

STATE TRANSPORTATION COMMISSION



February 18, 2026– Harrisburg, PA



Capitol Building East Entrance

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



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STATE TRANSPORTATION COMMISSION

MEMBERSHIP

Honorable Michael B. Carroll, Chair

Honorable Kerry Benninghoff

Honorable Daniel DeBone

Honorable Richard Fitzgerald

Honorable Marty Flynn

Honorable James Foreman

Honorable Sharon Knoll

Honorable Karen Michael, P.E

Honorable Ed Neilson

Honorable Michael Pritchard

Honorable James Vasilko

Honorable Paige M. Willan

Honorable Judy Ward

PENNSYLVANIA STATE TRANSPORTATION COMMISSION
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
DECEMBER 17, 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:

STC Secretary Sharon Knoll, convened the quarterly business meeting of the State Transportation Commission (STC) at 10:02 a.m. on December 17, 2025, in Harrisburg, PA.

ROLL CALL:

Commissioners Present on the Phone:

1. Honorable Ed Neilson, Kyle Wagonseller, alternate
2. Honorable Kerry Benninghoff, Josiah Shelly, alternate
3. Honorable Sharon Knoll
4. Honorable Karen Michael
5. Honorable Marty Flynn, Justin Gensimore, alternate
6. Honorable Judy Ward, Nolan Ritchie, alternate

Commissioners Not Present

1. Honorable Michael Carroll
2. Honorable Paige Willan

MINUTES:

ON A MOTION by Ms. Karen Michael, seconded by Ms. Sharon Knoll, and unanimously approved, the September 10, 2025, STC business meeting minutes were accepted.

12-YEAR TRANSPORTATION PROGRAM:

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

For the period from August 23 to November 28, 2025, there were 1,273 adjustments comprised of 420 additions, 758 changes, and 95 removals. This represents a \$879,731,617 increase for the reporting period.

Ms. Mulkerin highlighted several projects. The construction phase of the I-376 Bathtub Flooding project was added to the program and was a recipient of two awards. The project was part of the

Southwestern Planning Commission's (SPC) Federal Fiscal Year (FFY) 2024 Mega grant award, as well as a recipient of the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) discretionary fund award. The funds added to the program reflect those awards and the State's matching funds. The project is to reconstruct and raise the existing flood wall to prevent flooding and is expected to be let in 2026.

Also highlighted was Erie County's Bayfront Parkway Multimodal project which required additional funds related to utility location schedule adjustments and contaminated soil.

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

REPORTS

Administrative/Budget

Deputy Secretary for Administration, Mr. Corey Pellington, gave an update.

Effective October 3, 2025, the United States Department of Transportation (USDOT) published an Interim Final Rule (IFR) changing the Disadvantaged Business Enterprise (DBE) and Airport Concessions DBE (ACDBE) programs. All recipients are required to comply.

PennDOT is reviewing the IFR. The IFR contains the elimination of presumptive categories, requires all DBE firms to be reevaluated and receive certification, and temporarily suspends goals and goal counting. Approximately 2,400 firms are part of the DBE program, 1,400 of which are Pennsylvania-based.

PennDOT has received approval for 906 temporary winter maintenance positions, 295 have been filled. There are only 252 vacant permanent positions, and 48 vacant mechanic positions. This is under a 3% vacancy rate.

Driver and Vehicle Services

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

PennDOT continues work on the Road User Charge and has collected over \$9 million in revenue.

Approximately 170,000 of the new Liberty Bell license plates have been issued.

The current Pennsylvania Real ID adoption rate is 34.5%, over 3.5 million people. On December 1, 2025, the Transportation Security Administration (TSA) announced a program called Confirm.ID, an alternative identity verification process which allows a 10-day travel window for \$45 for people without a Real ID product. Further details are still forthcoming.

Wayne County has passed an ordinance to participate in the Local Use Fee program, effective November 1, 2025.

The IFR restricting non-domiciled people from obtaining a Commercial Driver License (CDL), which became effective at the end of September, has faced legal challenges and has been stayed by the Washington DC circuit court. Pennsylvania issuance remains paused.

In November 2025, the Federal Motor Carrier Safety Administration (FMCSA) issued a letter stating a preliminary finding in its annual review that Pennsylvania may not be in compliance with regulations. Multiple states have been issued these letters. PennDOT has thirty days to respond and is reviewing and preparing that response.

PennDOT and other industry stakeholders participated in a Senate transportation hearing on December 9, 2025, and spoke about non-domiciled CDL holders and training.

Highway and Bridge Program

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

Mr. Eboli said that the number of bridges in poor condition continues to decline. Poor deck area is expected to hit a low in 2027 but is projected to increase afterwards without additional funds.

Excellent and good road pavement miles are expected to decline, based on condition deterioration models and expected funding. Poor mileage could double by 2037.

Fatalities in 2025 are close to a record low for the year. The current record low year was 1,059 fatalities in 2019. Three priority areas from the Highway Safety Plan are lane departure crashes, impaired driving, and pedestrian safety. Areas that may increase include bicyclist fatalities, aggressive driving, and fatalities in young-driver crashes. Unrestrained fatalities have decreased slightly since 2021 and remain an area of focus.

The Automated Speed Enforcement (ASE) program in work zones has been a success in improving driver compliance with speed limits and increasing worker safety. There were 1,700 work zone crashes in 2019, and 1,250 in 2024.

PennDOT let 87 projects in quarter 3, for \$675 million. The letting year closed at \$3.3 billion. Bids have been coming in at near estimates.

98% of construction projects in quarter 3 finished on time, well above the 80% goal. The cost overrun of the last four quarters came in at about 4%, slightly over the 3% goal.

Multimodal Transportation

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

PhilaPort has acquired 152 acres from Norfolk Southern, the former Mustin Intermodal Yard. This acquisition will allow the port to expand cargo handling options and is imperative to allow the port to grow.

Ms. Biggica said that the Rail Freight grants were originally on the agenda for a vote in today's meeting but were removed as they were not ready. Dates for a special session of the STC are being considered to approve the grants.

Projects continue in preparation for the second *Pennsylvanian* train, with a target date of Fall 2026.

Secretary Carroll and Governor Shapiro recently provided the Southeastern Pennsylvania Transportation Authority (SEPTA) with approximately \$220 million to address emergencies involving the Silverliner fleet on the regional rail side, and the overhead catenary on the trolleys. PennDOT continues to work with SEPTA on both regional rail and transit issues. SEPTA and Pittsburgh Regional Transit (PRT) were both given waivers to use capital funds for operational costs due to the financial challenges the agencies are facing.

Office of Planning

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

Development of the 2027 program is well underway, with the draft fiscally-constrained Transportation Improvement Programs due from regional Metropolitan and Rural Planning Organizations (MPOs and RPOs) at the end of the year. Reviews will begin early next year, followed by public comment periods in April through June and adoption in August 2026.

Submissions for the Transportation Alternatives Set-Aside program ended, with 156 applications requesting \$189 million, over double the available funds. Those applications are being reviewed. Announcements are expected in Spring 2026.

PennDOT secured over \$400 million in additional obligation authority through August Redistribution. At the end of the current FFY, the Infrastructure Investments and Jobs Act (IIJA) will expire. PennDOT is hoping that Congress will reauthorize the bill before it expires in September. The federal continuing resolution passed in November provided a third of the expected obligation authority for Federal Fiscal Year 2026 and expires at the end of January, 2026.

WORKING SESSION:

PennDOT Local Bridge Inspection & SNBI

Mr. Jonathan Moses, Assistant Chief Bridge Engineer - Inspection from PennDOT, gave a presentation on the PennDOT Local Bridge Inspection and the Specifications for the National Bridge Inventory (SNBI)

Mr. Moses said that an update to the National Bridge Inspection Standards (NBIS) was made in June 2022, and it became fully effective in June 2024. PennDOT has been updating manuals, updating the Bridge Management System, and Publication 238, the Bridge Safety Inspection Manual, among others.

One such change is to the Bridge Weight Limit signs. Sign installations now have two install date requirements, per Federal Highway regulations. New signs must be installed within 30 days of a revised rating analysis and missing/illegible signs must be installed within 30 days. Local government will have trouble with this requirement, and updates to the manual will allow counties to loan signs until permanent signs can be acquired.

Critical maintenance items must have a 7-day mitigation, and High Priority repairs have a maximum of six months. Maintenance priorities are defined as having deficiencies that threaten either structural integrity or public safety. The local owner is responsible for signage and can be held legally liable. PennDOT is dedicated to safety at all levels and will assist with non-Department bridges.

The Specifications for the National Bridge Inventory is a new document that emerged from the 2022 rulemaking. New data must be collected that was not previously, creating a one-time effort for all bridge inspections.

He noted that the NBIS is now applicable to privately owned bridges that are connected to public roads at both ends of the bridge, and PennDOT must perform inspections on those bridges, as well as non-public highway bridges. Other changes made in the SNBI include new definitions, inspection intervals, and procedures, and updates to the Fatigue and Fracture plans.

The NBIS also makes railroad inspection timeframes stricter, requiring a specific window for inspections. Increased coordination with railroads and local municipalities will be necessary for this change. PennDOT's Bridge Inspection Section is meeting regularly with railroads and internal personnel to ensure this is complete.

On the design side, there are new guidelines for guide rails on local bridges, as well as new products on the way. He gave the example of InQuik bridges, using more prefabricated parts, and then concrete is poured on-site. Additional updates will also be worked on for Design Manual 4.

Digital Delivery

Mr. Allen S. Melley, P.E., Digital Delivery Chief from PennDOT, gave a presentation on the Digital Delivery Program.

Mr. Melley said that the vision statement of the Digital Delivery Program was "By 2025, construction projects will have the ability to be bid using 3D technology and will no longer be in a traditional construction plan format." There will still be 2D components in the 3D models, such as views and Excel tables.

The program began in 2020, where initial pilots had contractors use 3D models instead of cross sections in Existing Ground Confidence Level, Bridge, and Drainage and Utilities projects.

Model as Legal Deliverable (MALD) projects have no plan sheets, with all plans derived from the 3D model.

Thus far in the pilot program, eight projects have been constructed using digital deliverables, with four more in construction. Over 40 projects are currently in design or are advertised. Contractor bids have been within 1% on average of design estimate.

PennDOT received a \$5 million grant from the Federal Highway Administration (FHWA) in 2023 to advance standardized open data for as-built information models for bridges. The industry is working on developing the Industry Foundation Classes (IFC) files. This will ensure that plans can be easily used by any software that a company wants to use.

PennDOT has issued digital delivery guidance documents to provide standardized processes for stakeholders to create consistent deliverables. These documents include the Digital Delivery Interim Guidelines, Modeling Standards Manual, and Model Element Breakdown Structure.

Mr. Melley said that a common question is how smaller companies can compete with digital delivery. He responded that most of the projects delivered thus far had been won by smaller contractors, and those contractors had helped shape the program through their experience and feedback. For the first constructed pilot bridge, PennDOT met with the contractor biweekly, and the project finished a month and a half ahead of schedule.

Mr. Melley highlighted the PA 68 Dolby Street project, which is a MALD pilot in District 10. The first year of the three has been completed, and a significant aspect has been utility work. The contractor is collecting utility information and sending it to the design team, which updates their models to incorporate it into the plans for years 2-3.

Two bridge pilots are being run for the Advanced Digital Construction Management Systems (ADCMS) grant, a steel bridge in Crawford County, and an Integral Abutment in Indiana County. These are the first projects in the nation to deliver IFC files as contractual, so there is interest in these projects.

Pennsylvania and Utah are the two states leading in digital delivery and are the only ones thus far delivering 3D models contractually, without plans.

PennDOT ran contractor summits in January 2025 to provide hands-on training and information for contractors. Additional summits are planned for 2026. Additionally, webinar sessions are conducted quarterly and are available to anyone interested on the digital delivery website.

Mr. Melley stated that PennDOT is collaborating with seventeen universities across the state to incorporate digital delivery concepts into their curriculum. PennDOT also speaks at schools and provides them with a database of let projects for educational purposes.

The initiative has won awards, such as the American Council of Engineering Companies (ACEC/PA) Diamond Award in the Small Project category, Best Use of Technology, and Innovation at the 2025 America's Transportation Northeast Association of State Transportation

Officials (NASTO) Award, and was a finalist in the Professional Research category of the buildingSMART International OpenBIM Award.

COMMISSIONERS REPORT:

None

PUBLIC COMMENT:

None

OTHER BUSINESS:

Ms. Michael announced the meeting dates for 2026 would be February 18, May 13, August 5, and December 16. The February and December meetings will be in Harrisburg, and the May and August meetings will be in locations to be determined.

ON A MOTION by Mr. Ritchie and seconded by Mr. Shelly, the 2026 meeting dates were approved.

NEXT MEETING:

The next STC quarterly meeting is scheduled for **Wednesday, February 18, 2026.**

ADJOURNMENT:

ON A MOTION by Ms. Michael and seconded by Mr. Kyle Wagonseller, the STC quarterly meeting was adjourned at 11:10 p.m.

PENNSYLVANIA STATE TRANSPORTATION COMMISSION
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
JANUARY 21, 2026



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 a special meeting of the State Transportation Commission (STC) at 10:32 a.m. on January 21, 2026, on Microsoft TEAMS.

ROLL CALL:

Commissioners Present on the Phone:

1. Honorable Michael Carroll
2. Honorable Ed Neilson, Kyle Wagonseller alternate
3. Honorable Kerry Benninghoff, Josiah Shelley, alternate
4. Honorable Sharon Knoll
5. Honorable Karen Michael
6. Honorable Marty Flynn, Justin Gensimore, alternate
7. Honorable Judy Ward, Nolan Ritchie, alternate

2025 RTAP AND RFAP PROGRAMS:

Ms. Angela Watson presented the 2025 Rail Transportation Assistance Program (RTAP) and Rail Freight Assistance Program (RFAP) Programs.

ON A MOTION by Mr. Kyle Wagonseller and seconded by Ms. Sharon Knoll, the 2025 RTAP and RFAP Programs were approved.

PUBLIC COMMENT:

None

OTHER BUSINESS:

None.

NEXT MEETING:

The next STC quarterly meeting is scheduled for **Wednesday, February 18, 2026.**

ADJOURNMENT:

ON A MOTION by Mr. Justin Gensimore and seconded by Mr. Wagonseller, the STC quarterly meeting was adjourned at 10:36 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 17, 2025.

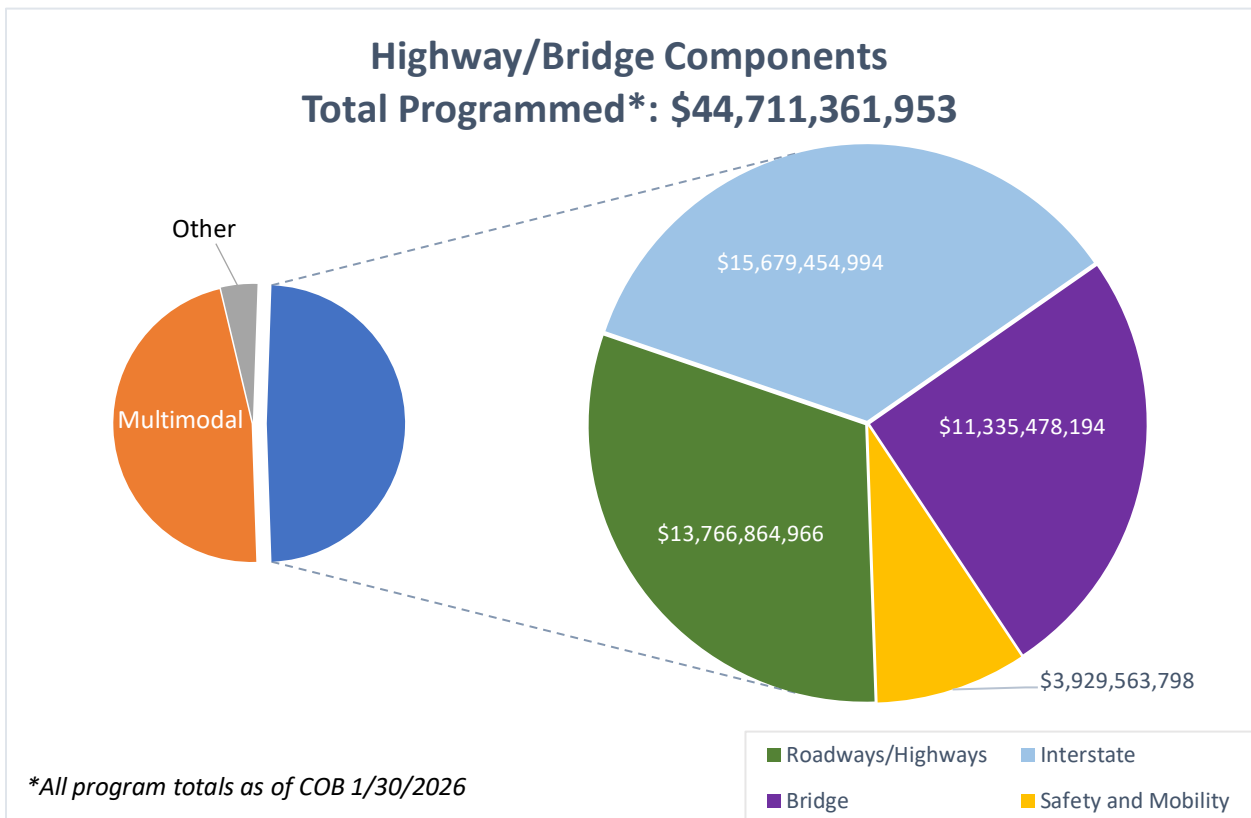
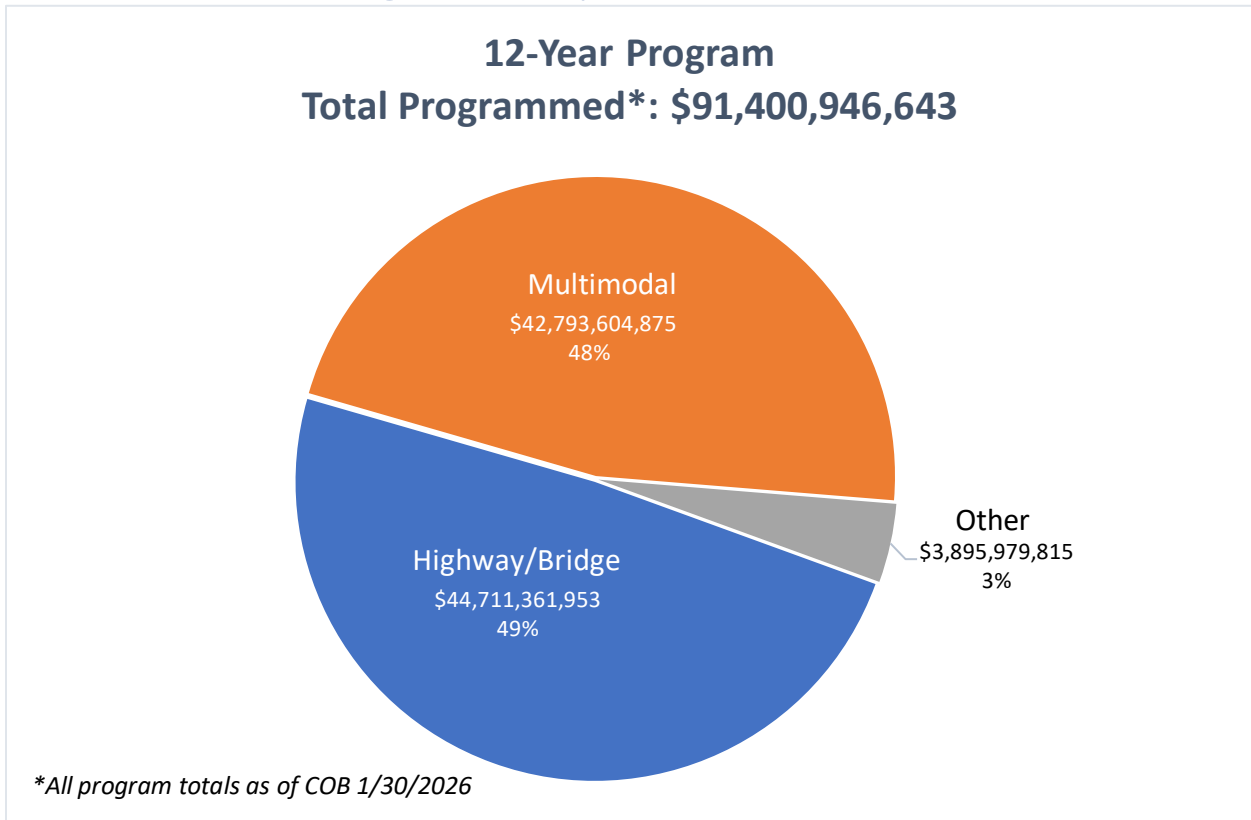
- The changes are for the period of November 29, 2025, through January 30, 2026.
- Programmed Balances are as of close of business January 30, 2026.

There are 555 program adjustments for consideration.

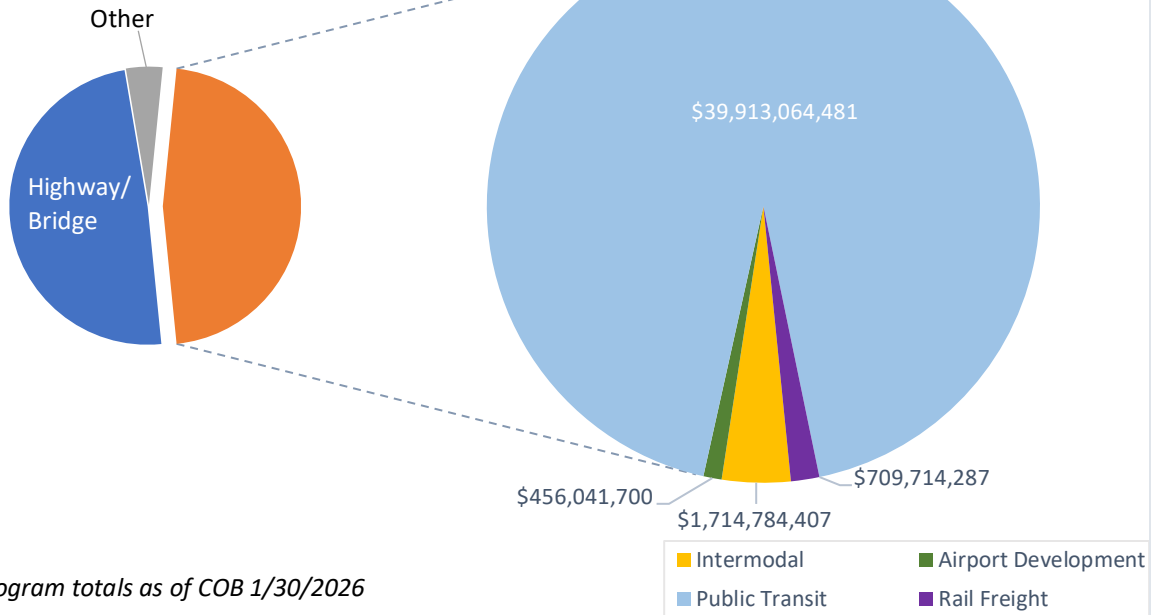
- 154 Project/Phase Additions
- 384 Project/Phase Changes
- 17 Project/Phase Removals (temporary or permanent)

The changes represent a **\$16,316,867 increase** for the reporting period.

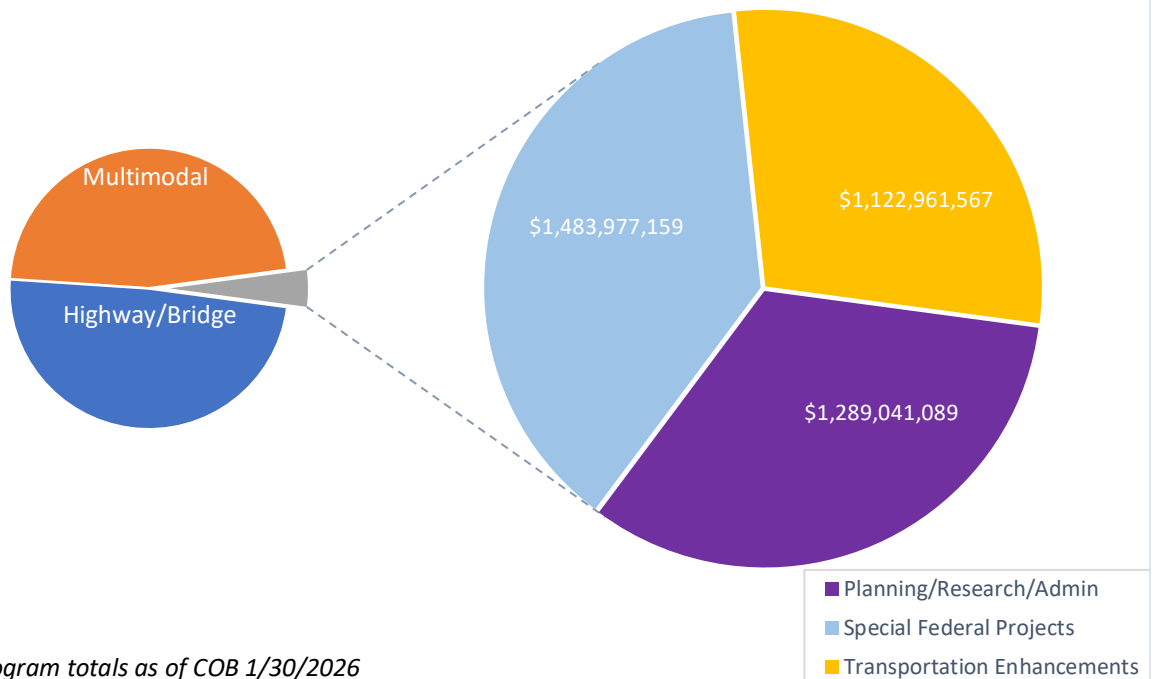
2025 12-Year Program Snapshot



Multimodal Components Total Programmed*: \$42,793,604,875



Other Components Total Programmed*: \$3,895,979,815



MAJOR PROJECT CHANGES

The following lists the 2025 12-Year Program projects that had major program adjustments for the period of November 29, 2025, through January 30, 2026. 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**

11/29/2025 to 1/30/2026

(Highway & Bridge) Altoona / 9-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Blair	50604	CON	Bridge & Highway Reserve		BHR	\$26,764,629	\$29,439,302	\$2,674,673	10%
Blair	120540	CON	2025 Blair TSMO	99	01T	\$1,092,000	\$1,669,000	\$577,000	53%
Altoona / Blair (Highway & Bridge) Change:								\$3,251,673	

(Highway & Bridge) Centre / 2-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Centre	3188	CON	Centre 2024 Br. Preserv.	879	A02	\$874,182	\$1,574,182	\$700,000	80%
Centre	84343	CON	Poor Bridge/Betterment Line Item		000	\$3,710,069	\$4,675,762	\$965,693	26%
Centre	91500	CON	SR 2005 Sinking Cr Bridge	2005	A01	\$2,832,375	\$1,944,466	-\$887,909	-31%
Centre	110368	CON	2026 Centre Bridge Preservation	26	P35	\$2,768,458	\$3,592,895	\$824,437	30%
Centre	112784	PE	State College Area Connector	322	D10	\$2,941,430	\$17,351,952	\$14,410,522	490%
Centre	112784	FD	State College Area Connector	322	D10	\$42,964,000	\$35,000,000	-\$7,964,000	-19%
Centre	112784	ROW	State College Area Connector	322	D10	\$43,750,000	\$15,750,000	-\$28,000,000	-64%
Centre	116881	CON	2024 Centre Bridge Preservation	3022	P48	\$385,343	\$1,015,343	\$630,000	163%
Centre	118401	CON	St College Shared Use Path, TASA			\$1,100,000	\$1,725,000	\$625,000	57%
Centre	120550	CON	SR 2011 over Penns Creek	2011	A08	\$487,091	\$1,466,964	\$979,873	201%
Centre / Centre (Highway & Bridge) Change:								-\$17,716,384	

(Highway & Bridge) DVRPC / 6-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Bucks	79980	CON	S T U Reserve Line Item		SSS	\$33,037,203	\$28,211,203	-\$4,826,000	-15%
Montgomery	66952	UTL	PA23/US422 Int & N Gulph	23	2NG	\$0	\$1,900,000	\$1,900,000	0%
Montgomery	117997	CON	BRIP Reserve Line Item			\$737,709	\$1,361,709	\$624,000	85%
Philadelphia	82216	CON	N H P P Reserve Item			\$38,550,691	\$35,448,199	-\$3,102,492	-8%
Philadelphia	110313	PE	Green Ln/Belmont Ave over Schuylkill River	7301	GLB	\$0	\$1,974,000	\$1,974,000	0%
Philadelphia	119437	FD	Great Streets PHL - RAISE 22		GSP	\$2,200,800	\$1,360,633	-\$840,167	-38%
Philadelphia	120762	CON	Cobbs Creek Parkway: Market - Woodland	3015	SP1	\$11,785,000	\$14,985,000	\$3,200,000	27%
DVRPC / Philadelphia (Highway & Bridge) Change:								-\$1,070,659	

(Highway & Bridge) Erie / 1-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Erie	123573	CON	Erie Local Bridge Bundle Preservation - 2028	7206	BBP	\$0	\$1,500,000	\$1,500,000	0%
Erie / Erie (Highway & Bridge) Change:								\$1,500,000	

(Highway & Bridge) Franklin / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Franklin	90839	CON	Rocky Mountain Creek Br	30	103	\$3,400,000	\$5,530,977	\$2,130,977	63%
Franklin / Franklin (Highway & Bridge) Change:								\$2,130,977	

(Highway & Bridge) Harrisburg / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Dauphin	88061	CON	Highway Reserve Line Item			\$112,480,961	\$109,485,394	-\$2,995,567	-3%
Dauphin	100083	CON	Roundtop Road ov Iron Mine Run	2005	019	\$920,000	\$1,785,900	\$865,900	94%
Dauphin	114200	CON	HATS RTP Implementation Program			\$11,200,302	\$4,200,302	-\$7,000,000	-62%
Dauphin	117216	CON	Hillsdale Rd ov Trib Conewago Cr	2001	018	\$530,450	\$1,195,690	\$665,240	125%
Perry	100456	CON	Stone Arch Rd over Trib to Buffalo Crk	4007	018	\$920,000	\$1,466,912	\$546,912	59%
Perry	117545	PE	PA 34 over Juniata River	34	069	\$0	\$1,220,213	\$1,220,213	0%
Perry	117545	FD	PA 34 over Juniata River	34	069	\$550,000	\$2,000,000	\$1,450,000	264%
Harrisburg / Perry (Highway & Bridge) Change:								-\$5,247,302	

(Highway & Bridge) Interstate / 1-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Mercer	116475	PE	I-79: MM 118 - MM 119 - Preservation	79	A19	\$800,000	\$1,000,000	\$200,000	25%
Interstate / Mercer (Highway & Bridge) Change:								\$200,000	

(Highway & Bridge) Interstate / 10-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Jefferson	122451	CON	I-80 Falls Creek Concrete Rehab	80	511	\$0	\$28,000,000	\$28,000,000	0%
Interstate / Jefferson (Highway & Bridge) Change:								\$28,000,000	

(Highway & Bridge) Interstate / 11-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Allegheny	74454	CON	I-376, Boyce Road to I-79	376	A79	\$1,318,310	\$1,798,310	\$480,000	36%
Allegheny	100794	CON	579 HOV Bridge Emergency	6579	A06	\$5,750,000	\$10,900,000	\$5,150,000	90%
Interstate / Allegheny (Highway & Bridge) Change:								\$5,630,000	

(Highway & Bridge) Interstate / 4-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Pike	85766	CON	I-84 E&W I-4R MP 40 - E46	84	494	\$20,145,000	\$1,387,000	-\$18,758,000	-93%
Susquehanna	75976	CON	I-81 Exit 219	81	590	\$41,311,340	\$55,000,000	\$13,688,660	33%
Interstate / Susquehanna (Highway & Bridge) Change:								-\$5,069,340	

(Highway & Bridge) Interstate / 5-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Carbon	72746	PE	I-80 Bridge Improvements	80	19B	\$0	\$1,038,052	\$1,038,052	0%
Monroe	57921	CON	I-80/Exit 308 Realignment	80	05S	\$3,330,572	\$4,714,229	\$1,383,657	42%
Interstate / Monroe (Highway & Bridge) Change:								\$2,421,709	

(Highway & Bridge) Interstate / 6-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Delaware	104821	PE	I-476 Travel Management	476	HSR	\$900,000	\$1,400,900	\$500,900	56%
Interstate / Delaware (Highway & Bridge) Change:								\$500,900	

(Highway & Bridge) Interstate / 9-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Blair	112239	CON	I-99 Plank Rd Intchg to Tyrone	99	022	\$777,962	\$1,377,962	\$600,000	77%
Interstate / Blair (Highway & Bridge) Change:								\$600,000	

(Highway & Bridge) Interstate / 99-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Central Office	75891	CON	Interstate Contingency			\$369,701,823	\$341,616,235	-\$28,085,588	-8%
Interstate / Central Office (Highway & Bridge) Change:								-\$28,085,588	

(Highway & Bridge) Johnstown / 9-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Cambria	106064	CON	Sunset Road to Nixon Ave	219	028	\$0	\$1,000,000	\$1,000,000	0%
Cambria	119278	CON	PA 271 Menoher Boulevard Rockfall Mesh	271	027	\$2,012,624	\$1,500,000	-\$512,624	-25%
Johnstown / Cambria (Highway & Bridge) Change:								\$487,376	

(Highway & Bridge) Lancaster / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lancaster	120872	CON	Marshall Avenue Multimodal Corridor			\$1,264,499	\$3,220,480	\$1,955,981	155%
Lancaster / Lancaster (Highway & Bridge) Change:								\$1,955,981	

(Public Transit) Lancaster

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lancaster	121138		Purchase / Replace Hybrid			\$13,227,701	\$20,727,701	\$7,500,000	57%
Lancaster / Lancaster (Public Transit) Change:								\$7,500,000	

(Highway & Bridge) Lehigh Valley / 5-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lehigh	96432	CON	309 & Tilghman I/C Recon	309	12M	\$45,175,507	\$39,695,807	-\$5,479,700	-12%
Lehigh	102312	CON	PA 309 Resurface	309	14M	\$9,785,000	\$18,280,000	\$8,495,000	87%
Lehigh	119690	PE	SR 22 Widening - Lehigh River Bridge to Airport Rd	22	WD2	\$0	\$6,000,000	\$6,000,000	0%
Lehigh Valley / Lehigh (Highway & Bridge) Change:								\$9,015,300	

(Highway & Bridge) NEPA / 5-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Monroe	113878	PE	209 Mt Nebo to Holy Cross Road	209	23S	\$477,405	\$1,247,355	\$769,950	161%
NEPA / Monroe (Highway & Bridge) Change:								\$769,950	

(Highway & Bridge) North Central / 2-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Cameron	118629	CON	T-306 Steam Mill Road Bridge (II)	7203	LOC	\$1,832,583	\$1,265,000	-\$567,583	-31%
Clearfield	84344	CON	Poor Bridge /Betterment Line Item			\$7,786,275	\$10,479,997	\$2,693,722	35%
Clearfield	117237	CON	DuBois St toward Liberty Blvd	219	275	\$3,105,056	\$4,321,783	\$1,216,727	39%
McKean	101510	CON	Bridge over Bennett Brook	4011	A02	\$952,000	\$1,200,000	\$248,000	26%
McKean	117802	CON	SR 59 Drainage Improvements	59	542	\$1,747,754	\$1,148,087	-\$599,667	-34%
Potter	85314	CON	SR 49 over Marsh Creek Box	49	A13	\$1,365,909	\$1,750,000	\$384,091	28%
Potter	118631	CON	T-304 Big Moores Run Bridge (II)	7211	LOC	\$3,372,728	\$1,986,100	-\$1,386,628	-41%
North Central / Potter (Highway & Bridge) Change:								\$1,988,662	

(Public Transit) North Central

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Elk	118242		Replace Para Vans			\$1,620,000	\$960,000	-\$660,000	-41%
Elk	118244		Replace - HD 35			\$1,950,000	\$1,400,000	-\$550,000	-28%
North Central / Elk (Public Transit) Change:								-\$1,210,000	

(Highway & Bridge) Northern Tier / 3-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Tioga	99107	CON	US60vTb N Elk Run	6	130	\$500,000	\$1,690,000	\$1,190,000	238%
Northern Tier / Tioga (Highway & Bridge) Change:								\$1,190,000	

(Highway & Bridge) Northwest / 1-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Crawford	115533	CON	Crawford - SR 1041 Slide (GRP #2)	1041	SL1	\$2,320,000	\$720,000	-\$1,600,000	-69%
Venango	78464	CON	Williams Road Bridge (T-627)	7214	L00	\$1,682,000	\$2,428,300	\$746,300	44%
Venango	106422	CON	NW Highway/Bridge Line Item			\$55,323,111	\$52,445,241	-\$2,877,870	-5%
Venango	109153	CON	US 62 & 322 from SR 8 to US 322	62	13M	\$12,496,271	\$15,413,818	\$2,917,547	23%
Warren	86954	CON	Warren - SR 59/ SR 3017 Slide (GRP #2)	59	SL2	\$0	\$1,600,000	\$1,600,000	0%
Northwest / Warren (Highway & Bridge) Change:								\$785,977	

(Public Transit) Northwest

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Crawford	89724		Rev Fleet Veh -Paratran			\$3,260,000	\$4,860,000	\$1,600,000	49%
Warren	106432		Shared Ride Bus Procurement			\$190,000	\$1,201,200	\$1,011,200	532%
Northwest / Warren (Public Transit) Change:								\$2,611,200	

(Highway & Bridge) Northwest / 10-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Clarion	99659	CON	US 322 Clarion to Strattanville Resurfacing	322	310	\$1,570,000	\$2,069,123	\$499,123	32%
Northwest / Clarion (Highway & Bridge) Change:								\$499,123	

(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			\$24,267,628	\$20,101,183	-\$4,166,445	-17%
Berks	114439	ROW	West Shore Bypass - Phase 1	422	PH1	\$0	\$6,859,300	\$6,859,300	0%
Reading / Berks (Highway & Bridge) Change:								\$2,692,855	

(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	\$31,852,103	\$24,047,343	-\$7,804,760	-25%
Huntingdon	123353	CON	US 522 - Palmer Street to Cromwell Street	522	0	\$0	\$1,000,000	\$1,000,000	0%
Somerset	123167	CON	US 219 - Meyersdale to Berlin Joints	219	059	\$0	\$3,400,000	\$3,400,000	0%
S. Alleghenies / Somerset (Highway & Bridge) Change:								-\$3,404,760	

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

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lackawanna	117890	CON	SR 11 over North Main Avenue	11	P01	\$2,000,000	\$3,250,000	\$1,250,000	63%
Lackawanna	117891	CON	SR 11 over Court Street	11	P02	\$2,000,000	\$800,000	-\$1,200,000	-60%
Lackawanna	117892	CON	SR 11 over Theodore Street	11	P03	\$2,500,000	\$800,000	-\$1,700,000	-68%
Lackawanna	117893	CON	SR 11 over Leach Creek	11	P04	\$1,200,000	\$700,000	-\$500,000	-42%
Lackawanna	117894	CON	SR 11 over SR 6307	11	P05	\$5,000,000	\$3,000,000	-\$2,000,000	-40%
Lackawanna	117896	CON	SR 8029 Ramp from Main Ave.	8029	P02	\$1,500,000	\$250,000	-\$1,250,000	-83%
Lackawanna	121385	CON	Gordon Avenue K-194			\$1,000,000	\$1,300,000	\$300,000	30%
Luzerne	101388	CON	SR 1036 over Abrahams Creek	1036	D52	\$200,000	\$1,300,000	\$1,100,000	550%
Luzerne	117042	CON	SR 3016 Slide	3016	SLD	\$1,000,000	\$3,255,545	\$2,255,545	226%
Luzerne	120804	CON	West Union Street Scape Project		MTM	\$0	\$1,746,820	\$1,746,820	0%
Scranton/W-B / Luzerne (Highway & Bridge) Change:								\$2,365	

(Highway & Bridge) SEDA-COG / 2-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Clinton	68128	CON	Reserve Betterment/Safety Line Item		000	\$12,161,917	\$15,508,474	\$3,346,557	28%
Clinton	112317	CON	I-80 ICM (Exit 173 to 185)	80	103	\$1,250,200	\$1,850,200	\$600,000	48%
SEDA-COG / Clinton (Highway & Bridge) Change:								\$3,946,557	

(Highway & Bridge) SPC / 10-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Armstrong	24135	CON	Pyra Road Bridge	2005	154	\$1,910,900	\$2,392,000	\$481,100	25%
Armstrong	79843	CON	SPC D-10 Hwy/Bridge Line			\$45,433,048	\$35,626,722	-\$9,806,326	-22%
Butler	24814	CON	Bruin Bridge #5	1004	252	\$1,496,000	\$2,018,000	\$522,000	35%
Butler	105900	CON	Ekastown West 3R	228	204	\$14,445,900	\$21,557,116	\$7,111,216	49%
Butler	119717	PE	SR 3022 Rochester Road Widening	3022	291	\$0	\$1,627,758	\$1,627,758	0%
SPC / Butler (Highway & Bridge) Change:								-\$64,252	

(Highway & Bridge) SPC / 11-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Allegheny	27219	CON	Campbell's Run Road	3041	0	\$47,870,001	\$52,682,501	\$4,812,500	10%
Allegheny	29421	CON	MTF Main/19 Intersection Upgrades & Road Construct	1001	0	\$0	\$2,306,000	\$2,306,000	0%
Allegheny	75341	CON	Betterment Reserve Allegheny			\$57,090,173	\$49,678,349	-\$7,411,824	-13%
Allegheny	76458	CON	Bridge - Allegheny County			\$30,185,023	\$34,274,473	\$4,089,450	14%
Allegheny	78234	CON	Millers Run Road ov Branch of Millers Run	3001	A02	\$2,000,000	\$0	-\$2,000,000	-100%
Allegheny	84078	CON	SPC CMAQ Line Item			\$185,739,250	\$180,789,250	-\$4,950,000	-3%
Allegheny	87777	CON	Allegheny Co Loc Br Pres.			\$6,388,711	\$1,977,868	-\$4,410,843	-69%
Allegheny	88497	CON	Abers Creek Bridge #3 (AB03)	7446	LOC	\$1,700,000	\$325,000	-\$1,375,000	-81%
Allegheny	88498	CON	Abers Creek No.4 (AB04)	7446	LOC	\$1,700,000	\$425,000	-\$1,275,000	-75%
Allegheny	93917	CON	Kenmawr Ave Ramp	7456	LOC	\$0	\$2,650,000	\$2,650,000	0%
Allegheny	94651	PE	I-376/Parkway East A.T.M	376	A51	\$1,000,000	\$1,770,000	\$770,000	77%
Allegheny	97028	FD	I-376/Banksville Interchange	376	A59	\$1,329,222	\$1,679,222	\$350,000	26%
Allegheny	100701	FD	McKees Rocks Bridge Phase 3	3104	A04	\$9,000,000	\$6,500,000	-\$2,500,000	-28%
Allegheny	109640	FD	PA 50: I-79 to Thoms Run	50	A32	\$0	\$1,000,000	\$1,000,000	0%
Allegheny	114150	FD	Swindell Bridge	7301	0	\$2,000,000	\$2,785,000	\$785,000	39%
Allegheny	118882	PE	Painters Run Road			\$1,500,000	\$0	-\$1,500,000	-100%
Allegheny	119486	CON	Pittsburgh City Steps - Potomac Avenue			\$665,000	\$1,005,000	\$340,000	51%
Allegheny	120987	CON	Liberty Tunnel Roof Replacement	3069	A27	\$163,000	\$2,646,909	\$2,483,909	1524%
Allegheny	121099	STUDY	Clairton Blvd Flood Control -Century III to Coal V	51	21A	\$525,000	\$1,125,000	\$600,000	114%
Allegheny	122851	CON	(PD03) Jacks Run Road Bridge Replacement	7116	BRG	\$3,800,000	\$6,000,000	\$2,200,000	58%
Allegheny	123285	CON	(PD03) Jacks Run Road Bridge Demolition	7116	BRG	\$1,200,000	\$3,400,000	\$2,200,000	183%
Beaver	112022	CON	Monaca Gateway MTF-TIIF-Smart	51	B52	\$3,250,000	\$4,462,157	\$1,212,157	37%
Lawrence	100743	CON	East Washington Street Br	2006	L03	\$849,000	\$1,473,000	\$624,000	73%
SPC / Lawrence (Highway & Bridge) Change:								\$1,000,349	

(Public Transit) SPC

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lawrence	118167		CNG Buses			\$6,850,000	\$9,850,000	\$3,000,000	44%
SPC / Lawrence (Public Transit) Change:								\$3,000,000	

(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	\$415,477,771	\$407,826,907	-\$7,650,864	-2%
Fayette	122384	CON	Sheepskin Trail: SE Nilan Bridge		SNB	\$0	\$1,000,000	\$1,000,000	0%
Fayette	123198	CON	Fayette & Greene Resurfacing	40	0	\$0	\$4,000,000	\$4,000,000	0%
Westmoreland	110900	ROW	US 30 Corridor Impvmts - Western Section	30	A10	\$6,500,000	\$11,000,000	\$4,500,000	69%
Westmoreland	119610	PE	US 119 West Tech to PA 66	119	0	\$0	\$3,500,000	\$3,500,000	0%
SPC / Westmoreland (Highway & Bridge) Change:								\$5,349,136	

(Public Transit) SPC

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Washington	118166		Replacement Buses			\$2,435,000	\$3,860,319	\$1,425,319	59%
SPC / Washington (Public Transit) Change:								\$1,425,319	

(Highway & Bridge) STWD Items / 99-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Central Office	77786	CON	Highway Reserve			\$343,551,397	\$328,140,325	-\$15,411,072	-4%
Central Office	82335	CON	Bridge Reserve			\$349,368,392	\$339,487,801	-\$9,880,591	-3%
Central Office	102466	CON	NHPP Reserve			\$23,551,449	\$15,420,472	-\$8,130,977	-35%
Central Office	102893	CON	Multimodal Reserve			\$1,018,023,666	\$1,013,954,350	-\$4,069,316	0%
Central Office	118322	CON	PROTECT Reserve			\$598,985,031	\$596,032,676	-\$2,952,355	0%
Central Office	123605	PRA	SMART Freight Signal Priority Project			\$0	\$1,327,358	\$1,327,358	0%
STWD Items / Central Office (Highway & Bridge) Change:								-\$39,116,953	

(Public Transit) SVTS

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Mercer	111060		Operating Assistance			\$4,707,715	\$8,582,715	\$3,875,000	82%
SVTS / Mercer (Public Transit) Change:								\$3,875,000	

(Highway & Bridge) Wayne / 4-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Wayne	96742	CON	SR 3002 over Butternut Creek	3002	D51	\$1,085,830	\$374,800	-\$711,030	-65%
Wayne / Wayne (Highway & Bridge) Change:								-\$711,030	

(Public Transit) Williamsport

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
Lycoming	84058		Operating Assistance			\$9,359,649	\$14,517,319	\$5,157,670	55%
Williamsport / Lycoming (Public Transit) Change:								\$5,157,670	

(Highway & Bridge) York / 8-0

County	Project	Phase	Title	Route	Sec.	Beginning Amount	Current Amount	Difference	Pct. Change
York	100146	CON	Campground Road Bridge	4045	002	\$2,000,000	\$1,432,633	-\$567,367	-28%
York	116004	FD	Church/ Trail WB Widen	238	012	\$500,000	\$1,150,000	\$650,000	130%
York	119465	CON	Codorus Creekside Trail FLAP/DCED		FLP	\$35,959,000	\$1,583,291	-\$34,375,709	-96%
York	123459	CON	Codorus Creekside Trail RAISE		RAI	\$0	\$35,000,000	\$35,000,000	0%
York / York (Highway & Bridge) Change:								\$706,924	

TRANSPORTATION ADVISORY COMMITTEE REPORT

Transportation Advisory Committee (TAC) Report

The TAC met on February 2, 2026. There was one presentation delivered to the TAC.

Colton Brown, gave a presentation on the NEVI Program. The National Electric Vehicle Infrastructure (NEVI) program was authorized through the Infrastructure Investment and Jobs Act (IIJA) in 2021. The NEVI program allocated \$171.5 million to Pennsylvania to support the build out of publicly available Electric Vehicle (EV) charging infrastructure.

TAC Approved the TAC Annual Report – The report highlights the most recent studies the TAC has completed in the calendar year 2025. It provides the study purpose, completion dates, and the findings and recommendations for the completed studies.

The TAC will meet on April 8, 2026, where new study topics will be discussed and potentially approved for study.

**EXECUTIVE DEPUTY SECRETARY
LARRY SHIFFLET**

EXECUTIVE REPORT

**DEPUTY SECRETARY
COREY PELLINGTON**

ADMINISTRATIVE/BUDGET REPORT

BUREAU OF STATEGIC BUSINESS OPERATIONS (BSBO)

Travel and Tourism:

PennDOT Welcome Centers October through December 2024 vs. October through December 2025			
Category	2024	2025	Year over Year Differences (+/-)
Customers	641,393	591,252	-50,141
Reservations	305	180	-125
Tourism Revenue Generated by Reservations	\$52,896.24	\$24,750.79	-\$28,145.45
Dollars Generated Each Reservation Interaction	\$173.43	\$137.50	20.72% decrease
**Note: The Susquehanna County Welcome Center entrance ramp from I-81 remains closed since March 2025 due to construction on the main corridor, resulting in a significant decline in customer volume. The Fulton County Welcome Center remains closed since April 2025; this has also impacted customer volume.			

Innovation in Motion Webinar Series:

BSBO hosted the last two webinars of its [2025 Innovation in Motion Webinar Series](#) in October and December, respectively. Attended by more than 150 PennDOT employees, local government representatives, and industry partners, the October webinar focused on how PennDOT is leading the way in asset management by developing and implementing innovative systems to maintain and improve the condition of Pennsylvania roadways. The December webinar, attended by nearly 250 individuals, focused on how PennDOT 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 2026 *Innovation in Motion* Webinar Series is scheduled for February 10, April 14, June 9, August 11, October 6, and December 8. Topics for these webinars include strategic planning, transformational transportation technologies, an overview of PennDOT's Materials Testing Lab, research project highlights, asset management, and PennDOT's digital transformation.

State Transportation Innovation Council (STIC) Business Meeting:

In November 2025, BSBO facilitated a virtual State Transportation Innovation Council (STIC) Business Meeting. The meeting included updates on STIC Incentive Program funding, several innovations being developed by the STIC's Maintenance Technical Advisory Group, and PennDOT's Digital Delivery initiatives and progress. The meeting also included overviews of the Precast Bridge Deck Joint Testing and Flood Mitigation Solutions research project, which received a 2025 AASHTO High Value Research Award; the Northeast STIC Consortium, which was conceptualized and established by BSBO in 2025 with 11 participating states; and *Miles*, an AI customer service chatbot, recently implemented by the Pennsylvania Turnpike Commission. In lieu of the March 2026 STIC Business Meeting, PennDOT is hosting an Innovation and Research Showcase event in March 2026. Dates for the July and November 2026 STIC Business Meetings are being finalized.

Project Update as of January 20, 2026	Phase	Anticipated Dates
Armstrong County New Maintenance Office	In Construction	Construction Completion planned for October 25, 2026.
Perry County Maintenance Office	In Design	Bid advertisement anticipated July 2026 pending execution of remaining approvals, agreements, and easements. Anticipated Construction Completion, September 2029.
Mifflin County Maintenance Office	In Construction	Construction Completion planned for February 13, 2027.
Fayette County, Engineering District 12-0 Office Renovation	In Procurement	Bid advertisement began January 5, 2026. Anticipated Construction Completion March 2027.
Washington County Maintenance Office Renovation and Storage Building	In Construction	Planned Construction Completion February 2026.
Delaware County Maintenance Stockpile	In Construction	Construction Completion anticipated Spring 2026.
Bradford County Maintenance Office	In Design	Bid advertisement anticipated December 2026. Anticipated Construction Completion May 2029.
Carbon County Maintenance Office	In Design	Bid advertisement anticipated March 6, 2026, pending execution of remaining approvals and agreements. Anticipated Construction Completion January 2029.
Clinton County Rest Area Sewer Treatment Plant and Water Supply System Replacement and Building Upgrades	In Construction	Anticipated Construction Completion January 2026.
Columbia County Rest Area Sewer Treatment Plant and Water Supply System Replacement and Building Upgrades	In Construction	Anticipated Construction Completion January 2026.
York County Maintenance Office	Professional Selections	Professional Selections planned FY 26/27 (2 nd quarter). Anticipated Construction Completion TBD
Dauphin County Fleet Management Office and Garage Renovations Phase 1 - Roof only	In Close Out	Construction Complete
Bucks County Maintenance Office, Connect to Public Water	In Design	Bid advertisement TBD. Waiting for township to give direction if they intend to construct and own the water line.
Beaver County Maintenance Office, HVAC System Replacement	In Design	Bid advertisement anticipated February 16, 2026. Anticipated Construction Completion July 2027
Philadelphia County Maintenance Office Replacement	In Design	Anticipated advertisement February 4, 2027. Anticipated Construction Completion July 2029.

Dauphin County Sign Shop Manufacturing Facility	Professional Selections-Pending	Professional Selections anticipated FY 27/28 (1st quarter)
Dauphin County Material Testing Laboratory, Forensic Analysis of HVAC System	Professional Selections-Pending	Timeline TBD

BUREAU OF OFFICE SERVICES (BOS)

Electrical Vehicle (EV) Charging Stations – PennDOT has completed the installation of 342 EV charging stations at the eleven (11) Engineering District Offices, six (6) County Maintenance offices, and one (1) Maintenance Stockpile for state vehicle use. EV Chargers are planned to be implemented at County Maintenance offices in Districts 1, 2, and 10 through an upcoming Department of General Services (DGS) Guaranteed Energy Savings ACT (GESA) project.

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

- A kick of meeting was held on January 8, 2026, with the Energy Savings Contractor, The Efficiency Network (TEN), for facilities located in Engineering District 1 (Oil City), District 2 (Clearfield) and District 10 (Indiana) of which includes engineering district offices, county maintenance offices and highway maintenance stockpiles, welcome centers and safety rest areas and department-owned driver license centers.
- Proposals are under review for LED lighting upgrades at the Fort Pitt, Liberty, and Squirrel Hill Tunnels located in Allegheny County.

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

BUREAU OF FISCAL MANAGEMENT (BFM)

Budget:

- PennDOT's budget request was submitted to the Governor's Budget Office (GBO) on October 23, 2025.
- PennDOT's program measure information was submitted to the Governor's Office on October 23, 2025.
- PennDOT's re-budget request was submitted to GBO on November 25, 2025.
- Worked with GBO to provide updates in December to the financial statement and prepare numbers for the Governor's Budget address in February 2026.

Audits:

- 2025 Municipal Liquid Fuels Tax Fund Allocation
 - \$468,012,00.00 total allocation
 - \$466,312,923.65 to be paid after bridge inspection costs are deducted.
 - \$463,920,282.72 released to 2,521 municipalities since March 1, 2025

The following allocations were paid on December 1, 2025:

- December 1, 2025, County Liquid Fuels Tax Fund Allocation
 - \$13,358,002.14 total allocation
 - \$10,947,111.69 released to 63 counties.
- December 1, 2025, Act 44 Allocation
 - \$5,000,000.00 total allocation
 - \$3,592,908.58 released to 57 out of 61 eligible counties.
- December 1, 2025, Act 89 Allocation
 - \$4,628,000.00 total allocation
 - \$3,499,790.66 released to 59 out of 61 eligible counties.
- December 1, 2025, \$5 Fee for Local Use Allocation
 - \$20,506,545.00 collected for 27 counties.
 - \$19,996,075.00 released to 26 counties.
- December 1, 2025, State Police Fines and Penalties Allocation
 - \$3,126,514.48 total allocation
 - \$2,729,556.33 paid to eligible municipalities.
 - \$396,958.15 transferred to the Pennsylvania State Police for cadet classes.

BUREAU OF WORKFORCE AND BUSINESS OPPORTUNITY (BWBO)

The Department's equity programs underwent a significant structural change in November 2025. The Bureau of Workforce and Business Opportunity (BWBO) merged with the Bureau of Equal Opportunity (BEO) and the Office of Equitable Transportation (OET) into one cohesive bureau to streamline the delivery of opportunity programs.

Under the new structure, BWBO has been divided into three divisions:

- Business Opportunity
 - Disadvantaged Business Enterprise (DBE) Certification Program
 - DBE Program
 - Small and Diverse Business Opportunity
- Workforce Opportunity
 - On-the-Job Training (OJT) Program
 - Workforce development initiatives
 - Contract Compliance
- Equal Opportunity

- Equitable Access / Title VI
- Equitable Transportation

This reorganization allows greater collaboration between program areas and increased agility in coordinated response to regulatory changes, such as the DBE Interim Final Rule.

Business Opportunity:

DBE Certification and DBE Program

On October 3, 2025, the US Department of Transportation (USDOT) issued an Interim Final Rule (IFR) regarding the DBE program, specifically the requirements for firms to qualify for participation.

The DBE IFR removed presumptions of disadvantage based on race and sex, stipulating that *all* firms seeking to participate in the DBE program must now demonstrate that the majority owner(s) experienced personal social or economic disadvantage unrelated to their sex or race.

Key impacts of this change include:

- All firms that were certified as a DBE as of October 2, 2025, must be reevaluated to determine continued eligibility in the DBE Program.
- No DBE contract goals may be set, and no DBE participation on projects can be counted towards the Department’s DBE goal until:
 - The reevaluation of DBE firms is complete, and
 - An updated DBE program plan has been submitted to FHWA for approval.

PennDOT has been coordinating with other certifying partners in the Pennsylvania Unified Certification program (PA-UCP) to communicate information to DBE firms and develop a coordinated plan for reevaluation. A communication was sent to all PA DBE firms in December with initial reevaluation information, and a free webinar was provided to firms to help explain the reevaluation requirements. Reevaluation materials will be requested from firms in January, and firms will be asked to submit them within 30 days.

PennDOT has begun assessing our current DBE methodology and program plan to ensure an updated DBE goal and program plan are prepared for submission to FHWA for approval in tandem with the reevaluation process.

Small and Diverse Business Opportunity

The Small and Diverse Business Opportunity team hosted the final two events in a three-part virtual Lunch and Learn series to provide additional outreach to small businesses and provide information about available resources and the procurement process. The second event, targeted towards LGBTQ+ owned business, was held on October 22 and had 31 attendees. The final event, targeted towards disabled-owned business, was held on November 18 and had 24 attendees.

Workforce Opportunity:

The Workforce Opportunity division has been working on a new training initiative that will launch in January 2026. The initiative focuses on justice-involved youth ages 18–24 and will provide 4 weeks of training.

Participants will earn a variety of certifications, including:

- Technical Assistant / Transportation Construction Inspection (TA-TCI)
- OSHA-10
- CPR/First Aid

The initial cohort is anticipated to include 8 trainees and will take place in Harrisburg, PA. This initiative was developed with input from the contracting community and buy-in from the contractor community regarding hiring program graduates.

Equal Opportunity:

Title VI

The Title VI team has been invited to participate in the newly formed National Title VI Working Group. The group, developed by members of the AASHTO Civil Rights Committee (though not an official AASHTO work group), seeks to develop a network of DOT Title VI administrators and compliance specialists to share best practices, develop training opportunities, and provide networking and information-sharing opportunities.

The Title VI team deployed a Language Access Feedback form, in English and Spanish, developed in coordination with the Office of Administration’s Language Access Coordinator and the Governor’s Advisory Commissions on Latino Affairs, AAPI Affairs, and African American Affairs.

PennDOT Human Resource Office

Employment Verifications – New Process

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

Organization Management

New classifications for the State Safety Oversight Office were created on Executive Board Amendment 841 (EBA 841). Existing employee updates were completed on December 24, 2025, and postings for the newly created State Safety Oversight Program Specialists are in process.

The former Bureau of Innovations Director job specification name change was approved on EBA 842 in November. The incumbent’s classification was updated to Director, Bureau of Strategic Business Operations. This change also supports the recently approved reorganization for organization 3900, which renamed it to Bureau of Strategic Business Operations.

The Planning Deputate reorganization was officially approved on OR-25-014. The Organization 5400 Strategic Planning and Finance Office, was abolished, and the three positions within that organization are being moved and repurposed into organization 5200.

Summer Employment Program 2026

PennDOT has openings for the 2026 Summer Employment Program, temporary/seasonal staffing as follows:

Class Title		
Engineering Intern		345
Scientific Technical Intern		105
Government Services Intern		91
DOT Summer Student Employee		509
Non-Student Classifications		520
Totals		1570

PennDOT Salaried Complement

- Filled complement continued to remain high during the quarter and has been averaging above 97%.
 October 1, 2025 = 97.61%
 December 31, 2025 = 98.16%

Based on rebudget approval on December 8, 2025, the Governor’s Office of the Budget eliminated appropriation 10795 (REAL ID) and combined it with the existing complement appropriation 10580 (Driver and Vehicle Services). All Driver and Vehicle Services (DVS) positions are now under one complement appropriation. Other changes included +1 for aviation operations (pilot), +1 for a new ATV/Snowmobile regulations position, +8 for new school bus safety positions, and +1 for a new transportation policy position. As a result, PennDOT’s salaried complement increased by 11 to 11,742.

Onboarding/In-processing/Orientation initiative

The HR Workforce Management and Consulting Section at PennDOT Central Office, in partnership with District 9-0 HR, has successfully streamlined and modernized critical components of the Onboarding, In-Processing, and Orientation materials for new employees. This initiative is designed to promote consistency, relevance, and accessibility across all Department organizations.

- Goals of the project:
 - Streamline, standardize, and simplify the process and content.
 - Ensure the content shared is consistent and that outdated content is not provided erroneously.
 - Remove the guesswork for the person conducting the InProcessing with new employees.
 - Make the process more prescriptive and user-friendly.

The enhancements, particularly the addition of demonstrations and links providing new employees with direct access to key online resources, are a significant upgrade. Valuable information is readily available at their fingertips. The new InProcessing sessions are more engaging than in the past. The updated templates are well-received and contribute to a more streamlined, user-friendly experience. The new templates modernized the process, made it easier to provide to those responsible for conducting the InProcessing sessions, and provide a more professional appearance to new employees coming into the Department.

Professional License Incentive Payments

- In June 2025, PennDOT executives, the Office of Administration, and the Governor’s Office approved an increase by \$500 to PennDOT employees in select management and non-represented job classes for obtaining or renewing a professional license as a Professional Engineer (PE), Professional Geologist (PG), or Professional Land Surveyor (PLS). These employees will now receive a \$2,500 lump sum payment less applicable deductions. Employees in union-represented job classes will continue to receive the \$2,000 lump sum payment less applicable deductions.
- Since the new initial and renewal professional license incentive payments were put in place in June 2025, there have been 337 renewals to date where employees in select management and non-represented job classes received \$2,500 lump sum payment less applicable deductions for obtaining a new or for renewing a professional license as a Professional Engineer (PE), Professional Geologist (PG), or Professional Land Surveyor (PLS). There were 20 who received payments for attaining their initial professional-in-training certification or professional license. PennDOT HR’s policy and guidelines have been updated to reflect the changes, and PennDOT leadership added eight management and non-represented job classes in the fall of 2025 to the more than 40 job classes originally approved. Employees in union-represented job classes continue to receive a \$2,000 lump sum payment less applicable deductions for attaining a new professional license and no payment for renewals.

Program Actions

- Personnel Action Requests – 417
- Annuitants – 26
- Roles Vetted – 208
- In-processing:
 - Regular – 9
 - Intern – 6
- Right-to-Know Law – 3
- Subpoena/Signed Authorizations – 2
- Litigation Holds – 6
- Modified Duty/FMLA Requests – 5

Infrastructure & Economic Development (IED) IT Delivery Center

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

will bring the most value to the public. Currently there are over 50 active IT projects on PennDOT's IT portfolio.

Automated Permit and Routing Analysis System (APRAS) Modernization

- PennDOT is modernizing the legacy APRAS.
- APRAS is PennDOT's solution for permitting Oversized and Overweight loads which travel in the Commonwealth.
- APRAS issues over 400,000 permits annually.
- Phase 1 completed December 2019
 - All hauling companies have successfully transitioned to the new APRAS web system
 - Since 2020, over 215,000 person-hours saved by the hauling community
- Phase 2 in progress - Multiple releases being scheduled/implemented:
 - January 2021 Release – Annual Permit Enhancements; complete
 - May 2021 Release – Certified Escort Vehicle Operator; complete
 - September 2021 Release – Cloud Migration; complete
 - November 2021 Release – Financial and Account Management; complete
 - July 2022 Release – Bridge Analysis Modernization; complete
 - Feb 2023 Release – Roadway Analysis Modernization; complete
 - August 2023 Release – Stand Alone Bridge Analysis; complete and will be implemented with final release
- October 2025 release deployed code to production and successfully migrated data.
- Final Release is scheduled for January 17, 2026.

Modernized Vehicle and Driver License System (MVDLS)

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

- CARATS needs to be replaced with a new, modernized system for a multitude of reasons.
 - CARATS is a legacy mainframe system that was implemented in 1987 and is now over 35 years old.
 - It was built primarily on outdated IMS and COBOL technologies.
 - Support resources are becoming increasingly scarce. PennDOT anticipates that they will continue to diminish as employees with IMS and COBOL skills retire in greater numbers.
 - The implementation of legislative mandates and system changes is very labor-intensive and takes a long time because of the complex and inflexible nature of the current legacy system.
- The project to replace CARATS is broken up into six (6) Customer Releases (CRs).
- Four of the six planned customer releases for CARATS replacement are implemented in production for MVDLS to date:
 - CR1 was implemented in November 2019 with a focus on high-volume low-impact transactions such as: New/Transfer Registration and Duplicate Titling.
 - CR2 was implemented in March 2020 with a focus on high-volume higher impact transactions such as: Titling and Registration and titling maintenance and title cancellation.
 - CR3 was implemented in May 2021 with a focus on the remaining transactions processed by internal Driver and Vehicles Services staff.
 - CR4 was implemented in March 2022 to enable external business partners to process transactions through MVDLS. Business Partners that process through the Online Registration Program (OLRP) channel were onboarded between July 2023 and March 2024. Additional business partners will be onboarded over time leading up to the cutover to MVDLS as the system of record.
 - CR5 development and system testing was completed, and user acceptance testing is completed; the release, covering the financial functions, will be implemented in production along with CR6 (VR Sanctioning) later in the project.

- CR6 (VR Sanctioning) is in progress; development and system testing were completed in May 2024; UAT is in progress; the release, modernizing the legacy Financial Responsibility (FR) system, will be implemented in production along with CR5 with the cutover to MVDLS (TBD).
- A total of 13 million transactions have been processed through MVDLS through end of December 2025. MVDLS averages about 17,000 transactions/day during the week and 7,000 transactions/day on Saturdays.
- Project completion date is TBD – targeting first quarter of CY 2027; project schedule was further extended to accommodate an additional solution for Act 85 of 2024 EV RUC legislative requirements.

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

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

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

Phase 2) RUC - Customer Facing Payment Option

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

Phase 3) Annual EV Fee Collection via payment plan

- Mandated Date: July 17, 2026
- Target Implementation Date: **June 28, 2026**
- Development is in progress.

Phase 4) EV Fee Collection (including a payment plan) integrated into MVDLS

- Development and system testing are completed.
- User Acceptance Testing is on hold until Phase 3 is completed.
- Implementation date is TBD; it will coincide with MVDLS as the system of record implementation; targeting first quarter of CY 2027

- **Act 138 – Community Service Alternative** – This Act will allow individuals who are suspended for specific violations to perform community service as an alternative to monetary fines.
 - Mandated date: April 30, 2026
 - Business requirements have been defined.
 - Development is in progress.
 - Target Implementation Date: **April 26, 2026**
- **DVS CPI (Consumer Price Index) Fee Increases Effective – July 1, 2025**
 - Final Production Implementation Date: **July 1, 2025 (Complete)**
- **IVR - Interactive Voice Response Project (Call Center)** - PennDOT’s current Interactive Voice Response (IVR) system, an automated phone system that allows callers to access Driver’s Licensing (DL) and Vehicle Registration (VR) services and information through voice prompts or prerecorded messages, was previously supported by Conduent, a Third-Party Vendor. As the contract for this IVR system is now expired, the objective is to transition the existing IVR functionalities to a new IVR system integrated with Genesys, that replicates the old capabilities for DL and VR support. Rollout to production is planned in two Releases:
 - Release 1 – Basic Functionality
 - VR Functions: Vehicle Registration Expiration Date
 - DL Functions:
 - Expiration Date

- Driver Privilege Statuses
 - Restoration Requirements Statuses: Financial Responsibility (insurance), Restoration Fee, DUI Class Completion, Jail Time Credit, Learner’s Permit Requirement)
 - Request Restoration Requirements Letter
 - Exam Scheduling Functions:
 - Review Scheduled Exam
 - Schedule Exam
 - Cancel Exam
 - Implemented: **December 21, 2025**
 - Release 2 – Enhancements
 - VR Functions – Dependent on MVDLS being System of Record (MSOR):
 - Vehicle Suspensions (Held, Rescinded, Complete, Complied, Pending, Requested, Active, Multiple)
 - Request Restoration Requirements Letter
 - DVS Functions:
 - Site Locator: Driver License and Photo License Centers
 - Online Messengers
 - Temporary Authority Agents
 - Target Implementation Date: TBD
- **NMVTIS Data Sync Project**
 - The initial Data Sync file was created and transmitted to American Association of Motor Vehicle Administration (AAMVA)
 - CARATS Master Purge was as a prerequisite to completing the data sync. It was completed November 17, 2025.
 - Final Data Sync file was created and transmitted to AAMVA.
 - AAMVA returned results files which are currently being evaluated.
 - Target Implementation Date: **February 7, 2026**
- **UNI Modernization (Driver Licensing) Project** – The UNI Legacy Interface (AMIE) is no longer supported by AAMVA. No changes to the AAMVANet Message Interchange Envelope (AMIE) have been made by AAMVA since January 2025. This interface provides message translation, message grouping, site application notification, store/forward, logging, etc. for the following applications: SPEXS, NDR, PDPS, SSOLV and DIE (Digital Image Exchange). DVS uses this interface via a connection with AAMVANet to communicate Driver Licensing data between jurisdictions. AAMVANet is the conduit through which the UNI Legacy Interface communicates with AAMVA. This connection will remain, but instead of the UNI Legacy Interface performing the communications, REST services will be employed. PA is required to provide the endpoints for the applications listed above prior to issuing Driver License and Photo Identification information for citizens within the Commonwealth. Additionally, a web application will be developed to replace the UNI Legacy Interface user inquiry application.
 - AMIE messaging is no longer supported. Support ended on December 31, 2024.
 - The project team continues to work with AAMVA to test SPEXS UNI transactions.
 - Mapping of the PDPS messages has begun.
 - A Project/Implementation schedule has been shared with AAMVA
 - 11/2025 - SPEXS (REST) – Structured Test (PX)
 - 04/2026 – PDPS (REST) – Structured Test (PX)
 - 07/2026 – SSOLV/HAVV – (REST) – Structured Test (PX)
 - 07/2026 – DLDV (REST) – Structured Test (PX)
 - 08/2026 – Pass 2 Structured Test – All Transactions

- End-to-end testing with AAMVA is ongoing for each of the business processes being used by DL&C application.
- Target Implementation (All UNI Transactions) Date: **September 21, 2026**
- **eGov Technical Refresh Project** – The eGov application is designed to provide private citizens with access to self-service opportunities via the Internet. The current eGov application was written approximately 20 years ago as part of a Commonwealth-wide initiative to meet the public demand for more services through the Internet.

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

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

- Phase 1 – Back End
 - Iteration 1 – Service Layer / Shopping Cart / BackOffice Portal – on track to be completed: November 28, 2025
- Phase 2 – Technical Refresh of Citizen Transaction UI
 - Iteration 2 – Drivers Licenses Renewal / Existing DL Transactions – Planned completion: April 3, 2026
 - Iteration 3 – Exam Scheduling / Existing DL Transactions – Planned completion: July 24, 2026
 - Iteration 4 – Vehicle Registration Renewal / Existing VR Transactions – Planned completion: November 13, 2026
- Requirements gathering is on-going.
- Development has started on approved requirements.
- Enterprise Payment Platform integration is on-going.
- Continuing technical design of MVDLS integration.
- Target Implementation Date: **April 2, 2027**
- **Enterprise Payment Platform (EPP) Integration** – PennDOT’s internet related applications are currently integrated with the Payeezy Emulator provided by Fiserv. Fiserv has indicated this payment process will be decommissioned by June 1, 2026. CODE PA has developed a platform for all CoPA agencies to use to be able to agnostically integrate with the most up-to-date payment process. Implementation Dates for the DVS applications integration with EPP is:
 - New Business Account Driver Records (BADR) – **January 18, 2026**
 - New Individual Driver Records (IDR) – **February 8, 2026**
 - RUC – **February 8, 2026**
 - eGov (Legacy) -**April 26, 2026**
 - Financial Application used by Inspections and DAS – **April 26, 2026**
- **Digital DL Contract** – IDEMIA was awarded the contract to provide the laminated credential software and equipment to PennDOT. The following are the tasks that are currently defined by the contract. No implementation dates have yet to be determined. Contract Kick-off meeting was held on January 7, 2026.
 - Software Upgrade – The software used by the capture and back-off software needs to be upgraded to Windows 11.
 - Equipment Upgrade – The equipment provided by IDEMIA at the Driver License Centers, Photo License Centers, and Riverfront Office Center need to be upgraded.
- **Act 58 – ARD Completion Notification** – This Act requires PennDOT to track the completion of an ARD program by the customer. Additionally, a new violation, 3802(h)(1) has been added to Chapter 75

for law enforcement to charge an individual that has previously participated in an ARD program. This was enacted on December 22, 2025, and became effective immediately. Changes to the system are being completed in phases:

- **Phase 1 – Interim / Manual Processes** – AOPC-CCP will begin to provide PennDOT with a new eFT file containing ARD Program Completion information. This file will go through a new batch process to match the customer information from the new file with a DL&C record and ensure the customer has an existing ARD on their record to systematically add a new business action code indicating the completion of the ARD. Data processed systematically will be available via Inquiry of the customer’s record on the Legal screen for the details received from AOPC-CCP and the Transaction History screen for the ARD completion. When the change cannot be made systematically, the ARD completion data will be printed to a “form” for manual processing. When the customer can be manually matched to a record on DL&C, the ARD completion business action code will be added to the customer’s record via the Transaction History Maintenance screen.
 - Implementation Date – **February 8, 2026**
- **Phase 2 – 3802(h)(1) Processing** – Requirements are being gathered to receive this violation from AOPC-CCP and apply it to the customer’s record as part of the existing daily AOPC-CCP violation processing.
 - Implementation Date – **TBD**
- **Phase 3 – Complete Solution** – Requirements will be gathered to ensure all systematic changes needed to support the enacted legislation are met.
 - Implementation Horizon – **16 to 18 Months**
 - Implementation Date – **TBD**

Bridge Management System (BMS) Modernization

- PennDOT is modernizing the legacy BMS
- Q4 2023 Release – BMS Inspection module; Completed July 2023, rollout to end-users continued through Q4 2023; rollout of Inspection App to end-users completed in January 2024
- Final Release – **Feb 14, 2026** – BMS Web App; development of all in scope features is complete, Final System Testing is concluding, and business continues User Acceptance testing; Team included additional enhancements request by the business unit and has scheduled the final release for the weekend of Feb 14, 2026.

Grade Crossing Management System (GCEDMS) Modernization

- PennDOT is modernizing the legacy GCEDMS.
- April 2025 Release – Core Functionality and Project workflows; Decommissioning of GCEDMS – Deployed to Production on Apr 28, 2025.
- November 2025 Release – Railroad and Consultant Functionality and Agreements – successfully deployed to production on Nov 18, 2025
- Final Release – Invoices, Payments, PSAs, and Remaining Functionality; Development in process; Production deployment scheduled for September 2026

**DEPUTY SECRETARY
KARA TEMPLETON**

DRIVER AND VEHICLE SERVICES REPORT

New License Plate Design

First announced by Governor Shapiro in July 2024, the new Let Freedom Ring registration plate design is in circulation and over 223,000 of the new style plates have been issued to registrants as of January 15, 2026. PennDOT's Driver and Vehicle Services (DVS) will continue to distribute old-style plates until inventory is depleted. As of the end of January 2026, approximately 30% of passenger and truck plates in agent/dealer inventory are the new style plate. The DVS website is updated with the new design as registration plates become available in their standard configuration.

Road User Charge Update

Act 85 of 2024, later amended by Act 149 of 2024, enacted a Road User Charge (RUC) for Electric (EV) and Plugin Electric Vehicles (PHEV). PennDOT's deployment plan includes 4 phases, two of which have been completed to date. Phase 1, implemented on April 1, 2025, when the law went into effect, established a one-time flat fee RUC payment for new or renewed registrations for subject EV's and PHEV's. Phase 2, launched July 27, 2025, introduced a web-based application allowing registrants to pay the RUC with a credit or debit card through a secure online platform.

Phase 3 is scheduled to be implemented in July 2026 and will give customers the option to pay the RUC through a one-time payment or enter into a payment plan. The payment plan will allow customers to pay the RUC in 6 installments for 1-year of registration or 12 installments for 2-year registration.

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

Through January 19, 2026, PennDOT has sent over 103,000 RUC invoices to EV and PHEV owners who are subject to this legislation. Over 33,000 vehicle owners have paid the RUC, resulting in over \$12.2 million in revenue.

Elimination of WID Printers (Driver License Centers)

PennDOT's Driver and Vehicle Services (DVS) utilizes Work Identification Numbers (WID) to enable the tracking of processed and scanned work for customer transactions. The WID number was previously printed using a WID printer. These printers were utilized at PennDOT's Riverfront Office Center (ROC) and Driver License Centers (DLCs). There were approximately 1,559 total WID printers inventoried; of that number 1,288 were deployed for the ROC and DLCs across the state. The equipment was due for a refresh, but with costs estimated at \$1,000 per unit, DVS elected to explore other methods to apply the WID number to scanned documents. DVS Bureau of Driver Licensing staff worked with Office of Administration IT to develop a WID printer free environment by using an electronic alternative to apply the WID to scanned processed work.

All PennDOT Driver License Centers were transitioned to a WID printer free environment as of November 17, 2025. This initiative eliminates the need for WID printers, maintenance, and consumables, which will result in a cost savings of approximately \$1.5 million.

Elimination of WID Printers Updated Costs (recommended and in process)

Total Active and Stored WID Printers	Monthly Maintenance Service Contract Cost per Unit	Yearly Maintenance Cost (1,600 x \$1.05 x 12)	Yearly Consumable Cost	Estimated Cost of 2024/2025 Refresh (\$969.35 each x 1,559 printers)	Total Estimated Savings (if all 1312 printers are replaced, this will increase costs by \$265,000)
1,559	\$1.05	\$19,643.40	\$30,000.00	\$1,511,216.65	\$1,560,860.05

Remote Non-CDL Learner’s Permit Knowledge Testing Pilot - WebTest

PennDOT Driver & Vehicle Services (DVS) began piloting a remote knowledge testing service on September 1, 2025, for the non-CDL Learner’s Permit Knowledge Test. This service is being leveraged under the contract with DVS’s existing knowledge testing system provider, IDEMIA, through the use of their Remote WebTest Application. Offering remote knowledge testing services allows DVS’s Bureau of Driver Licensing to better manage in-office traffic, while providing an efficient environment for driver’s license applicants and staff – all without compromising the security of the testing process.

Through the pilot, DVS is partnering (by legal agreement) with schools or a specific school district/region to offer first-time driver applicants, enrolled at the school, the flexibility to take a secure, randomized non-commercial driver knowledge test in a convenient and proctored location such as a high school or community college computer lab, or a third-party driving school. The knowledge test is administered via a computer, laptop, or tablet with an internet connection. As part of the agreement, PennDOT and the school assign a test proctor who is responsible for confirming the identity of the student tester, logging the student tester into the computer, assigning the test, and ensuring there is no testing misconduct.

This pilot does not impact the staffing complement of Driver License Centers (DLC). DLC staff continue to be responsible for setting up initial records, vetting identity and source documentation provided by permit applicants, visual acuity screenings, verifying test results, and issuing non-commercial learner’s permits.

PennDOT expects this remote knowledge testing option will benefit customers in rural areas where DLCs have limited hours of operation, resulting in students taking time off school and parents taking time off work in order to complete the driver permitting process. The pilot is anticipated to span a two-year period; as DVS nears the end of the pilot a determination will be made to extend, discontinue, or expand to statewide implementation. If statewide implementation were to occur, there would be no reduction in staff complement.

PennDOT Call Center Update

PennDOT’s Driver and Vehicle Services (DVS) four regional Call Centers are located within Driver License Centers (DLCs) across Pennsylvania: Summerdale DLC, Beaver Falls DLC, Lancaster East DLC, and Reading DLC, and an additional team located at the Riverfront Office Center.

The following metrics have been noted as of December 31, 2025:

- Average Speed of Answer (ASA) for the period of October through December was 00:05:07.
- Average maximum wait time for a customer to talk to a CSR for the period of October through December was 00:21:06.
- Total customers assisted for the period of October through December:

	October - 25	November - 25	December - 25
Customers assisted through Interactive Voice Recording (IVR)	86,677	68,629	90,779
Customers assisted by a Customer Service Representative (CSR)	76,092	62,934	76,819
Customers assisted via E-mail	13,391	12,742	19,675
Total	176,160	144,305	187,273

The telework program for the Call Center aims to provide uninterrupted service to customers during inclement weather and encourage the attraction and retention of employees. Eligible employees can opt into the program; approximately 59% of call center employees are currently in the telework program. Management continues to monitor the status of telework to ensure staff are meeting expectations and standards. Efforts continue to hire and train new staff.

Implementation of the first release to enhance the Interactive Voice Response (IVR) system used by the Customer Care Center occurred December 21, 2025. Enhancements focused on providing customers additional automated service options, available 24 hours a day, seven days a week, thus lessening the demand for person-to-person interaction.

Customers now have the ability to:

- Schedule, review, or cancel their own exam.
- Check expiration dates on their driver’s license or vehicle registration.
- Check their driver’s license privilege status.
- Check their driver’s license restoration requirement status.
- Obtain a copy of their driver’s license restoration requirements letter.

The second release has not yet been scheduled but will include further updates to Vehicle Registration (suspension status and restoration requirements letter) and Driver License (site locator, Online Messenger, and Temporary Authority Agents) options.

REAL ID Update



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

In Pennsylvania, applying for a REAL-ID compliant driver license or identification card is optional. As of January 22, 2026, over 3.87M Pennsylvanians have acquired a REAL ID-compliant driver’s license or identification card, reflecting an opt-in rate over 35%. Over the past quarter, there has been a steady issuance rate of REAL ID products. During the months of October through December, the agency has generated over \$5.5 million in revenue from the one-time \$30 REAL ID opt-in fee, bringing the total revenue generated since March 1, 2019, to over \$114M. There continues to be elevated customer volumes for REAL ID and PennDOT is well-positioned to accommodate current and anticipated customers over the Holiday travel season.

The option to request REAL ID pre-verification is still available. Customers who received their first Pennsylvania Driver’s license, learner’s permit, or photo ID card after September 1, 2003, may already have

their REAL ID documentation on file with PennDOT. This option to request pre-verification has allowed approximately 402K customers to become eligible for a REAL ID without visiting a Driver License Center. Customers can find out if their required REAL ID documents are on file with PennDOT by applying for REAL ID pre-verification online; if PennDOT confirms, the customer will be notified and can order their REAL ID online. As of January 2026, closed to 1.2M pre-verification requests have been processed.

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

REAL ID Same Day Service Driver License Centers

Western Pennsylvania

Beaver Falls 2580 Constitution Boulevard, Beaver Falls, PA 15010

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

Jeanette DLC – 1100 Lowry Avenue, Jeanette, PA 15644

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

Central Pennsylvania

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

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

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

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

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

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

Eastern Pennsylvania

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

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

Norristown DLC – 1700 Markley Street, Norristown, PA 19401

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

Whitehall DLC – 1101 MacArthur Road, Whitehall, PA 18052

Fee for Local Use

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

PennDOT at the time a vehicle is registered or renewed in addition to the registration fee. Per a law change in February 2019, this \$5 fee is charged per registration year.

As of the end of December 2025, PennDOT has collected approximately \$321M in county fees. There are currently 25 counties that have implemented the fee, the most recent being Wayne County, effective November 1, 2025.

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

<u>Effective Date</u>	<u>County</u>
4/7/2015	Cumberland
4/29/2015	Fulton – (Repeal effective 4/29/2017)
5/1/2015	Blair
1/1/2016	Allegheny
4/1/2016	Bucks
4/1/2016	Westmoreland
4/11/2016	Philadelphia
5/1/2016	Dauphin
6/1/2016	Chester
6/30/2016	Greene
7/1/2016	Cambria
10/1/2016	York
1/1/2017	Montgomery
3/1/2017	Berks
4/1/2017	Beaver
10/1/2017	Centre
10/1/2017	Lycoming
12/1/2017	Mifflin
1/1/2018	Schuylkill
1/1/2018	Pike
3/1/2018	Union
4/1/2018	Erie
11/1/2018	Butler
1/18/2019	Luzerne (Repeal effective 1/1/2022)
6/1/2020	Delaware
4/1/2021	Lawrence (Repeal effective 5/31/2024)
4/1/2022	Lackawanna
11/1/2025	Wayne

Driver and Vehicle Services Statistical Highlights for the Quarter Ending December 2025

Call Center Volumes:

- Calls handled by CSRs: 246.0 thousand
- Calls self-assisted in IVR: 215.8 thousand
- Emails handled: 45.8 thousand

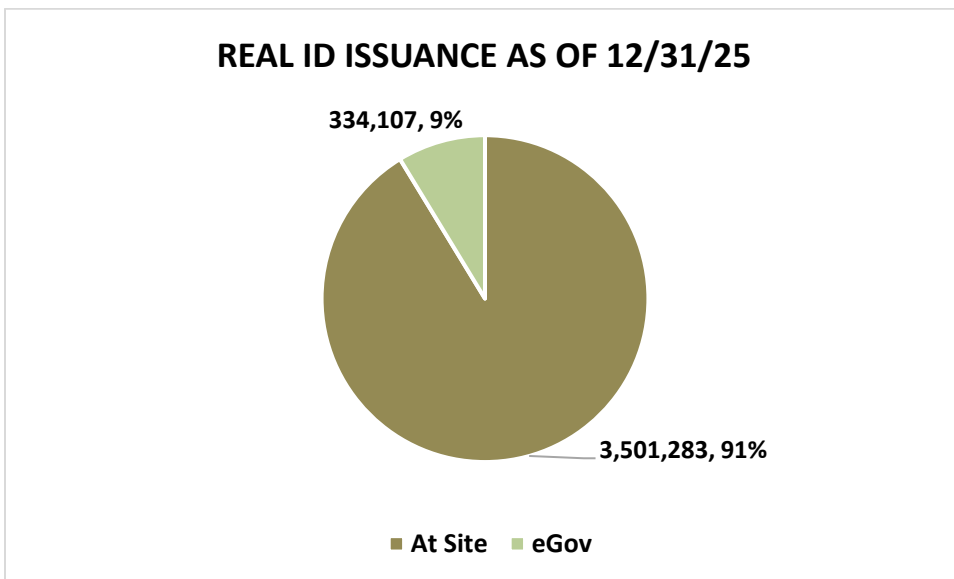
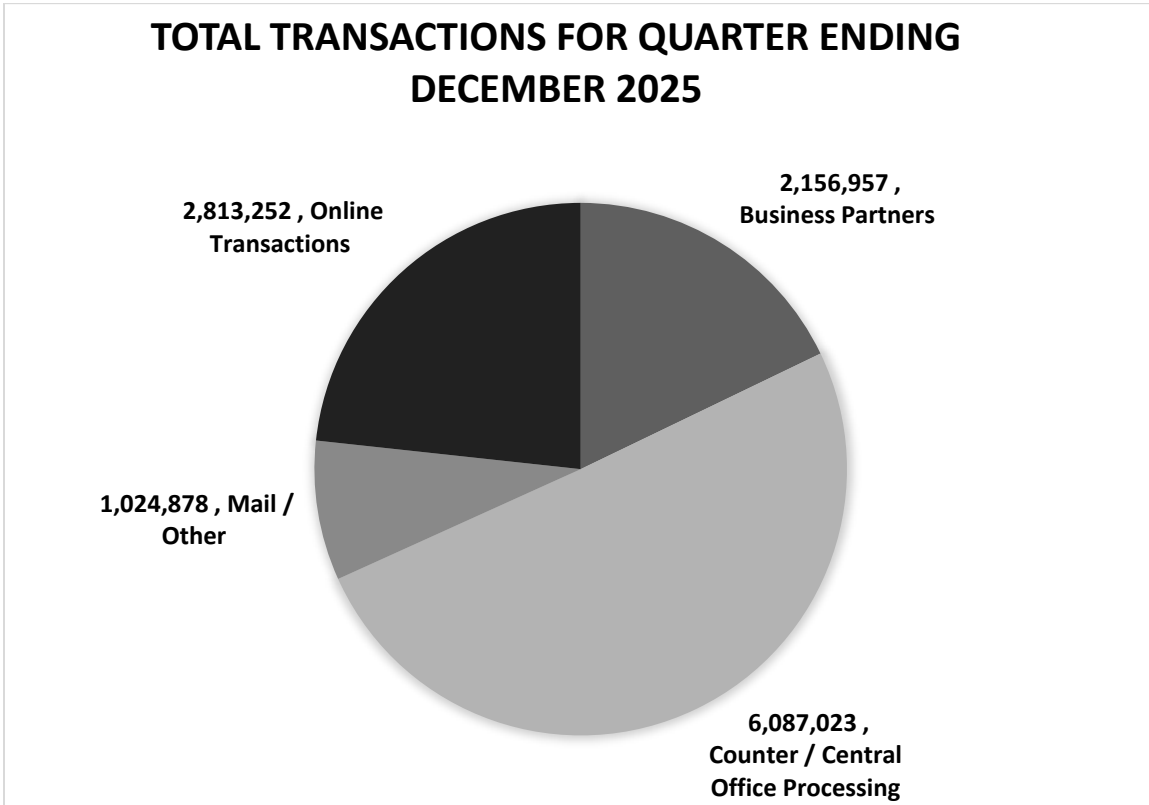
Total Dollars Deposited: \$900.7 million

- Motor License Fund: \$293.2 million

- Non-Motor License Fund: \$607.5 million¹

Total Transactions:

- Business Partners: 2.15 million
- Counter / Central Office Processing: 6.08 million
- Mail / Other : 1.02 million
- Online Transactions: 2.81 million



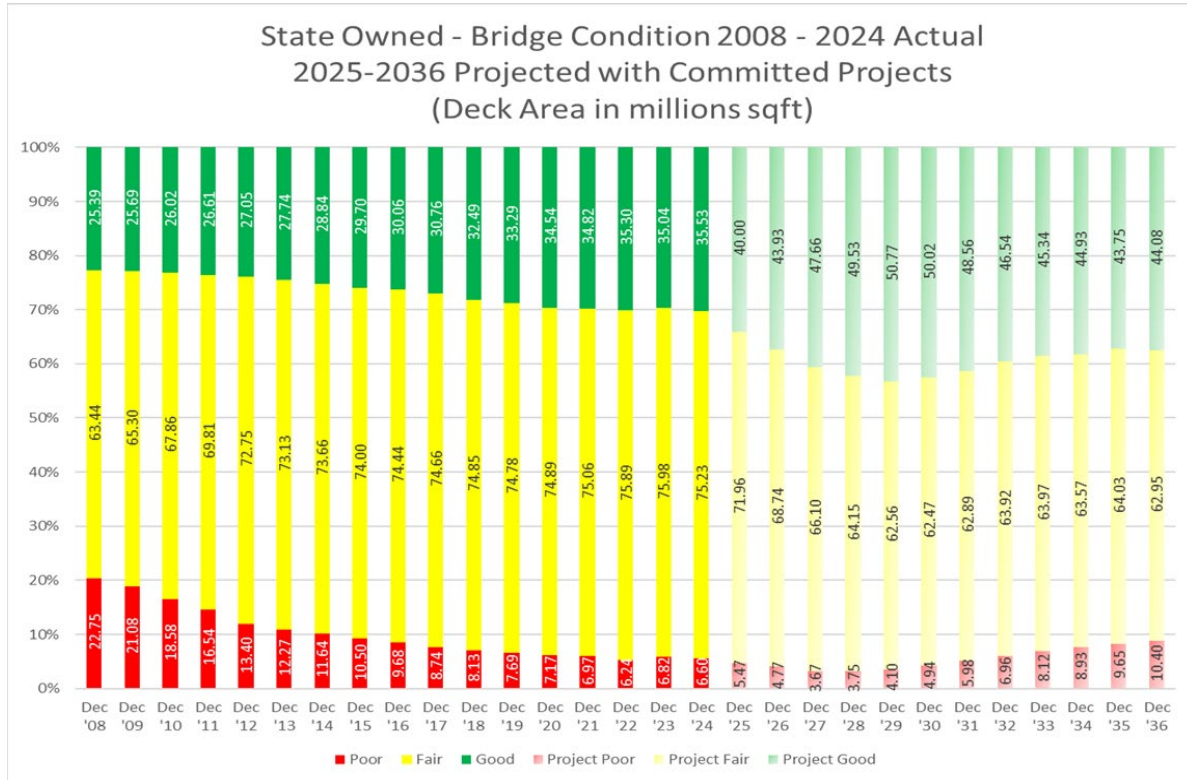
¹ Total dollars deposited in the Non-Motor License fund include Motor Vehicle sales tax, local sales tax, Special Fund Plates donations, etc.

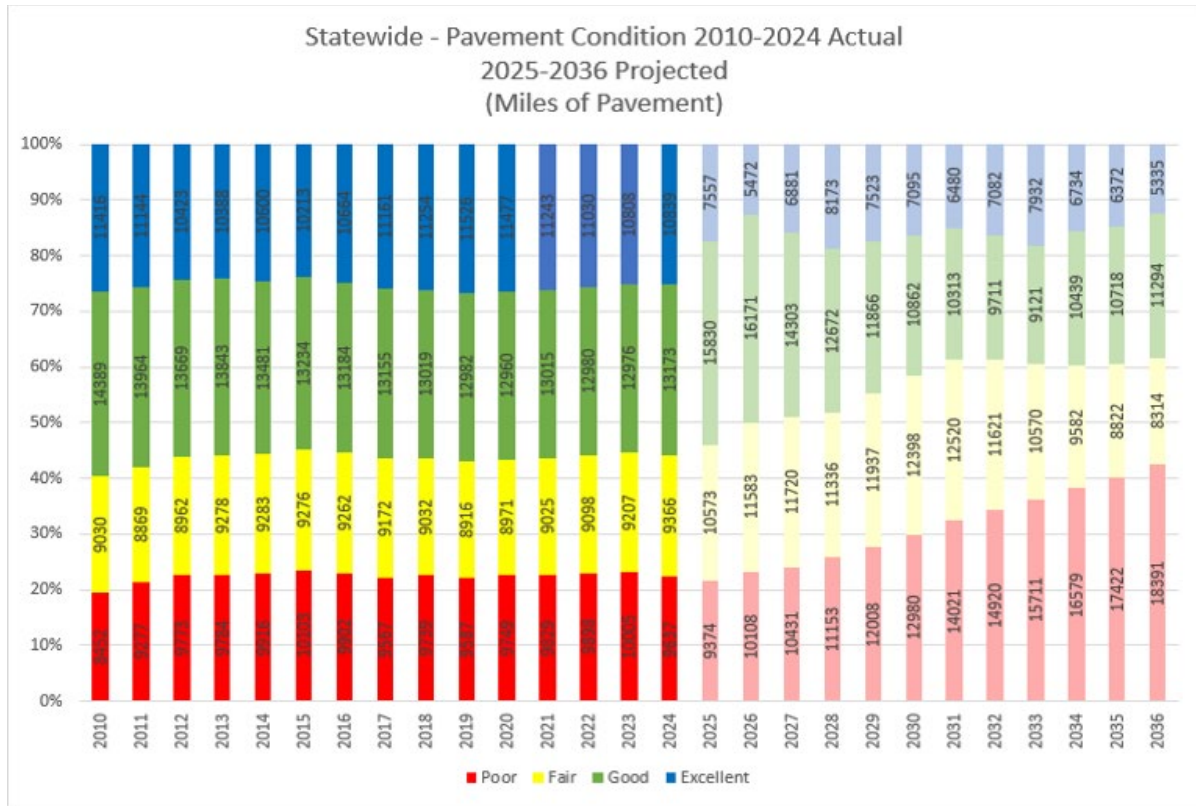
**DEPUTY SECRETARY
CHRISTINE NORRIS, P.E.**

**HIGHWAY AND BRIDGE
PROGRAM REPORT**

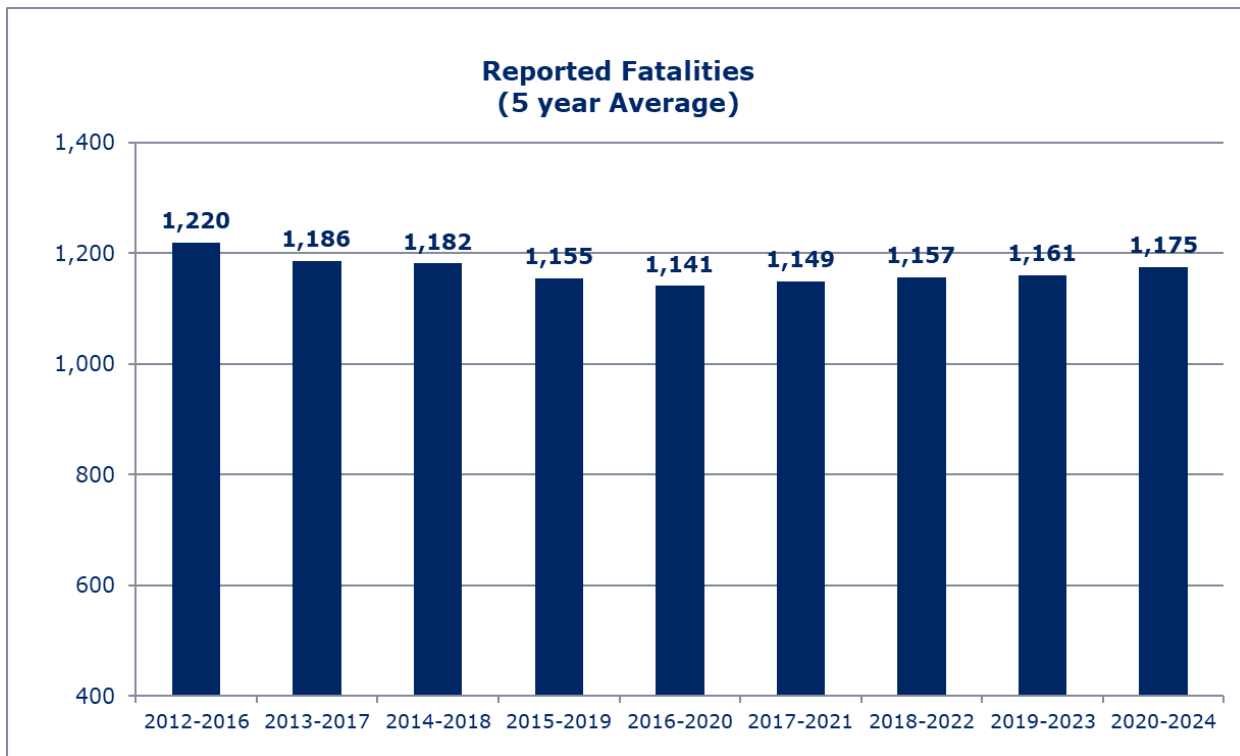
BUREAU OF OPERATIONS

Bridge and Pavement Conditions

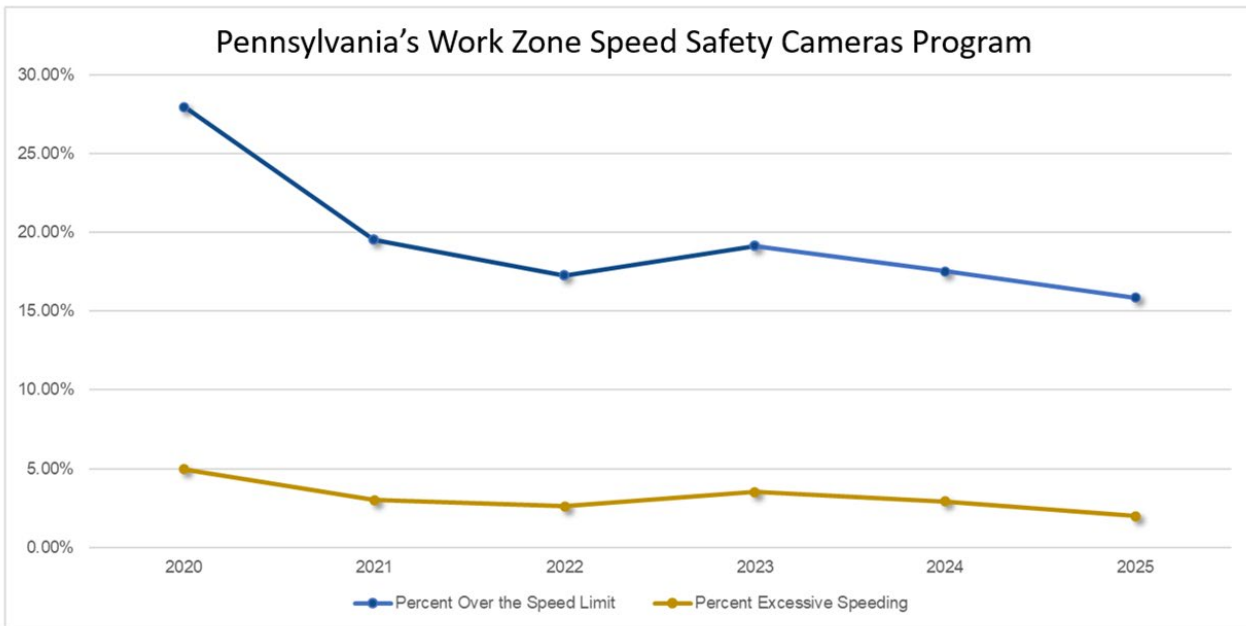




Highway Safety

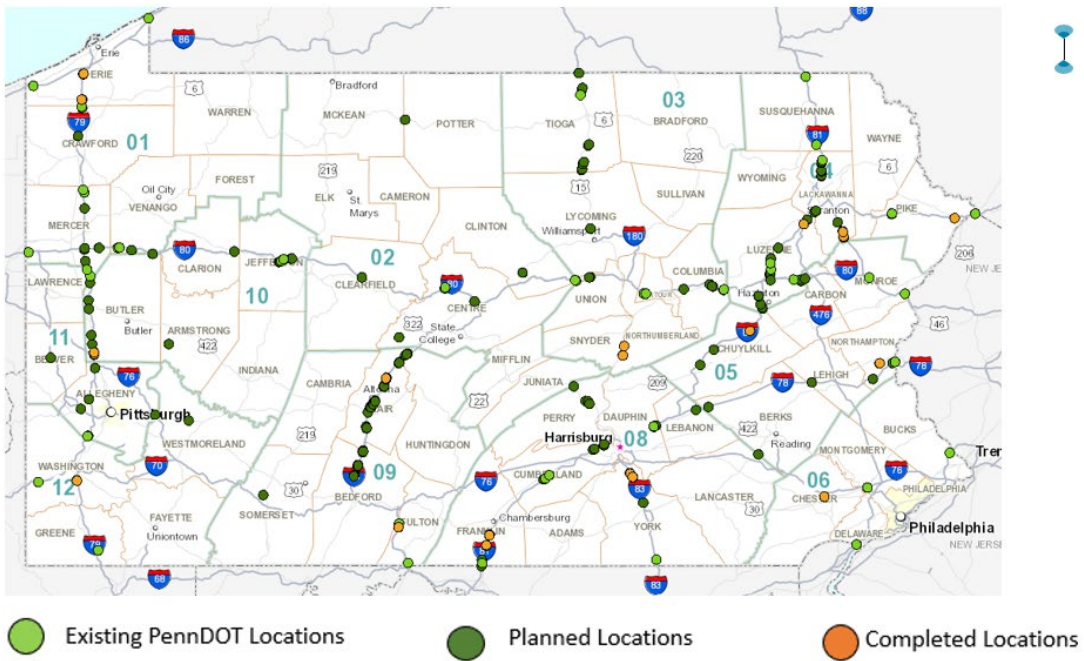


Pennsylvania's Work Zone Speed Safety Cameras Program



Truck Parking

Existing and Planned Locations (As of January 15, 2026)



BUREAU OF DESIGN & DELIVERY

Design Project Delivery Performance

Definitions:

Percent On-time - Bid within 30 days of the committed let date.

Percent within Estimate - Bid amount within +/- 10% of the engineer's estimate.

Goals:

PennDOT's goal for on-time project delivery is 90%.

PennDOT's goal for bid within +/- 10% of the estimate is 50%.

2025 Scheduled Program

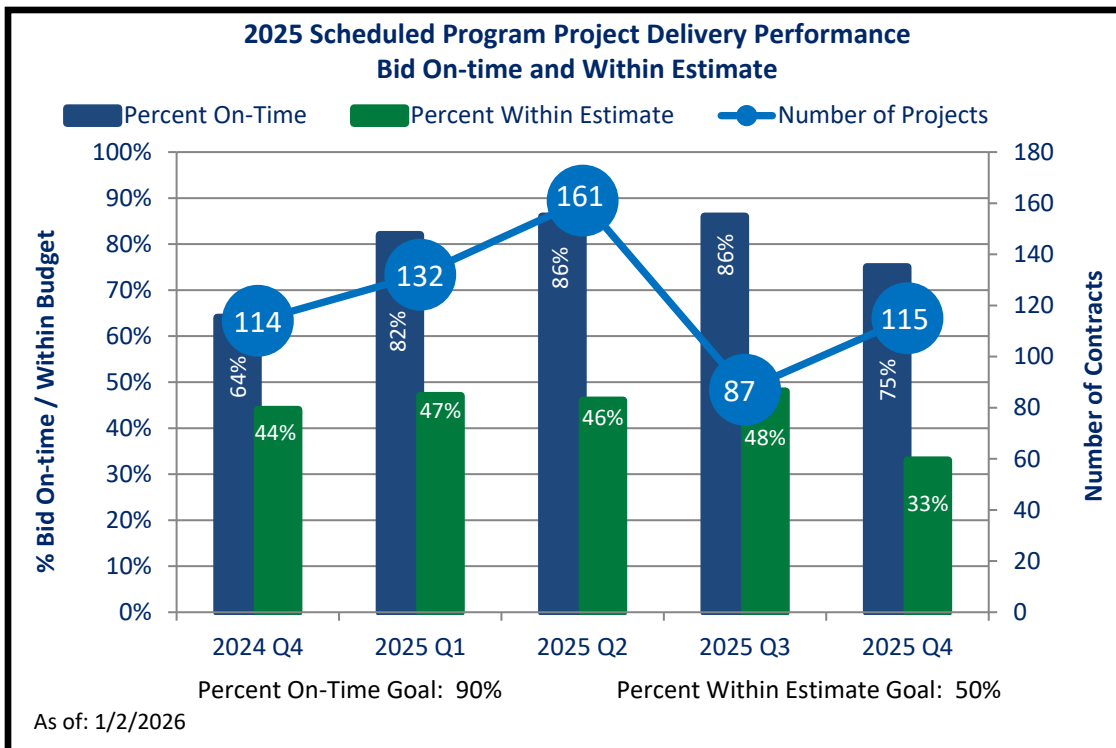
PennDOT bid 115 highway and bridge projects for 2025 Quarter 4.

On-time project delivery performance was 75% for 2025 Quarter 4.

Project delivery within +/-10% of the cost estimate was 33% for 2025 Quarter 4.

Project Letting On-Time Target Met – ✘

Project Letting On-Budget Target Met – ✘



Project Letting On-Time Comments – The Department planned on letting 140 projects in quarter four of 2025. With projects moving, the Department actually let 115 projects in quarter three of 2025. Of those 115 projects, 105 of them were let on time.

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

October 2025 through December 2025

During quarter four of 2025, the Department let 115 projects for a total of approximately \$1.14 Billion.

Highway and Interstate Projects include:

- I-95: Tioga St to Wheatsheaf Ln, District 6, \$311 Million
- I-376, Edgewood to Churchill, District 11, \$99 Million

Bridge Projects include:

- Girard Point Bridge Rehabilitation, District 6, \$261 Million

Bid Price Index (BPI):

	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
BPI compared to previous Calendar Year	7.1%	-2.3%	16.9%	23.3%	1.3%	-1.1%

BUREAU OF CONSTRUCTION & MATERIALS

Construction Project Delivery Performance:

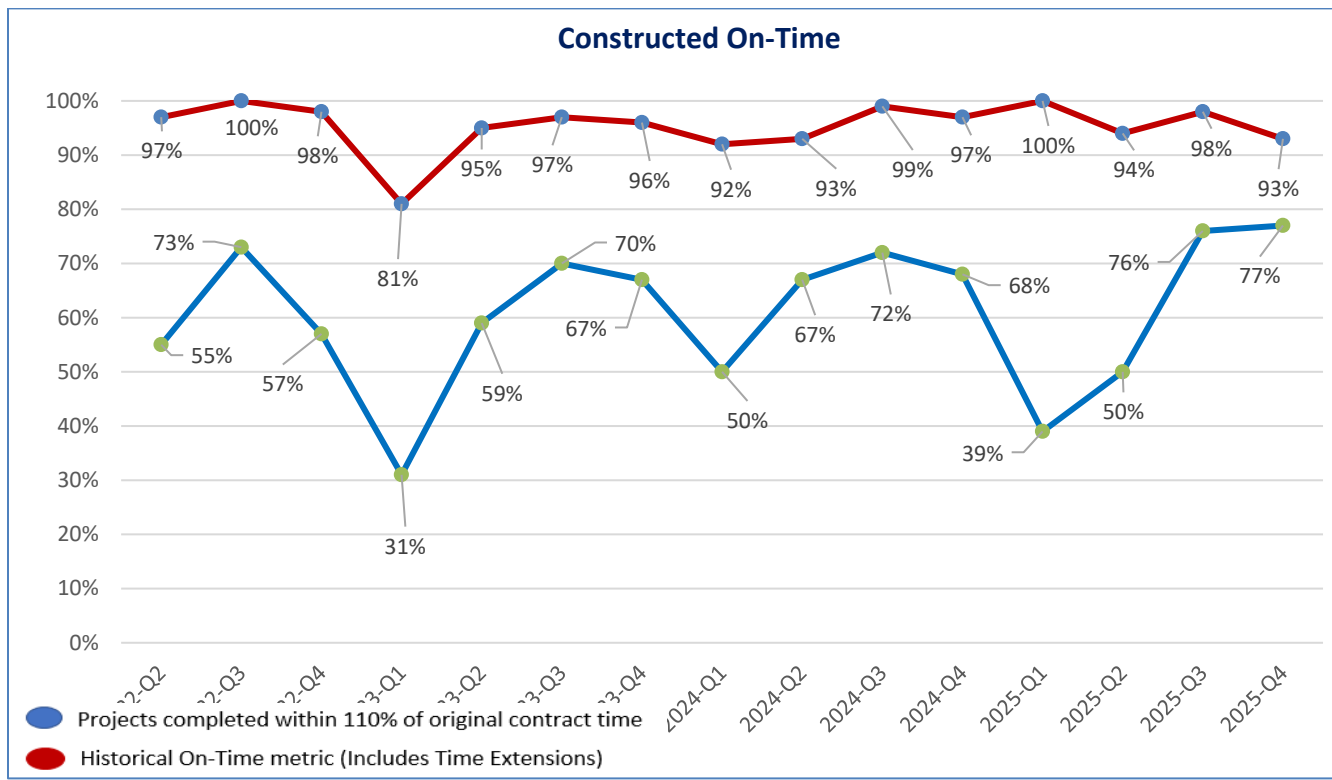
Scheduled Program Constructed On-Time Target Met – ✓

Goals:

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

Highlights of the Scheduled Program Contracts:

PennDOT completed 472 projects in the last four quarters.



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

Construction Project Delivery Performance (cont.)

Scheduled Program Constructed On-Budget Target Met – ✖

Goals:

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

Thresholds:

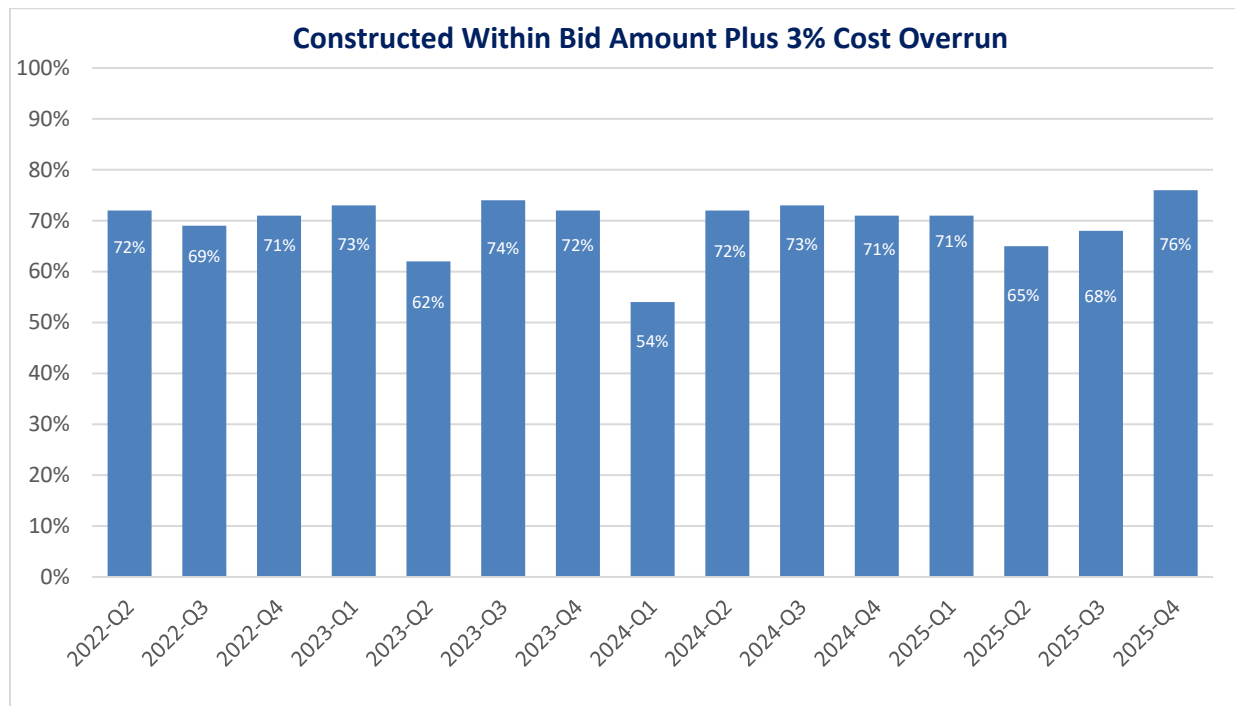
Green: $\leq 3\%$; Yellow: $> 3\%$ to $< 5\%$; Red: $\geq 5\%$

Highlights of the Scheduled Program Contracts:

The average cost overrun in the last four quarters was 4.62%.

Total Bid: \$2.28 Billion

Net Overrun: \$105.23 Million



Scheduled Program Constructed On-Budget Comments – For the last four quarters, 150 out of 472 projects exceeded 3%, and the overall net overrun for these projects resulted in \$105,233,785.62. There were 3 projects that account for \$47,927,850.12 of the total. The largest overrun was the partial DB roadway in McKees Rocks Borough. The additional work included an update of railing to current standard, demo/replacement of barrier, saw cutting and removing bridge deck overhang and replacement with lightweight concrete, and environmental coordination regarding wildlife restrictions. The 2nd largest overrun was the I-95S, of which there was a significant cost related to installation of antitheft pier cap devices and the replacement of a pipe culvert damaged by hurricane Ida. The 3rd largest overrun was the “Bridge Group U” project which consisted of steel repair and the emergency replacement of a superstructure. The overall statewide overrun was 4.62%. Excluding the top 3 overrun projects, the overall statewide overrun would be 2.52%.

**DEPUTY SECRETARY
MEREDITH BIGGICA**

MULTIMODAL TRANSPORTATION

BUREAU OF RAIL, FREIGHT, PORTS, AND WATERWAYS

PORTS

Erie Port - In the first quarter of 2026, the Port will release its Port Master Plan Update which emphasizes continued infrastructure improvements, growth opportunities, and redevelopment scenarios for the former Erie Coke plant site. The Parade Street Slip widening project located between Donjon Shipbuilding and Carmeuse Sand and Gravel continued work with their consultant to prepare environmental study documents needed. Preliminary design and cost estimates are expected in the first quarter of 2026.

PhilaPort – The cold warehouse portion of the Philadelphia Distribution Center, located minutes from the Packer Avenue Marine Terminal was substantially completed in October and will be tenant occupied in early February. It adds 165,000 sq.ft. offering flexible temperature zones of refrigerated and freezer space.

Pittsburgh Port Commission (PPC) – The Commission submitted an application requesting \$28 million to the federal Port Infrastructure Development Program to dredge the Lower Monongahela River to its full navigational depth. Award announcements were delayed till March of 2026.

RAIL FREIGHT

Seven Rail Freight Grant projects were completed and inspected between October and December 2025. This represents a total of \$26.2 million in state rail freight investment over approximately 17 miles of track rehabilitation work, several turnouts, lowering of track, and the rehabilitation of one bridge.

In August and September, the Bureau received grant applications for the 2025 grant cycle, held presentation meetings with the prospective Grantees to gather more details of their proposed projects. The analysis scoring and selection of grant projects occurred through December. The STC approved the Bureau's recommended project list on January 21st.

FY 2025 Projects Recommended for Funding

Applicant	Project Name	Project Description	Total Project Cost	State Share	County
Allegheny Valley Railroad Company	Rail Replacement, Phase 2	The Allegheny Valley Railroad's Phase II will replace 1.3 miles of jointed rail with new 136 lb. rail on the Allegheny Subdivision.	\$3,784,250	\$2,088,974	Allegheny
Allen Distribution	Myerstown Rail Sidings	Allen Distribution is planning to develop a 625,000-square-foot logistics center in Jackson Township, Lebanon County. Allen will construct three rail sidings connecting to the Norfolk Southern rail line.	\$2,460,028	\$722,018	Lebanon
Berks County Redevelopment Authority	Boyertown Foundry Extension	Berks County RDA will replace 1,600 feet of track and the construct of 2,430 feet of new track and a siding to initially serve the Boyertown Foundry. The project also includes bridge replacement at 4th Street, bridge repair at North Reading Ave.	\$4,940,000	\$2,660,000	Berks
Buffalo & Pittsburgh Railroad, Inc.	Rebuilding Western Pennsylvania	BPRR will improve 218 miles of the Main Line and P&W Subdivisions through approximately 40 grade crossing surfaces, replacement of 80,000 feet of rail, replacement of 30,000 ties, surfacing 48 miles of track.	\$16,964,653	\$4,000,000	Armstrong, Butler, Clearfield, Elk, Jefferson, Lawrence, McKean
Central New York Railroad Corporation	Rehabilitation of Bridge 192.22	The CNYK Railroad rehabilitate Bridge 192.22 near Susquehanna Pennsylvania.	\$4,850,000	\$3,395,000	Susquehanna
Conrail	Conrail Stoney Creek Turnout	Conrail will replace 11 turnouts within Stoney Creek Yard and includes replacements with steel timbers.	\$2,522,994	\$1,766,095	Delaware
Consolidated Scrap Resources, Inc.	CSR Rail Rehabilitation and Expansion	CSR will rehabilitate existing track and reconstruct new rail track within its 28-acre Harrisburg yard.	\$650,000	\$454,999	Dauphin
Everett Railroad Company	Everett Railroad Bridge Repair	Everett Railroad will rehabilitate the approach, masonry substructure, and bridge deck on a railroad bridge span located in Freedom Township.	\$530,400	\$285,599	Blair

FY 2025 Projects Recommended for Funding					
Applicant	Project Name	Project Description	Total Project Cost	State Share	County
Greiner Packaging Corporation	Greiner Rail Transload Facility	Greiner will construct a 0.2-mile rail spur and a 1,600-linear-foot vacuum push/pull system to transfer resin from the railyard to on-site silos.	\$3,029,225	\$1,631,119	Luzerne
H&K Group, Inc.	Birdsboro Quarry Rail Rehabilitation Project	H&K Group will rehabilitate and improve the track siding at the Birdsboro Quarry.	\$1,267,000	\$827,400	Berks
Lehigh Valley Rail Management	Johnstown Rail Rehabilitation	Lehigh Valley Rail Management will replace approximately 7,000 ties and install 10 new turnouts at its Johnstown rail facility.	\$3,460,910	\$2,114,636	Cambria
MetalTech	Track Rehabilitation	MetaITech will replace approximately 2,000 feet of rail and rebuild a 250-foot concrete embedded grade crossing at its metals processing facility.	\$1,361,000	\$839,999	Allegheny
Peachey Rail Works LLC	Track Expansion	Peachey Rail Works will construct two additional tracks and install unloading equipment to facilitate the efficient transfer of bulk commodities from rail car to truck.	\$1,707,847	\$810,492	Lebanon
Pennsylvania & Southern Railway	Pennsylvania & Southern Railway	The Pennsylvania & Southern Railway will rehabilitate over 6,000 feet of rail on the Culbertson Outbound and Culbertson Inbound tracks—serving the Cumberland Valley Business Park in Chambersburg, PA.	\$1,529,209	\$912,945	Franklin
Philadelphia Regional Port Authority (dba PhilaPort)	Tioga Marine Terminal Storage Track and Rail Turnout (STaRT)	PhilaPort will rehab approximately 2,600 feet of existing rail storage track located on the northern end of the terminal, along with the replacement of one turnout.	\$1,392,054	\$974,437	Philadelphia
Pittsburg & Shawmut Railroad, LLC	Laurel Subdivision Phase 2	Pittsburg & Shawmut will rehab approximately 20 miles of track on the Laurel Subdivision and rehab approximately 6 miles of track and install two switch machines and improve a grade crossing at the Butler Yard.	\$4,486,019	\$3,140,213	Butler, Cameron, Elk
Pittsburgh & Ohio Central Railroad Company	POHC 2025 Arden Subdivision Rehabilitation	POHC will replace approximately 10,500 linear feet of rail and resurface three grade crossings on the Arden Subdivision.	\$1,614,287	\$1,130,000	Washington
R. J. Corman Railroad Company / Lehigh Line	2025 Lehigh Tie Project	R.J. Corman will rehab approximately 22 miles of track along the Lehigh Line with ties, ballast, and surfacing.	\$4,292,884	\$3,005,018	Bradford, Wyoming
R. J. Corman Railroad Company / Pennsylvania Lines	2025 Cresson & Wallaceton Tie Project	R.J. Corman will rehab over 8 miles of track Cresson and Wallaceton Subdivisions with ties, ballast, and surfacing.	\$1,505,592	\$1,053,914	Cambria, Clearfield
Redevelopment Authority of Luzerne County	Rail Rehabilitation	The Redevelopment Authority of Luzerne County will rehabilitate a grade crossing and approximately 10 miles of spot tie replacement.	\$1,251,162	\$673,702	Luzerne
Riverside Materials Inc.	Industrial Railcar Unloading System	Riverside Materials will rehabilitate their industrial unloading and conveying system used to unload unit trains of aggregates.	\$970,000	\$679,000	Philadelphia
SEDA-COG Joint Rail Authority	SEDA-COG Joint Rail Authority Bridge Project	The SEDA-COG Joint Rail Authority will rehabilitate five bridges on the Nittany & Bald Eagle Railroad (NBER) Nittany Main and the Bellefonte Branch.	\$3,000,001	\$2,100,000	Blair, Centre
Sekisui Kydex, LLC	South Campus Railcar Expansion	Sekisui Kydex will remove the existing siding and construct a new extended siding track to increase capacity and improve rail operations.	\$1,485,800	\$1,040,059	Columbia
Snavely's Mill Inc	Rail Improvement Project	Snavely's Mill will construct two new rail spurs and rehab over 3,000 feet of track at its transloading facility.	\$4,572,370	\$3,200,659	Clinton
South Avis Realty Inc.	Industrial Track Rehabilitation	South Avis Realty will replace ties and rehabilitate three grade crossings throughout the facility.	\$1,170,234	\$819,163	Clinton
Southwest Pennsylvania Railroad	Rail Replacement, Phase 2	The Southwest Pennsylvania Railroad will continue Phase II of its rail rehabilitation on the 18-mile Radebaugh Subdivision by replacing nearly 3 miles rail between New Stanton and South Greensburg.	\$5,485,000	\$3,244,500	Westmoreland
Strasburg Rail Road Company, Inc	Infrastructure Modernization	Strasburg Rail Road will rehabilitate approximately 3,000 feet of track, improve a grade crossing, and install permanent bulk transloading equipment.	\$1,835,650	\$1,284,955	Lancaster
Union Railroad Company, LLC	Joe Wolf and Ore Yards Tie Replacement	Union Railroad will replace ties within the seven tracks on the Ore Yard and 4 tracks on the Joe Wolf Yard.	\$1,166,667	\$700,000	Allegheny
Wheeling & Lake Erie	Bridge Rehabilitation,	Wheeling and Lake Erie will rehabilitate three rail bridges located	\$9,197,640	\$5,948,348	Washington
York Railway Company	2025 Rail Improvement Project	York Railway will improve the Lincoln Yard by replacing rail on two yard track, upgrading four turnouts, and surfacing two grade crossings.	\$2,149,644	\$1,504,750	York
Total FY 2025 Projects Recommended for Funding			\$94,632,520	\$53,007,994	

PASSENGER RAIL

Keystone ridership continues to increase and is approximately 90 percent of pre-COVID levels, which is consistent with other Amtrak routes with traditionally high commuter ridership. Year-over-year ridership is up approximately 14 percent. This jump in ridership is likely due to Philadelphia area commuters choosing Amtrak rather than SEPTA due to SEPTA's equipment reliability. However, SEPTA plans to add equipment back into service every week, which may draw riders back to SEPTA.

Active construction projects include Coatesville Station, Lancaster Station Pedestrian Bridge, Zoo Interlocking State of Good Repair Improvements, Downingtown Early Action projects, and Elizabethtown Parking Management. The Scranton to New York Penn Station Corridor ID Step 2 project is currently underway. Step 2 (of 3 steps) is funded with Federal/State funds and involves the development of a Service Development Plan to identify infrastructure needs and estimated costs for future passenger rail service on the corridor. Project details for the passenger rail capital program can be found at www.AdvancingPARail.com

PennDOT's 2025 State Rail Plan was submitted to the Federal Railroad Administration (FRA) on December 12, 2025, for review and acceptance.

BUREAU OF PUBLIC TRANSPORTATION

OPERATING

In his 26-27 Budget, the Governor proposed increasing public transportation's share of the sales tax revenue by 1.75 percent in FY 27-28. Both SEPTA and PRT received approval to divert Capital funds to use for Operating funds to stave off service cuts through the end of FY 26-27. We are working with them to make payments for those operating needs.

The Bureau will accept applications for FY 26-27 Public Transportation Operating Assistance Grants in the spring and will announce 1513 State Operating Allocations in a few months. Currently, Bureau staff are focused on reviewing transit agencies' audits and verifying data for the Annual Performance Report, which will be released in April 2026.

Ridership for FY 2024-2025 increased by 8% over FY 2023-2024. Over \$78 million trips were provided on fixed route last fiscal year with 25 million of those trips being in the Senior Free Transit Program. Nearly 5 million trips were provided on shared ride in FY 2024-2025. Over 2.5 million were for Seniors.

COMPLIANCE

PennDOT recently began a new initiative called the Transit Agency Facility Maintenance Assessment. Beginning with South Central Transit Authority in January 2026, the Department will conduct on-site assessments of state-funded transit facilities to ensure recurring maintenance complies with manufacturer recommendations, is completed in a manner to maximize service life, and ensures ADA accessibility. Identified opportunities for improvement will be addressed with the transit agency and technical assistance offered as needed. Over time, the Department expects this initiative may help contain operating and capital expense. Future assessments are forthcoming.

SHARED RIDE

Shared ride continues to be operating in a deficit and many agencies have asked for stabilization funds to support operations in FY 2025-2026. Agencies that have access to 1513 State Operating Funds or 5311

Federal Operating funds will most likely use those funds to balance their FY 2025-2026 shared ride budgets. Shared Ride only agencies have requested and received \$15 million of funding to stabilize the services through the end of the fiscal year. We continue to look for ways to improve the program.

CAPITAL

Capital grants for FY 2025-2026 have been awarded. SEPTA and PRT are both working to get invoices in for these grants. The Bureau continues to work on revising its capital grant process to clearly establish deadlines and get funds committed into grants early in the fiscal year.

Transit agencies, along with the Bureau continue to advance major construction projects in areas all across the state. Currently the following facilities are under construction:				
Transit Agency	Construction Project	Location	Amount (millions)	Estimated Completion Date
Cambria County Transit Authority	Inclined Plane Rehabilitation	Johnstown, Cambria County	\$15.8	February 28, 2026
ATA-Bradford	New Transfer Center Facility	Bradford, Mckean County	\$4.0	February 23, 2026
Susquehanna Regional Transportation Authority	Shared Ride Facility	West Milton, Union County	\$9.8	January 8, 2027
STEP, Inc	Shared Ride Facility	Williamsport, Lycoming County	\$7.4	March 24, 2026
Wayne County	Shared Ride Facility	Honesdale, Wayne County	\$9.9	December 31, 2026
Washington County Transportation Authority	Bus Shelter Project	Washington, Washington County	\$1.0	October 5, 2026
Cambria County Transit Authority	Ebensburg Rural Facility Renovations	Ebensburg, Cambria County	\$3.5	June 30, 2026
Susquehanna Regional Transportation Authority	Shared Ride Facility	Carlisle, Cumberland County	\$12.4	August 20, 2027
Washington County Transportation Authority	New Operations and Maintenance Facility	Washington, Washington County	\$40.4	December 20, 2027
Monroe County Transportation Authority	Facility Expansion	Swiftwater, Monroe County	\$33.0	March 24, 2028
Beaver County Transportation Authority	New Bus Wash	Rochester, Beaver County	\$4.0	December 31, 2026
Butler Transit Authority	New Bus Wash Facility	Butler, Butler County	\$4.0	December 31, 2026

Projects planned to go out to bid in the next six months:				
Transit Agency	Planned Project	Location	Amount (millions)	Estimated Bid Date
Lebanon Transit Authority	Facility Expansion	Lebanon, Lebanon County	\$46.0	March 31, 2026
Westmoreland County Transit Authority	Bus Wash Rehabilitation	Greensburg, Westmoreland County	\$1.5	January 29, 2026
Susquehanna Regional Transportation Authority	West Shore Bus Transfer Center	Lemoyne, Cumberland County	\$4.0	March 1, 2026
Allied Coordinated Transportation System	Shared Ride Facility	New Castle, Lawrence County	\$21.0	May 12, 2026

Facility Projects Currently in Design				
Transit Agency	Planned Project	Location	Amount (millions)	Estimated Bid Date
River Valley Transportation Authority	New Bus Wash	Williamsport, Lycoming County	\$1.6	April 6, 2027
Greene County Transportation	Shared Ride Facility	Greene County	\$3.0	October 31, 2026
Susquehanna Regional Transportation Authority	Capital Region Facility Phase III	Harrisburg, Dauphin County	\$125.0	June 2, 2026

Facility Projects in Planning/Land Acquisition Phase				
Transit Agency	Planned Project	Location	Amount (millions)	Estimated Bid Date
Clarion County Transportation	Shared Ride Facility	Shippenville, Clarion County	\$6.0	
Endless Mountains Transportation Authority	Operations and Maintenance Facility	Mansfield, Tioga County	\$15.0	
Mid-County Transit Authority	Operations and Maintenance Facility	Kittanning, Armstrong County	\$30.0	
Chester County Transportation	Shared Ride Facility	West Chester, Chester County	\$20.0	
Luzerne County Transportation Authority	Bus Transfer Center	Wilkes-Barre, Luzerne County	\$3.0	
Monroe County Transportation Authority	Bus Transfer Center	Scot Run, Monroe County	\$2.5	
Hazleton Public Transit	Park and Ride Lot	Hazleton, Luzerne County	\$2.5	
Lebanon County Transportation Authority	Park and Ride Lot	Lebanon, Lebanon County	\$2.5	
Somerset County Transportation	Shared Ride Facility	Somerset, Somerset County	\$3.0	
Susquehanna Regional Transportation Authority	Shared Ride Facility	Elysburg, Northumberland County	\$6.0	
Susquehanna Regional Transportation Authority	Shared Ride Facility	Perry County	\$6.0	

BUREAU OF AVIATION

The airports in Pennsylvania will see increased federal funding of approximately \$355 million for years 2022 to 2026 as a result of the signed Infrastructure Investment and Jobs Act (IIJA) or Bipartisan Infrastructure Law (BIL). This includes 23 Federal Aviation Administration (FAA) administered airports and 40 Block Grant airports that would be eligible for the funding. A majority of the funding will be directed to the state's commercial airports. The Bureau of Aviation (BOA) has received 44 BIL grants from the FAA totaling nearly \$16 million of BIL funds for the 2025 Federal Fiscal Year (FFY).

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

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

BOA has received administrative funds to administer the BIL program from the FAA. These funds can be utilized over a four-year period of performance. The total amount of funds received so far include: \$194,711

FFY 2022, \$158,480 FFY 2023, \$158,620 FFY 2024, and \$157,720 FFY 2025. The BOA has expended \$194,711 in FFY 2022 funds to date.

The State Aviation System Plan and Aviation Economic Impact Study project kicked off on January 27, 2026. This project will assess and guide the development of the aviation system and show the economic impact that aviation has on Pennsylvania. During the last study, it was shown that aviation brings \$34 billion to the Pennsylvania economy.

STATE SAFETY OVERSIGHT (SSO)

The SSOA continues to work with the Rail Transit Agencies (RTAs) on the implementation of the Safety Management System (SMS) and overseeing and auditing the implementation of their recently approved Roadway Worker Protection (RWP) Program.

The FTA approved the SSOA's Risk-Based Inspection Program (RBI) on January 10, 2025, and within one year, must submit documentation to FTA demonstrating that the SSOA has implemented its approved RBI Program for at least six months. The PennDOT SSOA submitted the RBI implementation documentation to the FTA on December 15, 2025.

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

The FTA conducted an SSO triennial audit in September 2025.

The SSOA posted 3 new SSO positions with 1 located in the Pittsburgh Office and 2 in the Philadelphia Office.

On November 25, 2025, FTA issued Special Directives to both PennDOT and SEPTA as a result of recent events associated with SEPTA's overhead catenary system (OCS). The FTA is requiring the PennDOT SSOA to take action to oversee the critical safety deficiencies of SEPTA's OCS. The Special Directive includes reporting through January 3, 2028.

ACTIVE TRANSPORTATION

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

The Multimodal Deputate participates in bi-monthly meetings with representatives from the Department of Conservation and Natural Resources (DCNR), Department of Community and Economic Development (DCED), and the Department of Health (DOH) as part of the Safe Routes to Parks Accelerator program run by the Safe Routes Partnership to discuss projects our agencies can advance together to improve access to everyday destinations for people walking, biking, and taking transit.

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

The Multimodal Deputate has received Highway Safety Grants Program Funds (NHTSA) for the implementation of education and outreach specific to Vulnerable Roadway Users (VRUs) across the Commonwealth. Staff are working with our safety partners on VRU Safety Education Project to increase pedestrian and bicycle safety and move toward zero deaths. As part of the project materials were developed for Driver's Education programs and second and third-grade presentation materials as well as a Pennsylvania Bicycle Rodeo Guide. Work is underway on train-the-trainer materials and additional bicycle and pedestrian safety education resources.

**DEPUTY SECRETARY
KRISTIN MULKERIN**

PLANNING

CENTER FOR PROGRAM DEVELOPMENT AND MANAGEMENT

2027 Program Update

Draft transportation programs were submitted by all Metropolitan and Rural Planning Organizations (MPO/RPOs). Program reviews are underway to ensure fiscal constraint, funding eligibility, and air quality conformity before public comment periods occur this spring. Each TIP will be combined with the Interstate Management Program and Statewide Items program into the Statewide Transportation Improvement Program, which will have a 15-day public comment in June/July before presenting to the STC as part of the 12-Year Program approval in August 2026.

Federal Grant Opportunities under IIJA

To date, Pennsylvania has been awarded over \$2.8 billion in federal competitive grants through the Infrastructure Investment and Jobs Act (IIJA) across all transportation modes.

In December 2025, the Safe Streets and Roads for All (SS4A) program announced awards to 521 communities nationwide. Of the awarded projects, Pennsylvania received ten Planning & Demonstration Grants and one Implementation Grant. A full award list can be found on the [US DOT SS4A website](#).

PennDOT continues to work on delivering awarded projects as grant agreement templates are released and assisting with other awards as appropriate. USDOT released the [FY2026 Better Utilizing Investments to Leverage Development \(BUILD\) Notice of Funding Opportunity](#). PennDOT has identified a candidate project and plan on submitting for this opportunity. The deadline for the BUILD opportunity is February 24, 2026. Check out the PennDOT [IIJA](#) site for current federal grant opportunities, awarded funding, and other resources.

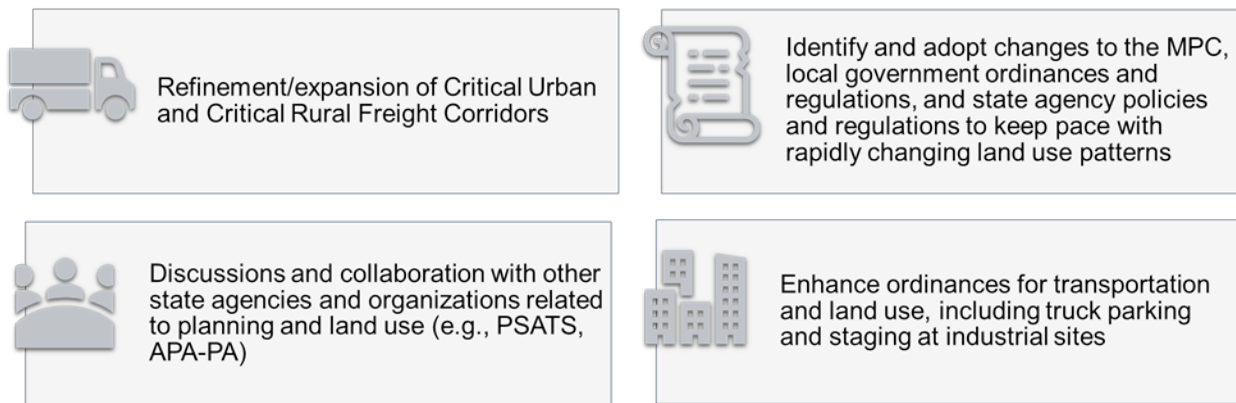
Transportation Alternatives Set-Aside (TASA)

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

A total of 156 applications were submitted requesting \$189 million. Approximately \$70 million will be available for award through the statewide round. An additional \$10 million may be made available through allocations to Large MPOs, most of whom are holding concurrent application rounds. PennDOT is currently reviewing and ranking applications for the latest TASA funding round. Awards are anticipated to be announced in Spring 2026.

Freight Planning

The Freight Work Group is currently working with PennDOT to update the [2045 Freight Movement Plan](#), this includes linking land use and transportation through local collaboration efforts. The Freight Work Group is scheduled to meet on February 10, 2026.



Just like the current plan, the update will include a dedicated section on truck parking. The update of the FMP is anticipated to be completed later this Summer (June/July timeframe).

Truck Parking

Truck Parking concerns have been well documented in PA, including through studies conducted by the PA State Transportation Advisory Committee (TAC). Two studies in particular:

- [2007 Truck Parking in PA](#) study. This was a policy-driven study that documented truck parking issues and trends facing Pennsylvania at the time.
- [2023 Expanding Truck Parking in Pennsylvania](#) study. This study established the implementation framework for public-private collaboration to help us address the truck parking shortage, recognizing we need a team effort to combat the issue.

The Truck Parking Task Force (recommendation #19 of the [2023 TAC Study](#)) was created shortly after the approval of the study. The Task Force continues to help the Department in addressing the recommendations included in the study. One notable recommendation they are currently working on is helping to coordinate with private developers to encourage the development of truck parking capacity in new and existing industrial parks. The Truck Parking Task Force is scheduled to meet on February 12, 2026.

PennDOT continues to work with several stakeholders (both public and private) to tackle the Truck Parking shortage, including PA State Police, PA Turnpike, and the PA Motor Trucking Association (PMTA).

PennDOT continues to engage with our regional transportation planning partners to promote and advance potential solutions on the local level.

The Department has continued to collaborate with FHWA, The Eastern Transportation Coalition (TETC), AASHTO, and several of our surrounding states on the national level to address the bigger picture of the shortage of truck parking across the country.

Funds Management

PennDOT’s inactive obligation percentage at the end of the first quarter of Federal Fiscal Year (FFY) 2026 (12/31/26) was 1.91%, which is below the 2.0% goal established by FHWA. Inactive obligations are defined as funds assigned to a project that have had no expenditure activity for a year or more.

Below is a chart of the last two years:

Inactive Obligations Quarterly Progress		
Date	Amount	Percentage
31-Mar-24	\$54,244,697.33	2.02%
30-Jun-24	\$41,740,507.30	1.56%
30-Sep-24	\$57,299,504.79	2.14%
31-Dec-24	\$42,187,516.80	1.45%
31-Mar-25	\$51,034,317.69	1.76%
30-Jun-25	\$29,997,916.80	1.03%
30-Sep-25	\$42,730,819.71	1.47%
31-Dec-25	\$55,409,077.76	1.91%

Congress is working on legislation to fund transportation appropriations through FFY 2026. The legislation is anticipated to fully honor the obligation limitation established in the IIJA and provides the majority of the budgetary resources authorized in the IIJA for public transit and rail.

FFY 2026 is also the last year of IIJA. Congress will need to consider legislation to re-authorize the Federal-aid Highway Program and address revenue shortfalls in the Highway Trust Fund before the end of September 2026.

Highway Safety Improvement Program

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

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

Obligations so far this FFY are on track to meet the requirements.

BUREAU OF PLANNING AND RESEARCH

2025 Traffic Count Program:

- Statewide/Local traffic count program received 3,982 counts (3,967 accepted and 15 rejected).
- The count season ended December 4th and was deemed a success (95% of the counts were received, and 99% of the received counts were accepted).

Highway Performance Monitoring System (HPMS):

- The 2025 HPMS Sample Data collection season was completed successfully.
- Metropolitan Planning Organizations (MPOs) had all their sample data submitted to Central Office by December 5th and PennDOT Districts had theirs submitted by December 31st.

Weigh In Motion (WIM) Maintenance:

- Eight WIM site repairs were completed.
- Sixteen WIM calibrations were completed.

Permanent – Continuous Automatic Vehicle Classification (CAVC) Site Installations and Repairs:

- At the end of December 2025, the total number of permanent CAVC sites is 121.
- The current project covers 20 permanent traffic counting sites. From October to December, 7 sites were repaired and are now collecting class data. Another 4 sites are scheduled to be repaired in the spring of 2026.

Highway Transfer “Turnback” Program

- There were 2 Turnback’s completed for a total of 0.920 miles. There were no bridges included.
- There was 1 Abandonment completed for a total of 0.417 miles.

Geographic Information Updates

- 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, GeoBoard Civic Boundary Task Force, the GeoBoard Governance Task Force, PA elevation Working Group, and the PEMA Next Gen 911 Working Group.

PUBLIC-PRIVATE TRANSPORTATION PARTNERSHIPS (P3) OFFICE

P3 Transportation Board Meeting

The P3 Transportation Board met on Thursday, December 4, to review the status of all active P3 projects and Solicited and Unsolicited Proposals received in 2025. The meeting was highlighted with the approval of the 2024-2025 P3 Report. A copy of the board meeting materials including the recently approved annual report can be reviewed at the PennDOT [P3 Meetings website](#). The next P3 Board meeting is scheduled for Tuesday, June 9, 2026, at 10 AM.

Solicited Proposals

The following projects have been received from public sector entities for consideration. These proposals will be reviewed by the P3 Office and the appropriate subject matter experts following the process as established through P3 legislation and defined in the P3 Implementation Manual.

Proposal Title	Proposer	Brief Overview
Pittsburgh International Airport (PIT) Autonomous Shuttle	Allegheny County Airport Authority (ACAA)	<p>The ACAA is seeking approval to pursue a P3 to develop and implement an autonomous shuttle system at PIT. This modern, sustainable solution will transport passengers between parking facilities and the terminal via dedicated pathways, offering a more direct, efficient, and reliable alternative to current manually operated shuttles.</p> <p>The P3 Office has conducted a High-Level Screening Analysis, and after PennDOT review, the P3 Office has moved to a Detailed Level Screening Analysis as outlined in the P3 Implementation Manual.</p>
I-279 HOV Modernization	PennDOT	<p>PennDOT District 11-0 proposes to increase the usage of underutilized High Occupancy Vehicle (HOV) lanes to aid in improving the traffic flow on I-279 and I-579. Other proposed goals of the project are to eliminate driver confusion related to the existing reversible lanes by converting the existing directional HOV lanes to bi-directional traffic and to potentially reduce PennDOT operational costs.</p> <p>The P3 Office has conducted a High-Level Screening Analysis, and after PennDOT review, the P3 Office has moved to a Detailed Level Screening Analysis as outlined in the P3 Implementation Manual.</p>
Pittsburgh International Airport (PIT) Administration Facilities	Allegheny County Airport Authority (ACAA)	<p>The proposed project aims to deliver new corporate office space to replace temporary workspaces used by ACAA staff following the completion of the Terminal Modernization Program (TMP). Given the current lack of available capital immediately post-TMP, this P3 will enable expedited delivery of office facilities by leveraging private-sector investment and expertise.</p> <p>The P3 Office has conducted a High-Level Screening Analysis, and after PennDOT review, the P3 Office will move to a Detailed Level Screening Analysis (in collaboration with ACAA) after completing the above ACAA analysis as outlined in the P3 Implementation Manual.</p>

Unsolicited Proposals

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

Unsolicited Proposal	Proposer	Brief Overview
South Philadelphia Accelerated Ramp Connections	Jacobs Engineering Group	<p>The proposed project anticipates delivery of an interchange through a P3 Investment Partnership as a tolled facility between Exit 17 and Exit 19 of I-95, in addition to improvements to the current interstate ramps.</p> <p>Since receipt, the P3 Office has conducted a High-Level Screening Analysis, and after PennDOT review, the P3 Office will move to a Detailed Level Screening Analysis as outlined in the P3 Implementation Manual.</p>
Pittsburgh Bundled Bridges Replacement Project	S&B USA Construction	<p>The proposed project comprises an accelerated progressive delivery (approximately a 3-year project period) for the replacement or reconstruction of City of Pittsburgh-owned bridges located in Allegheny County.</p> <p>Since receipt, the P3 Office has met with city of Pittsburgh officials and the proposer to review the Unsolicited Proposal. The P3 Office is currently in the process of conducting a High-Level Screening Analysis as outlined in the P3 Implementation Manual.</p>
Automated Road Defect Detection and Management System	Enterra Solutions	<p>This proposed AI-road management system proposes a data-driven optimization system for high priority transportation infrastructure that analyzes damage and determines detailed service plans for maintenance.</p> <p>Since receipt, the P3 Office is working to schedule a meeting with the proposer and is currently in the process of starting a High-Level Screening Analysis as outlined in the P3 Implementation Manual.</p>
I-76 Schuylkill Expressway Managed Lanes	Cintra	<p>This updated proposal envisions improvement of 16.9 miles of I-76 between the SR 202 interchange and I-676 split.</p> <p>Since receipt, the P3 Office has met with the proposer and is currently in the process of updating a High-Level Screening Analysis as outlined in the P3 Implementation Manual.</p>

NEXT MEETING

**STC QUARTERLY BUSINESS MEETING
MAY 13, 2026
HARRISBURG REGION, PA**

APPENDIX

Lets
Highway and Bridge (including Rail Grade)
12/17/2025 to 2/5/2026

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: Highway Restoration											
1	Mercer	51188	58	06M	0	HRST	581	10.76	SR 58: US 19 to Campbell Drive State Route 58 (Grove City Road) from end of the 4 lanes to Oak Street	1/15/2026	\$4,463.00
1	Venango	90271	257	02M		HRST	NHPP	1.97	SR 257: Fletcher Ln to US 62 State Route 257 (Salina Road) from Fletcher Lane to US Route 62 (Riverside Drive)	1/8/2026	\$2,249.00
3	Bradford	112732	4024	023		HRST	581	0.19	SR 4024 Slide Repair SR 4024 (Centerville Rd) near Johnston Road	1/29/2026	\$1,596.00
3	Northumberland	115584	405	109		HRST	STP	2.25	Church St to Shikellamy Ave Church St to Shikellamy Ave	1/29/2026	\$3,797.00
3	Union	113612	80	186		HRST	NHPP	7.53	Mile Run to SR 1010 WB Mill and resurface	1/15/2026	\$4,436.00
8	Adams	122312	15	061		HRST	NHPP	4.15	US 15 Paving US 15 South Bound	1/8/2026	\$2,279.00
8	York	116104	616	012		HRST	STU	1.83	Trinity Rd Resur Resurfacing	1/15/2026	\$1,585.00
9	Cambria	108162	756	009		HRST	STP	2.78	PA 756 - PA 403 to SR 3016 PA 403 to SR 3016 (Bedford Street)	1/8/2026	\$1,362.00
Total numbers of projects for HRST:					8	Total length: 31.46			Total project costs for HRST:		21,767.00
Project Class: Preventive Maintenance											
10	Butler	115104	422	201		PRVMT	581	3.33	US 422 Lawrence County Line East PM US 422 from the Butler County Line East to 1.4 miles east of the SR 4005 Interchange	1/29/2026	\$5,696.00
Total numbers of projects for PRVMT:					1	Total length: 3.33			Total project costs for PRVMT:		5,696.00
Project Class: Safety Improvement											
9	Blair	123310	1001	16T		SAFE	HSIP	0.18	Bus 220 / Stadium Drive Signal SR 1001 (Business 220/Pleasant Valley Boulevard) and SR 4022 (Stadium Drive)	1/8/2026	\$330.00
Total numbers of projects for SAFE:					1	Total length: 0.18			Total project costs for SAFE:		330.00
Program Area: Bridge											
Project Class: Bridge Preservation - Federal											
3	Lycoming	6205	44	079		BPRSF	BRIP	0.08	SR 44 over Susquehanna River Bridge Painting on SR 44 over West Branch of Susquehanna River in Nippenose Township and Jersey Sho	1/29/2026	\$3,050.00
Total numbers of projects for BPRSF:					1	Total length: 0.08			Total project costs for BPRSF:		3,050.00
Project Class: Bridge Replacement											
3	Bradford	110238	1012	009		BRPL	185	0.00	SR 1012 over Trib to Cold Creek SR 1012 (Leisure Lake Road) over Tributary to Cold Creek	1/8/2026	\$297.00
3	Lycoming	6031	4010	011		BRPL	BOF	0.01	SR 4010 over Larrys Creek SR 4010 (Cogan House Road) over Larry's Creek,	1/8/2026	\$1,810.00
3	Lycoming	99061	4010	006		BRPL	BOF	0.01	SR 4010 ov Larry's Creek SR 4010 (Cogan House Rd) over Larry's Creek	1/8/2026	\$1,810.00
3	Snyder	98548	1011	023		BRPL	185	0.00	SR 1011 over Tb Penn's Crk SR 1011 over Tributary to Penn's Creek,	1/15/2026	\$289.00
5	Berks	85643	1015	02B		BRPL	185	0.05	Donat Road over Stoney Run SR 1015 over Stoney Run	1/29/2026	\$1,158.00

Lets
Highway and Bridge (including Rail Grade)
12/17/2025 to 2/5/2026

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	85945	512	05B	BRPL	STP	0.00	SR 512 o/ Brush Meadow Creek Bridge replacement of SR 512 (Washington Street) over Brush Meadow Creek in Bangor Borough, Northa	1/8/2026	\$2,669.00	
9	Cambria	88696	160	18B	BRPL	185	0.18	PA160 Conemaugh Rvr Culv Over Tributary of Little Conemaugh River	1/15/2026	\$1,358.00	
9	Fulton	22812	7203	313 9900	BRPL	BOF	0.01	T-313 Sawmill Hollow Over Tributary to Sawmill Hollow Run	1/29/2026	\$1,017.00	
9	Fulton	114179	7210	330	BRPL	BOF	0.00	T-330 Zachs Ridge Road Over McKees Run	1/29/2026	\$776.00	
9	Somerset	74460	1021	01B 0	BRPL	185	0.10	Miller Run BR Over Miller Run	1/8/2026	\$790.00	
9	Somerset	23596	2026	01B 0	BRPL	BRIP	0.05	Blue Lick Ck Trib Br Over Blue Lick Creek	1/8/2026	\$834.00	
9	Somerset	91446	3007	04B	BRPL	185	0.15	Humbert Red Run 1 Over Red Run	1/29/2026	\$968.00	
9	Somerset	23460	7209	364 0	BRPL	BOF	0.01	T-364 Gardner Bridge Over Laurel Hill Creek	1/29/2026	\$1,284.00	
				Total numbers of projects for BRPL:	13			Total length:	0.57	Total project costs for BRPL:	15,060.00
Project Class: Bridge Restoration											
1	Forest	84944	2002	B02	BRST	185	0.08	SR 2002 over Coleman Run State Route 2002 (River Road) bridge over Coleman Run	1/15/2026	\$1,058.00	
3	Bradford	121043	199	013	BRST	CRP	0.19	NTIER Bridge Lighting Upgrades to LED Upgrade bridge lighting from non-LED (HPS) to LED on SR 199 over Chemung River in Athens Twp, SR	1/15/2026	\$679.00	
3	Columbia	117577	2001	022	BRST	BOF	0.01	SR 2001 over Roaring Creek SR 2001 over Roaring Creek, in Roaring Creek (Twp) Columbia County	1/15/2026	\$853.00	
3	Lycoming	110167	54	101	BRST	STP	0.18	SR 54 over Susquehanna River SR 54 over West Branch of the Susquehanna River	1/15/2026	\$1,827.00	
3	Lycoming	122848	220	268	BRST	185	0.02	SR 220 over Queneshukney Run SR 220 over Queneshukney Run, Woodward (Twp), Lycoming County	1/15/2026	\$1,827.00	
3	Lycoming	120077	2066	008	BRST	CRP	0.20	Maynard Street Bridge Lighting Upgrades to LED Upgrade bridge lighting from non-LED (HPS) to LED on SR 2066 (Maynard St) over West Branch of Susq	1/15/2026	\$679.00	
3	Northumberland	6725	901	025	BRST	BRIP	0.02	SR 901 over SEDA-COG Railroad SR 901 over SEDA-COG Railroad,	1/8/2026	\$2,659.00	
8	Dauphin	117189	2019	022	BRST	185	0.02	Nyes Rd ovr Beaver Creek Nyes Rd over Beaver Creek Digital Delivery/Modeling as Legal Deliverable (MALD) Pilot Project	1/15/2026	\$2,016.00	
9	Fulton	22830	655	08B	BRST	BRIP	0.08	PA 655/Barnett's Run Over Barnetts Run	1/29/2026	\$834.00	
9	Huntingdon	92732	655	01B	BRST	185	0.00	PA655 Trb Mill Crk Bridge Over Tributary of Mill Creek	1/15/2026	\$1,431.00	
				Total numbers of projects for BRST:	10			Total length:	0.80	Total project costs for BRST:	13,863.00
Project Class: Highway Restoration											
3	Northumberland	115584	405	109	HRST	STP	2.25	Church St to Shikellamy Ave Church St to Shikellamy Ave	1/29/2026	\$3,797.00	
				Total numbers of projects for HRST:	1			Total length:	2.25	Total project costs for HRST:	3,797.00
Program Area: General Contract Maintenance											

Lets
Highway and Bridge (including Rail Grade)
12/17/2025 to 2/5/2026

RPT# LET014A

District	County	Project Id/Contract	St. Rt.	Section Loc. Rt.	Project Class	Fund	Length	Project Title	Let Date	Awarded or Bid Total Amount	Related Project
Project Class: Bridge Preservation - State Fund											
4	Lackawanna	116484	347	PRS	BPRS	NHPP	0.09	SR 347 over Lackawanna River	1/29/2026	\$1,639.00	
								Bridge preservation activities on SR 347 (Lackawanna Avenue) over Lackawanna River in Olyphant Borou			
Total numbers of projects for BPRS:				1	Total length:		0.09	Total project costs for BPRS:		1,639.00	
Project Class: General Maintenance											
1	Venango	121946	3024	562	GMNT		4.33	SR 3024: SR 3017 - US 62	1/15/2026	\$1,616.00	
								State Route 3024 (Valley Road) from State Route 3017 (Raymilton Road) to the Polk Borough Line			
1	Venango	121947	3024	561	GMNT		3.00	SR 3024: US 62 - SR 8	1/15/2026	\$1,616.00	
								State Route 3024 (Polk Cut Off Road) from US Route 62 (Main Street) to State Route 8 (Pittsburgh Road)			
1	Warren	114341	4009	661	GMNT		7.71	State Route 4009	1/8/2026	\$1,974.00	
								State Route 4009			
2	Cameron	123240	120	RAR	GMNT		1.45	Group 2-26/28-RAR3	1/8/2026	\$310.00	
								Various Routes			
2	Centre	123238	45	RAR	GMNT		0.61	Group-2-26/28-RAR1	1/8/2026	\$427.00	
								Various Routes			
2	Clearfield	123239	53	RAR	GMNT		0.97	Group 2-26/28-RAR2	1/8/2026	\$450.00	
								Various routes			
2	Mifflin	123241	103	RAR	GMNT		0.72	Group 2-26/28-RAR4	1/8/2026	\$283.00	
								Various routes			
6	Bucks	82044		S10	0	GMNT	89.36	Bucks County Seal Coat 2026(C)	1/29/2026	\$4,841.00	
								Bucks County Seal Coat 2026			
6	Chester	82049		S11	0	GMNT	77.98	Chester County Seal Coat 2026(C)	1/29/2026	\$4,239.00	
								Chester County Seal Coat 2026			
6	Montgomery	82059		S12	0	GMNT	58.52	Montgomery County Seal Coat 2026(C)	1/29/2026	\$3,799.00	
								Montgomery County Seal Coat 2026			
11	Beaver	108638	168	B27	GMNT		8.34	GRP 112-26-7135-1	1/15/2026	\$3,940.00	
								Mill and overlay on SR 168 and SR 551 in Darlington , Big Beaver and New Galilee Borough, Darlington			
11	Lawrence	108639	351	L12	GMNT	409	4.29	GRP 114-26-7135-1	1/15/2026	\$2,471.00	
								Mill and overlay on in SR 351 and SR 551 in Enon Valley Borough and Little Beaver Township, Lawrence			
Total numbers of projects for GMNT:				12	Total length:		257.28	Total project costs for GMNT:		25,966.00	
Program Area: Highway Construction											
Project Class: MultiModal											
6	Philadelphia	118388		MTF	MMODE	411	0.00	Parkside Ave - Safe Access to Parks R8	1/15/2026		
								Parkside Ave Safe Access to Parks			
Total numbers of projects for MMODE:				1	Total length:		0.00	Total project costs for MMODE:			
Program Area: Intermodal											
Project Class: Bicycle Pedestrian Highway											
11	Allegheny	120317		MTF	BKPED	OTH	0.00	MTF - Hamilton Road Sidewalk Project	1/23/2026		
								Sidewalk replacement and slope reinforcement in the Borough of Thornburg in Allegheny County.			
Total numbers of projects for BKPED:				1	Total length:		0.00	Total project costs for BKPED:			
Project Class: Transportation Enhancement											
4	Luzerne	118432		TAS	ENHNC	TAP	0.00	Hanover Township Transportation Enhancements TASA	1/29/2026	\$1,883.00	
								Transportation Enhancement project to grade and surface the railroad alignment of the former Lehigh Valle			
Total numbers of projects for ENHNC:				1	Total length:		0.00	A-4	Total project costs for ENHNC:		1,883.00

Lets
Highway and Bridge (including Rail Grade)
12/17/2025 to 2/5/2026

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: Interstate Management											
Project Class: Bridge Preservation - Federal											
8	York	116480	83	103	BPRSF	185	0.16	I-83 over Springwood Rd Bridge preservation	1/29/2026	\$1,534.00	
Total numbers of projects for BPRSF:					1	Total length:		0.16	Total project costs for BPRSF:		1,534.00
Project Class: Bridge Replacement											
4	Luzerne	91587	80	350	BRPL	BRIP	0.33	I-80 EB over I-81 NB/SB Bridge replacement on Interstate 80 Eastbound, over Interstate 81 in Butler Township, Luzerne County.	1/15/2026	\$18,481.00	
Total numbers of projects for BRPL:					1	Total length:		0.33	Total project costs for BRPL:		18,481.00
Project Class: Interstate Maintenance Program											
4	Lackawanna	92435	81	230	IMP	NHPP	23.76	I-81 NB/SB Preservation Pavement Replacement Lacka Concrete slab replacement and preservation on Interstate 81 Northbound/Southbound from Exit 185 to Exit	1/8/2026	\$126,483.00	
Total numbers of projects for IMP:					1	Total length:		23.76	Total project costs for IMP:		126,483.00
Program Area: Safety and Mobility											
Project Class: Congestion Reduction											
11	Beaver	112022	51	B52	CNGST	581	1.28	Monaca Gateway MTF-TIIF-Smart (Sponsor = Monaca) construction of a roundabout to reduce congestion, and reduce the number and severity	1/15/2026	\$3,736.00	
Total numbers of projects for CNGST:					1	Total length:		1.28	Total project costs for CNGST:		3,736.00
Project Class: Intelligent Transportation System											
5	Berks	120991	78	ITC	ITS	CRP	3.22	RATS ITS Camera Gaps Installation of CCTV cameras at various locations within Berks County.	1/15/2026	\$723.00	
5	Schuylkill	120979	81	ITC	ITS	CRP	0.07	NEPA Camera Gaps New CCTV/ITS Device Installation	1/15/2026	\$723.00	
Total numbers of projects for ITS:					2	Total length:		3.29	Total project costs for ITS:		1,446.00
Project Class: Safety Improvement											
8	York	114208	124	016	SAFE	STP	0.59	E Prospect Rd Improvement Safety Improvement	1/29/2026	\$2,287.00	
Total numbers of projects for SAFE:					1	Total length:		0.59	Total project costs for SAFE:		2,287.00
Program Area: Transportation Enhancements											
Project Class: Transportation Enhancement											
8	Lancaster	114217			ENHNC	STU	0.00	Riverfront to Downtown Connections Streetscape Walnut Street from Third Street to North Front Street and Third Street from Walnut Street to Locust Street	1/8/2026	\$1,392.00	
Total numbers of projects for ENHNC:					1	Total length:		0.00	Total project costs for ENHNC:		1,392.00