



OCTOBER 20, 2022

**MIKE KEISER, P.E.
DEPUTY SECRETARY FOR HIGHWAY ADMINISTRATION**

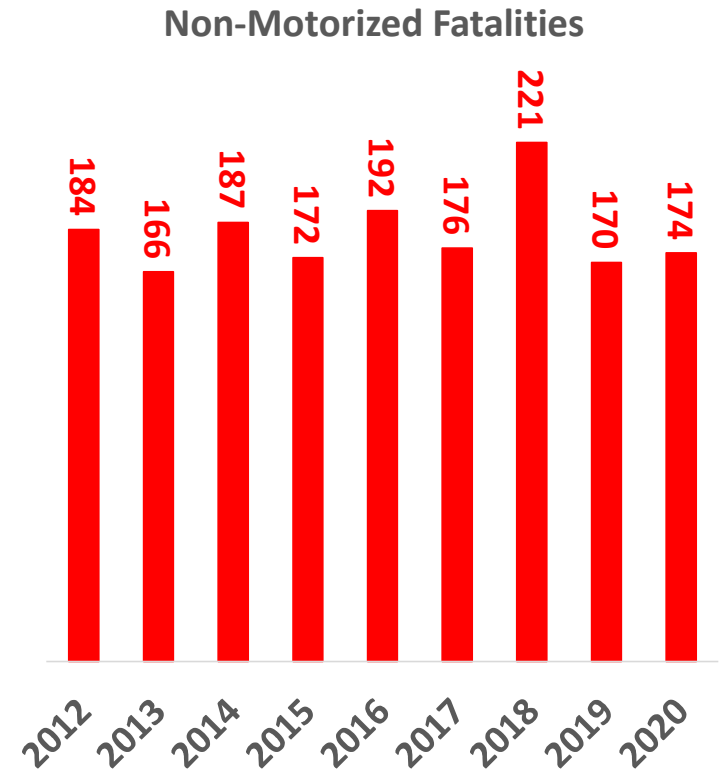
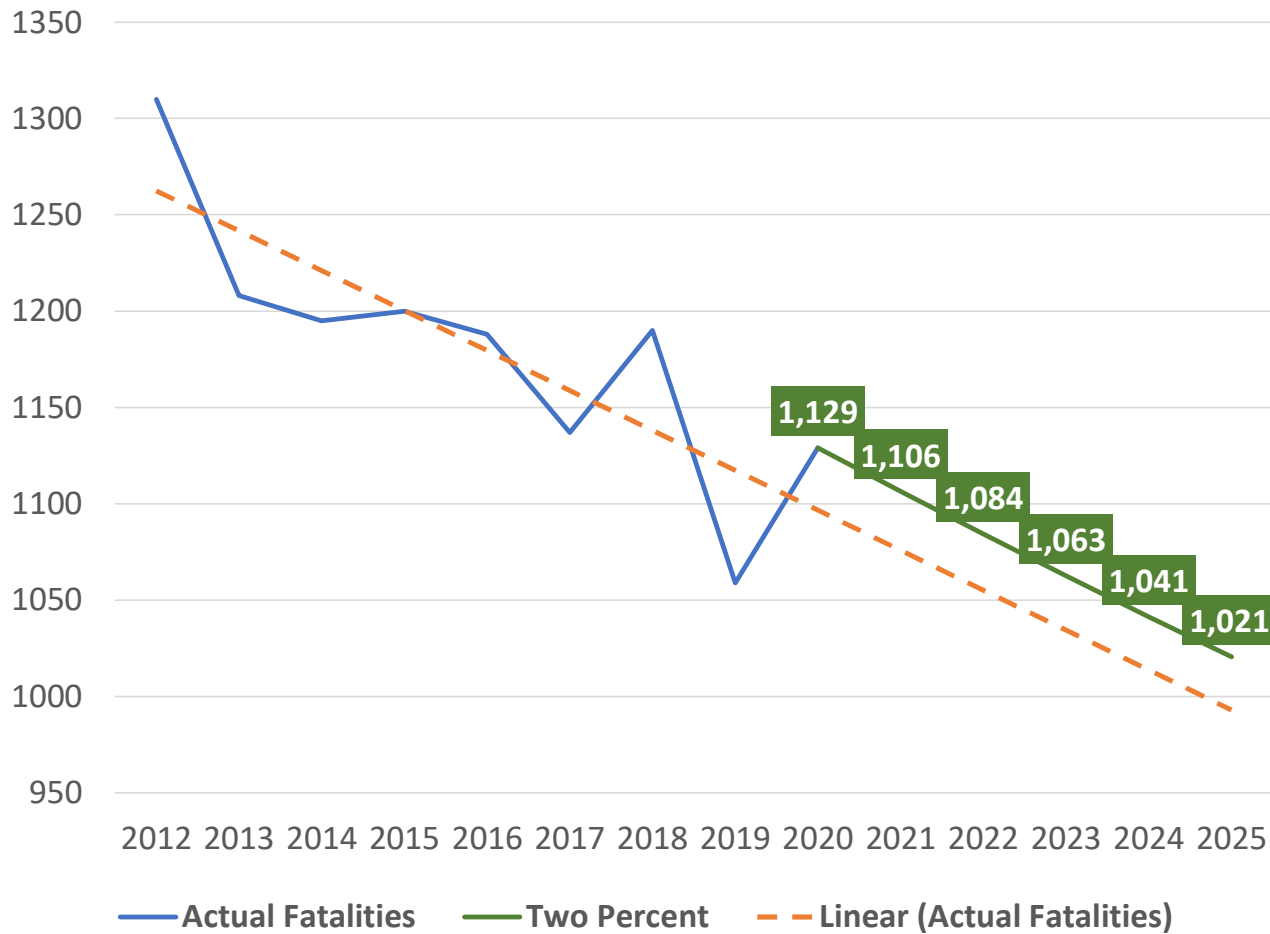
FOCUS AREAS

- Safety
- Organizational Updates
- Funding: Federal (IIJA) & State
- Inflation
- Construction Program
- PennDOT Pathways
- TROC – Next Steps for Funding
- Relationships



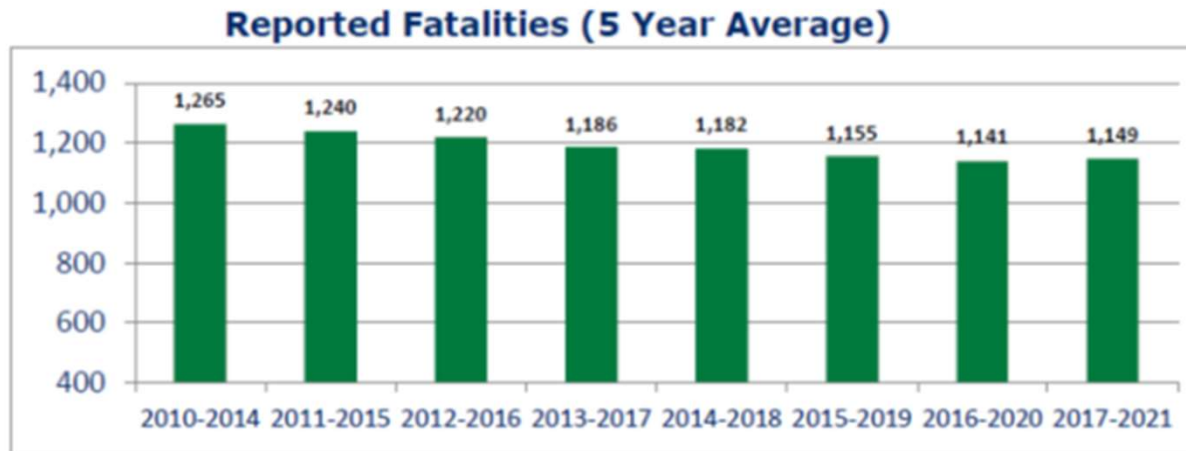
SAFETY

FATALITIES



FATALITIES

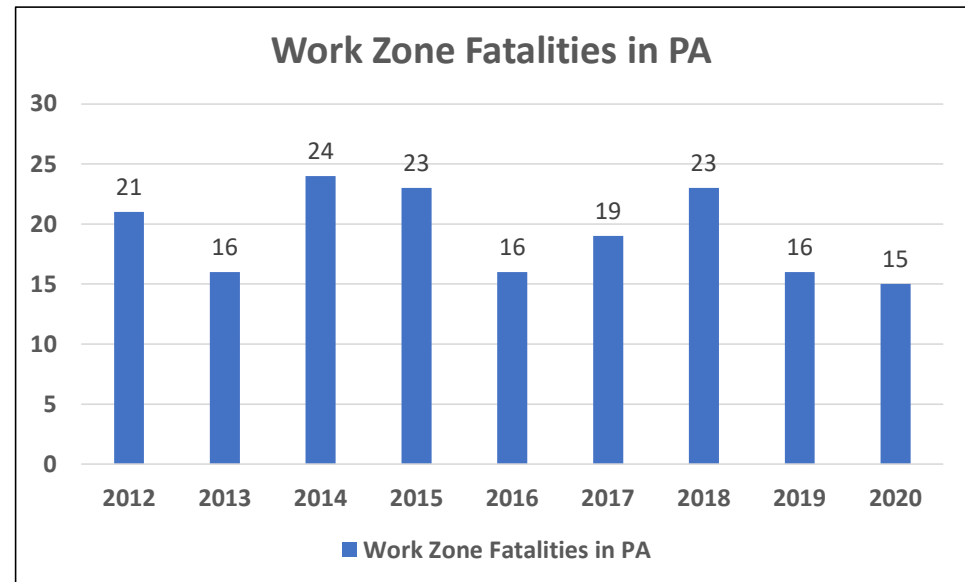
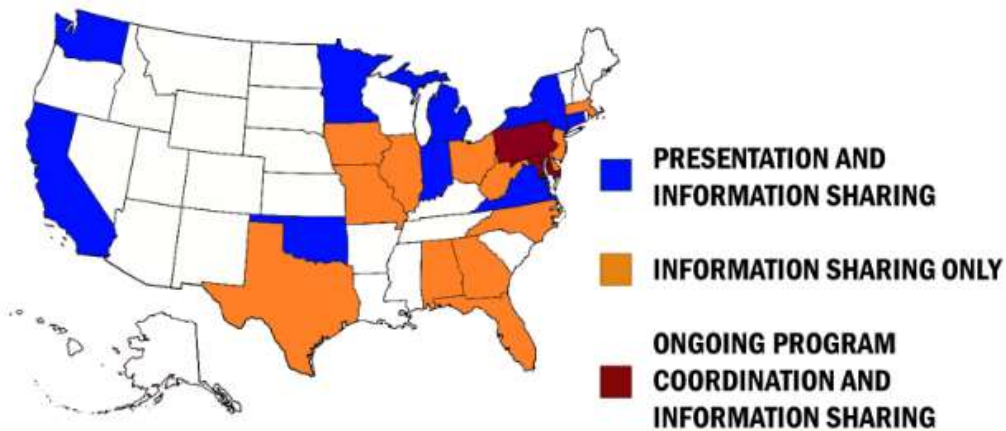
- National Trend
- Initially thought to be Pandemic related
- Road Rage – Increased Confrontations in WZ's (New Trend)
- Working closely with Federal Partners (Mitigation Strategies)



AUTOMATED WORK ZONE SPEED ENFORCEMENT

➤AWZSE

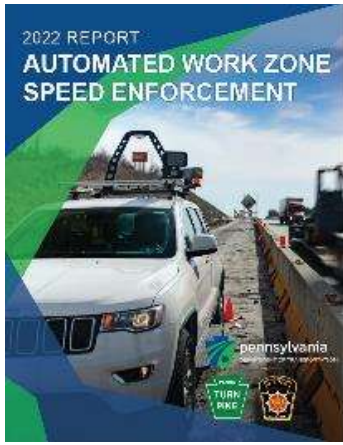
PROGRAM OUTREACH – PEER-TO-PEER MEETINGS



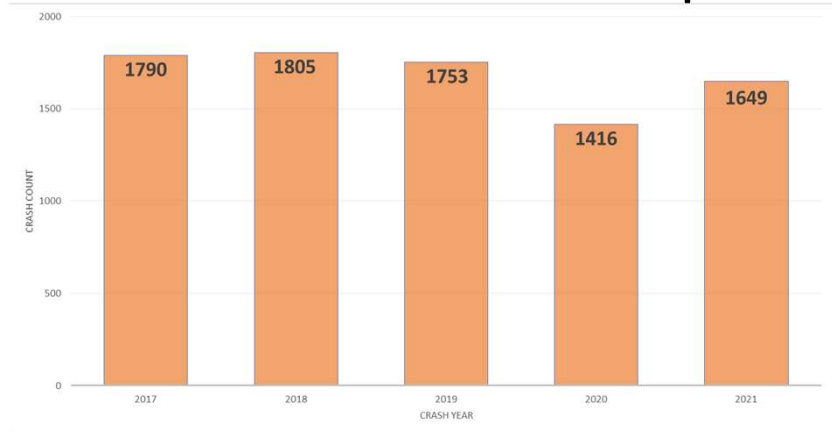
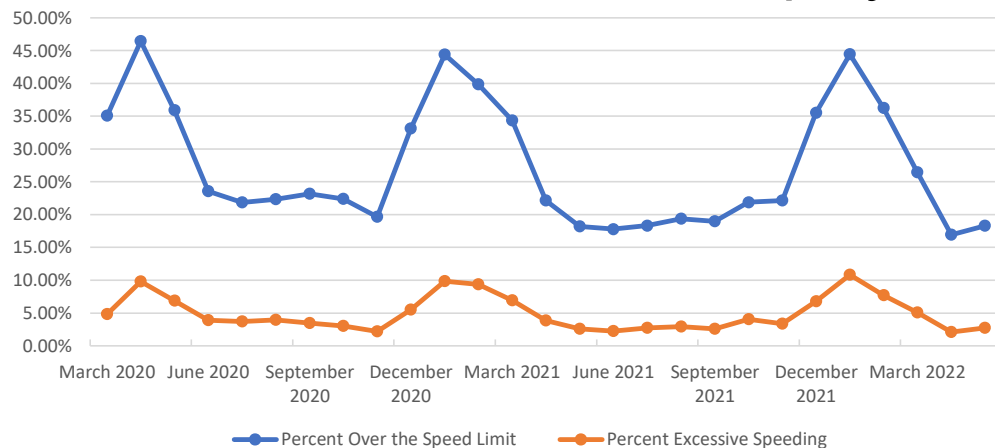
RESULTS:
Excessive Speeds (>11 mph)
~10% April 2020
<3% June 2021



AUTOMATED WORK ZONE SPEED ENFORCEMENT



- Annual report published April 2022
- Covers from start of program to end of 2021
- Program is fulfilling its stated goals
- Program is focused on **SAFETY**, not revenue
 - Operated at a loss through end of 2021
- 68% of deployments have been to short-term patterns



All Work Zone Crashes – 2017-2021

<https://workzonecameras.penndot.gov/>



WINTER SERVICES

- Commercial Restrictions
 - Close coordination with PSP, Turnpike, PEMA and Adjacent States
 - Several years of data proves that there are clear benefits to proactive restrictions vs reactive incident management delays
- Awareness During Winter Events
 - Give Operators plenty of space (6 car lengths recommended)
 - Do not pass Plow Trucks
 - Weather related events routinely result in accidents involving our employees/fleet



ORGANIZATIONAL UPDATES

CENTRAL OFFICE REORGANIZATION

- Chief Executive Director – Jon Fleming
 - Chief Engineer – Gavin Gray
 - Bureau of Design & Delivery – Christine Spangler
 - Bureau of Construction & Materials – Christine Norris
 - Bureau of Operations – Dan Farley
 - Bridge Office – Rich Runyen
 - Bureau of Maintenance – Christa Newmaster
 - Strategic Development & Implementation Office
 - District 6 ADE-M: Andy Firment



DISTRICT OFFICES:

Reflection of our Overall Demographics at PennDOT

- Three new DE's: D3, D6 & D8
- ADE Position Upgrades – Align w/CO
- Continue to Backfill:
 - ADE's (Design, Construction & Maintenance)
 - County & Assistant County Maintenance Managers



TRANSPORTATION FUNDING

PENNDOT BY THE NUMBERS



*Total miles on all PA roadways

LB (10-21)

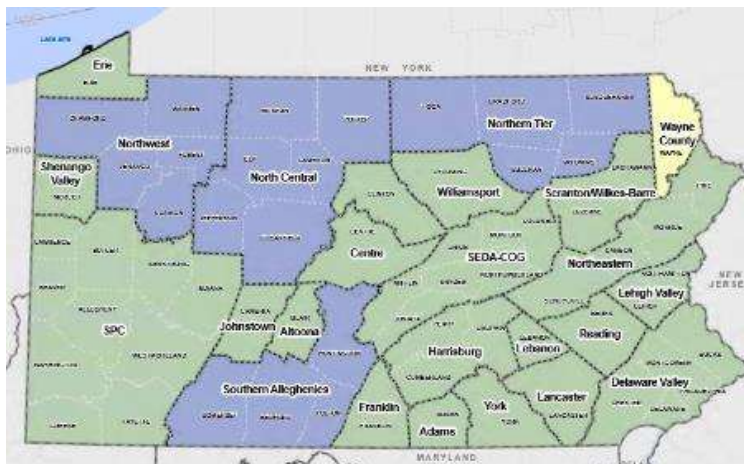


PLANNING AND PROGRAMMING

11
Districts



MPO's/
RPO's



MUNICIPALITIES in Pennsylvania

67 COUNTIES

- 9 classes, based on population
- Most governed by 3 commissioners
- 8 have "home rule"

959 BOROUGHES

- No classes based on population
- Weak mayor
- Council holds most power
- Follow Borough Code

1,546 TOWNSHIPS

- 2 classes, based on population
- Governed by commissioners or supervisors
- Most decentralized government
- Follow Township Code

56 CITIES

- 4 classes, based on population
- Most are 3rd Class except Philadelphia, Pittsburgh & Scranton
- Tend to have strong mayor, centralized government
- Some have "home rule"
- Others use Third Class City Code



PENNSYLVANIA LOCAL NETWORK



Greenfield Ave. Bridge
City of Pittsburgh

- **Local Governments Own Over 78,000 miles**
- **Local Owned Bridges Over 6,600**
 - 26% of Deck Area in Good Condition
 - 53% of Deck Area in Fair Condition
 - 21% of Deck Area in Poor Condition



IJA - HIGHWAY TRUST FUND

Existing Core Program Areas:

- National Highway Performance Program - \$6.1 Billion
- Surface Transportation Block Grant Program - \$2.97 Billion
- Highway Safety Improvement Program - \$656.6 Million
- Rail Highway Crossings Program - \$35.7 Million
- Congestion Mitigation and Air Quality - \$592.5 Million
- Metropolitan Planning - \$89.1 Million
- National Highway Freight Program - \$296.1 Million

New Program Areas:

- Carbon Reduction Program - \$264.8 Million
- Protect Formula Program - \$301.1 Million



IJA - GENERAL FUND

New Program Areas:

- Special Bridge Program - \$1.39 Billion
 - Special Bridge Program (Off System Bridges) - \$245.3 Million
 - National Electric Vehicle Program - \$171.5 Million
-

Total Federal Funding (2022 – 2026) = \$13.1 Billion

Prior Federal Funding \$ 9.1 Billion

+/- \$ 4.0 Billion



INFRASTRUCTURE INVESTMENT & JOBS ACT (BIL)

- Provides \$351 billion (Nationally)
- Provides \$91 Billion for transit, \$12 Billion for highway safety, and \$66 Billion for passenger rail over five years
- Creates a new \$27.5 Billion Special Bridge Program
- Creates a new \$5 Billion EV charging infrastructure formula program
- Transfers \$118 Billion from the General Fund to the Highway Trust Fund (\$90 B to Highway Account; \$28 B to Mass Transit Account)
- Highway Trust Fund: No long-term revenue solution



PENNSYLVANIA – STATE FUNDS

- Act 89 - 2013
- RoadMAP Legislation – 2016 (4% Reduction/Year of MLF to PSP)
- Registration/Driver's License Fees
- Act 44
- Act 26
- Revenue projections from Office of the Budget
- General Fund vs Transportation Funding in PA



INFLATION

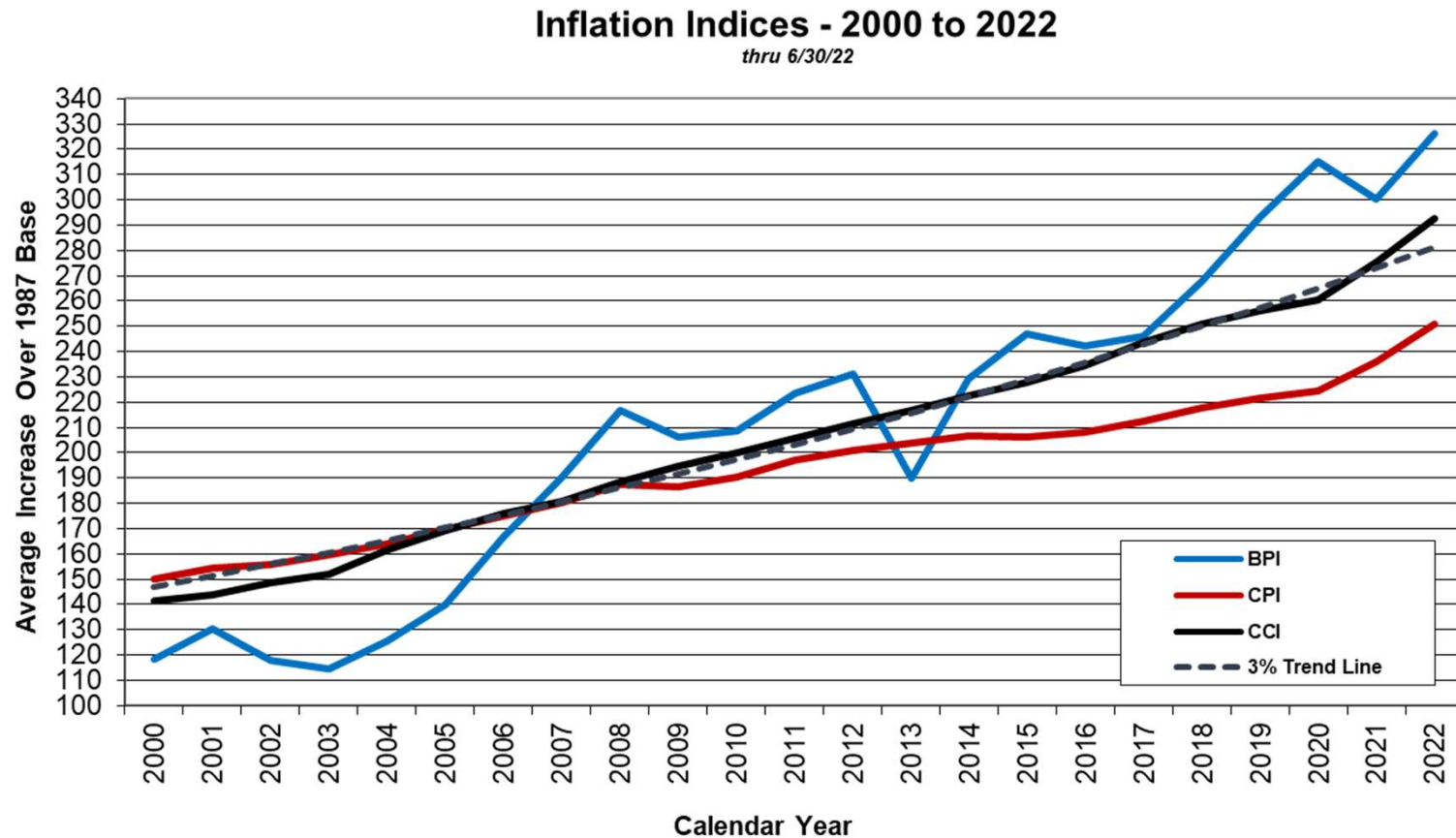
PLANNED 2022 PROGRAM – 11/2021

- \$2.5 Billion - 727 Projects (Result of IJA & State Budget)
 - Bridge Related Work: 245 Projects (19.5%)
 - Highway Construction: 294 Projects (69.5%)
 - Miscellaneous: 188 Projects (11%)
-

- In 2021, the Department let 566 projects with a total cost of \$2.02 Billion.
- 21/22 PA Budget Included \$279M of Federal American Rescue Act Funding for Transportation



INFLATION INDICES



INFLATION IMPACTS

- Quarter 1 bids came in approximately 3% higher than the engineering (ECMS) estimate and approximately 8% over the MPMS estimate used to establish the program
- Quarter 2 bids came in approximately 10% higher than the engineering (ECMS) estimate and approximately 16% over the MPMS estimate used to establish the program (Q3 is similar)
- As 10/06/22: Bid 490 Projects = \$2.21 Billion



INFLATION IMPACTS – CONTINUED

Summary of the 2022 Program to date:

- ECMS Estimates (set in late 2021) vs low bid amounts have increased by +/- 13% on average statewide
- Districts continually update estimates based on market trends
- 13% = \$325 million



BUDGET & PSP REDUCTION – 22/23

Short Term Impacts:

- Essentially addresses the 20% matching funds needed for IIJA
- Provides for 2022 program adjustments without impacting future years
- \$2.5 Billion Construction Program in 2023

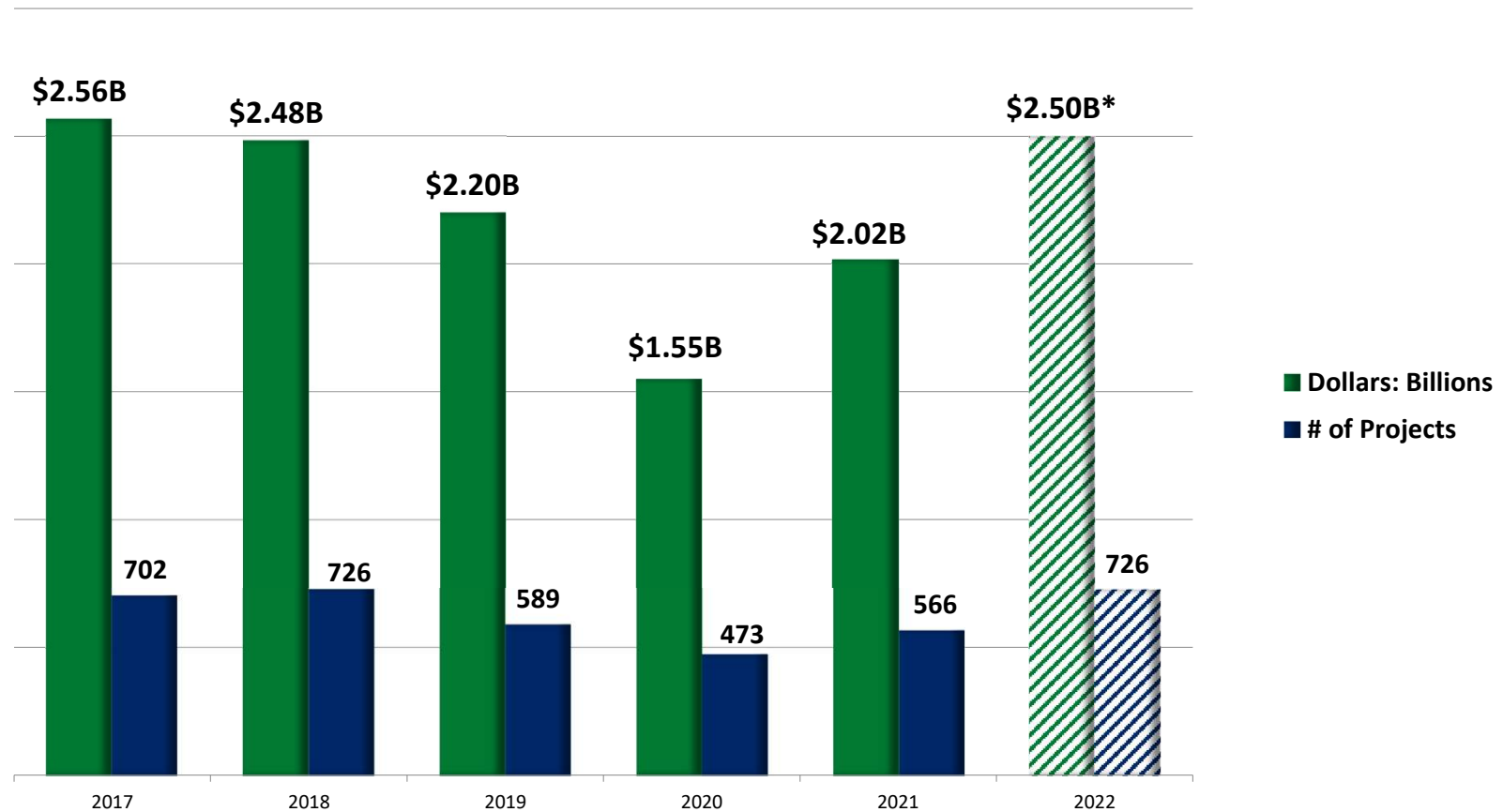
Long Term Impacts:

- No additional revenue projections from the Office of Budget as the reduction was already accounted for in the 2016 RoadMAP legislation



CONSTRUCTION PROGRAM

PROJECT LETTING TRENDS



2022 Projected *



PROGRAM DISTRIBUTION

	Cost Based Percentage						
	2016	2017	2018	2019	2020	2021	2022*
Highway	53%	64%	60%	70%	61%	71%	72%
Bridge	35%	21%	28%	19%	24%	17%	20%
Other	12%	15%	12%	11%	15%	12%	8%

*2022 Projected





State Transportation
Commission

DRAFT 2023 12-YEAR PROGRAM



August 2022

Larry Shifflet, Deputy Secretary, Planning
August 17, 2022

Slide 29

TM1

The speakers notes on this don't seem complete -- "Here's the TYP -- we did public outreach 15 months ago."

Tobin, Mark, 8/1/2022

2023 12-Year Program



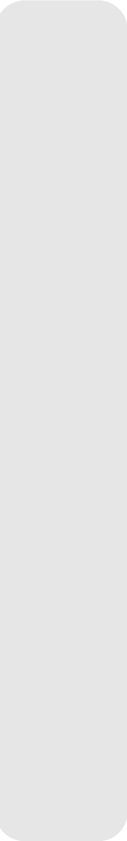
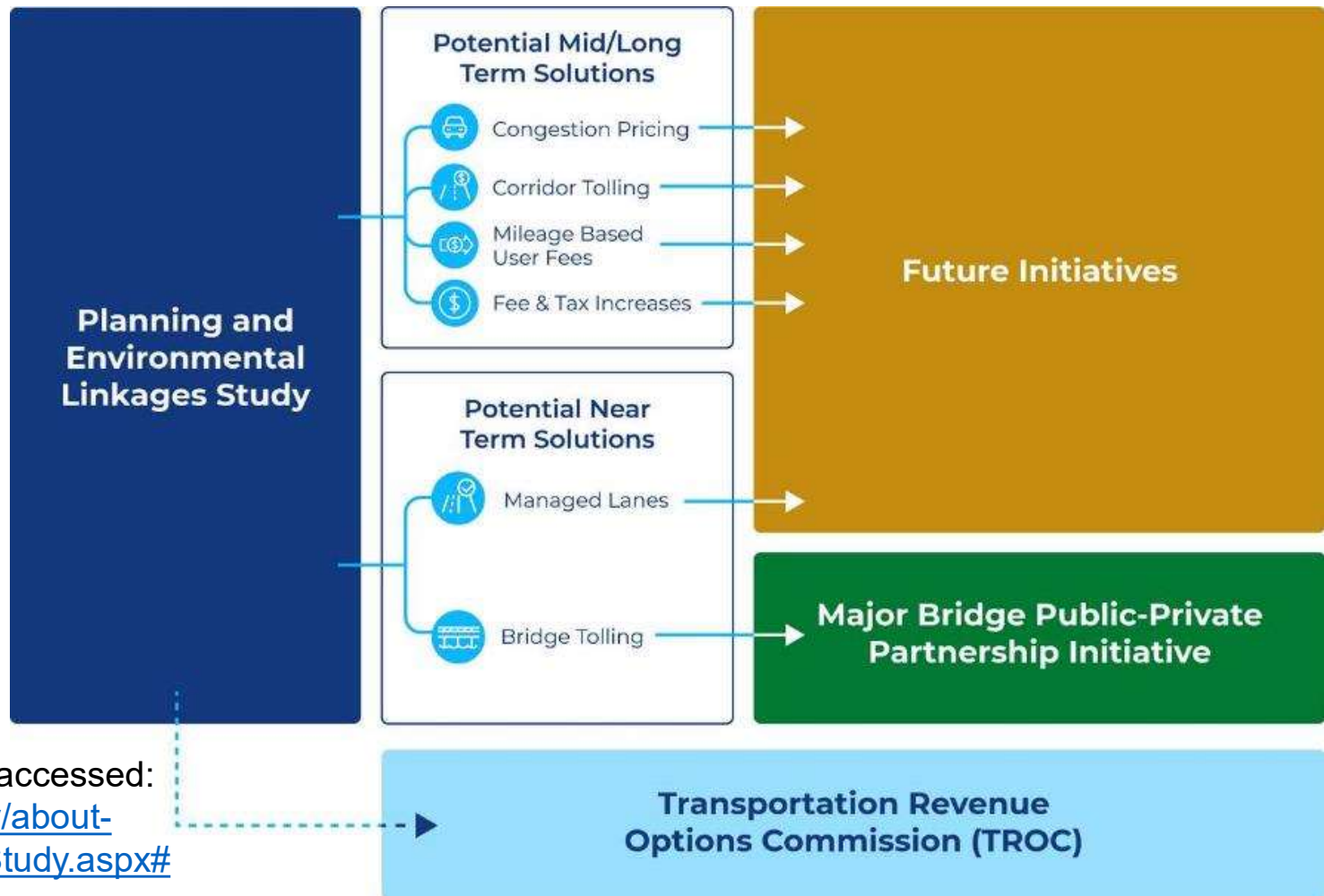
<https://talkpatransportation.com/2023TYP/index.html>



PENNDOT PATHWAYS

PennDOT PAtHways

A long-term program to analyze and implement new future-focused sources of funding for our highways and bridges that could better serve our communities and all Pennsylvanians for the next generation.

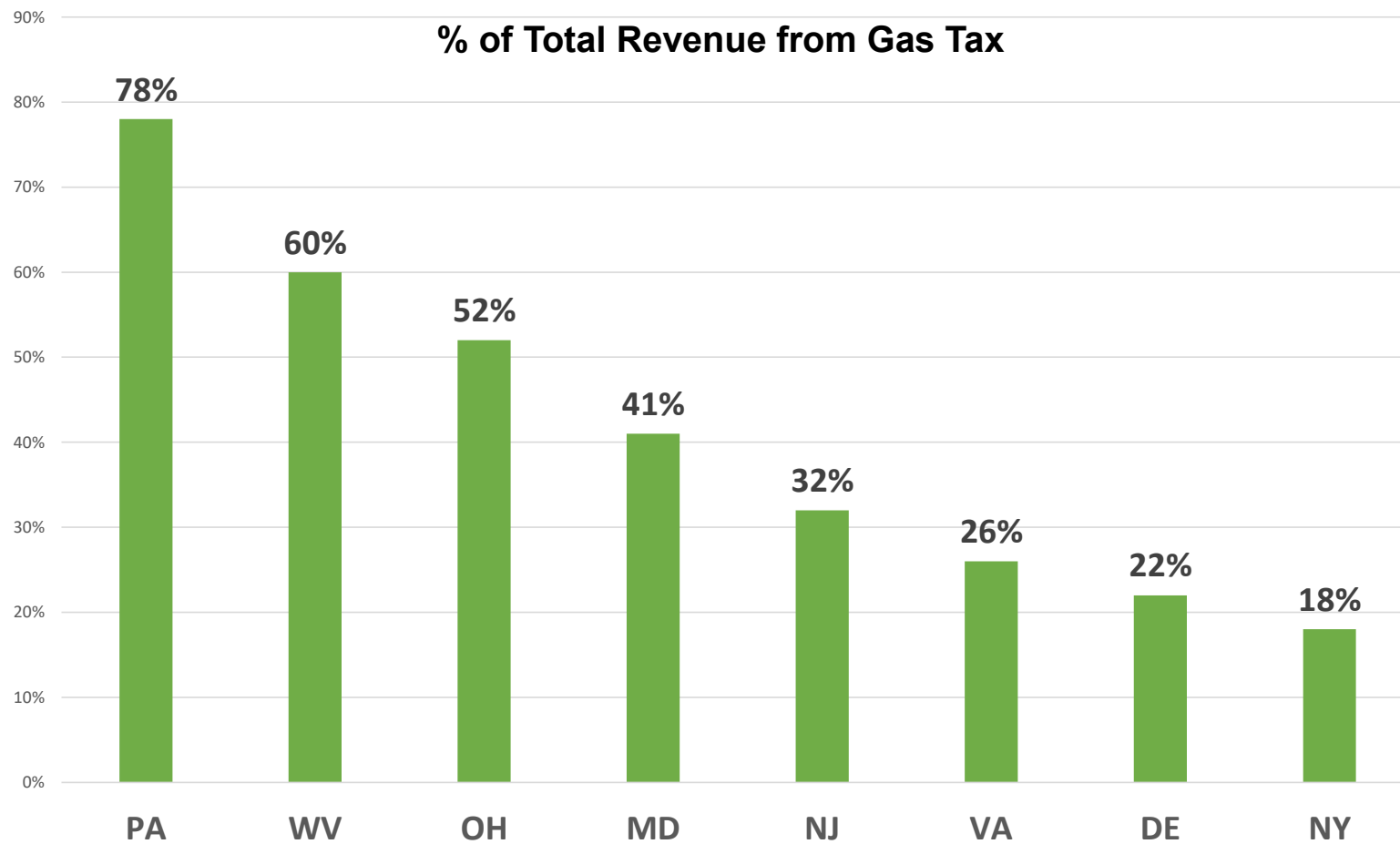


TRANSPORTATION REVENUE OPTIONS COMMISSION

PA



THERE ARE OPTIONS!



CONSEQUENCES OF INACTION



Greater Congestion



Closures and Detours



Impacts on Reliability



Deferred Maintenance



Decreased Competitiveness



Diminished Quality of Life



RELATIONSHIPS:

- Industry Partners
- Elected Officials
- Public
- State/Federal Agencies

MOVING FORWARD INTO 2023

**We look forward to working with PAAMA and its
members in 2023!**



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PennsylvaniaDOT

BE SAFE ON OUR ROADWAYS!



AASHTO TransComm 2020 Award: Marketing/Advertising
(Print and Electronic Marketing)

