

STATE TRANSPORTATION COMMISSION



February 26, 2025– Harrisburg, PA



**400 North Street
Harrisburg, PA 17120**



By: Terry Pinder
2018

STATE TRANSPORTATION COMMISSION

MEMBERSHIP

Honorable Michael B. Carroll, Chair

Honorable Kerry Benninghoff

Honorable Marty Flynn

Honorable James D. Kingsborough

Honorable Sharon Knoll

Honorable Karen Michael, P.E

Honorable Ed Neilson

Honorable Paige M. Willan

Honorable Judy Ward

PENNSYLVANIA STATE TRANSPORTATION COMMISSION
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
DECEMBER 18, 2024



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

CALL TO ORDER:

Chair Michael Carroll convened the quarterly business meeting of the State Transportation Commission (STC) at 10:02 a.m. on December 18, 2024, in Harrisburg, PA.

ROLL CALL:

Commissioners Present:

1. Honorable Michael B. Carroll
2. Honorable James Kingsborough

Commissioners Present on the Phone:

1. Honorable Ed Neilson
2. Honorable Kerry Benninghoff
3. Honorable Sharon Knoll
4. Honorable Karen Michael
5. Honorable Marty Flynn
6. Honorable Wayne Langerholc, Jr

Commissioners Not Present

1. Honorable Paige Willan

MINUTES:

ON A MOTION by Mr. Jimmy Kingsborough, seconded by Ms. Michael, and unanimously approved, the August 14, 2024, STC business meeting minutes were accepted.

CHAIR'S REMARKS:

Secretary Carroll thanked the commission members for their good work this year and said it was a successful year for all modes of transportation. He noted the challenge of the blizzard in the Erie region after Thanksgiving and praised the responses of PennDOT, local officials, the National Guard, and State Police. He stated that staff from every district assisted with the recovery efforts.

12-YEAR TRANSPORTATION PROGRAM:

Deputy Secretary for Planning, Ms. Kristin Mulkerin, gave an update on the 12-Year Program (TYP) adjustments. For the period of October 1, 2024, to December 6, 2024, there were 1,910 adjustments to the 2025 12-Year Program. This comprises 707 additions, 646 changes, and 557 removals, representing a \$1,164,137,980 change.

Ms. Mulkerin highlighted the I-83 South Bridge Replacement Project, project #113754. On adoption of the Program, the bridge was shown as fully funded but did not include the \$500 million grant award. The award was added, and the I-83 East Shore 3C project was combined for ease of tracking. The grant funding allowed funds to be freed up from the later years of the TYP to fund other interstate projects. Thirteen projects were advanced, increased, or added throughout the state, including projects in Philadelphia, Berks County, Lackawanna, and two in Northampton.

Secretary Carroll added that Mr. Larry Shifflet, Ms. Natasha Fackler, and others visited Washington DC, to meet with the congressional delegation. The delegation joined in a letter to the Secretary of Transportation in support of the I-83 South Bridge \$500 million grant application.

Mr. Kingsborough asked what the schedule was for the I-83 South Bridge. Ms. Mulkerin said construction would begin in early-mid 2026 and would take several years. Mr. Shifflet said a new bridge would be built, traffic would be shifted to that bridge, and the old bridge would be demolished and replaced. The schedule is approximately three to four years for each bridge.

Secretary Carroll split the approval of the TYP adjustments into two votes: The TYP program adjustments, without the Transit Flex funding to the Federal Transit Administration (FTA) to support the Southeastern Pennsylvania Transportation Authority (SEPTA), and the Transit Flex funding to FTA to support SEPTA separately.

ON A MOTION by Mr. Neilson and seconded by Ms. Michael, the 2025 12-Year Program Adjustments without the flex funds were approved.

Ms. Mulkerin highlighted project #60317, Federal Preventative Maintenance, costing \$191,250,000. This included \$153 million in Federal funds and local matching funds of \$38.25 million. PennDOT provided \$153 million to the Federal Transit Administration (FTA) to temporarily aid SEPTA's shortfall to avoid additional fare increases and service cuts. The \$153 million came from seven interstate projects that would not use those funds in 2025. Those projects remain fully funded. Flex funds are sometimes not locally matched, but the counties provided those funds.

Mr. Shifflet said that the seven projects are on the interstate network. Six had existing let dates in late 2025 or beyond. The seventh project, a small resurfacing project in York, may be delayed a quarter.

Secretary Carroll said flexing funds is not ideal, but transit is as essential to the southeast as Route 6 is in Bradford County. He has faith that the legislative partners will continue to work to reach a resolution on state transit funding

Senator Langerholc said that he will vote No on the flex, as indicated in other statements. He said that taking funds from the rest of the state is a dangerous precedent and that SEPTA needs to take a more holistic look at its approach. He said he recognizes the need for mass transit, but the flex is premature considering SEPTA's cash reserve. He said he was concerned about residents seeing projects affected to bail out SEPTA with no plan in place for long-term stability.

Representative Ed Neilson said that the southeast is an economic engine, and that SEPTA was just the first to fall off the cliff. No matter what transit agency it is, their job as legislators is to ensure they do not fail. He said that flexing has been done before and noted that when it was done under Governor Rendell, none of those projects went away. He said that if transit in the southeast fails, 309,000 workers go to Center City Philadelphia to work, and there are only 52,000 parking spots. A million riders a day use SEPTA transport. He said that he hopes this can be resolved by June because this is only the beginning, and that transit agencies across the country are in trouble. SEPTA is back to 85% of ridership.

Senator Marty Flynn noted that southeastern Pennsylvania is a huge economic driver, generating 40% of the state's revenue. He said that the legislature was unable to get a funding deal done and that he would support the governor's effort.

Secretary Carroll said that he was pleased by the decision of the five counties to provide local match. Fares have already increased, and steps will continue to combat SEPTA's problems. He noted that Pittsburgh Regional Transit will be the next to face those challenges, and others will follow. Flexing funds isn't an ideal solution, and it wasn't ideal in the past, but there is hope that there will be a solution for the needs of all modes in the future.

Representative Kerry Benninghoff raised concern that the governor's abrupt flexing without much dialogue with the caucuses will make budget conversations more difficult. He said that diverting funds may set a bad precedent, comparing it to the State Police funding situation. Some members have expressed frustration that fare increases seem to be the last resort when users should be helping to subsidize the service. He expressed concerns that this may set up an urban vs rural situation in budget discussions.

Secretary Carroll said that each funding bill has a road and bridge component and a transit component, which brings together urban and rural. He said he remains optimistic that they can come together to solve both roads and bridges and transit. He agreed that the five southeast counties drive the state's economy, which supports the work done in rural areas. Secretary Carroll added the Philadelphia Chamber of Commerce noted the importance of SEPTA.

ON A MOTION by Mr. Neilson and seconded by Mr. Flynn, the 2025 12-Year Program flex funds were approved with a 6-2 roll call vote.

Yes: Carroll, Neilson, Knoll, Kingsborough, Michael, Flynn

No: Benninghoff, Langerholc

2024 RFAP and RTAP Programs

Ms. Angela Watson provided an overview of the 2024 Rail Freight Assistance Program (RFAP) and the Rail Transportation Assistance Program (RTAP) projects.

Ms. Watson said that this request includes 30 projects at \$55 million, or approximately \$80 million of investment with local match. Most projects are track/rail rehabilitation projects, with some bridge rehabilitation and a few new service rail spurs.

Secretary Carroll said that Pennsylvania has one of the most aggressive rail freight assistance programs, with a very good rail system of both class 1 and short lines, PennDOT is also expanding passenger rail across the state.

ON A MOTION by Mr. Kingsborough and seconded by Ms. Knoll, the 2024 RTAP and RFAP project awards were approved.

REPORTS

Transportation Advisory Committee (TAC)

Ms. Jody Holton, Transportation Advisory Committee Chair, gave a brief update from the TAC.

The TAC is currently looking at study topics for 2025. The PA Changing Demographics and Impact on Workforce Needs previously had a second phase to make recommendations with the governor's Aging Our Way PA plan, but this phase was removed due to PennDOT taking the lead on the assigned Tactics

Ms. Holton added that the E-Commerce study and Transportation Performance Report will be presented to the STC at the February meeting.

Ms. Holton noted that the TAC previously did a Public Transportation Demand in a Post-Pandemic Environment study, which came with recommendations. SEPTA and many rural partners have undertaken those recommendations.

Executive Secretary

Executive Deputy Secretary, Mr. Larry Shifflet gave a brief update.

Mr. Shifflet noted that the federal government is still operating under a continuing resolution, set to expire on December 20, 2024. Federal highway funding is not generally affected by short government shutdowns but can be impacted if a shutdown is long term.

Administrative/Budget

Deputy Secretary for Administration, Mr. Corey Pellington, highlighted the Office of Administration report.

Mr. Pellington stated that the Mifflin County Maintenance Office project will be put out for bid.

He said summer seasonal positions for engineering internships are open. Engineering internships are now separate from the technical and scientific internship positions.

Mr. Pellington explained that permanent winter positions are at 97% filled. Temporary winter operator positions are at 24%. Non-operator filled vacancies are at 46%. Recruitment efforts will continue but are in good shape.

Driver and Vehicle Services

Mr. Steve Madrak, on behalf of Deputy Secretary for Driver and Vehicle Services (DVS), Ms. Kara Templeton, gave an update.

Mr. Madrak said that there are seven new registration plates available, with the PA Sportsman plate being the most popular.

Mr. Madrak said that PennDOT continues to prepare for the implementation of the Electric Vehicle Road User Fee. He also noted that call center numbers continue to improve as workers gain more experience and training.

Mr. Madrak said that they opened a Driver License Center in Exeter, Berks County, the previous day with the grand opening the following day.

Highway and Bridge Program

Mr. Jonathan Eboli, on behalf of Deputy Secretary Ms. Christine Norris, highlighted several Highway and Bridge Program reports.

Mr. Eboli said that bridge quality has been trending positive, with decreasing poor-quality bridges and increasing good quality bridges between 2008 and 2024, citing increased funding. The 2025-2035 forecast shows an increase in poor bridges, but the Department remain committed to preservation and replacement.

In pavement quality between 2010-2023. The number of poor-quality miles has risen, while, the amount of excellent quality miles has remained consistent. The forecast shows poor mileage continuing to increase, and excellent mileage decreasing, due to funding constraints, material prices, and inflation.

The five-year average of fatalities will increase in 2024, due to 2019's record low no longer being included. In 2023, there were over 110,000 reportable crashes with over 1,200 fatalities. PennDOT continues to prioritize seatbelt and work zone safety in all messaging.

Mr. Eboli said that PennDOT is prepared for winter. He noted that there have already been challenging storm events, specifically in Erie, where the post-Thanksgiving storm laid 4-8 feet in some areas. He added resources from every district were sent to Erie to support them.

Gasoline and crude oil trended slightly downward in the third quarter of 2024, while asphalt was up by 1.5%.

Mr. Eboli said they were on track to end 2024 with a \$2.8 billion letting total. To date, 519 projects have been bid, worth \$2.56 billion. Another 45 projects are expected to be let, for \$165 million. Estimations have significantly improved this year, due to easing of the rate of inflation and lessened supply chain issues. Low bids have been coming in approximately 1% below estimate.

He stated 95% of construction projects completed in the third quarter were on time, above the goal of 80%. In the past four quarters, 162 of 527 projects exceeded the 3% bid overrun, resulting in \$74 million in extra cost. Three projects accounted for the majority of the cost, and the statewide overrun was under 5%.

Secretary Carroll said that Pennsylvania led the nation in repairing of poor-condition bridges, due to the good work of the Highway Administration. He also mentioned that county and municipal partners have done a great job at replacing county and municipal bridges, noting an exceptional Union County grant application. He thanked the multimodal department for their assistance in obtaining these federal grant funds.

Multimodal Transportation

Ms. Angela Watson, on behalf of Deputy Secretary for Multimodal Transportation, Ms. Meredith Biggica, gave an update.

Ms. Watson said that the report stands but added that PennDOT was able to obligate the Corridor ID grant for Scranton passenger rail service which will fund the Service Development Plan, which is a \$5.4 million plan.

Secretary Carroll said that Scranton is the second applicant to reach stage two behind Texas, and hopes Reading makes it to stage two as well. He also noted the \$143 million federal grant for the enhanced passenger rail from Harrisburg to Pittsburgh.

Office of Planning

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

Ms. Mulkerin said they successfully submitted the Statewide Transportation Improvement Program, which was approved on September 27, 2024, and became active on October 1, 2024. No corrective actions were necessary, but three commendations and five recommendations were received, which will be addressed in an action plan.

Three additional grant applications were submitted since the last meeting, and four applications are still pending. PennDOT and SEPTA both received a Strengthening Mobility and Revolutionizing Transportation (SMART) award. Since the previous report there was a significant amount of awards, primarily from Safe Streets for All.

The annual Pennsylvania Highway Statistics, PUB600, was published and is available online. System mileage and daily vehicle miles traveled increased, and PennDOT mileage and daily vehicle miles traveled on the PennDOT system also increased. She also noted that the urban and rural breakdowns may change in the next printing, due to the urban boundary smoothing in progress based on the Census.

WORKING SESSION: **12-Year Program (TYP) Outreach Input**

Mr. Dan Keane, 12-Year Program Section Manager, discussed the upcoming Public Outreach efforts for the 2027 12-Year Program.

Mr. Keane said the TYP is unique to Pennsylvania and serves as a mid-range planning tool. The TYP is updated every two years, which is presented to the STC for adoption. The feedback received is used to update future TYPs, as well as the Long-Range Transportation Plan (LRTP) and other programs.

The approval of the Transportation Performance Report (TPR) will start the TYP update process, beginning with the TYP Public Comment Period, running from March 3 through April 30, 2025. The public may give input through the Survey and Open Public Forum (OPF).

Each cycle, the TYP public outreach process and reach has improved. The 2013 process introduced the virtual public meeting and first online survey, and each cycle has improved the survey, OPF, and advertising. The 2025 TYP included an extended survey, pop-up events, and increased material translations, including a live ASL interpreter at the OPF.

Secretary Carroll asked for clarification on pop-up events. Mr. Keane explained that they would find a location to set up a booth and solicit input, such as the Farm Show. This provided 5,000 touchpoints with the community at four events in 2023.

Mr. Keane said the 2027 TYP update will focus on tracking and following up on mapped issues from the survey. This is an emphasis on transparency, to convey to the public how their input is being addressed. A tool is in development for tracking these issues and coordinating with the districts and other local partners.

The goals for the 2025 outreach are to increase participation quality, emphasize feedback response, increase participant diversity, and improve the OPF experience.

The survey will remain available until April 30, 2025. The survey is open early to attendees of the job fairs. There will be pop-up events with a focus on universities, as the previous outreach tripled the youth participation rate, and included giving a presentation in a classroom at Millersville.

Mr. Benninghoff asked why pop-up events are held, and why the focus is on the younger generation when most of the contact he receives regarding transportation issues is from middle-aged to senior populations. Mr. Keane said that the pop-up events are so they can have a face in the community, let them know what we do, as well as solicit their input on the survey. Younger generations are more tech-savvy and tend to have a strong focus on the future.

Mr. Shifflet added that the youth was one of the age groups where participation was lowest. Mr. Benninghoff said that it may be possible to include talking to the students about safety. Mr. Keane also noted that students are also the most frequent users of multimodal transportation.

Mr. Arnold asked if the Driver License Centers had been leveraged in the last cycle. Mr. Keane said the link was on the text scroll on the screens at the Driver License Centers, as well as a banner and flyers at the Riverfront Office Center.

Mr. Keane said they would advertise through print and digital media, as well as the PA511 app, PA Bulletin, and newsletters. They will also coordinate with the tribal nations, stakeholder groups, and previous survey participants. An online toolkit will be available on the website, containing flyers and other materials for Planning Partners to use.

Mr. Kingsborough said that the Bureau of Aviation likely has a database of airport owners and staff that could be contacted.

COMMISSIONERS REPORT:

None

PUBLIC COMMENT:

None

OTHER BUSINESS:

None.

NEXT MEETING:

The next STC quarterly meeting is scheduled for **Wednesday, February 26, 2025.**

ADJOURNMENT:

ON A MOTION by Mr. Kingsborough and seconded by Mr. Nielson, the STC quarterly meeting was adjourned at 11:17 a.m.

12-YEAR TRANSPORTATION PROGRAM

2025 PROGRAM ADJUSTMENTS

The following represent the results of program adjustments for projects appearing on the 2025 12-Year Program (TYP) as approved on December 18, 2024.

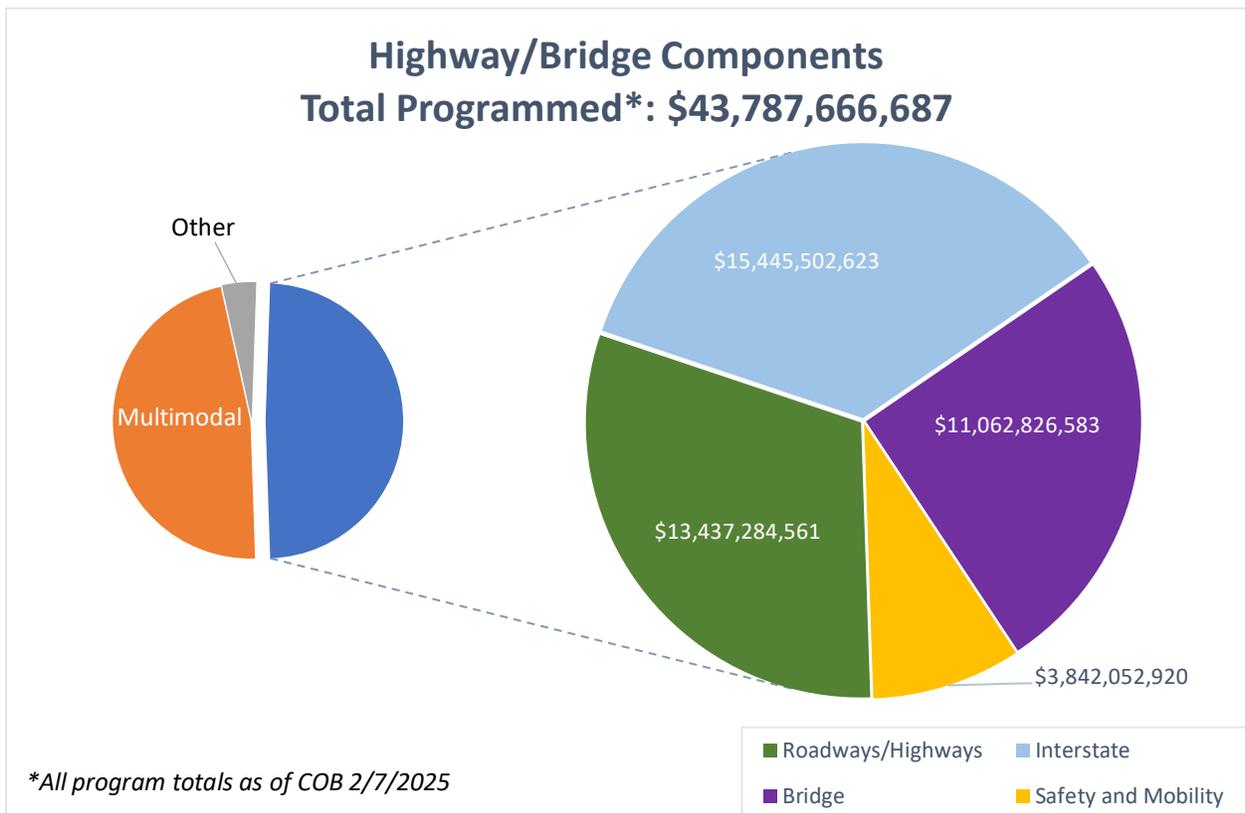
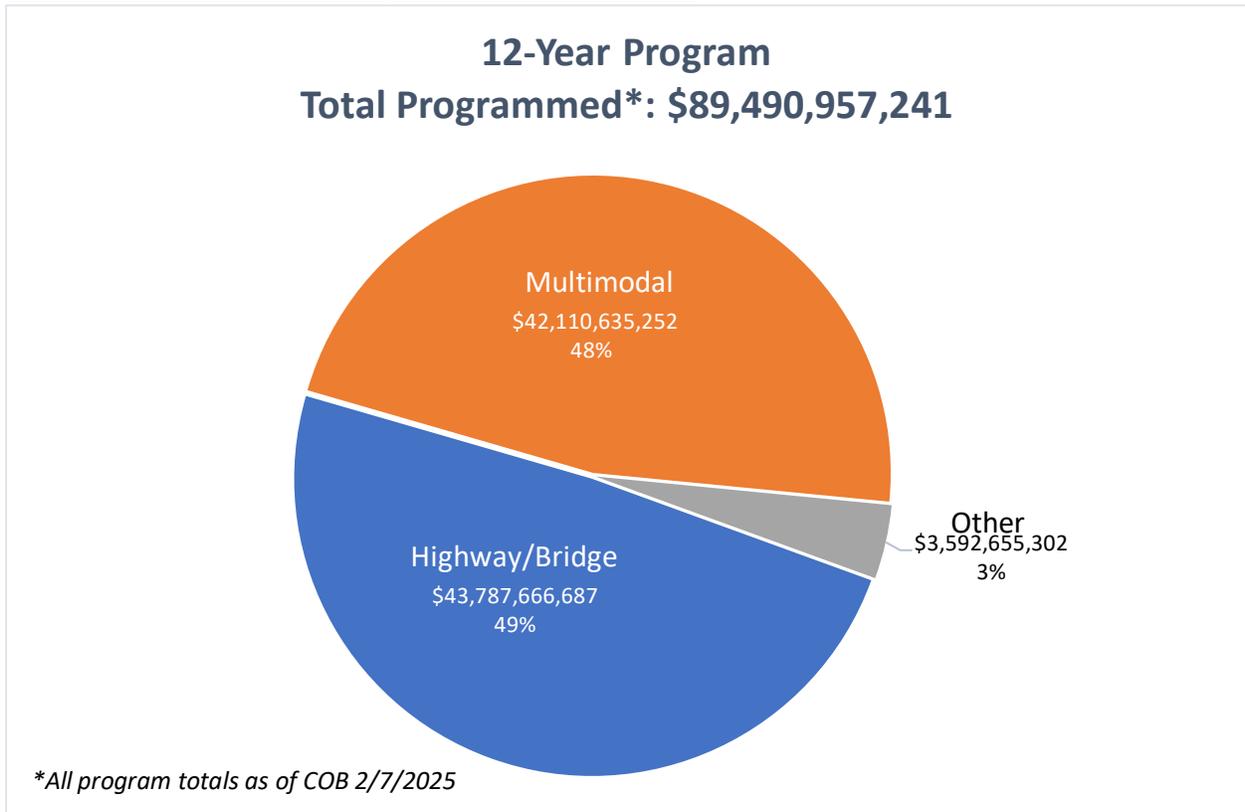
- The changes are for the period of December 7, 2024, through February 7, 2025.
- Programmed Balances are as of close of business February 7, 2025.

There are 1,086 program adjustments for consideration.

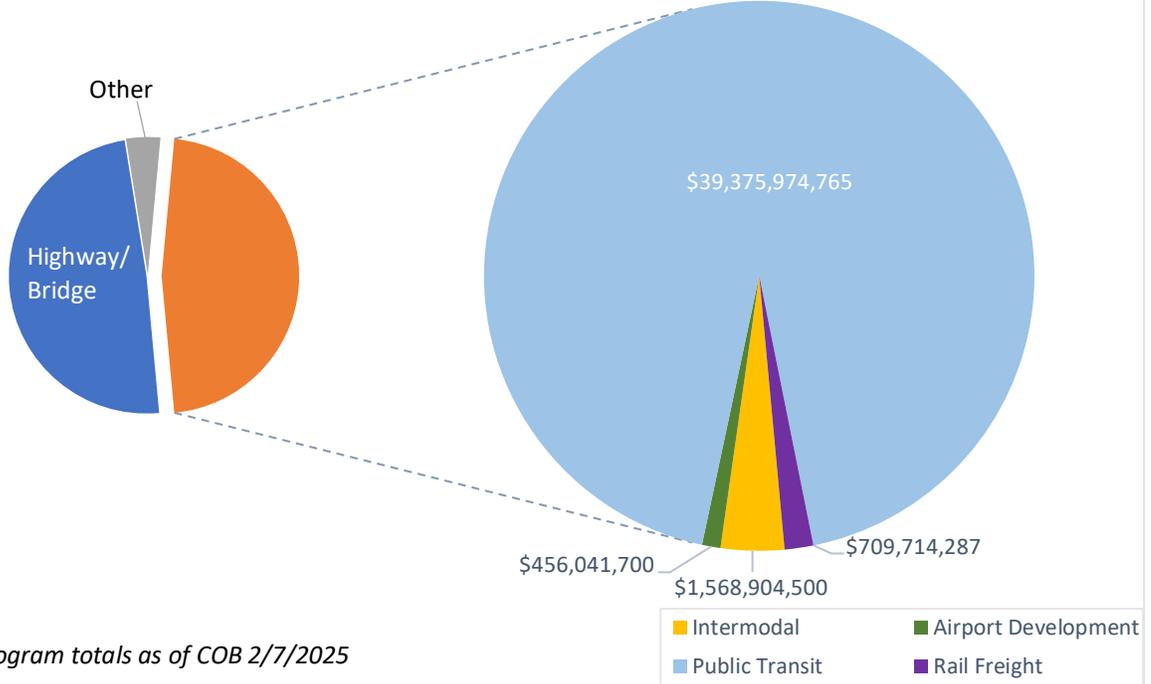
- 427 Project/Phase Additions
- 474 Project/Phase Changes
- 185 Project/Phase Removals (temporary or permanent)

The changes represent a **\$120,877,733 increase** for the reporting period.

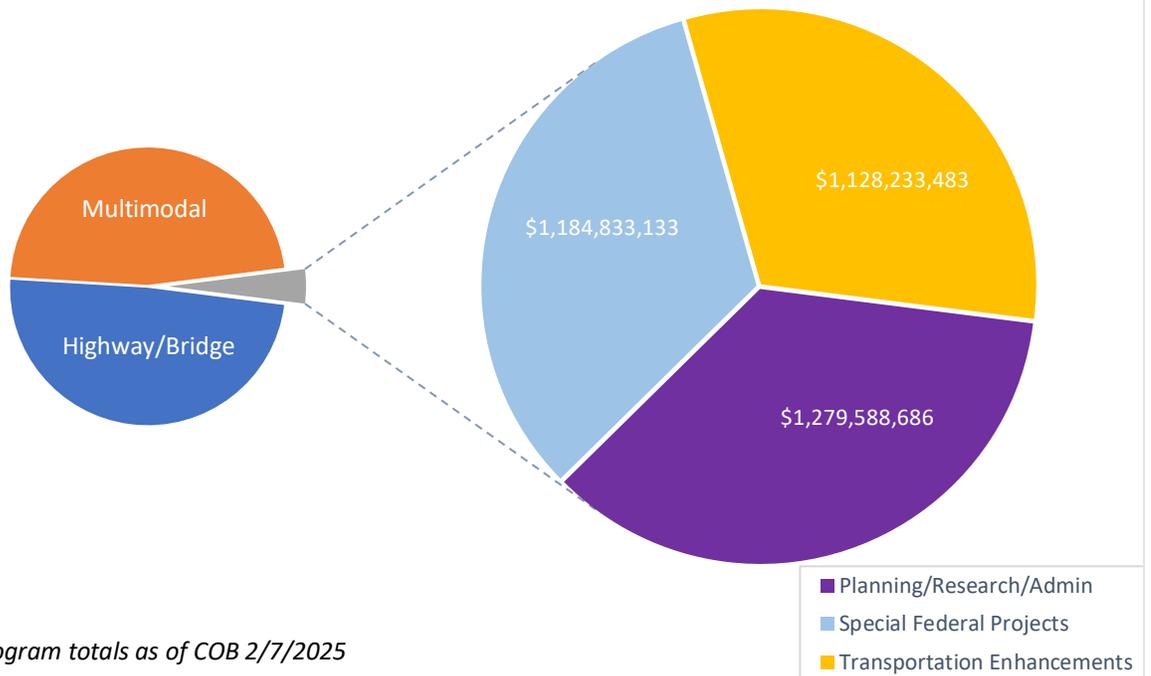
2025 12-Year Program Snapshot



Multimodal Components Total Programmed*: \$42,110,635,252



Other Components Total Programmed*: \$3,592,655,302



MAJOR PROJECT CHANGES

The following lists the 2025 12-Year Program projects that had major program adjustments for the period of December 7, 2024, through February 7, 2025. The criteria used to determine a major program adjustment is:

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

**TYP Major Project Changes
2025 - 2036 Twelve Year Program**

12/7/2024 to 2/7/2025

(Highway & Bridge) Adams / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Adams	87793	CON	Highway Reserve			\$28,125,211	\$23,397,922	-\$4,727,289	-17%
Adams	90740	CON	Alloway Creek Bridge	2014	021	\$2,851,699	\$2,127,001	-\$724,698	-25%
Adams	99832	CON	Rock Creek Bridge	3002	016	\$3,489,078	\$5,322,418	\$1,833,340	53%
Adams	122312	CON	US 15 Paving	15	061	\$0	\$3,500,000	\$3,500,000	0%
Adams / Adams (Highway & Bridge) Change:								-\$118,647	

(Highway & Bridge) Altoona / 9-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Blair	117709	CON	US 22 - Cambria Co to PA 764 WB	22	059	\$8,386,986	\$5,200,000	-\$3,186,986	-38%
Altoona / Blair (Highway & Bridge) Change:								-\$3,186,986	

(Public Transit) Altoona

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Blair	107100		Buildings/Struct. Rehab			\$300,000	\$3,229,971	\$2,929,971	977%
Blair	115436		Replace 3 busses			\$0	\$1,800,000	\$1,800,000	0%
Altoona / Blair (Public Transit) Change:								\$4,729,971	

(Highway & Bridge) Centre / 2-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Centre	112784	PE	State College Area Connector	322	D10	\$1,000,000	\$2,741,430	\$1,741,430	174%
Centre	112784	FD	State College Area Connector	322	D10	\$47,964,000	\$42,964,000	-\$5,000,000	-10%
Centre / Centre (Highway & Bridge) Change:								-\$3,258,570	

(Highway & Bridge) DVRPC / 6-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Bucks	78516	CON	Brownsville Rd o/ Neshaminy Ck(C)	2043	BBR	\$8,000,000	\$13,323,323	\$5,323,323	67%
Bucks	79929	CON	Bridge Reserve Line Item			\$57,728,000	\$68,047,466	\$10,319,466	18%
Bucks	79980	CON	S T U Reserve Line Item		SSS	\$18,903,170	\$15,429,170	-\$3,474,000	-18%
Chester	57677	CON	Doe Run Road over Doe Run(C)	82	CDR	\$0	\$1,200,000	\$1,200,000	0%
Chester	98223	CON	Creek Road over Pickering Creek	7015	175	\$0	\$3,800,000	\$3,800,000	0%
Chester	98224	CON	Spring City Rd O/StonyRun	7015	205	\$0	\$3,000,000	\$3,000,000	0%
Chester	104807	CON	US 30 Sinkhole Remediation 2024	30	SK2	\$0	\$5,980,000	\$5,980,000	0%
Chester	120278	CON	Marshallton-Thorndale & Poorhouse Rd Roundabout R9	3055	MTF	\$0	\$1,268,046	\$1,268,046	0%
Montgomery	81892	CON	SR 73 and SR 2016 Improvements R10	73	MT2	\$0	\$1,913,300	\$1,913,300	0%
Montgomery	92637	CON	Pleasant View Rd o/ Sanatoga Ck(C)	4028	NR1	\$3,300,000	\$0	-\$3,300,000	-100%
Montgomery	117997	CON	BRIP Reserve Line Item			\$0	\$1,219,000	\$1,219,000	0%
Philadelphia	17511	CON	City Ave o/ SEPTA(C)	1	PCS	\$0	\$7,346,055	\$7,346,055	0%
Philadelphia	78757	UTL	JFK Blvd @ 32nd St. o/ SEPTA	3028	SWB	\$24,932,000	\$5,000,000	-\$19,932,000	-80%
Philadelphia	81930	CON	Phila Vision Zero Capital Plan Implement SS4A FY22	611	S4A	\$0	\$29,239,000	\$29,239,000	0%
Philadelphia	81930	PE	Phila Vision Zero Capital Plan Implement SS4A FY22	611	S4A	\$0	\$2,414,000	\$2,414,000	0%
Philadelphia	81930	FD	Phila Vision Zero Capital Plan Implement SS4A FY22	611	S4A	\$0	\$5,147,000	\$5,147,000	0%
Philadelphia	81936	CON	Complete and Safe Streets Philadelphian SS4A FY 23	611	S4A	\$0	\$19,358,000	\$19,358,000	0%

Philadelphia	81939	CON	Philadelphia CFI Community Project	9153	CFI	\$0	\$4,500,000	\$4,500,000	0%
Philadelphia	81939	PE	Philadelphia CFI Community Project	9153	CFI	\$0	\$3,950,000	\$3,950,000	0%
Philadelphia	81942	CON	Philadelphia CFI Corridor Project	95	CFI	\$0	\$2,433,185	\$2,433,185	0%
Philadelphia	82216	CON	N H P P Reserve Item			\$28,919,000	\$23,042,156	-\$5,876,844	-20%
Philadelphia	118359	CON	Logan Square Sidewalk	3007	LSS	\$1,000,000	\$1,500,000	\$500,000	50%

DVRPC / Philadelphia (Highway & Bridge) Change: \$76,327,531

(Public Transit) Erie

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Erie	77129		Replace Paratransit Buses			\$1,800,000	\$2,337,895	\$537,895	30%
Erie / Erie (Public Transit) Change:								\$537,895	

(Highway & Bridge) Franklin / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Franklin	63174	CON	Stone Bridge Road Bridge	4006	007	\$1,900,155	\$5,940,000	\$4,039,845	213%
Franklin	78714	CON	SR2007 O/Little Antietam	2007	0	\$1,020,469	\$0	-\$1,020,469	-100%
Franklin	87804	CON	Franklin Bridge Reserve			\$21,570,255	\$17,899,173	-\$3,671,082	-17%
Franklin	87805	CON	Highway Reserve			\$45,970,442	\$38,042,488	-\$7,927,954	-17%
Franklin	93055	CON	I-81 New Interchange (Exit 12)	81	075	\$51,136,237	\$41,349,064	-\$9,787,173	-19%
Franklin	122218	CON	Franklin -District 8-0 Asset Management- Paving	11	0	\$0	\$22,763,158	\$22,763,158	0%
Franklin / Franklin (Highway & Bridge) Change:								\$4,396,325	

(Public Transit) Franklin

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Franklin	121328		Microtransit Service			\$640,000	\$4,023,872	\$3,383,872	529%
Franklin / Franklin (Public Transit) Change:								\$3,383,872	

(Highway & Bridge) Harrisburg / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
	80971	CON	Sand Beach Rd over Swatar	2015	0	\$1,308,000	\$0	-\$1,308,000	-100%
	99895	CON	US-422 Bridge over US-322	422	0	\$1,869,750	\$0	-\$1,869,750	-100%
	99920	CON	Rosedale Ave over Airport	2040	0	\$1,604,750	\$0	-\$1,604,750	-100%
	99925	CON	Deodate Rd Over PA-283	2007	0	\$1,324,000	\$0	-\$1,324,000	-100%
	99939	CON	Toll House Rd over PA-283	2023	0	\$1,604,750	\$0	-\$1,604,750	-100%
	99945	CON	Spring Garden Rd over Con	2042	0	\$1,604,750	\$0	-\$1,604,750	-100%
	100109	CON	Paxton Street over Spring	3010	0	\$1,604,750	\$0	-\$1,604,750	-100%
	100266	CON	Susq Trail over PA-274	11	0	\$1,012,150	\$0	-\$1,012,150	-100%
Cumberland	110474	CON	Simpson Ferry Rd/ Sheely Ln Imp	2014	022	\$895,539	\$2,800,000	\$1,904,461	213%
Cumberland	115796	CON	Boiling Springs Ped	2037	003	\$486,591	\$1,900,000	\$1,413,409	290%
Cumberland	122219	CON	HATS MPO -District 8-0 Asset Management- Paving	11	0	\$0	\$26,056,725	\$26,056,725	0%
Dauphin	84324	CON	HATS Bridge Reserve Line Item			\$138,086,314	\$131,606,670	-\$6,479,644	-5%
Dauphin	88061	CON	Highway Reserve Line Item			\$138,751,823	\$125,828,434	-\$12,923,389	-9%
Dauphin	93176	FD	Market St Bridge West	3012	026	\$0	\$2,904,000	\$2,904,000	0%
Dauphin	93177	FD	Market St Bridge East	3012	029	\$0	\$3,700,000	\$3,700,000	0%
Dauphin	93178	FD	Clarks Ferry Bridge PM	22	059	\$0	\$1,500,000	\$1,500,000	0%
Dauphin	99844	CON	Schoolhouse Rd ov PA-283	2043	0	\$1,765,250	\$0	-\$1,765,250	-100%
Dauphin	99885	CON	Enders Road ov Armstrong Ck	4006	011	\$696,286	\$2,100,000	\$1,403,714	202%

Dauphin	106563	CON	West Cross Rd Bridge	7206	BRG	\$692,116	\$1,463,352	\$771,236	111%
Dauphin	116786	FD	Middletown Rd Safety and Congestion Impr	2003	033	\$820,000	\$1,750,000	\$930,000	113%
Perry	106558	CON	Center Rd Bridge T-403	7210	BRG	\$950,000	\$1,690,305	\$740,305	78%
Perry	117225	CON	US 22 ov Cocolamus Cr	22	101	\$6,519,526	\$3,584,000	-\$2,935,526	-45%
Perry	117545	CON	PA 34 over Juniata River	34	069	\$13,767,208	\$30,000,000	\$16,232,792	118%

Harrisburg / Perry (Highway & Bridge) Change: \$21,519,933

(Public Transit) Harrisburg

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Dauphin	102464		ADA Line Item			\$3,498,112	\$2,623,629	-\$874,483	-25%
Dauphin	102469		Preventative Maintenance			\$22,500,000	\$16,875,000	-\$5,625,000	-25%
Dauphin	102472		Cptl Cost of Contracting			\$3,290,000	\$2,467,500	-\$822,500	-25%
Dauphin	102482		Transit Bus Purchase			\$5,115,000	\$8,084,140	\$2,969,140	58%
Dauphin	102484		SRTA Operating			\$53,763,793	\$59,743,035	\$5,979,242	11%

Harrisburg / Dauphin (Public Transit) Change: \$1,626,399

(Highway & Bridge) Interstate / 10-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Butler	120118	CON	I-79 Cranberry South Concrete Repairs	79	201	\$4,000,000	\$5,628,780	\$1,628,780	41%

Interstate / Butler (Highway & Bridge) Change: \$1,628,780

(Highway & Bridge) Interstate / 11-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Allegheny	87767	PE	I-376, Edgewood to Churchill	376	A74	\$0	\$1,400,000	\$1,400,000	0%

Interstate / Allegheny (Highway & Bridge) Change: \$1,400,000

(Highway & Bridge) Interstate / 2-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Clinton	122162	CON	Exit 185 Ramps	8008	RMP	\$0	\$1,500,000	\$1,500,000	0%

Interstate / Clinton (Highway & Bridge) Change: \$1,500,000

(Highway & Bridge) Interstate / 4-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lackawanna	69181	CON	I-84 ov LackRR/Roaring & 435	84	282	\$2,500,000	\$6,760,000	\$4,260,000	170%
Susquehanna	109306	CON	I-81 Mill/Fill Lackawanna Line to New Milford	81	542	\$40,000,000	\$44,972,000	\$4,972,000	12%

Interstate / Susquehanna (Highway & Bridge) Change: \$9,232,000

(Highway & Bridge) Interstate / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Dauphin	92931	ROW	Eisenhower Interchange	83	078	\$0	\$14,500,000	\$14,500,000	0%
Dauphin	113376	UTL	I-83 East Shore Section 3C	83	C79	\$2,622,545	\$0	-\$2,622,545	-100%
Dauphin	113376	ROW	I-83 East Shore Section 3C	83	C79	\$5,800,000	\$0	-\$5,800,000	-100%
Dauphin	113754	UTL	I-83 South Bridge Replacement	83	094	\$2,121,800	\$4,744,345	\$2,622,545	124%
Dauphin	113754	ROW	I-83 South Bridge Replacement	83	094	\$4,370,908	\$56,784,028	\$52,413,120	1199%
Franklin	92006	CON	I-81 Maryland to Mile 6	81	099	\$15,953,814	\$20,904,490	\$4,950,676	31%
York	106531	CON	I-83 Newberrytown South Resurf	83	084	\$3,399,037	\$5,188,628	\$1,789,591	53%
York	112540	ROW	Mill Creek Relocation	83	090	\$4,500,000	\$2,500,000	-\$2,000,000	-44%
York	119358	CON	North York Widening Demo	83	DM1	\$0	\$2,000,000	\$2,000,000	0%

Interstate / York (Highway & Bridge) Change: \$67,853,387

(Highway & Bridge) Interstate / 99-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Central Office	75891	CON	Interstate Contingency			\$305,777,805	\$243,787,858	-\$61,989,947	-20%
Interstate / Central Office (Highway & Bridge) Change:								-\$61,989,947	

(Highway & Bridge) Johnstown / 9-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Cambria	91700	CON	SR 2019 over US 22 Bridge - D/B	2019	03B	\$0	\$3,783,501	\$3,783,501	0%
Cambria	110424	PE	US 22 - U 219 to PA 164	22	035	\$1,586,000	\$800,000	-\$786,000	-50%
Johnstown / Cambria (Highway & Bridge) Change:								\$2,997,501	

(Public Transit) Johnstown

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Cambria	70579		Security / Oper Assist			\$43,710,000	\$46,210,000	\$2,500,000	6%
Johnstown / Cambria (Public Transit) Change:								\$2,500,000	

(Highway & Bridge) Lancaster / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
	78890	CON	Br Rpl SR 1020-Middle Crk	1020	0	\$3,738,000	\$0	-\$3,738,000	-100%
	79025	CON	California Rd Bridge #1	1019	013	\$1,042,360	\$657,663	-\$384,697	-37%
	87701	CON	Lincoln Road Bridge	1024	0	\$1,725,000	\$0	-\$1,725,000	-100%
	100570	CON	Newport Rd over SR 6023 Br PM	772	042	\$2,889,000	\$0	-\$2,889,000	-100%
	100595	CON	Quarry Road Bridge PM	1003	0	\$1,284,000	\$0	-\$1,284,000	-100%
	101039	CON	Ridge Road over PA 283	4041	002	\$1,204,000	\$0	-\$1,204,000	-100%
	101120	CON	East State Street Bridge	372	0	\$1,890,000	\$0	-\$1,890,000	-100%
	101122	CON	Water Street/Stamens Run	441	034	\$1,135,000	\$0	-\$1,135,000	-100%
	101132	CON	Mount Joy Road/PA 283	772	052	\$1,553,000	\$0	-\$1,553,000	-100%
	101145	CON	Peters Road over Mill Cre	1013	0	\$2,042,000	\$0	-\$2,042,000	-100%
	101272	CON	Greenfield Rd over US 30	1001	0	\$1,325,000	\$0	-\$1,325,000	-100%
	101279	CON	Old Phila Pike over US30	340	0	\$1,625,000	\$0	-\$1,625,000	-100%
Lancaster	80930	CON	US30/Hbg Pike Interchange	4020	009	\$2,340,000	\$0	-\$2,340,000	-100%
Lancaster	87826	CON	Bridge Reserve			\$73,868,757	\$85,004,027	\$11,135,270	15%
Lancaster	88067	CON	STU Line Item			\$39,926,075	\$44,909,723	\$4,983,648	12%
Lancaster	91336	CON	Martic Heights Drive Bridge	3018	003	\$1,294,664	\$2,168,968	\$874,304	68%
Lancaster	93151	CON	Smart Growth Program			\$2,096,884	\$0	-\$2,096,884	-100%
Lancaster	97263	CON	N Reading over Muddy Cr	272	0	\$2,077,000	\$0	-\$2,077,000	-100%
Lancaster	110552	CON	Water Street Bicycle Blvd		SGT	\$5,099,175	\$2,212,480	-\$2,886,695	-57%
Lancaster	122220	CON	Lancaster -District 8-0 Asset Management- Paving	10	0	\$0	\$32,659,000	\$32,659,000	0%
Lancaster / Lancaster (Highway & Bridge) Change:								\$19,456,946	

(Public Transit) Lancaster

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lancaster	114366		Purch. Paratransit Buses			\$835,000	\$1,603,559	\$768,559	92%
Lancaster / Lancaster (Public Transit) Change:								\$768,559	

(Highway & Bridge) Lebanon / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lebanon	91346	CON	PA 501 Bridge-B	501	029	\$1,874,960	\$3,808,000	\$1,933,040	103%
Lebanon / Lebanon (Highway & Bridge) Change:								\$1,933,040	

(Highway & Bridge) NEPA / 5-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Monroe	117250	CON	209 Betterment SR 33 split to SR 2010 Underpass	209	31M	\$2,785,532	\$4,500,000	\$1,714,468	62%
NEPA / Monroe (Highway & Bridge) Change:								\$1,714,468	

(Highway & Bridge) North Central / 2-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
	69052	CON	Bridge Over Little Mill Ck	948	A02	\$1,639,090	\$2,458,983	\$819,893	50%
Cameron	116620	CON	SR 120 East Allegany Avenue	120	407	\$3,000,000	\$4,213,835	\$1,213,835	40%
Elk	117069	CON	St Michaels Street to Sorg Street	120	821	\$3,083,960	\$2,284,368	-\$799,592	-26%
Potter	114317	CON	2024 NC Bridge Preservation	244	P43	\$1,198,000	\$463,578	-\$734,422	-61%
North Central / Potter (Highway & Bridge) Change:								\$499,714	

(Highway & Bridge) Northern Tier / 3-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Bradford	120686	CON	SR 4022 Ramps to SR 1069	4022	021	\$400,000	\$1,163,551	\$763,551	191%
Tioga	115841	CON	SR 4009 over Troups Creek	4009	022	\$850,000	\$1,351,800	\$501,800	59%
Northern Tier / Tioga (Highway & Bridge) Change:								\$1,265,351	

(Highway & Bridge) Northern Tier / 4-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Susquehanna	9546	PE	Johnston Street over Salt Lick Creek	7409	552	\$0	\$1,100,000	\$1,100,000	0%
Susquehanna	68936	CON	SR 167 over Martins Creek	167	D54	\$6,231,250	\$7,775,086	\$1,543,836	25%
Susquehanna	73298	CON	NTier D4 Hwy Reserve			\$58,695,181	\$62,177,236	\$3,482,055	6%
Susquehanna	114911	CON	I-81 Guiderail/Cable Median Barrier	81	CM2	\$2,000,000	\$3,140,000	\$1,140,000	57%
Wyoming	94688	CON	SR 29/3003 Sugar Hollow	29	791	\$0	\$1,682,855	\$1,682,855	0%
Northern Tier / Wyoming (Highway & Bridge) Change:								\$8,948,746	

(Highway & Bridge) Northwest / 1-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Crawford	85776	CON	US 6: Spring St - Baldwin St Ext	6	A06	\$9,459,726	\$1,738,879	-\$7,720,847	-82%
Crawford	99603	CON	US 322: Pine Rd to US 6	322	14M	\$3,140,000	\$1,900,000	-\$1,240,000	-39%
Crawford	114035	CON	SR 102: US 6 to SR 98	102	01M	\$2,115,910	\$238,491	-\$1,877,419	-89%
Forest	47278	CON	SR 666: US 62 to Yellow Hammer	666	10M	\$4,500,000	\$0	-\$4,500,000	-100%
Venango	51195	CON	US 322 Grant & Thirteenth Streets	322	04M	\$2,400,000	\$4,079,500	\$1,679,500	70%
Venango	106422	CON	NW Highway/Bridge Line Item			\$53,776,150	\$66,757,530	\$12,981,380	24%
Warren	83015	CON	US 6: Nelson Road to Barton Run Road	6	19M	\$0	\$1,000,000	\$1,000,000	0%
Northwest / Warren (Highway & Bridge) Change:								\$322,614	

(Highway & Bridge) Northwest / 10-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Clarion	70209	CON	Clarion Hwy/Bridge Line			\$3,037,663	\$4,813,033	\$1,775,370	58%
Clarion	116596	CON	SR 2009 Cherry Run Church Bridge	2009	352	\$1,550,300	\$0	-\$1,550,300	-100%
Northwest / Clarion (Highway & Bridge) Change:								\$225,070	

(Highway & Bridge) Reading / 5-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Berks	82796	CON	Urban Reserve Line Item			\$23,618,682	\$26,202,046	\$2,583,364	11%
Berks	90569	CON	SR 222 and Long Lane Intersection Improvements	222	23S	\$1,731,365	\$1,034,391	-\$696,974	-40%
Berks	105954	UTL	State Hill Rd from Colony Dr. to SR 222 SB Ramps	3023	04S	\$515,000	\$1,000,000	\$485,000	94%
Berks	110318	ROW	SR 12 Alsace Manor Int Impvmnts	12	04S	\$0	\$1,714,600	\$1,714,600	0%
Reading / Berks (Highway & Bridge) Change:								\$4,085,990	

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

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Bedford	72234	CON	SA Bridge & Hwy Reserve		RLI	\$42,577,351	\$35,086,831	-\$7,490,520	-18%
Bedford	91440	CON	Hopewell Bridge Replace	915	03B	\$0	\$1,100,000	\$1,100,000	0%
Bedford	110422	CON	PA 56 Tributary to Barefoot Run Bridge	56	27B	\$0	\$1,265,362	\$1,265,362	0%
Fulton	22846	CON	PA 915 over UNT to Laurel Fork	915	03B	\$0	\$1,287,249	\$1,287,249	0%
Huntingdon	74436	CON	Derry Run Bridge Seg 20	305	12B	\$1,322,000	\$2,408,946	\$1,086,946	82%
Somerset	88159	CON	SR2001 Laurel Crk Bridge	2001	01B	\$550,000	\$1,578,000	\$1,028,000	187%
Somerset	113442	CON	PA 403 - US 219 to PA 985	403	015	\$0	\$2,000,000	\$2,000,000	0%
S. Alleghenies / Somerset (Highway & Bridge) Change:								\$277,037	

(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			\$86,931,873	\$82,753,052	-\$4,178,821	-5%
Lackawanna	115918	CON	SR 6006 over Leggetts Creek Bridge Preservation	6006	PRS	\$0	\$1,200,000	\$1,200,000	0%
Lackawanna	116761	CON	SR 347 over Kennedy Creek	347	253	\$1,000,000	\$1,260,200	\$260,200	26%
Lackawanna	118208	CON	2025 Federal Aid Paving - FP3	6	FPP	\$5,000,000	\$1,392,000	-\$3,608,000	-72%
Luzerne	79532	CON	SR 2041 over Bear Creek	2041	350	\$2,675,000	\$3,425,000	\$750,000	28%
Luzerne	115731	CON	SR 315 over RBM&N Rail Bridge Preservation	315	P59	\$0	\$2,200,000	\$2,200,000	0%
Scranton/W-B / Luzerne (Highway & Bridge) Change:								-\$3,376,621	

(Public Transit) Scranton/W-B

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lackawanna	118236		Admin & Maint Facility			\$17,884,200	\$2,181,000	-\$15,703,200	-88%
Scranton/W-B / Lackawanna (Public Transit) Change:								-\$15,703,200	

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

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Montour	98507	CON	SR 642 over Mause's Creek	642	026	\$1,100,000	\$290,000	-\$810,000	-74%
Northumberland	119249	CON	Columbia Co to 5th St	61	138	\$1,450,000	\$1,020,000	-\$430,000	-30%
Northumberland	119490	CON	Shamokin Independence Street Streetscape		EM1	\$0	\$1,785,000	\$1,785,000	0%
Northumberland	121840	CON	2nd St. and Front St.		07L	\$0	\$1,950,000	\$1,950,000	0%
Snyder	6902	CON	SR 522 over Tb Beaver Crk	522	075	\$4,500,000	\$6,460,000	\$1,960,000	44%
SEDA-COG / Snyder (Highway & Bridge) Change:								\$4,455,000	

(Highway & Bridge) SPC / 10-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Armstrong	23978	CON	Graff Bridge Preservation	422	160	\$11,211,128	\$18,929,842	\$7,718,714	69%
Armstrong	79843	CON	SPC D-10 Hwy/Bridge Line			\$23,002,787	\$18,906,665	-\$4,096,122	-18%
Butler	86105	CON	Karns Crossing Bridge	68	253	\$55,164,092	\$50,629,656	-\$4,534,436	-8%
Butler	117264	CON	Jefferson - Cunningham Streets Signal Improvements	68	296	\$3,681,600	\$4,604,841	\$923,241	25%
SPC / Butler (Highway & Bridge) Change:								\$11,397	

(Highway & Bridge) SPC / 11-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Allegheny	27445	CON	22/30 over the Parkway West	22	A37	\$50,000,000	\$54,900,000	\$4,900,000	10%
Allegheny	63583	FD	McKeesport Duquesne Bridge	2114	A05	\$0	\$1,750,000	\$1,750,000	0%
Allegheny	63583	CON	McKeesport Duquesne Bridge	2114	A05	\$40,850,000	\$57,850,000	\$17,000,000	42%
Allegheny	68252	CON	Pittsburgh City BPRSF Line Item		LOC	\$20,698,000	\$16,698,000	-\$4,000,000	-19%

Allegheny	75341	CON	Betterment Reserve Allegheny			\$71,605,657	\$78,101,954	\$6,496,297	9%
Allegheny	78152	CON	Ewing Road over Meek Run	3070	A09	\$1,300,000	\$929,000	-\$371,000	-29%
Allegheny	79448	CON	PA 65, Ohio River Boulevard	65	0	\$14,000,000	\$2,600,000	-\$11,400,000	-81%
Allegheny	87777	CON	Allegheny Co Loc Br Pres.			\$3,200,000	\$2,000,000	-\$1,200,000	-38%
Allegheny	89077	CON	Verona Road Bridge	2058	A12	\$2,000,000	\$3,200,000	\$1,200,000	60%
Allegheny	93419	CON	MA08 - Glenwood Bridge	885	LOC	\$1,800,000	\$3,600,000	\$1,800,000	100%
Allegheny	100624	FD	Tarentum Bridge Over Allegheny River	366	A08	\$0	\$3,000,000	\$3,000,000	0%
Allegheny	114287	CON	SR 3003 (Washington Pike) Improvements	3003	A11	\$3,500,200	\$4,830,200	\$1,330,000	38%
Allegheny	114288	FD	Penn Avenue Signal Improvements			\$0	\$1,000,000	\$1,000,000	0%
Allegheny	118768	CON	New Pathways to Equity - RAISE Grant			\$8,950,000	\$11,650,000	\$2,700,000	30%
Allegheny	120860	CON	REUSE			\$2,700,000	\$0	-\$2,700,000	-100%
Beaver	93770	CON	Pine Run Road Culvert	1021	B02	\$1,000,000	\$1,950,000	\$950,000	95%
Lawrence	109389	CON	Perry Highway 2	19	0	\$8,000,000	\$0	-\$8,000,000	-100%
Lawrence	119342	CON	SR 18: Mahoning Ave to Mitchell Rd - Reconstruct	18	0	\$23,350,000	\$13,350,000	-\$10,000,000	-43%

SPC / Lawrence (Highway & Bridge) Change: \$4,455,297

(Highway & Bridge) SPC / 12-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Fayette	76508	CON	Dist12 Hwy/Brdg Line Item		RLI	\$234,378,627	\$401,647,116	\$167,268,489	71%
Fayette	81192	CON	Layton Bridge	4038	D10	\$40,000,000	\$48,000,000	\$8,000,000	20%
Fayette	81192	UTL	Layton Bridge	4038	D10	\$0	\$1,000,000	\$1,000,000	0%
Fayette	81192	ROW	Layton Bridge	4038	D10	\$0	\$2,843,126	\$2,843,126	0%
Fayette	96661	CON	McClure/Kingview Road Interchange	119	20K	\$38,315,000	\$65,034,000	\$26,719,000	70%
Fayette	114212	CON	D12 Bridge Preservation			\$82,906,106	\$0	-\$82,906,106	-100%
Fayette	117551	CON	D12 Betterment Reserve			\$144,999,000	\$0	-\$144,999,000	-100%
Fayette	118278	CON	Sheepskin Trail - City of Uniontown Connection		STU	\$1,300,832	\$2,026,040	\$725,208	56%
Fayette	119655	CON	US 119: Hopwood to Fairgrounds	119	18M	\$0	\$3,400,000	\$3,400,000	0%
Fayette	121066	CON	Slide Repairs 12-24-1	4022	DSR	\$0	\$9,803,000	\$9,803,000	0%
Washington	76068	CON	SR 1039 over Chartiers Ck	1039	B10	\$0	\$1,300,000	\$1,300,000	0%
Washington	105888	CON	SR 2001/PA 18 Bridges over Catfish Creek	2001	F10	\$0	\$2,315,000	\$2,315,000	0%
Washington	116608	CON	SR 4045 over Chartiers Run	4045	F10	\$0	\$1,250,000	\$1,250,000	0%
Westmoreland	81747	CON	Salina Bridge	1060	A20	\$0	\$8,242,829	\$8,242,829	0%
Westmoreland	118713	CON	Westmoreland County Epoxy Overlay - 2023	22	05M	\$3,000,000	\$1,700,000	-\$1,300,000	-43%

SPC / Westmoreland (Highway & Bridge) Change: \$3,661,546

(Public Transit) SPC

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Washington	106646		Small Transit Buses			\$2,300,000	\$3,340,000	\$1,040,000	45%
Westmoreland	118177		Fixed Route Bus Repla			\$5,500,000	\$12,250,000	\$6,750,000	123%

SPC / Westmoreland (Public Transit) Change: \$7,790,000

(Highway & Bridge) STWD Items / 99-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Central Office	82335	CON	Bridge Reserve			\$358,188,000	\$353,088,000	-\$5,100,000	-1%
Central Office	84337	CON	State (15%) Reserve			\$18,033,075	\$21,291,645	\$3,258,570	18%
Central Office	98255	CON	RRX Reserve			\$22,489,934	\$27,284,767	\$4,794,833	21%

Central Office	101924	PRA	Planning Reserve			\$1,168,843,785	\$1,103,116,785	-\$65,727,000	-6%
Central Office	101969	CON	HSIP Set Aside Reserve			\$491,787,710	\$488,892,396	-\$2,895,314	-1%
Central Office	102466	CON	NHPP Reserve			\$79,261,427	\$43,171,427	-\$36,090,000	-46%
Central Office	102893	CON	Multimodal Reserve			\$1,054,538,538	\$1,048,776,249	-\$5,762,289	-1%
Central Office	103866	CON	Deob Reserve			\$4,920,046	\$900,000	-\$4,020,046	-82%
Central Office	104410	FD	Local Bridge Inspection			\$0	\$5,000,000	\$5,000,000	0%
Central Office	111145	CON	TSMO Reserve			\$106,535,110	\$104,005,110	-\$2,530,000	-2%
Central Office	112699	PRA	Statewide INRIX Contract			\$0	\$2,400,000	\$2,400,000	0%
Central Office	114537	CON	Norfolk Southern Statewide LED Upgrades			\$3,227,415	\$2,100,000	-\$1,127,415	-35%
Central Office	117944	PRA	New HSIP Application Website			\$300,000	\$2,000,000	\$1,700,000	567%
Central Office	118322	CON	PROTECT Reserve			\$730,877,085	\$692,696,382	-\$38,180,703	-5%
Central Office	122265	PRA	PL Funds 2025-27			\$0	\$18,750,000	\$18,750,000	0%
Central Office	122267	PRA	SPRPlngCO/Consult 2025-27			\$0	\$17,000,000	\$17,000,000	0%
Central Office	122268	PRA	SPRPlngCO/ConsultToll 2025-27			\$0	\$20,000,000	\$20,000,000	0%
Central Office	122271	PRA	FTA/CPG Metro 2025-27			\$0	\$7,625,000	\$7,625,000	0%
Central Office	122272	PRA	FTA/CPG Statewide 2025-27			\$0	\$1,250,000	\$1,250,000	0%
Central Office	122282	PRA	504e CTC Adult Learning Consultant Agreement			\$0	\$4,950,000	\$4,950,000	0%
Central Office	122283	PRA	504e CTC Adult Learning Supportive Services			\$0	\$12,000,000	\$12,000,000	0%
Central Office	122361	PRA	ConnectU2Jobs Program-Full Deployment			\$0	\$3,350,000	\$3,350,000	0%
Central Office	122362	PRA	Construction Academy Full Deployment			\$0	\$1,290,000	\$1,290,000	0%

STWD Items / Central Office (Highway & Bridge) Change: -\$58,064,364

(Highway & Bridge) SVTS / 1-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
	119220	CON	Sharon 2022 STU Grant - E. State Street	518	STU	\$0	\$1,148,378	\$1,148,378	0%
Mercer	1693	CON	McKinley Ave Brdg	7407	STU	\$697,029	\$1,351,957	\$654,928	94%
Mercer	1884	CON	Service Avenue Bridge	7302	STU	\$0	\$1,305,920	\$1,305,920	0%
Mercer	84306	CON	2024 Dept. Force Br Item	0		\$1,440,000	\$640,000	-\$800,000	-56%
Mercer	98388	CON	SR 3020: SR 18 to SR 3011	3020	A00	\$2,000,000	\$3,137,000	\$1,137,000	57%
Mercer	106423	CON	Mercer Highway/Bridge Line Item			\$26,287,633	\$29,745,947	\$3,458,314	13%
Mercer	109773	CON	SR 18: SR 358 - Mill Hill Rd.	18	23M	\$1,417,081	\$759,621	-\$657,460	-46%

SVTS / Mercer (Highway & Bridge) Change: \$6,247,080

(Highway & Bridge) Wayne / 4-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Wayne	79600	CON	SR 3011 over West Branch of Wallenpaupack Creek	3011	0	\$4,000,000	\$2,100,000	-\$1,900,000	-48%
Wayne	114068	CON	2025 Asset Management - Phase 1	6	601	\$1,010,000	\$510,000	-\$500,000	-50%
Wayne	121919	CON	SR 1002 ov Delaware River Repairs	1002	EMG	\$1,512,000	\$697,000	-\$815,000	-54%

Wayne / Wayne (Highway & Bridge) Change: -\$3,215,000

(Highway & Bridge) Williamsport / 3-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lycoming	68713	CON	WATS TIP Reserve		000	\$69,184,360	\$63,930,926	-\$5,253,434	-8%
Lycoming	110772	CON	Montour Street Airport Connector		AIR	\$800,000	\$3,783,000	\$2,983,000	373%

Lycoming	115026	PE	Skyline Dr to Old Pike Rd	15	222	\$950,000	\$1,200,000	\$250,000	26%
Lycoming	120852	CON	Lycoming Co. Lane Departures	54	124	\$0	\$2,628,870	\$2,628,870	0%
Williamsport / Lycoming (Highway & Bridge) Change:								\$608,436	

(Highway & Bridge) York / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
York	61326	CON	US 30/Big Mount Rd Safety Improvements	30	040	\$3,304,406	\$4,480,000	\$1,175,594	36%
York	87957	CON	Congestion Mitigation Implementation			\$39,095,175	\$36,482,808	-\$2,612,367	-7%
York	106542	CON	HSIP Line Item			\$24,687,392	\$21,023,070	-\$3,664,322	-15%
York	111023	CON	Grantham Bridge Replacement	7219	BRG	\$1,639,091	\$2,632,000	\$992,909	61%
York	116115	PE	Arsenal Rd Resurf	30	0	\$1,650,000	\$250,000	-\$1,400,000	-85%
York	117653	CON	Long Level Rd over Cabin Creek	624	013	\$747,732	\$1,265,000	\$517,268	69%
York	121409	CON	SR 616 (Baltimore Street) Retaining Wall	616	014	\$0	\$3,000,000	\$3,000,000	0%
York / York (Highway & Bridge) Change:								-\$1,990,918	

(Public Transit) York

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
York	110665		Fixed Route Buses			\$1,885,000	\$5,302,229	\$3,417,229	181%
York	122329		Fareboxes/Fare Collection			\$0	\$2,846,969	\$2,846,969	0%
York / York (Public Transit) Change:								\$6,264,198	

**2025 AVIATION FOUR-YEAR PLAN
STATE/LOCAL PROGRAM
SUMMARY POINTS
STATE TRANSPORTATION COMMITTEE MEETING 02/26/2025**

1. 2025 Summary table shows in the Aviation Presentation shows:

SFY/FFY	# of Projects*	State Airport Development Program (ADP)* \$ (Millions)	
		Aviation Restricted Account	Multimodal Transportation Aviation Funding
2025/20226	21	\$6.0	\$7.7
2026/2027	19	\$6.0	\$7.7
2027/2028	14	\$6.0	\$7.7
2028/2029	19	\$6.0	\$7.7
73		\$24.0	\$30.8

****Programmed projects only reflect a portion of these anticipated funding levels. The remaining balances are set aside to match FAA and BOA Federal Airport Improvement Program (AIP) projects.***

- Total authorized Restricted Account Grant Funding for SFY 2025-26 to SFY 2028-2029 is anticipated \$7.7 million per year from the Multimodal Transportation Aviation Funding (Act 89) which supplements Restricted Account funding for aviation grant programs.
 - Only the number of BOA state/local Aviation Development Program projects is listed in the Four-Year Plan. The exact number of FAA administered projects and BOA administered (Block Grant) federally funded projects requiring state matching program funds are not yet known.
- 2. The 2025 Four-Year Program considers:**
- Planned funding was slightly increased due to an increase trend in the Jet A fuel sales and the \$1.6 million Governor Shapiro added to accommodate Bipartisan Infrastructure Law (BIL) state match need for BOA administered federal grants.
- 3. The 2025 Four-Year Program results in the following:**
- Nine (9) projects were added to the 2025-2027 program. The projects were deemed of significance to the Bureau and consisted of system preservation, obstruction removal and revenue producing for the airport.
 - SFY 2028-2029 was added to the Four-Year Plan as the new fourth year. Nineteen (19) projects are planned for the fourth year. The projects were previously planned in SFY 2028-2029 as Twelve-Year Planned projects.

2025-2028 Bureau of Aviation Development Four Year Plan

2025-2026	Project	ADP	Local	MMA	Total
Carlisle Airport	Crack and seal coat runway and painting	\$ -	\$ 40,000	\$ 360,000	\$ 400,000
Quakertown Airport	Rehabilitate T-Hangar Taxilanes and Aprons, Ph: II, Construction	\$ 450,000	\$ 50,000	\$ -	\$ 500,000
Mifflin County Airport	Replace Fuel Facilities, Phase II: Construction	\$ -	\$ 41,000	\$ 369,000	\$ 410,000
Reading Regional/Carl A. Spaatz Field	Acquire Airfield Maintenance Equipment (Skid Loader with brushhog)	\$ 135,000	\$ 15,000	\$ -	\$ 150,000
Lancaster Airport	Acquire Support Equipment	\$ 375,000	\$ 125,000	\$ -	\$ 500,000
Smoketown Airport	Crackseal and remak runway	\$ 300,000	\$ 33,333	\$ -	\$ 333,333
Bendigo Airport	Remove/Mitigate Tree Obstructions RW 5-23	\$ -	\$ 5,000	\$ 45,000	\$ 50,000
Allegheny County Airport	Terminal Rehab Ph. 5: Construction	\$ -	\$ 300,000	\$ 900,000	\$ 1,200,000
Joseph A. Hardy Connellsville Airport	Acquire Airfield Equipment (Pickup Truck & Plow)	\$ -	\$ 8,000	\$ 72,000	\$ 80,000
Heritage Field Airport	Construct Hangars Ph. III: Construction	\$ 700,000	\$ 700,000	\$ -	\$ 1,400,000
St. Marys Municipal Airport	Rehabilitate Hangar	\$ -	\$ 25,000	\$ 75,000	\$ 100,000
Greenville Municipal Airport	Develop Airport Hazard Zoning Ordinance	\$ -	\$ 1,200	\$ 10,800	\$ 12,000
DuBois Regional Airport	Sealcoat Access Road Pavement	\$ 300,000	\$ 100,000	\$ -	\$ 400,000
Port Meadville	Rehabilitate Hangar (Roof & HVAC)	\$ 150,000	\$ 50,000	\$ -	\$ 200,000
Washington County Airport	Improve Airport Drainage (Construct Stormwater Management Facilities) - Construction	\$ -	\$ 203,750	\$ 611,250	\$ 815,000
Arnold Palmer Regional Airport	Construct Maintenance Building Expansion	\$ -	\$ 300,000	\$ 900,000	\$ 1,200,000
Beaver County Airport	Relocate Fuel Farm	\$ -	\$ 100,000	\$ 900,000	\$ 1,000,000
Port Meadville	Rehabilitate Fuel Farm (Paint Exterior and Clean Interior)	\$ 85,500	\$ 9,500	\$ -	\$ 95,000
University Park Airport	Acquire Property Runway 24 Approach	\$ 270,000	\$ 30,000	\$ -	\$ 300,000
Pittsburgh-Butler Regional Airport	Construct Airfield Maintenance Building	\$ -	\$ 250,000	\$ 750,000	\$ 1,000,000
Erie International Airport Tom Ridge Field	Airport Security Upgrades	\$ 225,000	\$ 75,000	\$ -	\$ 300,000
2025-2026 Totals		\$ 2,990,500	\$ 2,461,783	\$ 4,993,050	\$ 10,445,333

2026-2027	Project	ADP	Local	MMA	Total
Bloomsburg Municipal	T-Hangar Site Work	\$ -	\$ 125,064	\$ 412,500	\$ 537,564
Bloomsburg Municipal	T-Hangr Taxiway construction	\$ -	\$ 39,761	\$ 357,850	\$ 397,611
Lancaster Airport	Acquire Materials - Paint & Crack Sealant	\$ 45,000	\$ 5,000	\$ -	\$ 50,000
Lehigh Valley International Airport	Replace Aircraft Loading Bridge	\$ 562,500	\$ 187,500	\$ -	\$ 750,000
Carlisle Airport	Remove & Mitigate Runway Approach Obstructions, Ph. II	\$ -	\$ 38,889	\$ 350,000	\$ 388,889
Wings Field	Construct Access Road	\$ 468,750	\$ 156,250	\$ -	\$ 625,000
York Airport	Replace PAPIs RW 17-35	\$ 200,000	\$ 66,667	\$ -	\$ 266,667
Brandywine Regional Airport	Rehabilitate / Replace Fuel Farm, Ph. I: Design	\$ -	\$ 20,000	\$ 180,000	\$ 200,000
Reading Regional/Carl A. Spaatz Field	Acquire Airfield Maintenance Equipment (Airport Service Truck)	\$ 112,500	\$ 37,500	\$ -	\$ 150,000
Wings Field	Construct Hangar A, Phase IIA	\$ -	\$ 2,000,000	\$ 2,000,000	\$ 4,000,000
Williamsport Regional Airport	Rehabilitate Runway 12-30 Lighting (Non-AIP eligible)	\$ -	\$ 50,000	\$ 450,000	\$ 500,000
Mifflin County Airport	Replace Fuel Facilities, Phase I: Design	\$ 36,000	\$ 4,000	\$ -	\$ 40,000
Pittsburgh International Airport	Airfield Fixtures Bldg Roof Repl	\$ -	\$ 250,000	\$ 750,000	\$ 1,000,000
Allegheny County Airport	Acquire Airfield Maintenance Equipment (Mowers)	\$ 180,000	\$ 60,000	\$ -	\$ 240,000
Washington County Airport	Construct Southside Access Road and Parking Lot, Design Ph I	\$ 23,550	\$ 7,850	\$ -	\$ 31,400
Joseph A. Hardy Connellsville Airport	Upgrade Fuel Farm - self fueling, 24-hour	\$ 18,000	\$ 2,000	\$ -	\$ 20,000
Arnold Palmer Regional Airport	Expand Snow Removal Equipment Building	\$ 975,000	\$ 325,000	\$ -	\$ 1,300,000
New Castle Municipal Airport	Rehabilitate Fuel Farm ph I	\$ -	\$ 50,000	\$ 450,000	\$ 500,000
York Airport	Rehabilitate Parallel Taxiway- Ph. I Design	\$ 200,000	\$ 66,667	\$ -	\$ 266,667
2026-2027 Totals		\$ 2,821,300	\$ 3,492,148	\$ 4,950,350	\$ 11,263,798

2027-2028	Project	ADP	Local	MMA	Total
Bradford County	Install AWOS	\$ -	\$ 100,000	\$ 450,000	\$ 450,000
Carlisle Airport	Install RW 10-28 GVPI REILS	\$ -	\$ 100,000	\$ 300,000	\$ 400,000
Butler Farm Show	Reconstruct Taxilanes 1 & 4	\$ -	\$ 20,500	\$ 184,500	\$ 205,000
Bendigo Airport	Apply seal coat, re-mark Runway	\$ -	\$ 15,000	\$ 135,000	\$ 150,000
Reading Regional Airport	Acquire Airfield Maintenance Equipment (Mowing Equipment)	\$ 135,000	\$ 15,000	\$ -	\$ 150,000
Penn Valley Airport	Rehabilitate T-Hangar TW's, Ph II: Construction	\$ -	\$ 140,000	\$ 1,260,000	\$ 1,400,000
Allegheny County Airport	Airfield Pavement Joint Crack Rehab	\$ 1,080,000	\$ 120,000	\$ -	\$ 1,200,000
Penn Valley Airport	Rehabilitate Hangars	\$ 187,500	\$ 62,500	\$ -	\$ 250,000
New Garden Flying Field	Aquire SRE (MTE)	\$ 405,000	\$ 45,000	\$ -	\$ 450,000
Indiana County/Jimmy Stewart Airport	Rehabilitate Fuel Farm	\$ -	\$ 275,000	\$ 2,475,000	\$ 2,750,000
DuBois Regional Airport	Acquire Airport Equipment (ground support equipment)	\$ 90,000	\$ 10,000	\$ -	\$ 100,000
Brandywine Regional Airport	Rehabilitate / Replace Fuel Farm, Ph. II: Construction	\$ 500,000	\$ 166,666	\$ -	\$ 666,666
Brandywine Regional Airport	Acquire Mowing Equipment	\$ 200,000	\$ 22,222	\$ -	\$ 222,222
Danville Airport	Install Taxiway Lighting	\$ 400,000	\$ 44,444	\$ -	\$ 444,444
2027-2028		\$ 2,997,500	\$ 1,136,332	\$ 4,804,500	\$ 8,838,332

2028-2029	Project	ADP	Local	MMA	Total
Carlisle Airport	Construct Parallel Taxiway (Partial), MITL, Ph I, Design	\$ 180,000	\$ 20,000	\$ -	\$ 200,000
Brandywine Regional Airport	Acquire Snow Removal Equipment (SRE)	\$ 200,000	\$ 22,222	\$ -	\$ 222,222
Beaver County Airport	Rehabilitate Fuel Farm (Western Fuel Farm)	\$ 90,000	\$ 10,000	\$ -	\$ 100,000
Arnold Palmer Regional Airport	Rehab North Apron	\$ -	\$ 27,777	\$ 250,000	\$ 277,777
Arnold Palmer Regional Airport	Rehab South Apron	\$ -	\$ 32,500	\$ 292,500	\$ 325,000
Butler Farm Show Airport	Rehabilitate Runway (Crack Seal/Re-mark)	\$ 120,000	\$ 13,333	\$ -	\$ 133,333
Erie International Airport Tom Ridge Field	Acquire Airport Equipment	\$ 288,000	\$ 32,000	\$ -	\$ 320,000
Menville Airport	Obstruction Removal RW 14 (Part 77 Approach)	\$ -	\$ 22,222	\$ 200,000	\$ 222,222

New Castle Municipal Airport	Construct Sanitary Sewer and Water Lines (public utility service to Terminal) Approximately 1200 feet	\$ 189,000	\$ 63,000	\$ -	\$ 252,000
Zelienople Municipal Airport	Acquire Airfield Equipment (Tractor & Mowers)	\$ -	\$ 15,000	\$ 135,000	\$ 150,000
Allegheny County Airport	Airfield Pavement Joint Crack Rehab	\$ -	\$ 120,000	\$ 1,080,000	\$ 1,200,000
Port Meadville	Construct Airport Access Road	\$ -	\$ 200,000	\$ 600,000	\$ 800,000
Bellefonte	Crack Seal & Re-mark Runway	\$ -	\$ 22,222	\$ 200,000	\$ 222,222
Grove City	Rehab AWOS	\$ 70,000	\$ 7,777	\$ -	\$ 77,777
Rostraver	Acquire Airport Equipment and Mowing Equipment	\$ 200,000	\$ 66,666	\$ -	\$ 266,666
Penn Valley Airport	Relocate/Replace Fuel Farm, Ph. I: Design	\$ 262,500	\$ 87,500	\$ -	\$ 350,000
York Airport	Rehabilitate Parallel Taxiway- Ph. II Construction	\$ -	\$ 222,222	\$ 2,000,000	\$ 2,222,222
Doylestown Airport	Construct New Fuel Farm	\$ 900,000	\$ 100,000	\$ -	\$ 1,000,000
Harrisburg International Airport	Crack Seal & Remark RW 13-31	\$ 500,000	\$ 55,555	\$ -	\$ 555,555
2028-2029		\$ 2,999,500	\$ 1,139,996	\$ 4,757,500	\$ 8,896,996
Four Year Totals		\$ 11,808,800	\$ 8,230,259	\$ 19,505,400	\$ 39,444,459

TRANSPORTATION ADVISORY COMMITTEE REPORT

Transportation Advisory Committee (TAC) Report

The TAC held business meetings on December 11, 2024, and February 3, 2025. Updates and presentations on the 2025 Transportation Performance Report, the Socioeconomic Trends Impacting Transportation Workforce Study, and the Transportation and Land Use Implications of E-commerce study were presented to the TAC at the December meeting. At the February meeting, the completed Transportation and Land Use Implications of E-commerce Study and the 2025 Transportation Performance Report were presented to the TAC and approved to be forwarded to the State Transportation Commission (STC) for consideration at the February 26, 2025, business meeting.

TAC Study:

Socioeconomic Trends Impacting Transportation Workforce Study:

The Pennsylvania Demographics Study was proposed with a focus on demographics and the workforce, with the potential of an expanded highlight incorporating the transportation aspects of the Aging Our Way, PA Plan (AOWP). It was determined that PennDOT would be taking the lead on the implementation of the AOWP Plan.

The Demographics and Workforce portion of the study will analyze all modes of transportation for workforce needs. It will be coordinated with the Departments of Labor and Industry, Education, and Community and Economic Development. Other stakeholders would include public transportation and the trucking industry.

Study Objectives:

- Identification of the key issues, challenges, and opportunities for older Pennsylvanians;
- A scan of other states best practices in providing transportation options for seniors;
- Compile a statewide and regional Demographic analysis of the share of the state's population that are seniors over the next several decades based on data availability;
- Assess how aging impacts the delivery of transportation services; and
- Identify topics to address in a follow-up with a full study.

The study is due for completion in time for the April 2025 TAC meeting.

Transportation and Land Use Implications of E-commerce:

The E-Commerce Expert Panel discussion met on August 7th, and the study team also completed its survey of the planning partners. The panel discussion hosted over 150 participants and panelists included representatives from Amazon, real estate, urban and rural governments, and planning organizations. The study was presented to the TAC at the February meeting and unanimously voted on to submit to the State Transportation Commission.

Study Objectives:

- 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 (including significant consumer trends) and demographics.

- 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 (highway, rail, air, water ports) 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.

Transportation Performance Report

The TPR is a report released biannually since 2013, typically in February of odd-numbered years. Updates generally begin in July of the previous year but will start early this year.

The themes of the TPR will be Safety, Mobility, Preservation, Accountability, Funding, and Freight. Freight was added in 2023 with the Freight Movement Plan and will continue to be a focused part of the TPR.

For the first time, the TPR will include a task force. Previously, it had been a joint effort between the Program Center and the consulting team.

TPR kickoff occurred on May 28, 2024, and work with PennDOT staff has been ongoing. A final version was presented at the February 2025 TAC meeting and forwarded to the STC for approval at its February 26, 2025, meeting. This will kick off the 2027 12-Year Program Public Comment period, which begins on March 3, 2025.

Study Selection Process

The TAC discussed the study selection process for 2025 in December and February. There are three active studies underway, all of which will be completed in 2025. A new study selection process was initiated for 2025.

**EXECUTIVE DEPUTY SECRETARY
LARRY SHIFFLET**

EXECUTIVE REPORT

**DEPUTY SECRETARY
COREY PELLINGTON**

ADMINISTRATIVE/BUDGET REPORT

Bureau of Fiscal Management

- The Department's budget request was submitted to the Governor's Budget Office on October 2, 2024.
- Updated the Department's program measure information for submission to the Governor's Office on October 2, 2024.
- Worked with the Governor's Budget Office to update the financial statement in December and prepare numbers for the Governor's Budget address in February.
- 2024 Municipal Liquid Fuels Tax Fund Allocation
 - \$467,217,196.00 total allocation
 - \$465,879,619.07 to be paid after bridge inspection costs are deducted.
 - \$462,903,512.54 released to 2,525 since March 1, 2024.

The following allocations were paid on December 1, 2024.

- December 1, 2024, County Liquid Fuels Tax Fund Allocation
 - \$13,268,637.98 total allocation.
 - \$10,532,264.03 released to 62 counties.
- December 1, 2024, Act 44 Allocation.
 - \$5,000,000.00 total allocation.
 - \$4,958,929.12 was released to 60 out of 61 eligible counties.
- December 1, 2024, Act 89 Allocation.
 - \$4,640,000.00 total allocation.
 - \$4,601,886.27 was released to 60 out of 61 eligible counties.
- December 1, 2024, \$5 Fee for Local Use Allocation
 - \$19,771,795.00 was collected for and paid to 26 counties.
- December 1, 2024, State Police Fines and Penalties Allocation
 - \$2,770,637.44 total allocation.
 - \$2,418,584.13 paid to eligible municipalities.
 - \$352,053.31 was transferred to Pennsylvania State Police for cadet classes.

Bureau of Innovations

- **STIC Business Meeting** – In November 2024, BOI facilitated the State Transportation Innovation Council's (STIC) Business Meeting. The meeting included updates on the Every Day Counts Round 6 (EDC-6) Digital As-Builts innovation and PennDOT's 3D2025 initiative, and the Construction CMS Queue Protection Corridor Integration project, a 2023 STIC Incentive Program funding recipient. The meeting also featured an overview of PennDOT's Research Program and an update on PennDOT's e-Construction efforts, including e-Ticketing, Unmanned Aerial Systems for Construction Analytics, and Augmented Reality. The meeting also featured several innovation stations. The stations provided attendees with the opportunity to learn about transportation innovations from across Pennsylvania, including STIC innovations, FHWA EDC innovations, homegrown innovations from PennDOT district and county offices, and other innovative initiatives. The next STIC Business Meeting is scheduled for March 26, 2025.
- **Innovation Awards Ceremony** – In November 2024, PennDOT held its annual Innovation Awards Ceremony, recognizing 30 award recipients whose innovative ideas generated cost and time savings for the department, while providing greater value to customers and improving safety. In addition to the

individual award recipients, the 2024 George W. McAuley Jr., P.E. Innovation Award was awarded to the Role Mapping Process Improvement Team, comprised of members from PennDOT’s Administration and Highway Administration Deputates. This annual award recognizes employee-driven teams of three or more that help promote and foster continuous improvement at PennDOT by advancing innovation or solving a problem.

- Innovation in Motion Webinar Series** – BOI hosted the fourth and final webinar of its [2024 Innovation in Motion Webinar Series](#) in December. Attended by nearly 400 PennDOT employees, local government representatives, and industry partners, the webinar focused on the topic of PennDOT’s Digital Transformation, which highlighted how the department continues to champion the use of paperless technologies to transform the project delivery process, resulting in improved accessibility of project data, enhanced safety, better quality, and time and cost savings. The webinars for the 2025 Innovation in Motion Webinar Series are scheduled for Feb. 11, April 8, June 10, Aug. 12, Oct. 7, and Dec. 9. Webinar topics will include the Value of PennDOT’s Research Program, an update on PennDOT’s Electric Vehicle and Automated/Connected Vehicles efforts, Highway Safety and Traffic Operations initiatives, Strategic Workforce Development, Asset Management, and an update on PennDOT’s Digital Transformation.
- Travel and Tourism** – From October through December 2024, **PennDOT’s Welcome Centers** served **795,420 customers**, making **317 reservations** for **544 travelers**, generating **\$54,306.24 in tourism revenue** for the Commonwealth. In comparison, the numbers from October through December 2023 were: **605,013 customers served**, **366 reservations** made for **653 travelers**, generating **\$51,536.55 in tourism revenue** for the Commonwealth. **Note:** The Mercer County Welcome Center remains closed for renovations since Sept. 1, 2023, which has impacted travel and tourism data.

Travel and Tourism Welcome Centers: October through December 2023 vs October through December 2024			
Category	2023	2024	Year over Year Difference (+/-)
Customers	605,013	795,420	+190,407
Reservations	366	317	-49
Tourism Revenue Generated by Reservations	\$51,536.55	\$54,306.24	+\$2,769.69
Dollars Generated Each Reservation Interaction	\$140.81	\$171.31	21.7% Increase

**Note: The Mercer County Welcome Center remains closed for renovations since Sept. 1, 2023, which has impacted data.

Bureau of Office Services

Project Update as of January 23, 2025	Phase	Anticipated Dates
Armstrong County New Maintenance Office	In Construction	Construction Completion Anticipated for October 2026.
Perry County Maintenance Office	In Design	Design Restarted January 2024, Anticipated Construction Completion, February 2027.
Mifflin County Maintenance Office	Advertisement	Advertised 12/20/25. Bids due 2/27/2025. Anticipated Construction Completion February 2027.
Mercer Welcome Center Site E	In Construction	Anticipated Construction Completion in February 2025.
Erie Welcome Center Site L	In Construction	Anticipated Construction Completion in February 2025.
Washington County Maintenance Stockpile (Atlasburg)	In Construction	Construction complete and occupied by the Department. Awaiting change orders to process and be completed.
Fayette County, Engineering District 12-0 Office Renovation	In Design	Anticipated Construction Completion February 2027.
Washington County Maintenance Office Renovation and Storage Building	In Construction	Anticipated Construction Completion October 2025.
Dauphin County Maintenance Stockpile	In Construction	Anticipated Construction Completion August 2025.
Blair County, Engineering District 9-0 Office Renovation	In Construction	Construction Complete, awaiting change orders to process and be completed.
Delaware County Maintenance Stockpile	In Construction	Construction Completion Anticipated in April 2025 due to bonding company taking over remaining work of defaulted contractor.
Bradford County Maintenance Office	In Design	Anticipated Construction Completion October 2027.
Carbon County Maintenance Office	In Design	Anticipated Construction Completion June 2028.
Clinton County Rest Area Sewer Treatment Plant and Water Supply System Replacement and Building Upgrades	In Construction	Anticipated Construction Completion September 2025.
Columbia County Rest Area Sewer Treatment Plant and Water Supply System Replacement and Building Upgrades	In Construction	Anticipated Construction Completion September 2025.
Cumberland County Rest Area Connect to Public Water and Sewage Treatment Plants	In Construction	Anticipated Construction Completion May 2025.

York County Maintenance Office	Professional Selections	Professional Selections planned FY 25/26 1 st quarter. Anticipated Construction Completion October 2028.
Dauphin County Fleet Management Office and Garage Renovations Phase 1 - Roof only	In Construction	Anticipated Roof Replacement Construction Completion Spring, 2025.
Bucks County Maintenance Office, Connect to Public Water	In Design	Anticipated Construction Completion November 2025.
Beaver County Maintenance Office, HVAC System Replacement	In Design	Anticipated Construction Completion March 2027.
Philadelphia County Maintenance Office Replacement	Professional Negotiations	Professional selected, Design to begin February 2025. Anticipated Construction Completion January 2029.
Dauphin County Sign Shop Manufacturing Facility	Professional Selections-Pending	Professional Selections anticipated FY 25/26 (3 rd quarter)

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

Summary of Capital and Non-Capital Facility Construction, Replacement, Renovation and Repair Projects

Completed Projects: During this fiscal year, 48 facility projects have been completed, including Capital and Non-Capital Projects. Completed projects include a new stockpile development, a new vehicle wash facility, EV charger stations, roof replacements, HVAC replacements, security-related improvements, lighting upgrades, and general building repair projects.

Active Projects: There are 184 active facility construction, replacement, renovation, and repair projects that are in either the pre-design or design phase (85), construction bid advertisement/award (6), pre-construction (18), or construction (75).

Emergency Projects: Of the 184 active projects, there are 26 emergency projects throughout the state related to extreme weather events, fire and water damage, HVAC and roofing failures, and other structural deficiencies.

Bureau of Equal Opportunity

Disadvantaged Business Enterprise (DBE) Federal Highway Administration (FHWA) Program

DBE Monthly Monitoring Report 2023 - 2024

			Overall		RC		RN
FHWA DBE Goal	Dollar Amount Awarded	DBE Committed \$	11.01%	Race Conscious \$	10.10%	Race Neutral \$	0.91%
Department Totals	\$2,621,013,787.64	\$241,933,791.72	9.23%	\$204,649,128.03	7.81%	\$37,285,263.50	1.42%
	Dollar Amount Needed						
	to meet Overall Goal						
		\$288,573,618.02		\$264,722,392.55		\$23,851,225.47	
	Commitment Amount						
		-\$46,639,826.30	-1.78%	-\$60,073,264.52	-2.29%	\$13,434,038.03	0.51%

Number of Applications by Type								
	Total Received			Total Completed			In Progress	
	Last 3 Months	Last 6 Months	Last 12 Months	Last 3 Months	Last 6 Months	Last 12 Months	Current Total	Estimated Backlog
IA	12	35	68	21	36	72	15	-
INT	47	85	140	48	87	149	-	-
Total	59	120	208	69	123	221	15	-

	Monthly Average Last 3 Months		Monthly Average Last 6 Months		Monthly Average Last 12 Months	
	Received	Completed	Received	Completed	Received	Completed
IA	4.0	7.0	5.8	6.0	5.7	6.0
INT	15.7	16.0	14.2	14.5	11.7	12.4
Total	19.7	23.0	20.0	20.5	17.4	18.4

Federal fiscal year 2025 began in October 2024 and runs through September 2025. BEO monitors DBE goal attainment and participation through monthly review and reporting. The data below reflect through December 2024.

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

- The Department Federal Highway Administration (FHWA) DBE overall goal for the 2024-2026 triennial period is 11.01%, the overall race-conscious goal is 10.10%, and the overall race-neutral goal is 0.91%.
- As of December 2024, the Department has awarded \$696,428,919.15 and committed \$74,646,438.68 to Disadvantaged Business Enterprises (DBEs).
- The Department is below the DBE overall goal by -0.29%, the race-conscious goal by -1.02%, and exceeding the race-neutral goal by 0.73%.
- There is a difference in the commitment to DBEs and the dollar paid to them. The Department requires DBE commitments at the start of a project. Because most projects run over several years, spending does not always equal commitment in a given fiscal year. Also, because spending is reported as the DBE completes work, this may occur in another fiscal year.

DBE Certification

	October	November	December	Total
DOE	32	35	56	123
IA	12	23	24	59
NOC	0	4	1	5
Pending receipt	62	74	84	220
Pending submission	73	71	55	199

Processing applications for initial certifications, notices of change, and declarations of eligibility continues.

Certifications

Contract Compliance

- 4 ECMS Contract Compliance reviews were completed.
- 2 MBP3 Contract Compliance reviews were completed.
- 2 NEVI Contract Compliance reviews were completed.
- Contractor Compliance Training in ECMS is currently being updated.
- The Contract Compliance Section supervisor and one field agent participate on the OFCCP Equal Employment Opportunity Committee for the CSVT Mega project.
- The Contract Compliance Section supervisor is currently involved in the EEO working group for the P3 Major Bridge projects.

Additional FYI, the total review numbers and training for the 2024 year are below.

- 12 Contract Compliance reviews.
- 3 MBP3 Contract Compliance reviews.
- 3 NEVI Contract Compliance reviews.
- 2 Business Partner and CAWP trainings.
- 3 NEVI contract holder trainings.
- 3 Winter School trainings.
- 1 Workforce Development training.

Bureau Of Workforce and Business Opportunity

At the end of December, the On-the-Job Training Program (OJT), Commonwealth Workforce Transformation Program (CWTP), Small and Diverse Business Opportunity section, and the Title VI program were brought together to create the Bureau of Workforce and Business Opportunity (BWBO). BWBO's mission is to bridge the gap by fostering a robust business community supported by a skilled workforce that is prepared to partner with PennDOT in building a more equitable transportation system.

Workforce Opportunity

The Workforce Opportunity division will be hiring an OJT Program Supervisor in the new year and continues to work to expand workforce opportunities through both the OJT and CWTP programs. This quarter, the Workforce Development team:

- Achieved a milestone of 200+ OJT Trainees in 2024
- Met with internal and external industry stakeholders to discuss the proposed CWTP program and gather feedback on program implementation plans.
- Presented on workforce development programs at the APC Fall Conference.
- Completed updates to a new Supportive Services RFP that will be posted for bid in early 2025.
- Facilitated ongoing workgroup meetings to continue efforts on updates to the OJT manual, OJT special provision, and CWTP implementation.

Business Opportunity

Small and Diverse Business Opportunity

The Small and Diverse Business Opportunity (S&DBO) section was created in August of 2024 to improve outreach and opportunities for small and diverse businesses. Efforts have been made to improve the efficiency of the Small Business Enterprise (SBE) certification system, reporting mechanisms have been created for applicable sections of the prequalification applications, a resource account was created to track and streamline outreach communication, and a Mentor Protégé Program informational brochure was developed. In addition to this work, the S&DBO team also:

- Hired one Equal Opportunity Specialist in November 2024 to support the program.
- Participated in six outreach and awareness events across the state, including procurement events, panel discussions, and a presentation at the APC Fall Conference.
- Worked with the Bureau of Office Services (BOS) to develop PennDOT's 2025 Small Business Strategic Plan.
- Coordinated with BOS to start hosting one-on-one Meet & Greet informational meetings with companies seeking information on how to do business with PennDOT.
- Finalized a poster highlighting PennDOT's need for small businesses for display in PennDOT's Safety Roadside Rest and Welcome Centers.

Title VI

The Title VI Team has worked this quarter to provide technical assistance to a variety of internal stakeholders and other Commonwealth agencies, including the Environmental Justice workgroup, Delaware Valley's Regional Planning Commission, and the Department of Environmental Protection related to various aspects of Title VI compliance and worked to review and update a number of publications. Key accomplishments include:

- Updated Public Notice of Title VI documents in English and Spanish. This update was sent to our 11 District Offices and 67 Counties and displayed on the 5th, 6th, 7th, and 8th floors of the Keystone Building.
- Participated in outreach meetings with key external stakeholder groups, including the Pennsylvania Immigration and Citizenship Coalition and the American Immigration Lawyers Association.
- Attended RATS MPO Certification Review to support and ensure Title VI portions met compliance standards.
- Coordinated the implementation of a new over-the-phone interpretation vendor, offering translation services for over 300 languages. A component of implementation will include updated Automated Telephone Voicemail Attendant Prompts to improve accessibility for callers requiring language assistance.
- Received notice that PennDOT's 2025 Title VI Plan has been approved by FHWA.
- Completed and submitted 2024 FHWA Title VI Accomplishment Report.

DOT Human Resource Office

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

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

Winter Maintenance Program

- As of December 13, 2024, there were 233 vacant permanent Transportation Equipment Operator positions and 46 vacant permanent Mechanic positions statewide.
- PennDOT has received approval to fill 954 seasonal winter maintenance Transportation Equipment Operator positions for the 2024/2025 season.
- As of December 13, 2024, 24% of the Temporary Operator positions and 41% of non-operator positions are filled.

Percentage of filled PennDOT salaried complement

- Filled complement increased during the last quarter of CY 2024
October 2024 = 96.05% to December 2024 = 97.43% (1.38% increase)
- Filled complement progressively increased in all of CY 2024
January 2024 = 94.33% to December 2024 = 97.43% (3.10% increase)

Organizational Management Processes

- A workflow change for the creation of salaried and wage positions was implemented in November 2024 with the goal of ensuring that approved position creations are sent to the Bureau of Organization Management for classification review.
- A blanket Temporary Working Out of Class (TWOC) process was implemented to provide pre-approval in certain situations within DOT field offices. The process aims to provide a more efficient submission process and timely approvals for critical seasonal functions.

Onboarding, In-processing, and Orientation initiative

- The Workforce Management and Consulting Section and District 9-0 HR are co-leading a workgroup to review and update appropriate aspects of Onboarding, In Processing, and Orientation materials for new PennDOT employees to ensure that current, relevant, and consistent resources are used in central office and all field facilities and to assist direct supervisors and managers in streamlining efficacious placement of new staff.

Infrastructure & Economic Development 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 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
- March 2025 Release – Final APRAS Manual Review Modernization / Tech Upgrade of ArcGIS Pro and Vue/Vuetify; in progress

Modernized Vehicle and Driver License System (MVDLS)

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

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

- CR3 was implemented in May 2021 with a focus on the remaining transactions processed by internal Driver and Vehicles Services staff.
- CR4 was implemented in March 2022 to enable external business partners to process transactions through MVDLS. Business Partners that process through the Online Registration Program (OLRP) channel were onboarded between July 2023 and March 2024. Additional business partners will be onboarded over time leading up to the cutover to MVDLS as the system of record.
- CR5 development and system testing was completed, and user acceptance testing is in progress; the release, covering the financial functions, will be implemented in production along with CR6 (VR Sanctioning) later in the project.
- CR6 (VR Sanctioning) is in progress and development and system testing was completed in May 2024; the release, modernizing the legacy Financial Responsibility (FR) system, will be implemented in production along with CR5 with the cutover to MVDLS as April February 2025.
- A total of 8.2 million transactions have been processed through MVDLS through late January 2025. MVDLS averages about 17,000 transactions/day during the week and 7,000 transactions/day on Saturdays.
- The project is scheduled to be completed in Q2 of 2026; the project schedule was extended to accommodate Act 85 of 2024 EV RUC legislative requirements.

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

- **Registration Plate Redesign Project** - The Governor's Office has announced they will be changing the current plate design. The Department will issue the new plates after the existing inventory of blue/white/yellow plates has been exhausted. The system will need to be able to differentiate the old plates from the new plates. The requested change requires the addition of a new plate color code (new codes table and changes to existing codes tables) and coding changes to process the new color code in CARATS, Gatekeeper, and MVDLS.
 - Software development is complete.
 - UAT Testing planned through 01/31/2025.
 - Production implementation date: 02/09/2025.
- **SPEXS 6.2 and Driver History Requests (Federal Mandate)** – Since 2018, PennDOT has used the American Association of Motor Vehicle Administrators (AAMVA) State-to-State (S2S) verification service, to share noncommercial driver license data with participating jurisdictions. Presently, PennDOT uses the Commercial Driver's License Information System (CDLIS), via the State Pointer Exchange Services (SPEXS) platform, to ensure that each commercial driver has only one driver license and one complete driver history record. By migrating to SPEXS 6.2, PennDOT will add the same driver history record (DHR) functionality for noncommercial license holders.
 - PennDOT legal determined that the defined business requirements were in violation of PA law (Title 75)
 - DVS Program Management Office (PMO) worked with the Bureau of Driver License (BDL) to prepare updated business requirements
 - Updated DHR Business Requirements document provided on 12/06/24
 - IED Bureau of Solutions Management (BSM) completed the application changes and unit testing
 - DVS PMO is working with AAMVA to coordinate the structured test schedule
 - Revised production implementation date: 05/04/2025.
- **NR2 – National Registry 2 (Federal Mandate)** – The Federal Motor Carrier Safety Administration (FMSCA) has mandated that a national registry be established for certified medical examiners to provide the MECs for their patients in an electronic manner. Once the MEC information is submitted, FMSCA

will begin vetting the information and then electronically transmitting the information to the CDL Holder's State of Record (SOR).

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

- Currently working on Application Development
- DVS PMO is working with AAMVA to coordinate the structured test schedule
- Production implementation date: 05/04/2025
- Mandated by 06/23/2025

- **SB 656 / Act 85 – EV (Electric Vehicle) Fee Collection** – With the signing of SB 656, an amendment to Title 75 has been agreed upon. This Legislation made several changes which include customers who have an Electric vehicle (EV) or a Plug-in electric (PHEV) will be required to pay an Annual Road User Charge when initially titling and renewing their vehicle registration.

Act 85 Mandates EV fees to be collected starting **04/01/2025** and a customer payment plan mandated by July 2026 - the project is planned in 4 phases.

- **Phase 1) Coupon Payment:** Production implementation date: **03/02/2025 (Revised)**
- Project development activities remain on track.
- Excella has provided the OPEX Eagle software updates for the coupon processing.
- **Phase 2) RUC - Customer Facing Payment Option** – Target Imp date: 08/24/2025.
- APQ/IADD has been revised and submitted.
- Working to finalize business requirements.
- Tools are in the process of being upgraded.
- Some version updates are required to support the UI language changes.
- **Phase 3) & 4) MVDLS – Annual EV Fee Collection, including payment plan integrated into MVDLS** - Target Imp date: 07/12/2026.

- **SB 37 – Act 18 - Enhanced Driver Responsibility** – SB 37/Act 18 will prohibit calls, texting, emailing, browsing the internet, instant messaging, playing games, taking or transmitting images, recording or broadcasting videos, creating or sharing social media or otherwise sending or receiving electronic data on hand-held mobile telephones in Pennsylvania, except with the use of hands-free accessories while operating a moving motor vehicle.
 - Business and System Requirements are completed and approved.
 - Software Development has started.
 - Production implementation Date: 05/04/2025
 - Mandated by 06/05/2025.
- **IVR - Interactive Voice Response Project (Call Center)** - PennDOT's current Interactive Voice Response (IVR) system, an automated phone system that allows callers to access Driver's Licensing (DL) and Vehicle Registration (VR) services and information through voice prompts or prerecorded messages, was previously supported by Conduent, a Third-Party Vendor. As the contract for this IVR system has now expired, the objective is to transition the existing IVR functionalities to a new IVR system integrated with Genesys, that replicates the old capabilities for DL and VR support.
 - IADD (Infrastructure Architecture Design Document) is in progress.
 - Project Charter has been distributed for Approvals.

- IVR DL & VR business requirements provided to Terrence Maloney – O/A PM for the overall Genesys project.
- Planned Production Rollout in three Releases
 - Release 1 – VR Functionality – Target no later than 10/19/2025
 - Release 2 – DL Functionality – Target 10/19/2025
 - Release 3 – VR & DL Functionality enhancements - TBD
- **NMVTIS Data Sync Project**
 - Initial Project Execution Management Team (PEMT) meeting held on 01/21/2025
 - Team is reviewing the existing work from the previous NMVTIS Data Sync a few years ago
 - Preparation for a sync with AAMVA should happen soon. The process will initially be performed in the test environment
 - Coordination with AAMVA is planned after the DVS Applications Release on 02/09/2025
 - Target Completion Date: 12/12/2025
- **UNI Modernization (Driver Licensing) Project** – AAMVA has announced that they will be sunsetting the UNI Legacy Interface support in January 2025. Currently, PennDOT, Driver and Vehicle Services connects with the American Association of Motor Vehicle Administration Network (AAMVAnet) which communicates to multiple Driver Licensing/Motor Vehicle Title applications. Specifically, AAMVAnet Network provides message translation, message grouping, site application notification, store/forward, logging, etc. for the following applications: SPEXS, NDR, PDPS, NMVTIS, SSOLV and DIE (Digital Image Exchange). PA is required to provide connection to the applications listed above prior to issuing Driver License, Photo Identification, and Motor Vehicle Titles for citizens within the Commonwealth.
 - The project team has worked with AAMVA to successfully test 6 transactions.
 - Another 16 transactions are in various stages of development and testing.
 - A revised high-level estimate has been prepared based on the individual transaction complexity.
 - A prototype of the wireframe, to be used in conjunction, with this new interface was demonstrated. Development of the new wireframe is targeted to be complete by May 2025.
 - Working with AAMVA on an implementation strategy.
 - Tentative Target Date: 06/30/2026.

BMS Modernization

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

Grade Crossing Management System Modernization

- PennDOT is modernizing the legacy Grade Crossing Management System.
- February 2025 Release – Core Functionality and Project workflows; Decommissioning of GCEDMS – Final UAT In Progress.
- Q3 2025 Release – Railroad and Consultant Functionality and Agreements – Development in Progress.
- Q2 2026 Release – Invoices, Payments, PSAs, and Remaining Functionality; Not Yet Started.

**DEPUTY SECRETARY
KARA TEMPLETON**

DRIVER AND VEHICLE SERVICES REPORT

School Bus Poster Ceremony 2024



PennDOT Deputy Secretary for Driver and Vehicle Services, Kara Templeton, joined the Pennsylvania State Police and Pennsylvania school bus safety advocates for the annual School Bus Poster Ceremony.

Ten students, in kindergarten through eighth grade, were recognized for their winning entries in the 2024 School Bus Safety Poster Contest. The theme for this year's contest – “Driving Safely Into the Future” – reminds us of the important dynamic between students and their school bus drivers, who navigate commonwealth roadways daily

to deliver students to school and home without incident.

Three school bus drivers were recognized for their superior driving skills as the winners of the 2024 Pennsylvania statewide school bus competition, held June 21-22 at Mount Nittany Middle School in State College. The competition hosted approximately 60 school bus drivers locked in competition to determine the top school bus drivers in the state.

Operation Safe Stop 2024

The 28th annual Operation Safe Stop took place on October 23, 2024. This statewide initiative was conducted in collaboration with local and state police departments, school districts, and pupil transportation providers. Its objectives are to enforce traffic laws, raise public awareness about the dangers of improperly passing school buses, and reduce such violations.



Data collected from Operation Safe Stop on October 23rd, revealed that 22 school districts and 111 law enforcement agencies participated, reporting a total of 131 violations in 2024. This represents a decrease from the 176 violations recorded in 2023.

On November 12, 2024, PennDOT, Pennsylvania State Police, Pennsylvania Department of Education, West Shore Regional Police, and West Shore School District partnered together to hold a press conference to reinforce the importance of school transportation safety and to discuss the challenges that changing daylight conditions can pose for safe school transportation.

Online Messenger- Processing Temporary Placards

Online Messengers (OLMs) are private businesses contracted to provide driver licensing and vehicle registration services to customers via an online connection with PennDOT. Customers now have the option of bringing their completed Person with Disability Parking Placard Application ([MV-145A](#)) to an Online Messenger, who can then issue a temporary handicap placard. Temporary handicap placards can be issued for up to six months for a qualified individual.

Ability for Customers to Request a Camera Card Online

Customers previously had two options for requesting a replacement/duplicate camera card: printing out a form and mailing it or going into a Driver License Center to complete the form. PennDOT now offers customers the option to request a replacement/duplicate camera card online via the PennDOT Driver and Vehicle Services website: [Online Driver and Vehicle Services](#) | [Driver and Vehicle Services](#) | [Commonwealth of Pennsylvania](#).

A replacement/duplicate camera card may be requested if a customer's camera card for a driver's license or photo ID is lost, stolen, or, for customers who renewed their driver's license or photo ID online (mailed to customers and usually received within 14 days) and do not receive their product or want to obtain their physical product sooner than it would arrive in the mail.

PennDOT Call Center Update

On February 26, 2024, PennDOT's Driver & Vehicle Services (DVS) successfully transitioned the formerly outsourced customer call center to its new, fully internal PennDOT Customer Care Center. There are currently four regional Call Centers located within Driver License Centers (DLCs) across Pennsylvania: Summerdale DLC, Beaver Falls DLC, Lancaster East DLC, and Reading DLC, and an additional team located at the Riverfront Office Center.

The following metrics have been noted as of December 31, 2024:

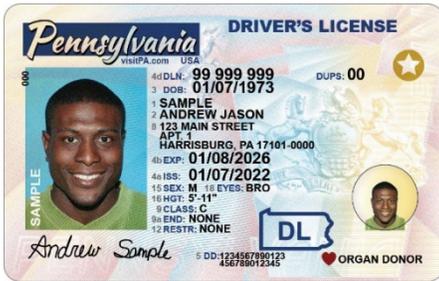
- Average Speed of Answer (ASA) has decreased. PennDOT's ASA is 00:10:17 compared to the former vendor whose ASA was 00:35:00 in January 2024 (their last full month under contract).
- The Average Abandon Rate (AAR) has decreased. PennDOT's AAR is 1,421 per day, compared to the former vendor whose AAR was 1,769 in January 2024 (their last full month under contract).
- Customer Service Representative (CSR) availability has increased. PennDOT has 65 CSRs compared to the former vendor who had 26 employees taking calls in January 2024 (their last full month under contract). PennDOT CSR numbers will continue to increase as DVS onboards and trains new employees to the full CSR complement of 105. There is an overall total of 100 (this number includes trainees) out of 121 positions filled.

The Call Center management team is currently working with Office of Administration's Department of Transportation Human Resources Office's Employee Relations to develop a telework program for Call Center CSRs, supervisors, and managers. The objective is to attract CSR applicants and ensure uninterrupted service to customers despite potential winter weather disruptions.

Call center management is also working with the Office of Administration IT staff to ensure a smooth migration from the current Genesys platform to the new Genesys Cloud platform, which is scheduled for Summer 2025.

DVS continues to work closely with the Commonwealth's Office of Administration IT staff to develop requirements for its Interactive Voice Response (IVR) system, which the Customer Care Center uses. While the current call center does have an IVR, it is limited in providing only basic automated services; enhancements to the IVR system will provide customers additional automated service options available 24 hours a day, seven days a week, and when CSRs are unavailable to take calls, such as during high-volume or after hours thus lessening the demand for person-person interaction. These services will be similar to the automated services provided by the previous call center vendor, which included the ability to interface with the Department's mainframe systems to provide renewal dates and suspension status by customers entering their driver's license or title/tag number via phone. Implementation of the enhanced IVR system is anticipated for Fall 2025.

REAL ID Update



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

Opting into the REAL ID program is optional for Pennsylvanians, but PennDOT continues to encourage 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 federal deadline.

Over 2.42 million PA residents have a REAL ID-compliant product – an opt-in rate of 23.6%. With the change in the enforcement date, PennDOT continues to expect the originally anticipated 25% adoption rate by the enforcement deadline, with customers continuing to obtain REAL ID products daily.

PennDOT has seen a daily average REAL ID issuance rate of 1,916 since March 1, 2019. Since March 1, 2019, over \$77 M in revenue has been collected due to voluntary REAL ID opt-in fees. In FY 2023-2024, PennDOT issued over 292K REAL IDs; to date in FY 2024-2025, PennDOT has issued over 215K REAL ID's.

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, may already have their REAL ID documentation on file with PennDOT. This pre-verification option has allowed over 342K 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.

Beginning in the Fall of 2024, PennDOT started implementing "REAL ID Days," which provide special operating hours for REAL ID transactions at select driver license centers on Mondays from 10:00 AM to 2:00 PM, during which the centers are typically closed. This initiative aims to enhance residents' access to obtaining a REAL ID. To date, PennDOT has conducted REAL ID Days at the following locations: Granite Run, Snyder'sville, Schuylkill Haven, Clarion, Allison Park, Chambersburg, Dunmore, Somerset, Monroeton, and Bensalem. Four REAL ID Days are planned from February to March at the following locations:

- February 10, 2025: Penn Hills, Clearfield, Gettysburg, Tunkhannock, Hazelton, and Huntington Valley DLCs.
- February 24, 2025: Washington, Butler, Lebanon, Easton, Lehigh, and Bensalem DLCs.
- March 10, 2025: Indiana, New Kensington, Selinsgrove, Montrose, Malvern, and Arch St. DLCs.
- March 24, 2025: New Castle, Johnstown, Huntingdon, Wellsboro, Lehigh Valley, and Whitman Plaza DLCs.

PennDOT is conducting pop-up events to process REAL ID applications in business locations of some of the Commonwealth's largest employers. To date, these events have been successfully held at the State Capitol and Children's Hospital of Philadelphia, with upcoming events being planned with Comcast, Independence Blue Cross Blue Shield (IBX), and Penn State Hershey. Furthermore, PennDOT is initiating public-facing REAL ID pop-ups at large events, beginning with the Pennsylvania Farm Show, and is actively scheduling additional events statewide.

PennDOT will once again be launching a robust communications campaign which will include digital advertising, social media, and outdoors and lifestyles events. These outreach efforts will include advertising at places like airports, gas stations and other locations; using traditional outdoor digital print methods; and

attending events. The plan also includes using geofencing to get messaging to individuals who are using their devices at certain locations and using digital ads on social media and websites.

REAL ID Same Day Service Driver License Centers

Western Pennsylvania

Beaver Falls 2580 Constitution Boulevard, Beaver Falls, PA 15010

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

Jeanette DLC – 1100 Lowry Avenue, Jeanette, PA 15644

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

Central Pennsylvania

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

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

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

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

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

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

Eastern Pennsylvania

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

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

Norristown DLC – 1700 Markley Street, Norristown, PA 19401

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

Whitehall DLC – 1101 MacArthur Road, Whitehall, PA 18052

Fee for Local Use

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

As of the end of December 2024, the fee has been implemented in a total of 24 counties, and PennDOT has collected approximately \$284M in county fees.

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

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

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

Call Center Volumes:

- Calls handled by CSRs: 116.0 thousand
- Calls self-assisted in IVR: 262.5 thousand
- Emails handled: 44.4 thousand

Total Dollars Deposited: \$886.8 million

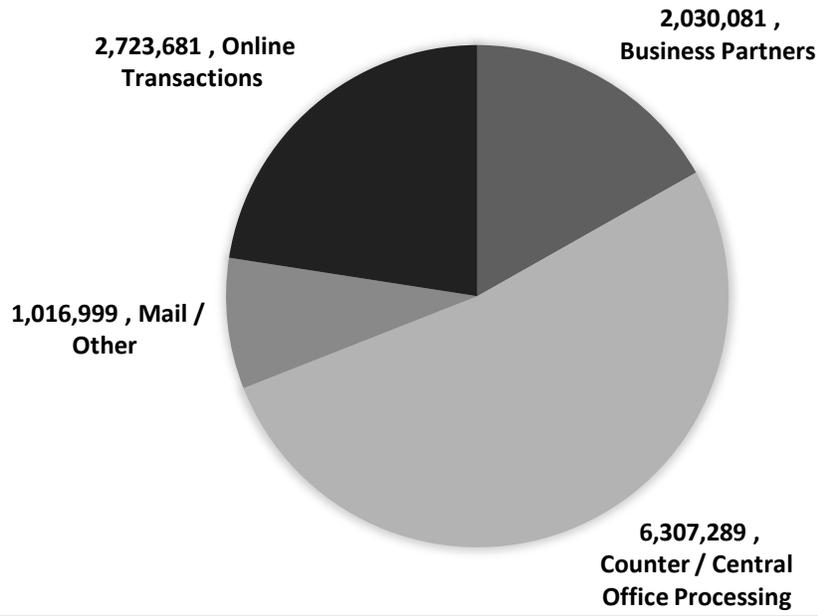
- Motor License Fund: \$294.2 million
- Non-Motor License Fund: \$592.6 million¹

Total Transactions:

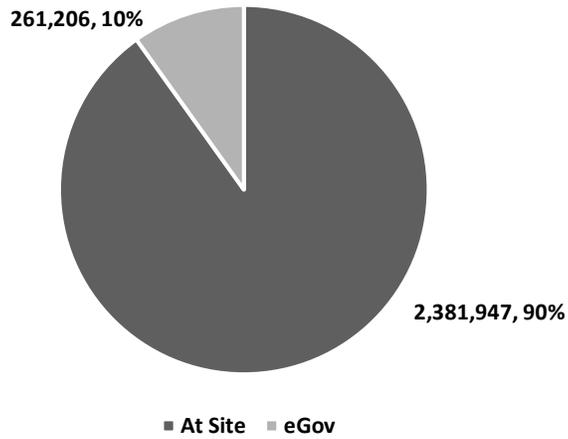
- Online Transactions: 3.15 million
- Counter / Central Office Processing: 6.30 million
- Business Partners: 2.72 million
- Mail/Other: 1.01 million

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 2024



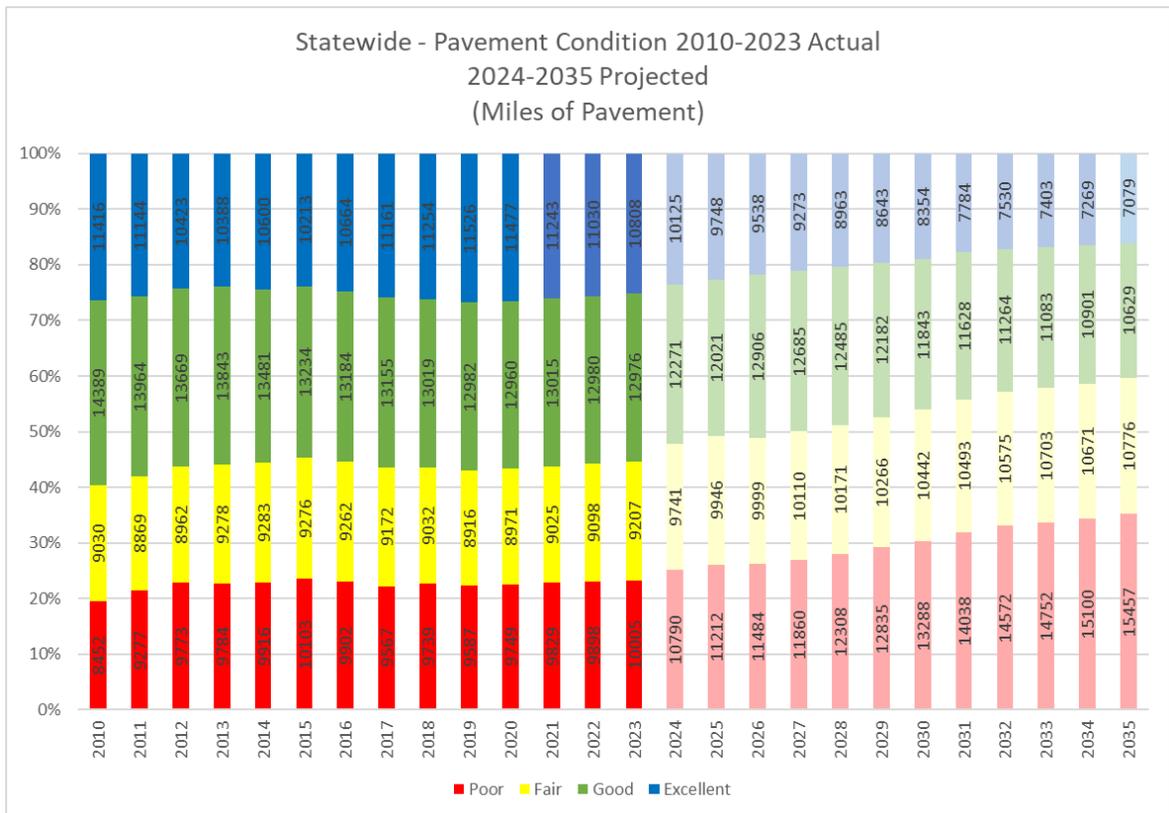
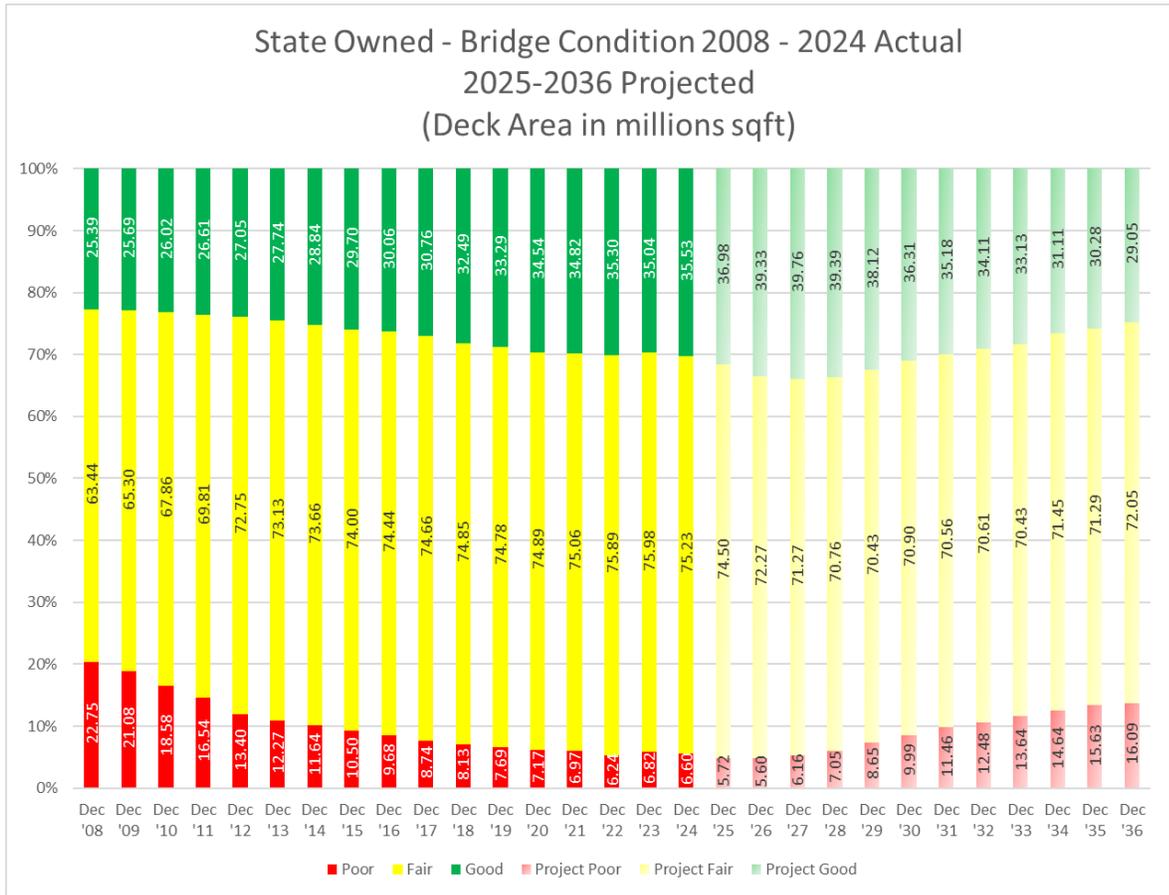
REAL ID ISSUANCE AS OF 1/22/24



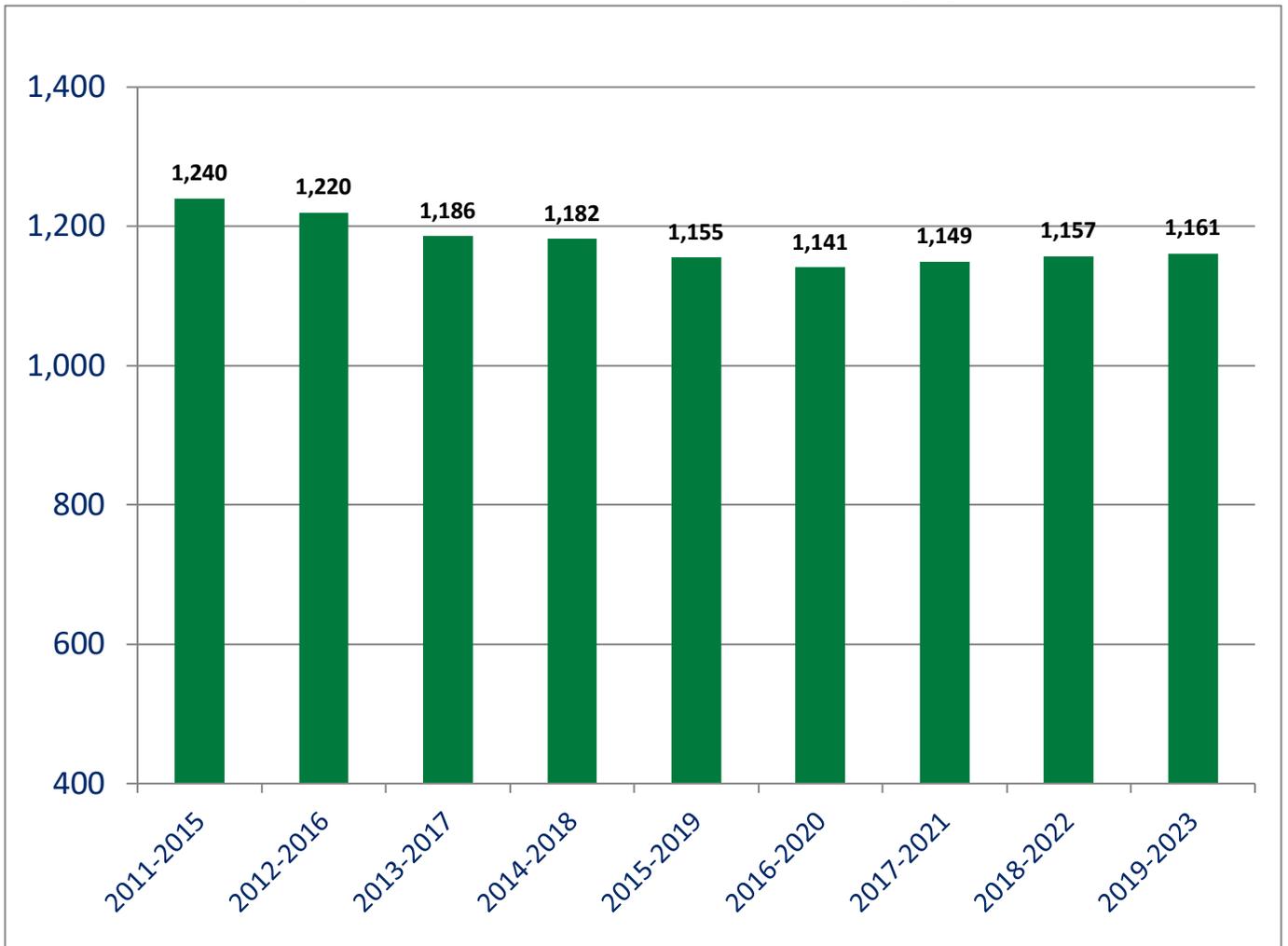
**DEPUTY SECRETARY
CHRISTINE NORRIS, P.E.**

**HIGHWAY AND BRIDGE
PROGRAM REPORT**

Bridge and Pavement Conditions by Year

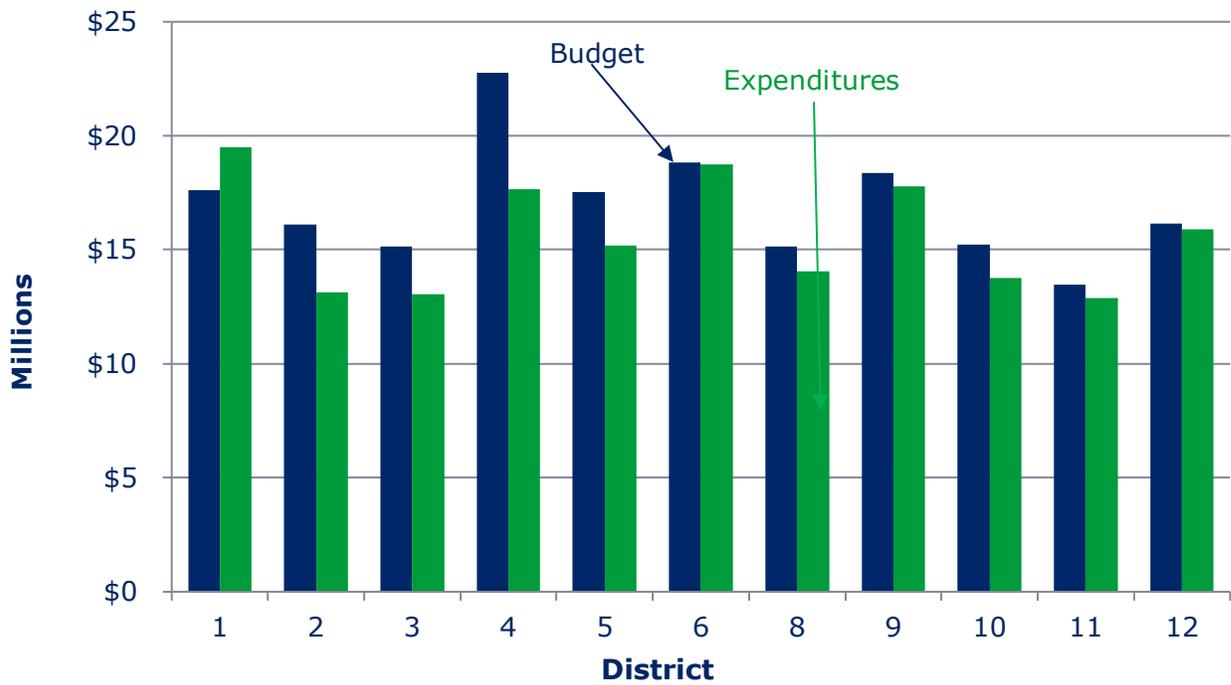


Reported Fatalities (5 Year Average)



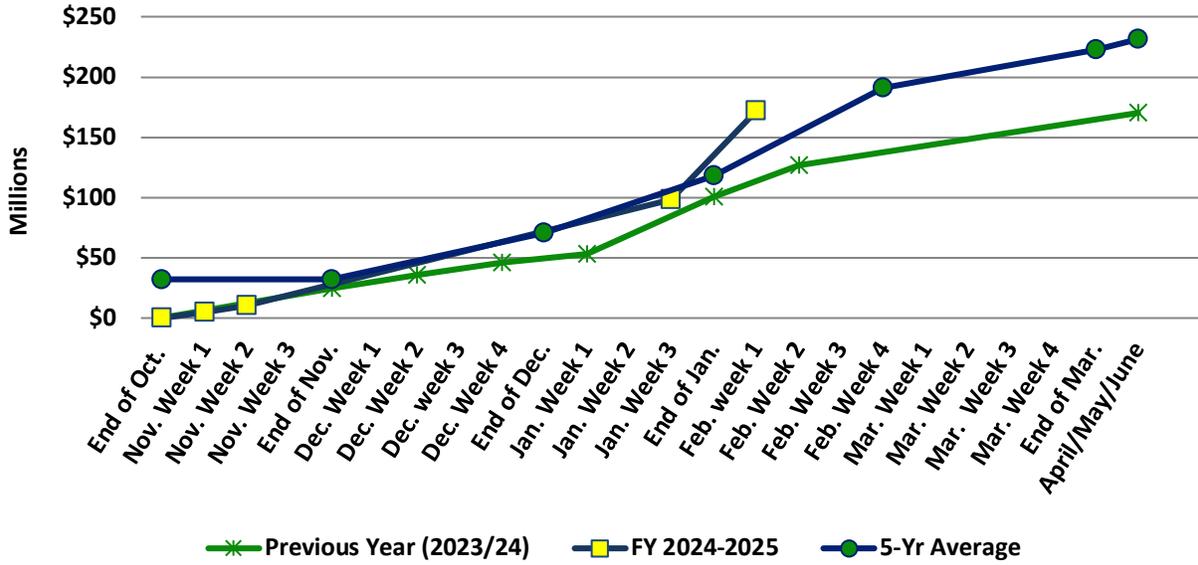
Winter

**2024/2025 Winter Services Budget / Expenditures
(1/31/2025)**



<u>Fiscal Year</u>	<u>22/23</u>	<u>23/24</u>	<u>24/25</u>
Budget	\$212,125,000	\$197,159,000	\$186,267,000
Expenditures	\$161,120,000	\$170,165,633	\$171,714,956

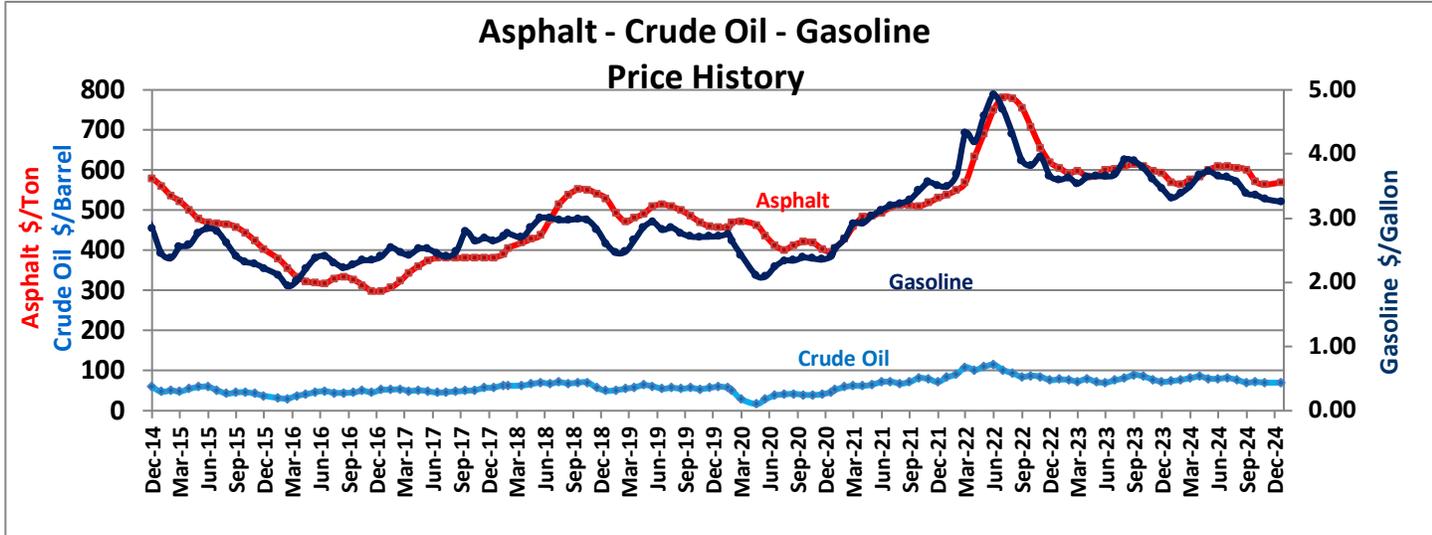
2024/2025 Winter Services Expenditures Statewide - 1/31/2025



Historic Rock Salt Pricing



Asphalt-Crude Oil-Gasoline Price Trend



	2020	2021	2022	2023	2024 Q1	2024 Q2	2024 Q3	2024 Q4
WTI Crude Oil Average Price per Barrel:	\$39.23	\$67.99	\$94.79	\$77.64	\$77.56	\$81.71	\$76.24	\$70.69
Liquid Asphalt Average Price per Ton:	\$430.21	\$487.38	\$669.33	\$599.54	\$570.83	\$597.83	\$605.17	\$568.17
Gasoline Reg Grade Average Retail Price per Gallon:	\$2.37	\$3.12	\$4.13	\$3.67	\$3.40	\$3.69	\$3.53	\$3.31

Design Project Delivery Performance

Definitions:

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

Goals:

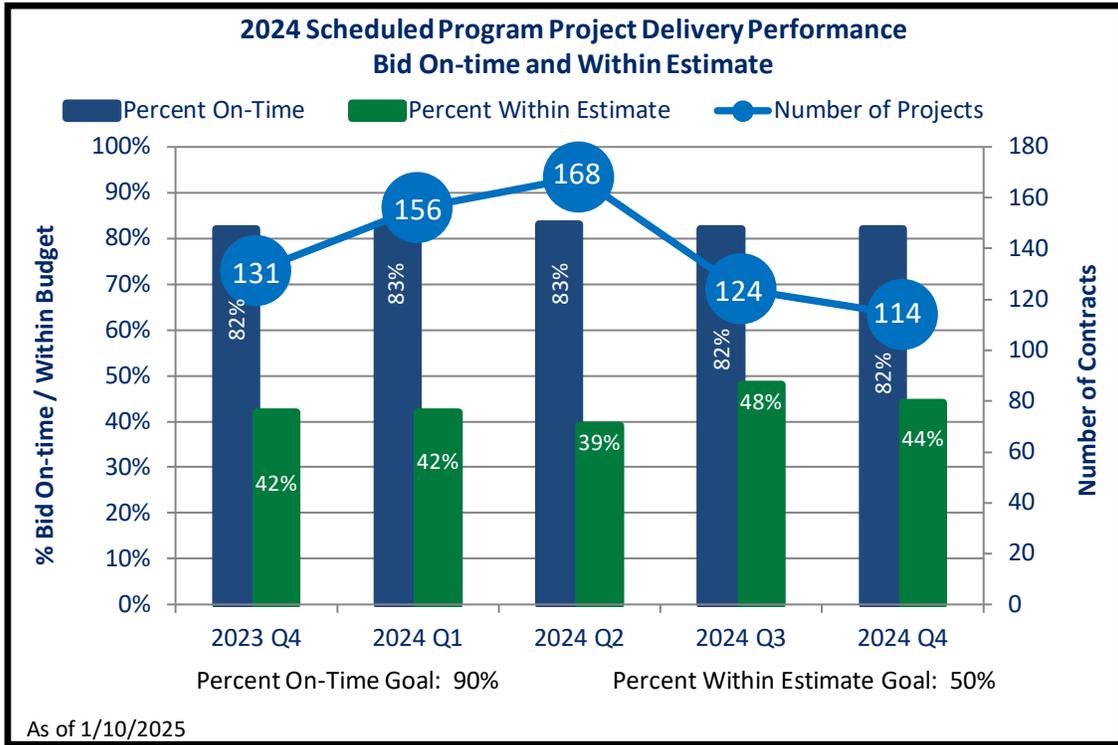
- PennDOT's goal for on-time project delivery is 90%.
- PennDOT's goal for bid within +/- 10% of the estimate is 50%.

2024 Scheduled Program

- PennDOT bid 114 highway and bridge projects for 2024 Quarter 4.
- On-time project delivery performance was 82% for 2024 Quarter 4.
- Project delivery within +/-10% of the cost estimate was 44% for 2024 Quarter 4.

Project Letting On-Time Target Met-✘

Project Letting On-Budget Target Met-*



Project Letting On-Time Comments – The Department planned on letting 146 projects in quarter 4 of 2024. With projects moving, the Department only let 114 projects in quarter 4 of 2024. Of those 114 projects, 93 were let on time.

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

Construction Project Delivery Performance

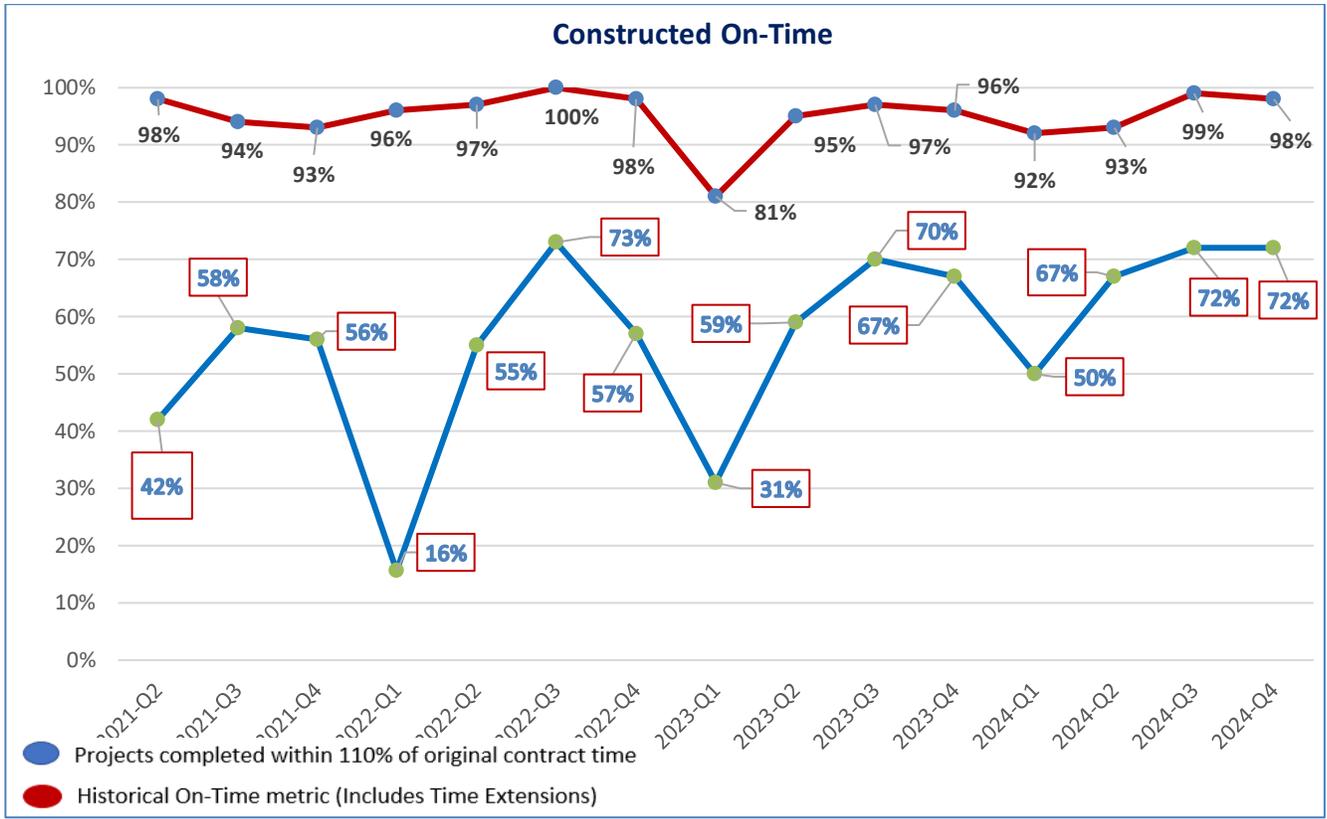
Scheduled Program Constructed On-Time Target Met-✓

Goals:

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

Highlights of the Scheduled Program Contracts:

PennDOT completed 527 projects in the last four quarters.



Scheduled Program Constructed On-Time Comments- The historical metric for this item has been 80% of the contracts completed on-time, including time extensions. Acknowledging the importance of completing contracts within the original timeframe, we are also evaluating contracts completed within 110% of the original contract time. 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.

Thresholds:

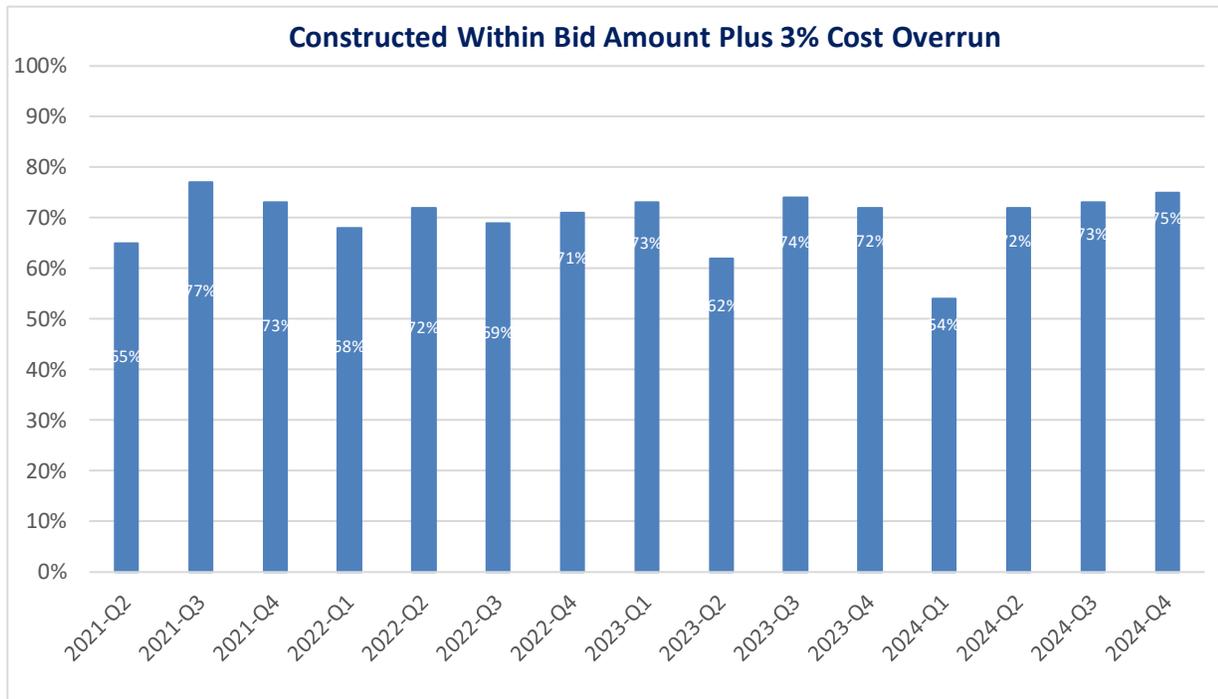
Green: <= 3%; Yellow: > 3% to < 5%; Red: = 5%

Highlights of the Scheduled Program Contracts:

The average cost overrun in the last four quarters was 3.96%.

Total Bid: \$1.79 Billion

Net Overrun: \$70.8 Million



Scheduled Program Constructed On-Budget Comments- For the last four quarters, 161 out of 533 projects exceeded 3%, and the overall net overrun for these projects resulted in \$70.8M. There were 3 projects that account for \$47.3M of the total. The largest overrun was the emergency replacement of the Fern Hollow Bridge Deck, including fabrication, delivery, and erection of beams, construction of pier columns for Piers 1 and 2, and design of the collapsed Bridge. This bridge collapse led to the issuance of an Emergency Project. These projects often exceed the initial cost because there is insufficient time to do a full design. Most of the work is done via force account and work orders. The 2nd large overrun was the I-95 Girard Point bridge repair, which consisted mostly of additional rehab of substructure and Type-2 repairs after sounding of deck. The 3rd large overrun was the I-95 Pavement Preservation and involved mostly additional guiderail repairs, asphalt patching, and concrete sealing. The overall statewide overrun was 4.56%. Excluding the top 3 overrun projects, the overall statewide overrun would be 1.31%.

October 2024 through December 2024

During quarter four of 2024, the Department let 114 projects for a total of approximately \$590 Million.

Highway and Interstate Projects include:

- SR 54 Corridor Safety Improvement, District 3, \$30M

Bridge Projects include:

- Market Street over Schuylkill River, District 6, \$149M
- Karns Crossing Bridge: District 10, \$65M

PennDOT NEVI Program

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

Over the five years (Federal Fiscal Years 2022-2026) of the NEVI Formula Program, Pennsylvania will receive \$171.5 million in dedicated formula funding. The Shapiro Administration is moving efficiently to drive out federal funding and build critical transportation infrastructure ahead of other states – in fact we were among the first states to open a NEVI funded charging station. Pennsylvania remains a national leader for the NEVI program with three completed funding rounds. To date, Pennsylvania has awarded about \$59 million in NEVI funds to 91 active projects. Six of these active projects are now operational as of January 2025, and an additional 19 projects have started construction, or have permission to begin construction. All of the other projects have executed contracts and are working on station design and local permitting.

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

Once a state's AFC network meets the Federal Highway Administration's (FHWA) criteria for charging infrastructure, NEVI Formula Program funds may be used for EV charging projects on any public road or other publicly accessible locations. PennDOT has released a NEVI Community Phase Framework, which outlines how PennDOT intends to use the remaining NEVI funds after receiving build-out certification.

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

EVC-RAA (Electric Vehicle Charging Reliability and Accessibility Accelerator) Round 1A

PennDOT received a funding award of \$5 million from FHWA for the repair and replacement of chargers that were listed on the Alternative Fuels Data Center as "temporarily unavailable" on October 11, 2023. Only the 173 charging locations listed by FHWA are eligible to receive funds. PennDOT has thus far awarded less than \$1 million in funding to 3 projects through Round 1 and Round 1A of the EVC-RAA program.

EV Registration Data

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

<https://www.pa.gov/agencies/pennDOT/research-planning-and-innovation/electric-vehicles-and-alternative-fuels/national-electric-vehicle-infrastructure-nevi-formula-program.html>. EV's now

represent more than 1% of all motor vehicle registrations in Pennsylvania. Please contact PennDOT's EV team at ra-pdevcorridors@pa.gov with any questions or comments.

**DEPUTY SECRETARY
MEREDITH BIGGICA**

MULTIMODAL TRANSPORTATION

➤ Ports

1. **Pittsburgh** Port Commission (PPC)– The removal of the Elizabeth Lock and Dam affected many businesses along the Monongahela River with changing water depths decreasing capacity per barge load. PennDOT completed a grant agreement for approximately \$4.2 million to PPC to administer a reimbursement grant program to qualified businesses along the river. To ensure a navigable channel between terminals and the main channel, the Commission released an RFP to determine the volume of material that needs to be removed.
2. **Erie** – Erie Port is the recipient of a \$11.25 million federal grant towards a \$20 million project to repair and enlarge the Parade Street Slip. They will meet with federal grant representatives in February to discuss the project. PennDOT will be provided with the funds needed for the grant match.
3. **PhilaPort** – Was recently awarded two federal grants totaling \$296.7 million to support a new berth project (\$217.2 million) and \$79.5 million to purchase two electric cranes and electric terminal equipment. Both of these projects may be affected by a recent executive order which is evaluating government spending. However, PhilaPort is still working towards the technical specifications needed to solicit bids on the projects.

➤ Public Transportation

1. All agencies have received operating grants for 24-25, and operating payments are being made to all transit agencies. The Department will distribute \$1.38 Billion in state operating assistance and \$17 Million in Federal funds to rural agencies in FY 24-25. Bureau staff are reviewing audits provided for FY 23-24 to certify data required for FY 25-26 funding. Any increase in state operating funding for FY 25-26 will be dependent on the Governor’s final budget as approved by the General Assembly.
2. The Department continues to fund and provide technical assistance to transit facility projects across the state. The Luzerne County Transportation Authority, Westmoreland County Transportation Authority, New Castle Area Transit Authority and Area Transportation Authority’s (ATA) facility in Dubois were all completed during the summer of 2024, and the County of Lackawanna Transit Authority and Blair Senior Services facility projects are both under active construction with completion scheduled by the end of 2025. In the next few months, the Area Transportation Authority’s (ATA) Bradford, W. Milton (Union County), STEP, Inc. (Lycoming County) and Wayne County’s Facility projects will all be going to construction. We also continue to progress with design for several other large facility projects, including rabbitransit Harrisburg, Monroe County Transit Authority, Lebanon County Transit Authority, and Washington County Transportation Authority. We also have shared ride facilities in Lawrence and Cumberland counties under active design, as well as two Bus Wash Replacement projects at Butler Transit Authority and Westmoreland County Transportation Authority.
3. Capital grants for FY 24-25 have been executed using the new EGrants system. We have one remaining grant to issue, and staff are working with the transit agency to complete it in the next few weeks. Capital grants for FY 25-26 are under development, and we hope to

have them issued by July 2025 to give transit agencies ample time to procure capital projects in the fiscal year.

4. Public transit agencies are continuing to see slight increases in ridership after the pandemic. Through the first quarter of FY 2024-25, 67.5 million trips were provided, a 12 percent increase over the same period in FY 2023-24. Fixed route ridership is about 73 percent of pre-pandemic levels. Shared Ride ridership also continues to increase back to pre-pandemic levels as ridership in the first quarter increased by 2 percent. Shared Ride ridership is still down by 26 percent compared against pre-pandemic levels.
5. The Department has implemented the Find My Ride (FMR) Schedule in 16 counties. FMR Schedule will allow riders to book in-county shared ride demand trips (demand trips meaning non-subscription/recurring trips). FMR Schedule will also allow riders to cancel online any already booked trip and to see estimated arrival times for trips on the day of service. Riders will continue to have the option to book and cancel trips by calling the transit agency. Implementation for the rest of the state is scheduled over the next 12 months (except Philadelphia and Allegheny).
6. The Department has fully implemented the Fixed Route Intelligent Transportation System (FRITS) project in 33 transit systems that offer fixed route service. All systems except PRT and SEPTA have access to this technology. FRITS provides real-time service information for passengers, and enhanced transit planning for agencies. Passengers are now able to see their bus and how far away it is from their location at nearly three dozen transit agencies spanning 41 counties across the Commonwealth. Below is a link to the Department's press release for additional information.

<https://www.pa.gov/agencies/penndot/news-and-media/newsroom/statewide/01-08-25-dot-frits-implementation.html>

➤ Aviation

1. The airports in Pennsylvania will see increased federal funding of approximately \$355 million for years 2022 to 2026 as a result of the signed Infrastructure Investment and Jobs Act (IIJA) or Bi-Partisan Infrastructure Law (BIL). This includes 23 Federal Aviation Administration-administered airports and 40 Block Grant airports that would be eligible for the funding. A majority of the funding will be directed to the state's commercial airports. The Bureau of Aviation'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 2024: \$4.1 million Non-Primary Entitlements, \$3.927 million State Apportionment, and two Discretionary Grant totaling \$1.793 million.
3. BOA will be increasing the state match from five percent to 10 percent on all BIL subgrants. This relieves the sponsor of providing their typical five percent local match.

4. BOA has received administrative funds to administer the BIL program from the FAA. These funds can be utilized over a four-year period of performance. The total amount of funds received so far include: \$194,711 FFY 2022, \$158,480 FFY 2023, \$158,620 FFY 2024, and \$157,720 FFY 2025.
- Rail Freight
1. Four Rail Freight Grant projects were completed and inspected between February and April 2024. This represents a total of \$2.4 million in state rail freight investment over approximately four miles of rail.
 2. PennDOT's FY 2024 Rail Freight Program was approved by the STC in December and provides approximately \$55 million in state funds for 30 projects.
- State Safety Oversight (SSO)
1. The SSOA continues to work with the Rail Transit Agencies (RTA) on the implementation of the Safety Management System (SMS).
 2. The SSOA received FTA's approval on the Risk Based Inspection Program (RBI).
 3. The SSOA continues to work on the development of classification specifications for the Office.
- Passenger Rail
1. Keystone ridership is steady at 80 percent of pre-COVID levels, which is consistent with other Amtrak routes with high commuter ridership.
 2. Pennsylvanian ridership continues to increase and has surpassed pre-COVID levels. This can be attributed to passengers choosing the Pennsylvanian for leisure travel and the increased train seat capacity that was temporarily added during the Harrisburg Track Renewal project.
- 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 by developing a connected non-motorized transportation network in Pennsylvania. Work is currently underway to update the ATP.
 2. The Multimodal Deputate participates in monthly meetings with representatives from the Department of Conservation and Natural Resources (DCNR), the Department of Community and Economic Development (DCED), and the Department of Health (DOH) as part of the Safe Routes to Parks Accelerator program run by the Safe Routes Partnership to discuss projects our agencies can advance together to improve access to everyday destinations for people walking, biking, and taking transit.
 3. The Multimodal Deputate continues to coordinate with the Highway Administration to develop a system to collect new bicycle and pedestrian facility data utilizing design plans and permit data. Additionally, coordination is ongoing with the Planning Deputate to inventory existing and create new bicycle and pedestrian network data layers to assist in active transportation planning.

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. Staff are working with our safety partners on the VRU Safety Education Project to increase pedestrian and bicycle safety and move toward zero deaths. As part of the project, materials were developed for Driver's Education programs, as well as a Pennsylvania Bicycle Rodeo Guide. Work is underway on additional safety education resources, including elementary school lesson plans.

**DEPUTY SECRETARY
KRISTIN MULKERIN**

PLANNING

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 administered by the United States Department of Transportation (USDOT). Currently, PennDOT has five applications pending under various Federal Discretionary Programs, totaling \$32.7 million:

Program	Date Submitted	Project Title	County	Requested Amount
<u>Accelerated Innovation Deployment (AID)</u>	5/28/2024	High-Resolution Road Imaging and Data Collection Pilot Program	Statewide	\$300,000
<u>Bridge Investment Program (BIP)</u>	11/26/2024	Karns Crossing Bridge Replacement	Butler	\$26,400,000
<u>National Scenic Byways (NSB)</u>	12/16/2024	Restoration/Renovation of The Pines as a Gateway/Visitors Center	Chester	\$866,060
<u>National Scenic Byways (NSB)</u>	12/16/2024	Seaway Trail 2.0 – 50th Anniversary - Corridor Management Plan Update and Engineering Study for the Great Lakes Seaway Trail National Scenic Byway	Erie	\$208,000
<u>Better Utilizing Investments to Leverage Deployment (BUILD) Program</u>	1/29/2025	PennDOT Altoona Station Platform and Accessibility Enhancement Project	Blair	\$4,950,000

In calendar year 2024, fifty-five Federal Discretionary grants were awarded statewide, totaling \$1.8 billion.

Program	Project Name	Awardee	Award Amount
<u>Low Carbon Transportation Materials (LCTM) Program</u>	PA Low Carbon Materials Program	PennDOT	\$31,933,577
<u>Strengthening Mobility and Revolutionizing Transportation (SMART)</u>	Improving SEPTA'S Accessibility using GTFS-Pathways	Southeastern Pennsylvania Transportation Authority (SEPTA)	\$634,294
<u>SMART</u>	Freight Signal Priority Project	PennDOT	\$1,327,358
<u>Active Transportation Infrastructure Investment Program (ATIIP)</u>	Connecting Philadelphia's Schuylkill River Trail from Manayunk to Passyunk	City of Philadelphia	\$13,694,932
<u>Multimodal Project Discretionary Grant-Rural</u>	North Central PA Local Bridge Replacement/ Rehabilitation Bundle	North Central Pennsylvania Regional Planning and Development Commission	\$8,552,175
<u>Reconnecting Communities Pilot (RCP) Program</u>	Bridging the Gap: Equity and Access for all in Fairhill and Kensington	City of Philadelphia	\$2,000,000
<u>RCP Program</u>	Reconnecting America's Industrial Heartland: Turtle Creek Valley Rail and Road Corridor Alternatives Study	Turtle Creek Valley Council of Governments	\$800,000
<u>RCP Program</u>	Redeveloping the Reading Viaduct in Lower North Philadelphia	Center City District	\$2,000,000
<u>Charging and Fueling Infrastructure (CFI) Round 2</u>	The Philadelphia Community Charging Project Regional Partnership	City of Philadelphia	\$11,092,498.11
<u>CFI Round 2</u>	Connecting and Electrifying Allegheny Communities through Charging	Allegheny County	\$4,051,374
<u>CFI Round 2</u>	City of Lancaster, PA Charging and Fueling Infrastructure (CFI) Grant	City of Lancaster	\$3,126,296
<u>CFI Round 2</u>	MD-NJ-PA-WV Charging Ahead Partnership	Maryland DOT (PennDOT co-applicant)	\$18,601,736.51
<u>Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</u>	Reaching the Steps: Transforming Philadelphia's Eakins Oval	City of Philadelphia	\$23,300,000

RAISE	Bridging Connellsville Transportation Alternatives in the Laurel Highlands	City of Connellsville	\$3,750,000
RAISE	West Newton Historic Bridge Rehabilitation	PennDOT	\$17,000,000

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program:

The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) is a federal funded formula program established through the Infrastructure and Investment and Jobs Act (IIJA).

The purpose of PROTECT formula funding is to help make surface transportation is more resilient to natural hazards and storm intensities. Work is completed on the basic PROTECT selection criteria and the selection Process.

A call for project submissions was developed and distributed to District Offices, MPOs and RPOs in January 2025 with the intent to select and prioritize projects that will utilize funding in federal fiscal years 2025 and 2026.

Transportation Alternatives Set-Aside (TASA):

Throughout October and December, statewide and regional Transportation Improvement Programs (TIPs) were amended to add the [newly awarded projects](#). A total of 55 projects were added, utilizing approximately \$40.1 million in TAP funds and \$9.4 million of legacy Safe Routes to School (SRTS) funds.

Early planning and preparations for the upcoming 2025 TASA round were also underway, including updates to the TASA Application System, TASA website, TASA Guidance Documentation, and Application System Instructions. The 2025 round is anticipated to open in late spring or early summer.

PennDOT Freight Planning Initiatives

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

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

Freight volume is projected to grow substantially across Pennsylvania in the coming decades, with U.S. Department of Transportation forecasts indicating a projected growth from 2018-2045

of 51 percent and 36 percent in truck and rail tonnage, respectively. This trend reflects growing economic activity in Pennsylvania and its neighboring states. An update of the state's Freight Movement Plan (FMP) was approved by the USDOT in December 2022. Since that time, PennDOT staff have been engaged in implementing a number of key actions to meet the FMP's goals and objectives, while tracking and documenting other actions that were incorporated in the FMP but intended to be implemented by other stakeholders. These actions have included the expansion of measurement and reporting on truck bottlenecks from the Interstate Highway System to the primary state highways, an ambitious truck parking implementation plan developed through the Pennsylvania Transportation Advisory Committee (TAC), the development of freight-related performance measures for the agency's bi-annual Transportation Performance Report, and the TAC study related to the transportation and land use impacts of e-commerce that was approved by the TAC in December 2024 and is pending STC approval. The Bureau of Operations is nearing completion of a project aimed at improving preventive measures and reporting for bridge strikes by trucks and other over-height vehicles.

In preparation for the next update of the Pennsylvania FMP, Program Center staff have also been monitoring ongoing and future developments by the USDOT to enhance and improve the national freight data and forecasting tools that are used by PennDOT to support its freight planning processes. The USDOT/Bureau of Transportation Statistics Freight Analysis Framework (FAF) tool used to estimate and forecast national freight flows has been enhanced to provide information at the county level that is currently reported by state and metropolitan region. An experimental version of this tool was released in 2024, and the Pennsylvania data are being reviewed and analyzed by PennDOT and our planning partners. This data and forecasts will allow PennDOT to use county-level commodity flow and freight mode data in the development of the updated FMP, which is expected to be completed by the summer of 2026.

PennDOT Truck Parking Initiatives

PennDOT has been working to address the safety and mobility challenges related to truck parking and staging in the Commonwealth since 2007. This is a complex issue that involves a wide range of public and private stakeholders involved in various aspects of freight transportation, including transportation agencies, municipal government overseeing the development of freight-intensive land uses, the trucking industry, the operators of private commercial establishments that serve truck drivers, and industrial real estate developers. PennDOT established an informal working group to address this issue through the 2018 Truck Parking Request for Information (RFI) released by the P3 Office. This group had been engaged on an ongoing basis to work with stakeholders to update PennDOT's data for truck parking facilities across the Commonwealth, provide accurate and updated information for truck parking capacity and utilization in the Freight Movement Plan (FMP) development in 2022 to meet the new freight planning requirements established in the 2021 Bipartisan Infrastructure Law (BIL), and provide guidance to its regional and municipal partners through the development of case studies and a guidance document for municipal regulations related to truck parking and staging.

The Pennsylvania Transportation Advisory Committee (TAC) truck parking study in December 2023 has served as the foundation of the Program Center's efforts to address truck parking needs along Pennsylvania's highway corridors where unmet truck parking demand is most acute. Program Center staff have been working on short-term implementation steps for many of the 19 recommendations to facilitate parking capacity development initiatives. Since mid-2024, Program Center staff have been working on advancing the following initiatives related to the TAC study recommendations:

1. We continue to work with several MPOs to identify opportunities for developing new parking capacity through their own engagement with municipalities and private real estate developers. York County has established a task force within its Freight Advisory Committee to identify suitable parcels along the county’s designated core freight network for potential development as truck parking/staging sites. Program Center and Bureau of Operations staff have been involved in these task force meetings on a regular basis. DVRPC is also in the process of updating its regional information resources for truck parking facilities and have been engaged with private property owners who have implemented paid truck parking and trailer storage arrangements to identify business models that could be sustained with little or no public expenditure for capital or operating costs.
2. The new Onvo travel plaza on I-81 in Schuylkill County had its grand opening in November 2024, providing a substantial supply of new truck parking spaces at a location along I-81 that had been identified as an area of concern in the 2007 and 2023 TAC truck parking studies for trucks parked on highway shoulders and interchange ramps at Exit 119. PennDOT has remained engaged .
3. PennDOT’s master database of truck parking facilities and areas of concern for shoulder and interchange ramp parking is updated regularly as we continue to coordinate with MPO/RPO planning partners, municipalities, and private developers to identify new truck parking facilities that come on line. The updated Freight Movement Plan will have a dedicated section on truck parking that incorporates all of this new information, in accordance with the freight plan requirements laid out in IJJA.
4. The Program Center continues to work on a compilation of records for potential surplus Commonwealth owned properties to explore opportunities to develop new truck parking capacity. This is being done in close coordination with Department of General Services staff to incorporate both PennDOT and other agency owned properties.

Funds Management

PennDOT’s inactive obligation percentage at the end of the first quarter of FFY 2025 (12/31/24) was 1.45%, which is below the 2.0% goal established by FHWA. Below is a chart of the last two years:

Inactive Obligations Quarterly Progress		
Date	Amount	Percentage
31-Mar-23	\$36,687,278.85	1.37%
30-Jun-23	\$22,609,246.95	0.84%
30-Sep-23	\$94,775,171.99	3.53%
31-Dec-23	\$40,192,423.48	1.44%
31-Mar-24	\$54,244,697.33	2.02%
30-Jun-24	\$41,740,507.30	1.56%
30-Sep-24	\$57,299,504.79	2.14%
31-Dec-24	\$42,187,516.80	1.45%

During the first quarter of FFY 2025 (10/1/2024-12/31/2024), obligation of federal funds totaled \$40,269,116.30.

BUREAU OF PLANNING AND RESEARCH

Highway Performance Monitoring System (HPMS):

- The 2024 HPMS Sample Data collection season was completed successfully. Metropolitan Planning Organizations (MPOs) had sample data submitted to Central Office by December 6 and PennDOT Districts submitted by December 31.

2024 Traffic Counting Program

- Statewide/Local traffic count program received 3,095 counts (3,078 accepted / 17 rejected).
- The count season ended December 6th and was deemed a success. 99% of the counts were received, while 99% of the received counts were accepted.

Highway Transfer “Turnback” Program:

- Two Turnbacks completed for 0.788 miles including 1 Bridge.
- One vacation was completed for 0.327 acres.
- No Abandonments or Adoptions were completed in this period.

Weigh In Motion (WIM) Site Repairs

- Four WIM site repairs were completed.
- Ten WIM calibrations were completed.

ECMS Projects - CAVC Installations and Repairs

- ECMS project 13412 has been awarded to Bruce-Merrilees Electric Company. Seventeen (17) preliminary site reviews have been conducted with the contractor. It will include the installation and repairs of 21 CAVC sites on interstate and non-interstate routes throughout the Commonwealth. Also, the project will include the installation of a new iTHEIA System, which uses Artificial Intelligence software to collect classification traffic data.
- At the end of December 2024, the permanent site total is 120 CAVC sites.

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 accomplishments include:

- Updated data on PennDOT Open Data and PennDOT’s public-facing regulatory and informational mapping websites.

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

PennDOT Connects Steering Committee Meeting:

- Quarterly PennDOT Connects Steering Committee Meeting was held on December 9.
- The next meeting will be held on March 3.

Municipal Advisory Committee (MAC) Meeting:

- Winter MAC meeting was held on January 30.

New Local Technical Assistance Program (LTAP) Classes:

- Two new classes were developed: Asphalt Road Maintenance and Drainage Pipes and Culvert Replacements.

Research Program Management and Implementation:

- Managed 17 fully initiated research projects.
- Continued working on initiating 11 new research projects, which are being procured via the Transportation Research, Education and Technology Transfer Services Invitation to Qualify (ITQ).

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 Unsolicited Proposals:

The P3 Office opened the application window for Unsolicited Proposals during the month of October. The submission period applied to PennDOT-owned projects, infrastructure, and services. During this period, the private sector could submit proposals offering innovative ways to

deliver transportation projects across a variety of modes including roads, bridges, rail, aviation, and ports. Proposals could also include more efficient models to manage existing transportation-related services and programs.

The state's P3 law allows PennDOT and other transportation authorities and commissions to partner with private companies to participate in delivering, maintaining, and financing transportation-related projects. As part of the P3 law, the seven-member Public Private Transportation Partnership Board was appointed to examine and approve potential public-private transportation projects. If the board determines a state operation would be more cost-effectively administered by a private company, PennDOT would issue a Request for Proposals and start a competitive procurement as defined by the P3 law.

The next unsolicited proposal acceptance period will occur in April 2025.

P3 Board Meeting:

The P3 Transportation Board met on December 17, 2024. At the meeting, the P3 Board approved the P3 report for Pennsylvania, an annual summation of P3 activities for 2024. The report and all meeting-related documents are available for public consumption at the [PennDOT P3 website](#).

P3 Project Spotlight – CNG Fueling Stations for Public Transit Agencies:

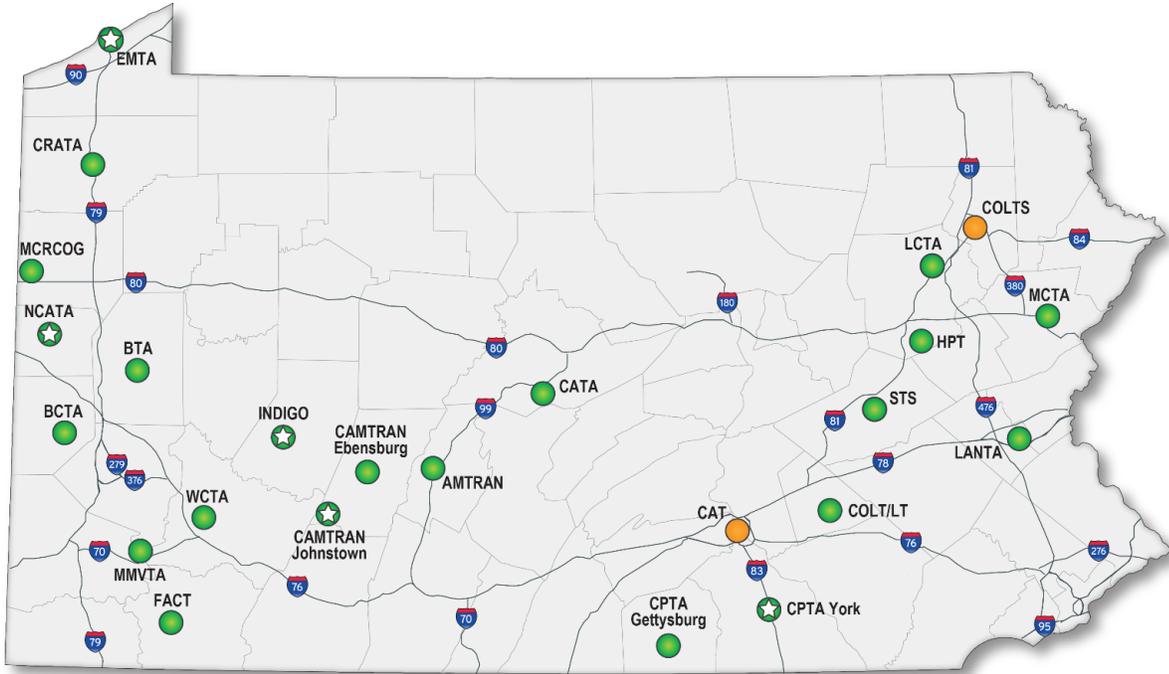
PennDOT selected Trillium CNG as the development entity and partner to supply CNG fueling equipment to 24 transit facilities, which will fuel up to 650 buses throughout the Commonwealth. Trillium will make CNG-related safety upgrades to existing transit maintenance facilities and will design, build, finance, operate, and maintain the CNG fueling stations. Trillium will be responsible for maintaining the stations until 2037.

The Department also entered into agreements with transit agencies, establishing commitments to CNG fuel purchases and operational requirements. The project will provide access to commercial CNG fueling stations for owners of private vehicles and business fleets in areas with sufficient market demand. The Department will receive a portion of the commercial fuel sales revenue to support future capital projects for transit agencies.

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

It is estimated that over the life of the P3 contract, this \$84.5 million project will pay for itself through economy of scale efficiencies in building the stations and through fuel cost savings to the transit agencies. When compared to the price of diesel fuel, Pennsylvania transit agencies have saved approximately \$14.3 million to date with the stations already open.

Compressed Natural Gas (CNG) Transit Fueling Stations



As of December 2024

● Completed | ● Planned Construction ● 2025-2027 | ☆ Public Access

NEXT MEETING

**STC QUARTERLY BUSINESS MEETING
JUNE 11, 2025
PITTSBURGH, PA**

APPENDIX

Lets
Highway and Bridge (including Rail Grade)
12/18/2024 to 2/13/2025

RPT# LET014A

District	County	Project Id/Contract	St. Rt.	Section Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
Program Area: Betterments											
Project Class: 409 Expanded Maintenance											
8	York	100228	851	026	409EM	409	0.42	Forrest Ave Resurface	1/30/2025	\$2,820.00	
8	York	113321	3001	059	409EM	409	3.26	SR 3001 Main St Resurface	1/30/2025	\$2,820.00	
9	Huntingdon	120022	305	006	409EM	409	0.52	SR 3001(Main Street/Susquehanna Tr/George St) from PA 214(Reynolds Mill Road) to PA 182(Indian Roc	1/16/2025	\$2,151.00	
9	Somerset	122212	4013	005	409EM	409	33.84	PA 305 - US 22 to SR 4004 US 22 to SR 4005 (Main Street) 2024 County Wide Mill & Fill #1 Various routes	1/30/2025	\$2,782.00	
Total numbers of projects for 409EM:					4	Total length:		38.04	Total project costs for 409EM:		10,573.00
Project Class: Bicycle Pedestrian Highway											
2	Centre	118402	45	TSA	BKPED	TAP	1.09	Pine Grove Mills Bike/Ped Improvements, TASA State Route 45 Pine Grove Mills TASA	1/30/2025	\$810.00	
Total numbers of projects for BKPED:					1	Total length:		1.09	Total project costs for BKPED:		810.00
Project Class: Bridge Replacement											
2	Elk	85158	1005	A01	BRPL	BRIP	0.00	Trib to Elk Creek SR 1005 over Trib to Elk Creek	1/30/2025	\$1,354.00	
Total numbers of projects for BRPL:					1	Total length:		0.00	Total project costs for BRPL:		1,354.00
Project Class: Highway Restoration											
3	Lycoming	117409	2029	009	HRST	STP	0.66	I-180 EB On-Ramp to Third St. Resurface SR 2029 (Northway Road) from I-180 EB On-Ramp to Third Street in Loyalsock Township	1/16/2025	\$13,921.00	
3	Snyder	99241	11	131	HRST	NHPP	7.45	SR 11 from N. Main St to Penn's Creek SR 11 from N. Main St to Penn's Creek,	1/30/2025	\$1,675.00	
4	Wyoming	97847	29	RP1	HRST	PRTCT	0.57	SR 29 Vertical Correction Slope repair on State Route 29 (Joseph W. Hunter Highway) between Jenkins Road and State Route 3003 (1/30/2025	\$2,788.00	
8	Cumberland	116120	174	017	HRST	STU	5.26	Walnut Bottom Resurf Resurface	1/30/2025	\$2,999.00	
10	Jefferson	100212	28	501	HRST	STP	7.85	PA 28 Clarion Line-Snyder PA 28 from the Clarion County line to east of Township Road #397 (Snyder Road)	1/30/2025	\$4,312.00	
Total numbers of projects for HRST:					5	Total length:		21.79	Total project costs for HRST:		25,695.00
Program Area: Bridge											
Project Class: Bridge Preservation - Federal											
4	Lackawanna	115720	3020	P50	BPRSF	STU	0.12	SR 3020 over Lacka Co Rail Bridge Preservation Bridge preservation on State Route 3020 (Linden Street) over Lackawanna County Railroad in Scranton Ci	1/16/2025	\$6,259.00	
9	Cambria	117761	219	51B	BPRSF	NHPP	0.11	US 219 Bridge Preservations Over SR 3034 (Beulah Road) and the Ghost Town Trail	1/9/2025	\$1,186.00	
10	Clarion	117212	28	352	BPRSF	BRIP	0.18	Clarion Bridge Epoxy Group Various structures, intersecting various features	1/30/2025	\$177.00	
Total numbers of projects for BPRSF:					3	Total length:		0.41	Total project costs for BPRSF:		7,622.00
Project Class: Bridge Replacement											
1	Mercer	112678		784	BRPL	BOF	0.02	Hosack Road (T-784) Bridges Hosack Road (T-784) bridges over Yellow Creek Branch	1/30/2025	\$988.00	

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District	County	Project Id/Contract	St. Rt.	Section	Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
2	Elk	85158	1005	A01		BRPL	BRIP	0.00	Trib to Elk Creek	1/30/2025	\$1,354.00	
3	Bradford	99072	3017	005		BRPL	BOF	0.01	SR1005 over Trib to Elk Creek	1/9/2025	\$1,281.00	
3	Northumberland	6667	4018	013	0	BRPL	185	0.01	SR 3017 (Allen Meadow Road) over the North Branch of Towanda Creek	1/9/2025	\$625.00	
3	Tioga	99416	4027	006		BRPL	185	0.00	SR 4018 over Unnamed Tributary Susquehanna River	1/9/2025	\$213.00	
4	Lackawanna	8191	435	251		BRPL	BRIP	0.06	SR 4018 over Unnamed Tributary to Susquehanna River, in Upper Augusta Twp.	1/16/2025	\$22,491.00	
4	Lackawanna	109778	435	253		BRPL	BRIP	0.01	SR 435 over Lackawanna County Railroad Authority	1/16/2025	\$22,491.00	
4	Susquehanna	68936	167	D54	0	BRPL	PRTCT	0.46	Bridge replacement on State Route 435 (Drinker Pike) over Lackawanna County Railroad Authority, replac	1/9/2025	\$7,068.00	
8	Lancaster	79025	1019	013	0	BRPL	185	0.08	SR 435 over Roaring Brook	1/9/2025	\$562.00	
8	Lancaster	63227	1053	003	0	BRPL	BOF	0.09	Bridge replacement on State Route 435 (Drinker Pike) over Roaring Brook in Elmhurst Township, Lackaw	1/30/2025	\$2,588.00	
8	Lancaster	91336	3018	003		BRPL	185	0.00	SR 167 over Martins Creek	1/30/2025	\$1,996.00	
8	Lancaster	91338	3038	003		BRPL	185	0.00	Bridge replacement on State Route 167 (Main Street) over Martins Creek in Hop Bottom Borough, Susquel	1/30/2025	\$1,996.00	
9	Bedford	21588	26	27B	0	BRPL	BRIP	0.16	California Rd Bridge #1	1/9/2025	\$1,005.00	
9	Bedford	74407	3011	01B	0	BRPL	185	0.08	Bridge Replacement	1/9/2025	\$436.00	
9	Blair	21964	3013	09B		BRPL	185	0.34	Greenville Road Bridge-B	1/9/2025	\$5,136.00	
9	Blair	92607	3013	10B		BRPL	BRIP	0.10	SR 1053 (Greenville Road) over Cocalico Creek	1/9/2025	\$5,136.00	
9	Fulton	74377	928	04B	0	BRPL	BOF	0.11	Martic Heights Drive Bridge	1/30/2025	\$1,148.00	
9	Huntingdon	74436	305	12B	0	BRPL	185	0.27	SR 3018 (Martie Heights Drive) over a tributary of Tucquan Creek	1/16/2025	\$2,151.00	
9	Somerset	74487	3007	03B	0	BRPL	BRIP	0.10	Bridge Valley Road Bridge	1/9/2025	\$769.00	
10	Clarion	117547	208	353		BRPL	185	0.00	SR 3038 (Bridge Valley Road) over a branch of Pequea Creek	1/9/2025	\$1,270.00	
10	Indiana	83370	2012	451	0	BRPL	BOF	0.08	PA 26 over Ravers Run	1/9/2025	\$3,933.00	
10	Indiana	117493	2012	450		BRPL	BOF	0.13	Over Ravers Run	1/9/2025	\$3,933.00	
10	Indiana	25602	3031	451		BRPL	185	0.00	Evitts Creek Trib	1/9/2025	\$943.00	
									Over Tributary to Evitts Creek			
									Blair Gap Run Bridge			
									Over Blair Gap Run near the intersection of US 22			
									SR 3013 Dry Run Bridge			
									Over Dry Run			
									S Big Cove Tannery Rd over Esther Run			
									Over Esther Run			
									Derry Run Bridge Seg 20			
									Over Derry Run near the intersection of SR 4005 (Pike Street)			
									Smith Run Br			
									Over Smith Run			
									Pilgrimham Bridge #1			
									Existing structure carrying SR 208 over Turkey Run			
									Dilltown Bridge No. 3			
									SR 2012 (River Road) over Mardis Run			
									Pleasant Valley Bridge			
									Existing structure carrying SR 2012 (River Road) over Blacklick Creek			
									Green Valley Bridge #1			
									SR 3031 (McIntyre Road) over Blacklegs Creek			

Lets
Highway and Bridge (including Rail Grade)
12/18/2024 to 2/13/2025

RPT# LET014A

District	County	Project Id/Contract	St. Rt.	Section Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
Total numbers of projects for BRPL:			23		Total length:			2.11	Total project costs for BRPL:		89,513.00
Project Class: Bridge Restoration											
2	Centre	2898	7218	000	9900	BRST	STP	0.01	T-633, Potter Run Bridge Township Road 633 over Potter Run	1/30/2025	\$987.00
2	Clinton	119411	220	P64		BRST	BRIP	0.02	SR 220 Youngdale Bridges SR 220 over McElhattan Creek	1/9/2025	\$2,242.00
3	Bradford	116533		LBR		BRST	BOF	0.01	T-321 over Murray Creek Road T-321 (Murray Creek Road) over Murray Creek	1/9/2025	\$887.00
3	Bradford	116535		LBR		BRST	BOF	0.01	T-348 over Millstone Creek T-348 (Millstone Road) over Millstone Creek	1/9/2025	\$887.00
3	Bradford	116556		LBR		BRST	BOF	0.01	T-372 over South Branch Millstone Creek T-372 (Deep Hollow Road) over South Branch Millstone Creek	1/9/2025	\$887.00
3	Snyder	117579	4016	013		BRST	BOF	0.01	SR 4016 over N Branch Middle Creek SR 4016 over North Branch Middle Creek, in Adams (Twp) Snyder County	1/30/2025	\$1,100.00
3	Sullivan	7006	87	128		BRST	BRIP	0.01	SR 87 over Dry Run SR 87 over Dry Run	1/9/2025	\$1,329.00
4	Luzerne	118778	4018	P01		BRST	581	0.01	SR 4018 over Pine Creek Bridge preservation on State Route 4018 (Bonnieville Road) over Pine Creek in Huntington Township, Luz	1/30/2025	\$524.00
6	Chester	57677	82	CDR	0	BRST	185	0.02	Doe Run Road over Doe Run(C) Doe Run Road over Doe Run	1/16/2025	\$1,293.00
9	Bedford	96675	31	11B		BRST	BRIP	0.33	Manns Choice Buffalo Run Over Buffalo Run	1/16/2025	\$1,618.00
9	Cambria	91689	2101	02B		BRST	BOF	0.05	SR 2101 over US 22 Over US 22	1/30/2025	\$2,889.00
12	Washington	116915	2047	01M		BRST	185	0.02	Bridge Scour Mitigation and Preservation Various State Routes	1/9/2025	\$696.00
Total numbers of projects for BRST:			12		Total length:			0.51	Total project costs for BRST:		15,339.00
Project Class: Disaster Permanent Repair											
3	Tioga	99415	4001	027		DSTRP	185	0.00	SR 4001 ov Potter Brook State Route 4001 (Potter Brook Road) over Potter Brook	1/16/2025	\$677.00
Total numbers of projects for DSTRP:			1		Total length:			0.00	Total project costs for DSTRP:		677.00
Program Area: General Contract Maintenance											
Project Class: Bridge Preservation - State Fun											
4	Luzerne	121029	11	PRS		BPRS	581	0.20	SR 11 over SR 2037, Susquehanna River/RXR Preserv Bridge Preservation on State Route 11 (Exeter Avenue) over SR 2037 (Kennedy Boulevard), Susquehanna	1/9/2025	\$4,714.00
Total numbers of projects for BPRS:			1		Total length:			0.20	Total project costs for BPRS:		4,714.00
Project Class: Disaster (Initial Reponse/Non											
3	Tioga	121927	2025	007		DSTR		0.01	SR 2025 over Marvin Creek - Debby 8/9/24 SR 2025 over Marvin Creek, in Covington (Twp), Tioga County	1/30/2025	\$1,213.00
Total numbers of projects for DSTR:			1		Total length:			0.01	Total project costs for DSTR:		1,213.00
Project Class: Facility Project via Office Serv											
4	Susquehanna	121698				FACIL		0.00	A251-1099 Susquehanna Co Office Roof Replacemnt-GC Project ID 121698	1/16/2025	\$236.00

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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
5	Northampton	121722			FACIL		0.00	A251-1105 Northampton Co Office Roof Replacemen-GC Project ID 121722	1/16/2025	\$193.00	
9	Somerset	121765			FACIL		0.00	A251-1112 Somerset Co Office Roof Replacement-GC Project ID 121765	1/16/2025	\$293.00	
Total numbers of projects for FACIL:					3		Total length:	0.00		Total project costs for FACIL:	722.00
Project Class: General Maintenance											
1	Forest	121942	4004	351	GMNT		4.12	SR 4004 (German Hill Rd.): SR 36 - SR 3004 State Route 4004 (German Hill Road) from State Route 36 (Elm Street) to State Route 3004 (Little Hickory	1/16/2025	\$1,310.00	
3	Lycoming	119523	15	261	GMNT	NHPP	3.48	I-180 to SR 2014 NB and SB Mill and resurface	1/16/2025	\$13,921.00	
3	Northumberland	122336	225	054	GMNT		0.04	SR 225 over Mahanoy Creek (Emergency Repair) SR 225 over Mahanoy Creek in Little Mahanoy Township, Northumberland County	2/12/2025	\$800.00	
3	Northumberland	121181	2038	014	GMNT		1.64	SR 54 to Fifth St Microsurfacing	1/30/2025	\$1,675.00	
3	Union	116349	45	041	GMNT		5.92	Hardee's Dr to Bull Run Microsurface	1/30/2025	\$1,675.00	
6	Chester	81818	82	SC8	0	GMNT	72.69	Chester County Seal Coat 2025(C) Chester County Seal Coat 2025 - 2	1/30/2025	\$3,269.00	
11	Allegheny	122318			GMNT		0.00	Guiderail Repair 2025 For the repair and/or replacement of damaged panel guiderail, cable guide fence, median barrier, railings ar	1/16/2025	\$2,990.00	
11	Lawrence	108524	551	L08	GMNT	409	3.48	GRP 114-25-7135-1 Mill and overlay of SR 551 in Little Beaver and North Beaver Townships, Lawrence County.	1/9/2025	\$2,495.00	
Total numbers of projects for GMNT:					8		Total length:	91.37		Total project costs for GMNT:	28,135.00
Program Area: Interstate Management											
Project Class: Highway Reconstruction											
6	Philadelphia	79905	95	BR3	0	HRCT	NHPP	2.61	I-95: Betsy Ross Mainln NB(C) I-95: Betsy Ross Mainln NB	1/30/2025	\$355,327.00
Total numbers of projects for HRCT:					1		Total length:	2.61		Total project costs for HRCT:	355,327.00
Project Class: Highway Restoration											
3	Lycoming	105531	180	131	HRST	NHPP	8.45	Market St to Warrensville Rd EB Mill and resurface SR 180	1/16/2025	\$13,921.00	
3	Lycoming	105532	180	132	HRST	NHPP	7.50	Market St to Warrensville Rd WB Mill and resurface I 180	1/16/2025	\$13,921.00	
Total numbers of projects for HRST:					2		Total length:	15.95		Total project costs for HRST:	27,842.00
Project Class: Interstate Maintenance Program											
12	Westmoreland	88508	70	D10	IMP	NHPP	3.77	I-70 Arnold City Interch I-70 at Arnold City Interchange	1/9/2025	\$88,752.00	
Total numbers of projects for IMP:					1		Total length:	3.77		Total project costs for IMP:	88,752.00
Program Area: Safety and Mobility											
Project Class: Bicycle Pedestrian Highway											
2	Centre	118402	45	TSA	BKPED	TAP	1.09	Pine Grove Mills Bike/Ped Improvements, TASA State Route 45 Pine Grove Mills TASA	1/30/2025	\$810.00	
Total numbers of projects for BKPED:					1		Total length:	1.09		Total project costs for BKPED:	810.00
Project Class: Highway Reconstruction											

Lets
Highway and Bridge (including Rail Grade)
12/18/2024 to 2/13/2025

RPT# LET014A

District	County	Project Id/Contract	St. Rt.	Section Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
5	Berks	90569	222	23S	HRCT	CAQ	0.84	SR 222 and Long Lane Intersection Improvements SR 222 & SR 1024 (Long Lane)	1/9/2025	\$8,989.00	
Total numbers of projects for HRCT:					1	Total length:		0.84	Total project costs for HRCT:		8,989.00
Project Class: Safety Improvement											
4	Wyoming	94688	29	791	SAFE	HSIP	0.43	SR 29/3003 Sugar Hollow Saftey Improvements on State Route 29 at the intersection of State Route 3003 (Sugar Hollow Road), in Ea	1/30/2025	\$2,788.00	
8	Franklin	106709	997	037	SAFE	HSIP	1.68	PA997 & SR2015 Intersection Intersection of PA997 and SR2015 (Tomstown Road) and intersection of PA997 and Washington Township	1/16/2025	\$6,224.00	
9	Blair	110134	36	035	SAFE	HSIP	0.53	PA 36 - PA 164 Intersection Improvements Intersection of PA 36 and PA 164 and intersection of PA 36 and SR 2006 (Cove Lane Rd)	1/9/2025	\$2,080.00	
Total numbers of projects for SAFE:					3	Total length:		2.64	Total project costs for SAFE:		11,092.00
Program Area: Special Federal Projects											
Project Class: Highway Reconstruction											
6	Philadelphia	79905	95	BR3	0	HRCT	NHPP	2.61	I-95: Betsy Ross Mainln NB(C) I-95: Betsy Ross Mainln NB	1/30/2025	\$355,327.00
Total numbers of projects for HRCT:					1	Total length:		2.61	Total project costs for HRCT:		355,327.00
Program Area: Transportation Enhancements											
Project Class: Bicycle Pedestrian Highway											
1	Mercer	119220	518	STU	BKPED	TAP	0.30	Sharon 2022 STU Grant - E. State Street East State Street from Oakland to Pine Street	1/30/2025	\$994.00	
2	Centre	118402	45	TSA	BKPED	TAP	1.09	Pine Grove Mills Bike/Ped Improvements, TASA State Route 45 Pine Grove Mills TASA	1/30/2025	\$810.00	
6	Bucks	110773		CCP	BKPED	TAU	0.00	Neshaminy Greenway Trail(C) Neshaminy Greenway Trail	1/16/2025	\$2,868.00	
8	Dauphin	115787	2005	021	BKPED	TAU	0.22	Quarry Rd Sidewalk Ext Pedestrian Improvements	1/16/2025	\$629.00	
Total numbers of projects for BKPED:					4	Total length:		1.61	Total project costs for BKPED:		5,301.00
Project Class: Transportation Enhancement											
9	Bedford	121560		HB6	ENHNC	TAP	0.00	H&BT Trail Final Phase 6 From "Red Cut" continuing north to the Township line	12/20/2024		
Total numbers of projects for ENHNC:					1	Total length:		0.00	Total project costs for ENHNC:		