

PENNSYLVANIA STATE TRANSPORTATION COMMISSION  
BUSINESS MEETING  
HARRISBURG, PENNSYLVANIA  
JUNE 11, 2025



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

**CALL TO ORDER:**

Transportation Secretary Michael Carroll, convened the quarterly business meeting of the State Transportation Commission (STC) at 10:02 a.m. on June 11, 2025, in Pittsburgh, PA.

**ROLL CALL:**

**Commissioners Present:**

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

**Commissioners Present on the Phone:**

1. Honorable Kerry Benninghoff, Josiah Shelley, Alternate
2. Honorable Karen Michael
3. Honorable Sharon Knoll
4. Honorable Paige Willan
5. Honorable Judy Ward, Nolan Richie, Alternate

**Commissioners Not Present**

1. Honorable Marty Flynn
2. Honorable Ed Neilson

**MINUTES:**

**ON A MOTION** by Mr. James Kingsborough, seconded by Ms. Karen Michael, and unanimously approved, the February 26, 2025, STC business meeting minutes were accepted.

**CHAIR'S REMARKS:**

Secretary Michael Carroll thanked District 11 for hosting and noted that the US Open was also in Pittsburgh, which required extra work to coordinate that event.

Secretary Carroll said that it was budget season in Harrisburg and that transportation funding was at the forefront. The governor's budget includes \$300 million from the general fund for transit and is a key component of the budget discussions. An additional discussion for funding for roads and bridges is also ongoing. He said that funding is a complicated process, but he is hopeful a

deal can be made. The Secretary noted there is transit in every county in Pennsylvania and emphasized the need for funding as transit drives the state's economy.

Secretary Carroll complimented the work of District 11 and their partners. He also noted the exceptional efforts of Driver and Vehicle services to accommodate the additional customer traffic by the arrival of the Real ID enforcement date, with lines out the door at opening, and employees staying late to help everyone who was in line at closing time.

### **12-YEAR TRANSPORTATION PROGRAM:**

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

For the period from February 8 to May 23, 2025, there were 1,673 project changes, including 684 project/phase additions, 884 changes, and 105 removals. This represents a \$796,420,822 change.

Ms. Mulkerin highlighted two projects. The State Route 2010 Lovedale Road Wall Remediation project received a \$5 million increase for flood and scour remediation in Elizabeth Township, Lincoln Borough, Allegheny County. SR 3034 Chartiers Street Slide Remediation project in Bridgeville Borough received a \$3 million increase. These projects are examples of projects put forward for Promoting Resilient Operations for Transformative, Effective and Cost-saving Transportation (PROTECT) funding.

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

### **REPORTS**

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

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

Ms. Holton said that the April meeting was cancelled, but the TAC is finishing the Transportation Workforce Study, which looks at challenges of finding skilled labor across the transportation industry. She hopes that it will be finalized at the July meeting, for STC approval in September.

Ms. Holton stated that in February they completed the Transportation Performance Report, as well as the E-Commerce study. She said that the E-Commerce Study was followed up by a supplemental study by the legislature.

#### **Executive Secretary**

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

Mr. Shifflet said that they now have Federal funding for the Fiscal Year 2025.

Mr. Shifflet noted that the Infrastructure Investment & Jobs Act (IIJA) is fifteen months from expiring, and it is an important time to potentially reauthorize the bill. Talks have begun, but it will likely take longer than that time to get a deal done. There may potentially be an extension for a few months to a year. The Secretary is engaged in the talks, and most state DOTs will likely also be pushing for a reauthorization.

### **Administrative/Budget**

Ms. Marcie Carr, on behalf of Deputy Secretary for Administration, Mr. Corey Pellington, gave an update.

Ms. Carr said that the Bureau of Strategic Business Operations (BSBO) has been reorganized from the Bureau of Innovations to focus on long-term initiatives for the Department. Tourism continues to fall underneath BSBO and continues to see an increase in revenues per booking.

The Bureau of Equal Opportunity had previously reported that it was slightly under its Disadvantaged Business Enterprise target. BEO is now above its goal of 10.34% at 10.73%.

There was a previously announced extension of an advertisement for the renovation of the Mifflin County Maintenance Office. The anticipated start of construction is July 2025.

The overall Human Resources vacancy rate is under 3%. Hiring process updates are underway to reduce time for recruitment efforts. The Summer Employment program is on track to add 1,500 positions for the summer. A pilot program for re-entry with the Department of Corrections is ongoing for certain skilled positions at PennDOT.

### **Driver and Vehicle Services**

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

Ms. Templeton said that DVS had three large and visible programs. The Road User Charge implementation required the Department to invoice owners of Electric Vehicles and plug-in Electric Vehicles to pay a new Road User Charge. The charge is \$200 for an electric vehicle and \$50 for a plug-in hybrid. The rollout is three-phased: Phase one, which has been implemented, requires new and soon-to-expire registrations to pay the fee. Phase two will allow the charge to be paid through the website. Phase three, scheduled for July 2026, will integrate the charge into the registration renewal process and offer an option for monthly charges.

A new license plate was released in Spring 2025 to replace the standard license plate design. DVS will continue to issue the old design plate until stocks are depleted, which is expected to be in June or early July. The new plate has been issued over 9,000 times to interested customers, beginning in May.

The Real ID enforcement date has passed and many customers who previously declined a Real ID when renewing their license have decided to obtain a Real ID product. Driver License Centers

have experienced the highest customer volumes in a very long time. For the two months leading to the federal enforcement date, staff have been working additional hours and on weekends.

Act 89 of 2013 requires that registration fees increase every two years. The increase takes effect on July 1, 2025.

PennDOT's call center has been in-house for over a year. In March, there was a surge in phone calls, many of which related to Real ID questions.

Secretary Carroll said that about three million Pennsylvanians have a Real ID, which accounts for about 30% of license holders. He reiterated the efforts of the Driver License Centers staff, many of whom were operating on a 6-day workweek schedule.

### **Highway and Bridge Program**

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

Ms. Norris said that there has been a continued decline in the number of poor bridges, due to increased state and federal funding. Due to a loss of buying power and uncertain funds, the number of poor bridges is expected to increase. Pavement quality is similarly likely to decrease, and poor IRI roads are projected to double by 2036. Preservation is always a priority, but it has become more challenging.

In 2024, there were 1,127 fatalities in Pennsylvania, the second lowest since record-keeping began in 1928. Fatalities were reduced in the three priority emphasis areas - lane departure crashes, impaired driving, and pedestrian safety. Areas of focus that saw increases included intersection crashes, mature drivers, and speeding.

Ms. Norris said that this was a harsh winter. PennDOT ended the winter season 43% over budget. Eight hundred forty-five thousand tons of salt were used, 46% higher than the previous winter and 41% higher than the 5-year average. This will impact the Spring/Summer maintenance budget.

PennDOT has let 132 projects in the first quarter of 2025. The letting goal for 2025 is \$2.9 billion; however, the Department will consider additional projects if cash flow allows. Bids are coming in at approximately the estimated value, however the Bid Price Index is showing an increase of 13.7% for Q1 2025 over 2024 prices.

Ms. Norris said that tariff impacts on active construction contracts are minimal. Lead times on necessary materials may be an issue that could extend project lengths. There have already been delays on aluminum. Contractors may also include tariff contingencies in their contracts, which can also increase costs.

One hundred percent of construction projects were completed on time in Q1 2025, exceeding the goal of 80%. The average cost overrun in the last four quarters was 2.53%, with the goal of remaining under 3%.

FHWA, through the Infrastructure Investment and Jobs Act (IIJA), has awarded PennDOT over \$170 million over five years for the NEVI projects, to build a consistent electric vehicle charging network. There are currently 16 sites operational, 16 sites under construction, 32 sites in design review, and 27 sites contracted and in pre-design. The most recent sites to open were Ft. Littleton, Enola, and Monroeville. Approximately 16,000 charging sessions have taken place at these sites.

PennDOT has begun collecting and publishing Environmental Project Declarations (EPDs) from manufacturing plants, specifically for asphalt mixtures. Pennsylvania has published 2,830 EPD's for asphalt mixtures, 45% of all published EPD's nationwide.

Secretary Carroll complimented the coordination and teamwork of the entire state in handling the difficult storms over the winter. He also noted that Pennsylvania is a national leader in obligated funds for the NEVI program and should meet the goal of having gaps no bigger than 50 miles on interstate networks.

### **Multimodal Transportation**

Mr. Larry Shifflet, on behalf of Deputy Secretary for Multimodal Transportation, Ms. Meredith Biggica, gave a brief update.

Mr. Shifflet stated that the report stands, and that the previous week, PennDOT announced seven projects at five public-use airports.

Secretary Carroll said that work continues on the new terminal at Pittsburgh International Airport, which is expected to be completed in the very near future.

### **Office of Planning**

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

Ms. Mulkerin said that she would let the report stand but wanted to highlight several items.

Updates are underway to the Transportation Alternatives Set Aside (TASA) application system, website, guidance documents, and instructions for the next round.

A full-year continuing resolution was signed at the federal level, which will continue funding until September 30, 2025, and we are hopeful for a longer-term solution in the future.

PennDOT must submit their Highway Performance Monitoring System data to FHWA annually. The deadline is June 15, 2025, and progress is underway.

**WORKING SESSION:**  
**District 11-0 Presentation**

District Executive Jason Zang gave a presentation on District 11.

Mr. Zang began by thanking his team and the Assistant District Engineers for their efforts.

District 11 has three counties (Allegheny, Beaver, and Lawrence), and contains 2,570 road miles, 1,804 state-owned bridges, 4 state-owned tunnels, and 535 locally owned bridges with D11 oversight. District 11 is the only district to have tunnels in Pennsylvania. The permanent full-time team consists of 353 positions in the District office, 202 in Allegheny County, 94 in Beaver County, 61 in Lawrence County, and 73 in Tunnels.

Mr. Zang provided a list of notable upcoming projects, including:

There will be safety improvements and stormwater management of I-376 Westbound in Pittsburgh, known as the “bathtub,” which often floods.

The full replacement of the Commercial Street Bridge will be done via lateral slide. It will be one of the first bridges to be replaced by the District on the interstate.

The 22/30 interchange replacement, to be let in 2025, will be replaced by a diverging diamond interchange with two bridges.

The I-79/PA-910 Interchange is no longer sufficient for the traffic from the development in North Hills, which will be remodeled with a new intersection and other changes.

The Banksville Interchange is part of the fifth most congested corridor in the US during the morning commute and is a high-crash corridor. The planned work will include a reconfigured interchange and is expected to result in a 27% reduction in peak-hour delay, to be let in 2026. Other interchanges in the corridor to be improved are the Greentree and Carnegie Interchange, to be let in 2030.

The Ft. Duquesne Bridge project is in design and will replace all the original bridge decks from the 1960s, among many other improvements, on 10 main bridges and 9 ramp bridges. Some spans may need to be fully replaced.

The Neville Island Bridge project will soon enter the design phase and will improve all ten bridges including deck replacements and steel repairs.

Bridge and pavement betterment projects on SR 376 in Beaver County.

The Frazier Street Bridge replacement is in the study phase. This is a full replacement of a 100,00 square-foot bridge that spans over a neighborhood.

The Charles Anderson Bridge restoration project will reopen the bridge, which has been closed since February 2023 due to deteriorating conditions. It is currently in construction.

In addition to the projects listed, thirteen other large bridge maintenance projects are expected to be Let in the next seven years.

Mr. Zang said that Pittsburgh will host several major events in 2025 and 2026, including the US Open in June 2025, and the NFL Draft in April 2026. Additionally, the Commercial Street Bridge Slide-in will occur in July 2026 and will necessitate a full closure of the Parkway for approximately a month.

Mr. Zang spoke about innovations, including using Automatic Vehicle Location (AVL) cameras on road equipment to assess conditions and resolve disputes. Other innovations include Digital Snow Routes/GPS allowing for better coverage of winter plowing operations, an automated phone call-out system for staffing, beaver cages to prevent flooding on rural roads, and the use of zipper barriers to protect road workers.

Mr. Zang showed the schedule and funding status of the upcoming interstate projects.

Mr. Zang said that the bread and butter of District 11's operations is betterments, such as repaving, painting, pothole prevention, etc. He notes 18 betterment projects slated for the next three years. He says District 11 is facing a \$240 million shortfall over the next three years for those scheduled projects.

Mr. Zang gave an update on the I-579 emergency. A crack in Pier 10 under the High Occupancy Vehicle (HOV) lane rapidly progressed in a single inspection cycle, leading to the closure of the lane. All other piers were inspected, uncovering issues in the "telescoping piers", which are columns going from a 6ft diameter base to a 4ft diameter. Towers have been constructed to remove the load from the telescoping piers until the repairs are complete.

Everyday challenges for District 11 include landslides, congestion, media coverage, major events, and flooding. Maintenance challenges include hiring and retaining employees, managing fleet vehicles and facilities, securing funding, addressing weather incidents, and long paving cycles.

In the past five years, District 11 has hired 263 new people (34% of D11 staff). Including temporary workers and interns, the total number of new hires is 631. He highlighted employee relations projects and diversity programs provided to employees.

Mr. Carroll said that Mr. Zang's presentation shows the critical importance of funding maintenance programs. He also thanked the Southwestern Pennsylvania Commission (SPC) staff for their work with D11.

### **12-Year Program Outreach**

Mario Mellinger of McCormick Taylor presented the results of the 12-Year Program Outreach campaign.

The 12-Year Program (TYP) is the midrange planning tool unique to Pennsylvania. It is updated every two years and is presented to the STC for adoption. Information gathered from this public outreach campaign will be used in creating the 2027 TYP. The 2025 campaign marked an emphasis on tracking and following up on public input.

The goals for the 2025 Public Comment Period (PCP) outreach were to increase the quality of participant response data, increase participant reach and diversity, emphasize tracking and follow-up, identify innovative uses of survey data, and improve the Online Public Forum (OPF) experience.

Outreach methods used included the Statewide OPF, Transportation Survey, staffed pop-up events, print and broadcast media, website announcements, PA bulletin, email blasts, and a social media campaign. Staffed pop-up events included the PA Auto Show, Millersville University, and West Chester University. Additionally, a transportation concerns tracking tool is under development.

An online toolkit was also available on the website. The online toolkit is a collection of campaign materials, including a printable survey, guidance documents, press releases, and the TPR scorecard. This is the first time the toolkit was made public; it was previously shared only with planning partners.

The campaign also included weekly social media outreach on Facebook, Twitter, Instagram, and LinkedIn through the PCP. Every social media post, graphic, and video was developed in English, Spanish, and Simplified Chinese.

The OPF was held on April 10, 2025. The 8,000 meeting participants submitted 120 questions for the panel. Live captioning was available in both English and Spanish, along with American Sign Language (ASL) interpretation. Transportation Secretary Mike Carroll, Deputy Secretary for Highway Administration Chris Norris, and Deputy Secretary for Multimodal Transportation Meredith Biggica sat on the panel and answered questions in a live Q&A.

The survey was taken 9,186 times, with 3,710 mapped issues provided. The mapping module was moved to the start of the survey for this iteration. The mapped points are publicly available on the TalkPATransportation.com website. Also included with the mapping portion was a brief guide on leaving effective comments for PennDOT to be able to use the feedback.

Approximately 4,300 surveys also provided demographic data. The gender demographics remained very similar to those in 2023, with 55% male, and 40% female. Age demographics continued to spread out more evenly, whereas in the previous decade, the older demographic was substantial.

Of the 3,710 mapped issues, there were 2,074 roadway, 905 pedestrian/bike, 351 transit, 338 bridge, and 42 freight. 82 issues were marked as addressed by existing projects.



The most common modes of transportation used by participants were Driving Alone, followed by Walking and Public Transit. In 2023, Bicycling was ranked third and is now ranked fourth. The top priorities, as ranked by participants, were road pavement, bridges, and walking. Other commonly identified priorities were safety initiatives, environmental sustainability, and electric vehicle infrastructure.

The budgeting section had similar results between 2023 and 2025 but noted small increases in “Bicycling and Walking” and “Ride More, Drive Less”. The most common alternative funding suggestions were Gas Tax, Tolling, and Congestion Pricing.

Survey results and data are available at [TalkPATransportation.com](http://TalkPATransportation.com), including summaries, an interactive map of issues, and raw data.

Mr. Kingsborough asked if there was a way to track how many are returning participants. Mr. Mellinger stated that some participants choose to provide their contact information, and that these emails are added to an email list that is contacted when the survey distributed.

**COMMISSIONERS REPORT:**

None

**PUBLIC COMMENT:**

None

**OTHER BUSINESS:**

None.

**NEXT MEETING:**

The next STC quarterly meeting is scheduled for **Wednesday, September 10, 2025**, in Altoona, PA.

**ADJOURNMENT:**

**ON A MOTION** by Mr. Kingsborough and seconded by Ms. Michael, the STC quarterly meeting was adjourned at 11:28 a.m.