission is ascertaining the effects on the industry and implementing a plan to lead the recovery. Of utmost concern is the safety of the shipping and boating community during the removal.
2. **Erie** – The executive director, Martin LaMar will leave the organization in April of 2024 to pursue other opportunities.
3. **PhilaPort** – Received a \$13 million federal grant to ease congestion on the Packer Avenue Terminal by constructing a bridge to connect the terminal to an adjacent property.

➤ **Public Transportation**

1. The Department continues to fund and provide technical assistance to transit facility projects across the state. Hazleton and Luzerne County Transportation Authority continue to be under active construction with completion scheduled in the next few months. ATA's facility in Dubois is also under active construction at this time. Recently, the County of Lackawanna Transit System (COLTS) began construction. We continue to progress with design for several other large projects, including rabbittransit Harrisburg and Washington County.
2. The Department is still finalizing a study to look at the long-term sustainability of the shared ride program. As we exit the pandemic, many shared ride systems are facing 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. These challenges will make it difficult to maintain affordable shared ride transportation into the future.
3. The Bureau is working to issue FY 2023/24 Capital Grants using the new eGrants system. We have integrated the Capital Planning Tool into eGrants so projects are transferred between the systems. Agencies should have fully executed grants by the end of the calendar year.
4. Public transit agencies are continuing to see slight increases in ridership after the pandemic. In the first quarter of FY 2023/24, 59.7 million trips were provided, a 15% increase over the same period in FY 2022/23. Fixed route ridership is about 65% of pre-pandemic levels. Shared ride ridership also continues to increase back to pre-pandemic levels as ridership in the first quarter increased by 6%. Ridership is still down by 30% compared to pre-pandemic levels.
5. Find My Ride Apply went live in November for all transit agencies. Both Southeastern Pennsylvania Transportation Authority (SEPTA) and Pittsburgh Regional Transit will be able to use this system to approve riders for subsidized

transportation services, allowing all of Pennsylvania to apply on one statewide platform.

➤ **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 (FAA) administered airports and 40 Block Grant airports that would be eligible for the funding. A majority of the funding will be directed to the state's commercial airports. The Bureau of Aviation's (BOA) ability to continue to provide state matches for airport projects may be at risk unless the revenue source is diversified or expanded.
2. BOA has received the following FAA Block Grants in 2023: \$5.1 million Non-Primary Entitlements, \$3.56 million State Apportionment, and three Discretionary Grant totaling \$2.85 million.
3. BOA received six Bi-Partisan Infrastructure Law (BIL) grants for our Block Grant Airports that totaled \$1.77 million.
4. The Bureau received a grant offer for \$744,455 in Continuing Aviation System Plan funds from the FAA Harrisburg Airports District Office to support the Airport Pavement Management System Update. The project will be complete with new web-based pavement assessment tools and reports available in the first quarter of 2024.
5. With the loss of aviation state revenue from COVID and the need for an increased state match to support the 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. Five Rail Freight Grant projects were completed in December 2023 through January 2024. This represents a total of \$6.3 million in state rail freight investment over 100+ miles of rail.

➤ **State Safety Oversight (SSO)**

1. The SSOA continues to work with the Rail Transit Agencies (RTA) on the revision of their Public Transportation Agency Safety Plans (PTASP) and implementation of the Safety Management System (SMS).
2. The SSO Office continues to work on the implementation of a formal Risk Based Inspection Program (RBI).
3. PennDOT is participating in the Federal Transit Administration's (FTA) Safety Management Inspection of SEPTA and the PennDOT SSOA.

➤ **Passenger Rail**

1. Keystone ridership is increasing and is at approximately 80% of pre-COVID levels, which is consistent with other Amtrak routes with high commuter ridership.

➤ **Active Transportation**

1. The Pennsylvania Active Transportation Plan (ATP), which was adopted in 2019, emphasizes biking and walking contribute to community health, economic mobility, and quality of life. With increased emphasis on active transportation and vulnerable roadway users at the national level, the Multimodal Deputate has started preparing a scope of work to initiate an ATP Update in 2024.
2. The Multimodal Deputate participates in monthly meetings with representatives from the Department of Conservation and Natural Resources (DCNR), Department of Community and Economic Development (DCED), and the Department of Health (DOH) as part of the Safe Routes to Parks Accelerator program run by the Safe Routes Partnership to discuss projects our agencies can advance together to improve access to everyday destinations for people walking, biking, and taking transit. A white paper with multi-agency recommendations is being drafted.
3. The Multimodal Deputate is coordinating with Highway Administration to develop a system to collect new bicycle and pedestrian facility data utilizing design plans and permit data. There is also ongoing coordination with the Planning Deputate to review GIS based data for the BicyclePA routes and evaluate ways to work with state agencies, regional partners, and local authorities to create bicycle and pedestrian network data layers to assist in active transportation planning.
4. The Multimodal Deputate has received Highway Safety Grants Program Funds (NHTSA) for the implementation of education and outreach specific to Vulnerable Roadway Users (VRUs) across the Commonwealth. A scope of work for 2024 activities has been developed.

**DEPUTY SECRETARY
KRISTIN MULKERIN**

PLANNING REPORT

CENTER FOR PROGRAM DEVELOPMENT AND MANAGEMENT

Federal Grant Opportunities under IIJA:

The Infrastructure Investment and Jobs Act (IIJA), signed into law on November 15, 2021, provides significant Federal infrastructure investment over the five federal fiscal years (2022-2026). This includes roads, bridges, mass transit, water infrastructure, resilience, and broadband. A major contributor to the new investment includes numerous competitive grants being administered by the United States Department of Transportation (USDOT). In the calendar year 2024, PennDOT has submitted two project applications whose requests total \$5.1 million. In the December 2023-February 2024 period, two projects totaling over \$5.1 million in requested amount were submitted (see below).

Program	Date Submitted	Project Title	County	Requested Amount
AID	1/23/2024	Integrating Computer Aided Dispatch (CAD) Data into Traffic Management Center Systems	Statewide	\$759,600
ATTAIN	2/2/2024	I-81 Rural Variable Speed Limit Signs: Safety Through Innovative Technology	Lebanon, Schuylkill, Luzerne	\$4,400,000

Awarded Federal transportation discretionary projects Statewide (all applicants) in calendar years 2023 and 2024 total fifty-six, with an award amount of over \$822.8 million across the Commonwealth. Program award highlights from last quarter include 3 Safe Streets for All (SS4A) award announcements on October 27th and the Federal-State Partnership for Intercity Passenger Rail Grant Program announcement on November 6th. The Federal grant opportunities are continuously ongoing, and updates will be provided quarterly moving forward.

Program	Awards Announced	Project	Applicant	Amount
WCPP	12/5/2023	PA Wildlife Crossings Strategic Plan and Analytical Tools	PennDOT	\$840,000
FSP (National)	12/8/2023	Expanding Amtrak Passenger Rail Service on the Keystone West Corridor	PennDOT	\$143,629,028
Corridor ID	12/8/2023	Corridor Identification and Development Program	Schuylkill River Passenger Rail Authority	\$500,000
Corridor ID	12/8/2023	Corridor Identification and Development Program (Improving services between Philadelphia and Pittsburgh)	PennDOT	\$500,000
Corridor ID	12/8/2023	Corridor Identification and Development Program (Scranton)	PennDOT	\$500,000

SS4A	12/13/2023	Safe Streets and Roads for All - Conduct Demonstration or Other	Chester-Upland and Southeast Delco Schools	\$261,942
SS4A	12/13/2023	Safe Streets and Roads for All - Planning Grant	Borough of Lewisburg	\$160,000
SS4A	12/13/2023	Safe Streets and Roads for All - Planning Grant	Allegheny County	\$520,000
SS4A	12/13/2023	Safe Streets and Roads for All - Implementation Grant	City of Bethlehem	\$9,939,191
SS4A	12/13/2023	Safe Streets and Roads for All - Implementation Grant	City of Philadelphia	\$16,420,904
CSB	1/8/2024	Clean School Bus Awards	School District of Philadelphia	\$7,900,000
CSB	1/8/2024	Clean School Bus Awards	First Student, Inc.	\$39,500,000
VTO	1/8/2024	Demonstration and Deployment-Electric Construction Vehicles	PennDOT	\$645,846
EVC-RAA	1/18/2024	Enhancing Pennsylvania Public Charging Station Reliability and Equity	PennDOT	\$5,000,000
MEGA	1/24/2024	Eastern Pittsburgh Multimodal Corridor Project	Southwestern Pennsylvania Commission (SPC)	\$142,342,200
INFRA	1/24/2024	ABE Airport Northside Logistics & Cargo Complex	Lehigh-Northampton Airport Authority	\$40,798,046
INFRA	1/24/2024	Packer Avenue Marine Terminal Connector Bridge Project	Philadelphia Regional Port Authority	\$13,017,024

TRANSPORTATION ALTERNATIVES SET-ASIDE (TASA)

On May 30, 2023, PennDOT's [Transportation Alternatives Set-Aside \(TASA\) program](#) opened the 2023 application round. A recording of the webinar for potential project sponsors and Frequently Asked Questions (FAQs) are available on the TASA website.

Final Applications were due September 15, 2023. There were 137 eligible applications this round, requesting a total of about \$165 million. We plan to award at least \$28 million. Applications have been reviewed and scored by the Statewide Project Selection Committee. This committee held several meetings in January and February to make final selection recommendations.

The Infrastructure Investment and Jobs Act (IIJA), provides this statewide funding to PennDOT.

Approximately \$18 million per year has been allocated to Any Area of the State, and approximately \$10 million is allocated to areas with a population less than or equal to 200,000. PennDOT's Central Office conducted a statewide call for applications to administer this funding. This round is running concurrently with the funding allocated to areas with a population less than or equal to 200,000.

The competitive application round was open to eligible sponsors across the state, including sponsors located in Large Metropolitan Planning Organization (MPO) areas.

Availability of Statewide Funds for the 2023 Application Round: Approximately \$28 million will be available for award through the statewide round. An additional \$26 million will be awarded through allocations to Large MPOs who are holding concurrent application rounds.

PA Byways

PennDOT staff is working with two proposed Scenic Byway groups to seek Pennsylvania Byway status. Both groups are opting for the legislative route to attain designation. Therefore, both groups sought legislative support to introduce a bill to make the Byway a legal entity. The Route 6 Alliance is seeking state designation for Route 6 in four counties, and the PA Lincoln Highway Group is planning to seek state designation along Route 30 from the New Jersey border to the West Virginia border.

Transportation Management Associations

The Transportation Management Association (TMA) programs at the Delaware Valley Regional Planning Commission (DVRPC) and Southwestern Pennsylvania Commission (SPC) have gone through their program and funding source transitions since the Master Agreements with PennDOT expired on June 30, 2023. Each MPO is reviewing their TMA invoices internally.

PennDOT continues to work with DVRPC on their Travel Options Program (TOPS). PennDOT staff participated in the application review process by reviewing applications and submitting comments to DVRPC.

Funds Management

PennDOT's inactive obligation percentage at the end of the first quarter of FFY 2024 (12/31/23) was 1.44%, 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-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%
31-Mar-23	\$36,687,278.85	1.37%
30-Jun-23	\$22,609,246.95	0.84%
30-Sep-23	\$94,775,171.99	3.53%
31-Dec-23	\$40,192,423.48	1.44%

BUREAU OF PLANNING AND RESEARCH

2023 Weigh In Motion (WIM) Site Calibrations and Repairs

- During annual WIM site calibrations, 16 of 21 sites were calibrated and all were within the specific tolerance value (+/- 10% of Gross Vehicle Weight).
- Three WIM site repairs were completed in the fall.
- Three WIM sites were reinstalled.

2023 Continuous Automatic Vehicle Classification (CAVC) Site Installations and Repairs

- PennDOT BPR currently has one ECMS project in design which will include the repair of 19 existing CAVC sites, the relocation of 4 CAVC sites, and the upgrade of an existing test location of the iTHEIA artificial intelligence system converting a CAVC site to a fully functional six-lane AI classification site.
- 1 CAVC site was relocated and installed under a District 8 ECMS project.
- Currently, the total number of permanent CAVC sites is 119.

Highway Performance Monitoring System (HPMS): Highway Performance Monitoring System (HPMS) staff completed 18 quality assurance reviews with 11 Metropolitan Planning Organizations (MPOs) and 7 PennDOT Engineering Districts. Information gathered from the reviews were compiled and incorporated into the 2023 HPMS Quality Assurance Report which was distributed at the end of October. The publication can be found at: [Highway Performance Monitoring System Quality Review \(penndot.gov\)](#)

2022 Pennsylvania Highway Statistics Book (PUB 600): The annual Highway Statistics Book (PUB 600) was finalized and distributed. The publication can be found at: [2022 Highway Statistics Book - PUB 600](#)

2023 Traffic Count Program

- Statewide count program received 2,476 traffic counts (2,467 accepted/27 rejected).
- Local count program received 2,555 traffic counts (2,310 accepted/8 rejected).

PennDOT Connects Steering Committee Meeting: The quarterly PennDOT Connects Steering Committee Meeting was held on September 13. The meeting featured a draft outline of the 2024 PennDOT Connects Municipal Outreach presentation, which will highlight the PennDOT District staff that help support municipal planning, transportation, and land use development. The Pennsylvania Department of Health and PennDOT's new Strategic Planning and Finance Office will also be highlighted, along with various PennDOT Connects resources for municipalities.

Fall 2023 Municipal Advisory Committee (MAC) Meeting: The Fall Municipal Advisory Committee (MAC) meeting was held on November 2. Executive Deputy Secretary Cheryl Moon-Sirianni and Deputy Secretary Larry Shifflet opened the meeting with a welcome and updates. The meeting continued with updates from the municipal associations, DCED, FHWA, and various PennDOT Deputates, Offices and Sections. Additionally, presentations were provided on E-Ticketing, Design Collaboration, the LTAP Website, Automatic Work Zone Safety Enforcement, and Micromobility. The next meeting was held on January 18.

PennDOT Connects Recorded Training: Three new PennDOT Connects recorded trainings are now being developed: Parking Considerations, Traditional Neighborhood Development, and Tax Incremental Financing. Each new recorded training will briefly introduce a planning topic and then provide reference to additional sources of information. Once completed in the spring, the videos will be uploaded to the [PennDOT Connects Webpage](#), joining the other 16 training modules currently available.

LTAP New Class Development: Four new LTAP classes are currently being developed: Trucks on Local Roads, Drones Basics, Geographic Information Systems (GIS) and School Transportation Management. Once piloted in the spring, the classes will be available on the [LTAP website](#) and may be requested on the website or by calling 1-800-FOR-LTAP.

Research Implementation and Tech Transfer: The Research Implementation & Tech Transfer Section interacts with various internal and external customers to facilitate the implementation of PennDOT research projects into practice. This is achieved through the administration of two PennDOT programs and participation with two National research program initiatives:

- PennDOT Research & Innovation Implementation Program
- Research Technology Transfer and Deployment Program
- Transportation Pooled Fund Program
- National Cooperative Highway Research Program

This section maintains a focus on ensuring that research findings and recommendations are adding value both to the intended research targets as well as other potential beneficiaries. Work this quarter has been focused on connecting with past research participants to capture the implementation efforts they went through independently and identify tasks that can be incorporated into future implementation projects led by this section. Additionally, there has been work with Technical Advisors of completed projects to create an implementation plan for completed projects and work through these activities in order to get the research results and recommendations into practice.

Research Program Management: The Research Program Management Section (RPMS) staff actively managed twelve (12) fully initiated research projects, which entailed:

- Participating in monthly project status calls.
- Processing no cost time extensions, budget revisions and personnel change requests, via the Change Order process.
- Timely review, approval, and processing of research project invoices.

The RPMS continued working on initiating twenty-four (24) new research projects, which are being procured via the Transportation Research, Education and Technology Transfer Services Invitation to Qualify (ITQ), competitive contracting mechanism. Of the twenty-four (24) new projects:

- 1 project is active
- 3 projects will be issued NTP in November
- 1 project is in the negotiation phase
- 2 projects are in the advertisement phase
- 1 project was advertised and cancelled by the Technical Advisor
- 2 projects Technical Advisors deciding how to proceed
- 7 are in the initiation phase
- 1 project is on hold until January 2024
- 6 deferred to F.Y. 2024-2025 Research Program

Geographic Information Division Highlights:

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

GID staff accomplishments include:

- Updated data on PennDOT Open Data and PennDOT's public-facing regulatory and informational mapping web sites.
- Created various spatial data, analyses, consulting, and reports supporting Districts, Maintenance, Operations, Bridge, Safety, Multi-Modal, Environmental, Innovation and Planning.
- Edited and maintained map and spatial data products to support a wide range of objectives for Districts, Maintenance, Operations, Bridge, Safety, Multi-Modal, Environmental, Innovation and Planning.
- Continued service in an advisory capacity supporting the PA Board of Geographic Names, the PA State GeoBoard, GeoBoard Civic Boundary Task Force, the GeoBoard Governance Task Force, PA elevation Working Group, and the PA Emergency Management Agency (PEMA) Next Gen 911 Working Group.
- Geocoded approximately 10 million addresses for Driver and Vehicle Services.
- Provided support to a proposed Sentinel Land Designation and encompassing Transportation Improvement Projects.
- Involved in special projects related to crash data publishing, National Electric Vehicle Infrastructure (NEVI) data development, deer-related crash analysis and Environmental Justice (EJ) demographic data analysis.

PUBLIC-PRIVATE TRANSPORTATION PARTNERSHIPS (P3) OFFICE

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

P3 Transportation Board

Mr. Ron Drnevich, a member of the P3 Board since its inception in 2012, has resigned from the board effective 12/31/2023. Mr. Drnevich was a key member of the board and a valuable asset to the advancement of Public-Private Partnerships as a method to improve the transportation infrastructure in Pennsylvania. A replacement for Mr. Drnevich will be identified moving into 2024.

Ongoing Projects (Approved by the P3 Transportation Board)

Major Bridge P3 (MBP3) (Approved November 12, 2020)

The Project seeks infrastructure improvements focusing on the rehabilitation and replacement of six major bridges (and associated roadways) across the Commonwealth. Under a Pre-Development Agreement (PDA), Bridging Pennsylvania Partners (BPP) will collaborate with PennDOT and perform pre-development work, including advancing designs; coordination with stakeholders, utilities, and railroads; obtaining or identifying required permits; assisting PennDOT in achieving NEPA Approvals; performing site investigations; and conducting open book pricing; with the ultimate goal of submitting a package of the bridges (a “Package Proposal”) to PennDOT for review and approval.

The Pre-Development/Progressive P3 procurement strategy offers advantages over the traditional DBB and design build (DB) delivery methods, including:

1. Proposer selection based on qualification, commercial pricing impositions, Project approach, and other proposal-based criteria (rather than solely on price) similar to a two-phase request for qualifications (RFQ) and request for proposal (RFP) DB procurement.
2. Conservation of PennDOT resources by shifting pre-development work to the PDA Entity, enabling the advancement of other needed projects within the remaining program.
3. Efficient delivery whereby the Project design is advanced in the pre-development phase by the PDA Entity. This allows for the incorporation of the strengths of the PDA Entity team’s means and methods of delivery, resulting in projects with a more definitive scope and content of work, and again, at a point in time even earlier than under DB.
4. Acceleration of schedule through the packaging of bridges into discrete projects and early utilization of DB pre-design and design.

The MBP3 Package 1 includes six bridges that 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 6 bridges included in Package 1 include:

- 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

The PDA was terminated in March 2023 and no additional bridge packages will be procured under this agreement.

Current Activities:

The MBP3 Project entered into the final design phase of the Design Build Finance Maintain term with the issuance of Notice to Proceed 2 on 3/14/23. The final designs of all six Bridges are progressing. All design work is anticipated to be completed and full construction started on the six Bridges by July 2024.

As major portions of the Bridge designs are completed, Limited Notices to Proceed (LNTPs) are being issued in order to initiate the start of construction, when appropriate. To date, construction has begun on two Bridges, I-81 Susquehanna and I-80 Canoe Creek. Three LNTPs have been issued for I-81 Susquehanna on 6/30/23, 9/17/23, and 11/28/23. These LNTPs allowed the contractor to begin shoulder strengthening needed for the first traffic control stages, demolition and reconstruction of the Randolph Road structure, construction of the trestle that will be used to demolish and reconstruct the main river bridges, demolition of the main river bridges, median excavation, and temporary drainage installation. These construction activities are ongoing while the remaining design is being finalized.

The first LNTP for I-80 Canoe Creek Bridge was issued on 10/20/23 to begin the installation of E&S controls, clearing and grubbing, excavation, support of excavation, and access road construction. The final LNTP for I-80 Canoe Creek was issued on 1/10/24 which authorized full construction activities for the job. The authorization of full construction activities was achieved with the acceptance of all Released for Construction drawings marking the completion of final design.

Additional LNTPs are anticipated as projects progress. This approach exemplifies the design-build nature of the project that allows construction to begin while portions of the design continue to be finalized.

As construction starts on each Bridge, the Development Entity will assume maintenance responsibility within the project limits. Substantial Completion, meaning construction completion of all six Bridges, is scheduled for June 2028. After Substantial Completion, the Development Entity will maintain the main bridges for a 35-year period.

NEXT MEETING

**STC QUARTERLY BUSINESS MEETING
MAY 15, 2024
ERIE, PA**

APPENDIX

Lets
Highway and Bridge (including Rail Grade)
12/13/2023 to 2/15/2024

RPT# LET014A

District	County	Project Id/Contract	St. Rt.	Section Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
Program Area: Betterments											
Project Class: 409 Expanded Maintenance											
9	Blair	120021	164	003	409EM	409	1.90	PA 164 - SR 3003 to HFST Limit	2/1/2024	\$1,472.00	
								SR 3003 (Knob Road) to approximately 1/10 mile west of intersection with SR 3008 (Polecat Hollow Road			
9	Blair	120563	866	003	409EM	409	1.20	PA 164 - PA 866 Intersection	2/1/2024	\$1,472.00	
								On PA 866 from SR 2004 (Cross Cove Road) and Forshey Street and on PA 164 from Nicodemus Street to			
9	Blair	116908	2012	001	409EM	409	2.24	SR 2012 - SR 3013 to Hollidaysburg Borough	2/1/2024	\$1,472.00	
								SR 3013 (Dunnings Highway) to Hollidaysburg Borough Line			
Total numbers of projects for 409EM:				3	Total length:		5.34	Total project costs for 409EM:		4,416.00	
Project Class: Disaster Permanent Repair											
6	Chester	119160	322	IDA	DSTRP	STU	0.20	SR 322 IDA Slope Failure(C)	12/14/2023	\$2,198.00	
								SR 322 IDA Slope Failure			
Total numbers of projects for DSTRP:				1	Total length:		0.20	Total project costs for DSTRP:		2,198.00	
Project Class: Highway Restoration											
2	Elk	119243	219	ST8	HRST	NHPP	6.04	SR 219 Ridgway to Johnsonburg	12/14/2023	\$5,234.00	
								SR 219			
2	McKean	119251	646	544	HRST	STP	3.05	Ormsby to Cyclone	12/14/2023	\$4,464.00	
								SR 646 , Ormsby to Cyclone			
2	Mifflin	114010	522	723	HRST	NHPP	4.82	SR 522 Betterment	12/14/2023	\$6,200.00	
								US Route 522			
3	Lycoming	114095	220	237	HRST	NHPP	4.08	Pine Creek to SR 287	1/25/2024	\$3,192.00	
								SR 220 from Pine Creek to SR 287			
3	Tioga	116505	6	179	HRST	NHPP	0.48	Tioga River to Swan Street	1/11/2024	\$7,276.00	
								SR6 Tioga River to Swan Street			
3	Tioga	116507	2005	026	HRST	STP	3.75	SR15 Ramp to S Mansfield Levee	1/11/2024	\$7,276.00	
								SR2005 (Main Street) from Decker Street to East Main street			
4	Luzerne	117106	115	353	HRST	NHPP	1.91	SR 115 Retaining Wall Repair	2/1/2024	\$1,347.00	
								Retaining wall repair on State Route 115 (Bear Creek Boulevard) between East Mountain Boulevard and b			
4	Pike	119488	590	SXF	HRST	SXF	6.27	SR 590 Federal Paving	1/11/2024	\$1,935.00	
								Resurfacing on State Route 590 from State Route 4010 (Long Ridge Road) to Tink Wig Drive and from St			
8	Adams	116595	15	059	HRST	NHPP	14.83	US 15 Preservation NorthBound	12/14/2023	\$8,319.00	
								US 15 (Blue-Gray Highway) from Maryland line to PA 394 (Shrivers Corner Road)			
9	Bedford	108163	220	018	HRST	NHPP	5.46	US 220 - MD State Line to Narrow Lane	12/14/2023	\$4,425.00	
								From Maryland State Line to T-337 (Narrow Lane)			
9	Cambria	96482	56	035	HRST	NHPP	10.80	Widman St to Walters Ave	1/11/2024	\$14,703.00	
								SR 3016 (Bedford St exit) to US 219 and SR 3016 (Bedford St ramp) to Oak Street			
Total numbers of projects for HRST:				11	Total length:		61.49	Total project costs for HRST:		64,371.00	
Project Class: Preventive Maintenance											
10	Clarion	112946	66	310	PRVMT	581	3.96	SR 66 PM Phase 2	1/11/2024	\$2,498.00	
								Along PA 66 from T-750 (Leisure Road) to near the intersection of SR 66 and Olean Trail Road			
10	Clarion	115154	322	311	PRVMT	581	3.92	US 322 Strattanville to County Line Resurf	2/1/2024	\$2,045.00	
								Along SR 322 from the intersection of SR 1011 east to the Clarion/Jefferson County line			
10	Jefferson	100226	322	509	PRVMT	581	10.60	US 322 Segmnt 300-PA950	1/25/2024	\$6,048.00	
								Along US 322 from 0.2 mile northwest of T-520 (Hatten Road) to PA 950			

Lets
Highway and Bridge (including Rail Grade)
12/13/2023 to 2/15/2024

RPT# LET014A

District	County	Project Id/Contract	St. Rt.	Section Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
Total numbers of projects for PRVMT:			3		Total length:			18.48	Total project costs for PRVMT:		10,591.00
Program Area: Bridge											
Project Class: Bridge Preservation - Federal											
3	Northumberland	115656	2015	006	BPRSF	BOF	0.20	Epoxy Overlay BOF SEDA-COG Contract #1 Seven bridges in various municipalities in Columbia, Montour, Northumberland, and Union Counties.	1/11/2024	\$946.00	
3	Tioga	106243	6	135	BPRSF	BRIP	0.06	US6 ov Tioga River SR 6 over Tioga River	1/11/2024	\$7,276.00	
3	Tioga	119811	6	202	BPRSF	NHPP	0.06	SR 6 over Tioga River 2 SR 6 over Tioga River	1/11/2024	\$7,276.00	
10	Armstrong	117243	28	169	BPRSF	STP	0.47	Armstrong Latex Group Bridges PA 28 over Mahoning Creek and Redbank Creek	1/25/2024	\$1,586.00	
Total numbers of projects for BPRSF:			4		Total length:			0.79	Total project costs for BPRSF:		17,084.00
Project Class: Bridge Replacement											
1	Crawford	114138	1032	B00	BRPL	BOF	0.01	SR 1032 Bridge over Shirley Run (D.D.P.) State Route 1032 (Mageetown Road) over Shirley Run	12/14/2023	\$1,074.00	
1	Venango	1979	3023	B00	BRPL	BOF	0.08	SR 3023 Bridge over Mill Creek SR 3023 (Waterloo Road) Bridge over Mill Creek	12/14/2023	\$746.00	
1	Warren	74610	426	B05	0	BRPL	185	0.02	SR 426 over Brokenstraw Creek Branch #3 State Route 426 (Garland-Spring Creek Road) bridge over Brokenstraw Creek Branch #3	2/1/2024	\$725.00
2	McKean	88628	346	A13	BRPL	BRIP	0.01	Bridge on Tram Hollow Run SR 346 over TRAM HOLLOW RUN	1/11/2024	\$1,477.00	
3	Bradford	89728	514	004	BRPL	185	0.06	SR 514 ov Tb Sugar Creek SR 514 over a Tributary to Sugar Creek,	1/25/2024	\$1,266.00	
3	Northumberland	98531	1007	011	BRPL	185	0.00	SR 1007 over Tributary of Warrior Run Creek SR 1007 over Branch of Warrior Run Creek,	1/11/2024	\$195.00	
3	Tioga	99413	3023	003	BRPL	185	0.00	SR3023ovHeiseRun #2 State Route 3023 (Heise Run Road) over Heise Run	1/11/2024	\$417.00	
3	Tioga	99414	3023	004	BRPL	185	0.00	SR3023ovHeiseRun State Route 3023 (Heise Run Road) over Heise Run	1/11/2024	\$417.00	
3	Union	98786	2003	012	BRPL	185	0.00	SR 2003 over Tributary to Buffalo Creek SR 2003 over Tributary to Buffalo Creek,	12/14/2023	\$187.00	
4	Luzerne	8741	2035	353	BRPL	BOF	0.01	SR 2035 Suscon Road over Bear Creek Bridge replacement on State Route 2035 (Suscon Road) over Bear Creek in Bear Creek Township, Luzerne	12/14/2023	\$1,787.00	
4	Susquehanna	68954	247	570	0	BRPL	STP	0.00	SR 247 over Dundaff Creek Bridge replacement on State Route 247 over Dundaff Creek in Clifford Township, Susquehanna County.	1/11/2024	\$547.00
4	Susquehanna	79569	3001	550	0	BRPL	581	0.41	SR 3001 over Carter Creek Bridge replacement on State Route 3001 over Carter Creek in Auburn Township, Susquehanna County.	12/14/2023	\$877.00
4	Wayne	68921	1023	671	0	BRPL	PRTCT	0.37	SR 1023 over South Branch Equinunk Bridge replacement on State Route 1023 (Pine Mill Road) over South Branch of Equinunk Creek in Manch	12/14/2023	\$1,845.00
6	Chester	86064	7015	244	BRPL	BOF	0.01	Hadfield Road o/ Beaver Creek(C) Hadfield Road over Beaver Creek	1/25/2024	\$1,500.00	
6	Delaware	69665	3101	DRB	0	BRPL	BRIP	0.23	S.Creek Rd O/Brandywine(C) South Creek Road over Brandywine Creek & E Penn RR	12/14/2023	\$15,160.00

Lets
Highway and Bridge (including Rail Grade)
12/13/2023 to 2/15/2024

RPT# LET014A

District	County	Project Id/Contract	St. Rt.	Section Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project	
8	Adams	87431	1009	012	BRPL	581	0.06	Wierman Mill Bridge SR 1009 (Weirmans Mill Road) over Tributary to Bermudian Creek	1/11/2024	\$433.00		
10	Indiana	25411	954	458	BRPL	STP	0.21	Yellow Creek #2 Bridge PA 954 over Yellow Creek	1/25/2024	\$2,846.00		
11	Allegheny	100606	48	A39	BRPL	185	0.16	Jacks Run Rd Br ov Jacks R Bridge replacement on Jacks Run Road over branch of Jacks Run in White Oak Borough, Allegheny Count	12/14/2023	\$6,245.00		
11	Allegheny	89129	2031	A07	BRPL	185	0.16	SR 2031 ov Long Run Bridge replacement on SR 2031, Lincoln Way, over Long Run in White Oak Borough, Allegheny County.	12/14/2023	\$6,245.00		
12	Fayette	76137	7202	MOY	0	BRPL	BOF	0.02	Moyer Road Bridges Moyer Road (T-7202) over Mounts Creek	12/14/2023	\$1,989.00	
12	Westmoreland	81747	1060	A20	0	BRPL	STP	0.13	Salina Bridge SR 1060 (Bridge Street) over the Kiskiminetas River and Norfolk Southern RR	1/11/2024	\$33,253.00	
				Total numbers of projects for BRPL:	21			Total length:	1.95	Total project costs for BRPL:	79,231.00	
Project Class: Bridge Restoration												
1	Mercer	88488	62	B08	BRST	BRIP	0.43	US 62 Bridge over Fox Run US 62 (Franklin Road) Bridge over Fox Run	12/14/2023	\$765.00		
1	Mercer	58096	4021	B05	0	BRST	BOF	0.01	SR 4021: Morrison Run Bridge SR 4021 (Beatty School Road) Creek Road Bridge over Morrison Run	1/11/2024	\$561.00	
2	Clinton	85149	880	A03	BRST	BRIP	0.01	SR 0880 Rauchtown Cr II SR 880 over Rauchtown Creek	12/14/2023	\$2,287.00		
2	Juniata	119588	75	RAR	BRST	581	0.21	SR 75 over Juniata River Bridge Hit RAR SR 75 Bridge over Juniata River	1/11/2024	\$237.00		
3	Lycoming	117923	1005	037	BRST	BOF	0.02	SR 1005 over Plunketts Creek SR 1005 over Plunketts Creek	12/14/2023	\$692.00		
8	Cumberland	102271	7212	BRG	BRST	BOF	0.01	Hempt Road Bridge Bridge Rehabilitation	1/25/2024	\$1,879.00		
9	Blair	117773	2017	04B	BRST	BOF	0.14	Fox Run Rd over Roaring Run Over Roaring Run	1/11/2024	\$958.00		
9	Blair	117774	3007	01B	BRST	BOF	0.09	SR 3007 over Smoky Run Over Smoky Run	1/11/2024	\$958.00		
12	Washington	89052	4057	D10	BRST	BOF	0.01	SR 4057 over Brush Run SR 4057 over Brush Run	12/14/2023	\$1,082.00		
				Total numbers of projects for BRST:	9			Total length:	0.93	Total project costs for BRST:	9,419.00	
Project Class: Disaster Permanent Repair												
6	Bucks	116892	32	ID2	DSTRP	FFL	0.02	PA 32 o/Trib Delaware River(C) PA 32 over Tributary to Delaware River	1/25/2024	\$965.00		
				Total numbers of projects for DSTRP:	1			Total length:	0.02	Total project costs for DSTRP:	965.00	
Project Class: Highway Restoration												
9	Cambria	96482	56	035	HRST	NHPP	10.80	Widman St to Walters Ave SR 3016 (Bedford St exit) to US 219 and SR 3016 (Bedford St ramp) to Oak Street	1/11/2024	\$14,703.00		
				Total numbers of projects for HRST:	1			Total length:	10.80	Total project costs for HRST:	14,703.00	
Program Area: General Contract Maintenance												
Project Class: Bridge Preservation - State Fu												

Lets
Highway and Bridge (including Rail Grade)
12/13/2023 to 2/15/2024

RPT# LET014A

District	County	Project Id/Contract	St. Rt.	Section Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
4	Lackawanna	118777	590	P01	BPRS	581	0.08	SR 590 over I-84 EB/WB Bridge preservation activities on State Route 590 (Hamlin Highway) in Jefferson Township, Lackawanna C	12/14/2023	\$4,212.00	
4	Luzerne	118518	80	P01	BPRS	581	0.00	I-80 over Oley Creek Bridge preservation activities on Interstate 80 over Oley Creek in Dennison Township, Luzerne County.	12/14/2023	\$2,709.00	
4	Luzerne	118519	80	P02	BPRS	581	0.00	I-80 over Trib to Oley Creek Bridge preservation activities on Interstate 80 over Tributary Oley Creek in Foster Township, Luzerne Cou	12/14/2023	\$2,709.00	
4	Luzerne	118520	80	P03	BPRS	581	0.00	I-80 over Trib to Linesville Creek Bridge Preservation Activities on Interstate 80 (Z.H. Confair Memorial Highway) over Tributary Linesville	12/14/2023	\$2,709.00	
4	Luzerne	119201	81	P10	BPRS	581	0.09	I-81 SB over NS R/R & Black Creek Bridge preservation Activities on SB of Interstate 81 over Norfolk Southern Railroad and Black Creek in W	12/14/2023	\$977.00	
10	Indiana	117379	954	459	BPRS	185	0.06	Indiana Epoxy Group Bridges Various structures carrying various routes over various features	1/11/2024	\$493.00	
Total numbers of projects for BPRS:					6	Total length:		0.23	Total project costs for BPRS:		13,809.00
Project Class: Facility Project via Office Serv											
6	Bucks	119844			FACIL		0.00	FM 6327, Staging Building Repair and Renovation GC FM 6327, Staging Building Repair and Renovation GC	2/1/2024	\$184.00	
6	Bucks	119845			FACIL		0.00	FM 6327, Staging Building Repair and Renovate Elec FM 6327, Staging Building Repair and Renovate Elec	2/1/2024	\$63.00	
Total numbers of projects for FACIL:					2	Total length:		0.00	Total project costs for FACIL:		247.00
Project Class: General Maintenance											
2	Cameron	119685	120	RAR	GMNT		1.45	Group 2-24/26RAR3 Various Routes and Locations	2/1/2024	\$371.00	
2	Centre	119683	45	RAR	GMNT		0.61	Group 2-24/26RAR1 Various Routes	2/1/2024	\$512.00	
2	Clearfield	119684	53	RAR	GMNT		0.97	Group 2-24/26RAR2 Various Routes and Locations	2/1/2024	\$444.00	
2	McKean	118752	219	ST5	GMNT	NHPP	1.42	US 219 toward Lewis Run II SR 219 toward Lewis Run	12/14/2023	\$5,234.00	
2	Mifflin	119686	103	RAR	GMNT		1.21	Group 2-24/26RAR4 Various Routes and Locations	2/1/2024	\$421.00	
3	Bradford	114996	6	174	GMNT		1.99	Sterling Hiill Rd to Cornell Rd Microsurface	1/11/2024	\$2,134.00	
3	Bradford	116156	6	177	GMNT		0.86	Susquehanna River to Little Wysox Cr Microsurface	1/11/2024	\$2,134.00	
3	Bradford	117185	6	188	GMNT		1.19	Sr 187 to Wysox M H Park Microsurface	1/11/2024	\$2,134.00	
3	Bradford	117187	6	189	GMNT		2.41	Vought Cr to Clagett Rd Microsurface	1/11/2024	\$2,134.00	
3	Bradford	5319	220	071	GMNT	NHPP	5.20	SR199 to NY State Line NB SR 220 NB from State Route 199 to New York State Line	1/25/2024	\$1,361.00	
3	Bradford	101109	220	199	GMNT	581	5.21	SR199 to NY State Line SB US 220 SB from New York State line to State Route 199	1/25/2024	\$1,361.00	
3	Bradford	115235	1069	012	GMNT		4.03	SR 199 to SR 1070 Microsurface	1/11/2024	\$2,134.00	

Lets
Highway and Bridge (including Rail Grade)
12/13/2023 to 2/15/2024

RPT# LET014A

District	County	Project Id/Contract	St. Rt.	Section Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project	
3	Bradford	116135	3027	009	GMNT		0.72	SR 414 to North St (T-314) Microsurface	1/11/2024	\$2,134.00		
3	Lycoming	109229	3004	024	GMNT		0.64	Mosquito Cr to SR 654 Mill and resurface	12/14/2023	\$361.00		
4	Lackawanna	120691	6	SAF	GMNT		19.01	2023 Lackawanna County Painting Low-Cost Safety painting on various State Routes in Various Municipalities in Lackawanna County.	2/1/2024	\$81.00		
4	Lackawanna	119240	11	ILP	GMNT		200.62	2024 Interstate Line Painting - District 4 District Wide Interstate Line Painting in Lackawanna, Luzerne, Pike, and Wayne Counties.	2/1/2024	\$409.00		
8	Adams	118734			GMNT		0.00	A-409 Bridge Maint Contract 2024-2027 Various locations	1/25/2024	\$5,748.00		
8	Adams	119865			GMNT		0.00	Dist Line Painting 2024 Line painting	2/1/2024	\$1,564.00		
8	Cumberland	120284	81	103	GMNT		89.39	Highway Preservation Contract Highway Preservation Contract	2/1/2024	\$1,510.00		
8	Cumberland	119864			GMNT		0.00	Dist AWPM 2024 Various SRs	2/1/2024	\$427.00		
8	Dauphin	119485			GMNT	NHPP	0.00	ITS Maintenance Contract 24-27 Statewide - Districts 4, 5, 8	2/1/2024	\$5,584.00		
11	Allegheny	91693	3077	A25	GMNT		0.56	Beaver Grade Road Emergency Slide Repair Slide remediation on SR 3077 (Beaver Grade Road) near Montour Run Road in Moon Township, Alleghen	1/16/2024	\$4,000.00		
11	Allegheny	120715			GMNT		0.00	Allegheny/Beaver Geotechnical maintenance 2024 On-Demand remediation of damaged roadway, shoulder to repair washouts, slopes, drainage systems, bitur	1/11/2024	\$2,445.00		
11	Lawrence	108557	351	L10	GMNT	409	1.26	GRP 114-24-7135-1 Mill and overlay on SR 351 and SR 2017 in Wayne Township and Ellwood City Borough, Lawrence Count	1/25/2024	\$2,493.00		
				Total numbers of projects for GMNT:	24			Total length: 338.75			Total project costs for GMNT: 47,130.00	
Project Class: Planning/Research/Administra												
10	Butler	120680			PRA		0.00	District 10 Drilling Open-End Contract arious locations	1/11/2024	\$1,375.00		
				Total numbers of projects for PRA:	1			Total length: 0.00			Total project costs for PRA: 1,375.00	
Program Area: Highway Construction												
Project Class: Highway Restoration												
11	Allegheny	28025	2040	A23	HRST	581	4.85	2040/Ceco Dr to Brownsville Rd Widening, mill and overlay, patch, minor bridge repair on SR 2040 (Lebanon Church) from Ceco Drive to l	1/11/2024	\$28,166.00		
				Total numbers of projects for HRST:	1			Total length: 4.85			Total project costs for HRST: 28,166.00	
Program Area: Intermodal												
Project Class: Air Quality												
11	Allegheny	117270			AIRQ	PRIV	0.00	PPC- Marine & Landside Equipment Re-Power Progr Diesel emissions reductions and alternative fuel technologies throughout multiple municipalities in the Sou	1/18/2024			
				Total numbers of projects for AIRQ:	1			Total length: 0.00			Total project costs for AIRQ:	
Program Area: Interstate Management												
Project Class: Bridge Restoration												
6	Philadelphia	116391	95	MB5	BRST	185	11.30	I-95 Bridge Improvements(C) I-95 Bridge Improvements	12/14/2023	\$37,453.00		
				Total numbers of projects for BRST:	1			Total length: 11.30	A-6			Total project costs for BRST: 37,453.00

Lets
Highway and Bridge (including Rail Grade)
12/13/2023 to 2/15/2024

RPT# LET014A

District	County	Project Id/Contract	St. Rt.	Section Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
Project Class: Highway Restoration											
3	Columbia	105528	80	161	HRST	NHPP	6.79	I-80 East from Montour County to Fishing Creek I 80 East from Montour County line to Fishing Creek Hemlock Twp	1/11/2024	\$11,098.00	
5	Lehigh	86006	78	20M	HRST	NHPP	8.38	I-78 - Lehigh St to 309 South Interchange I-78	12/14/2023	\$37,578.00	
11	Allegheny	81931	79	A53	0	HRST	NHPP	5.33	I-79, Campbell's-Moon Run CPR Interstate Maintenance- patching, joint,sealing and bridge maintenance located on I-79 from Campbel	12/14/2023	\$14,974.00
11	Allegheny	87778	376	A72		HRST	NHPP	11.86	I-376, Churchill to Monroeville Mill and overlay with several bridge rehab/preservations on SR 376 from Churchill interchange to Monroe	12/14/2023	\$70,171.00
Total numbers of projects for HRST:				4	Total length:			32.36	Total project costs for HRST:		133,821.00
Program Area: Safety and Mobility											
Project Class: Safety Improvement											
1	Erie	117991	8	S01	SAFE	HSIP	0.79	Erie Co. HFST State Routes 8 and 18	1/25/2024	\$357.00	
3	Lycoming	117826	15	266	SAFE	HSIP	1.54	Lycoming High Friction Surface Treatment Place high friction surface treatment at locations on SRs 15 & 2018 in Lewis and Loyalsock Townships.	1/11/2024	\$467.00	
6	Chester	115422	3	SIP	SAFE	HSIP	3.12	West Chester Pike Safety Improvements(C) West Chester Pike Safety Improvements	1/25/2024	\$2,325.00	
8	Lancaster	117529	2036	007	SAFE	HSIP	1.87	Lancaster County Systemic Safety Improvements various SR's	12/14/2023	\$728.00	
10	Armstrong	119902	68	ST1	SAFE	HSIP	2.76	District 10 High Friction Surface Treatment 2024 Various routes	12/14/2023	\$1,895.00	
10	Clarion	120043	66	ST1	SAFE	HSIP	1.84	District 10/NW High Friction Surface Treatment Various routes	12/14/2023	\$1,895.00	
10	Jefferson	120042	36	ST1	SAFE	HSIP	0.38	District 10/NC High Friction Surface Treatment Various routes	12/14/2023	\$1,895.00	
Total numbers of projects for SAFE:				7	Total length:			12.30	Total project costs for SAFE:		9,562.00
Program Area: Special Federal Projects											
Project Class: Bridge Replacement											
4	Wayne	68921	1023	671	0	BRPL	PRTCT	0.37	SR 1023 over South Branch Equinunk Bridge replacement on State Route 1023 (Pine Mill Road) over South Branch of Equinunk Creek in Manch	12/14/2023	\$1,845.00
Total numbers of projects for BRPL:				1	Total length:			0.37	Total project costs for BRPL:		1,845.00
Program Area: Transportation Enhancements											
Project Class: Bicycle and Pedestrian Faciliti											
6	Philadelphia	111496	3032	FSP	BPF	TAU	0.17	Franklin Square Ped Access(C) Franklin Square Pedestrian Access	12/14/2023	\$1,881.00	
9	Somerset	118338	653	GBS	BPF	TAP	0.28	Garrett Borough Streetscape Project From Center Street to Pine Street and from Jackson Street to Monroe Street	12/14/2023	\$1,133.00	
Total numbers of projects for BPF:				2	Total length:			0.45	Total project costs for BPF:		3,014.00
Project Class: Bicycle/Pedestrian											
6	Philadelphia	111508	611	SBS	BKPED	TAP	0.49	South Broad Street Sidepath(C) South Broad Street Sidepath	12/14/2023	\$2,767.00	
6	Philadelphia	111507		CES	BKPED	TAP	0.00	Cramp Elementary Safety(C) Cramp Elementary Traffic Safety Improvements	12/14/2023	\$2,070.00	

Lets
Highway and Bridge (including Rail Grade)
 12/13/2023 to 2/15/2024

RPT# LET014A

District	County	Project Id/Contract	St. Rt.	Section Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
9	Somerset	118337	160	MSR	BKPED	TAP	0.49	2021 Main Street School Safe Route From Hay Street to Tenth Avenue	12/14/2023	\$1,133.00	
Total numbers of projects for BKPED:					3	Total length:		0.98	Total project costs for BKPED:		5,970.00
Project Class: Transportation Enhancement											
1	Mercer	111435	208	T19	ENHNC	TAP	0.43	Springfield Twp Multimodal Trail Ph 2 State Route 208	1/11/2024	\$613.00	
5	Lehigh	118434	2045	CS6	ENHNC	TAP	0.52	Coopersburg Streetscape Phase 6 South Main Street (SR 2045) from Thomas Street to Tilghman Street	2/1/2024	\$1,514.00	
9	Blair	111470		LVS	ENHNC	TAP	0.00	Logan Valley Streetcar Trail, Phase 1 Extending from East Antis Street than traveling south to T-490 (Becker Road).	12/14/2023	\$1,837.00	
Total numbers of projects for ENHNC:					3	Total length:		0.95	Total project costs for ENHNC:		3,964.00