

SEPTEMBER 20, 2022

ACEC/PA

FALL CONFERENCE

MIKE KEISER, P.E.

**ACTING DEPUTY SECRETARY FOR HIGHWAY
ADMINISTRATION**

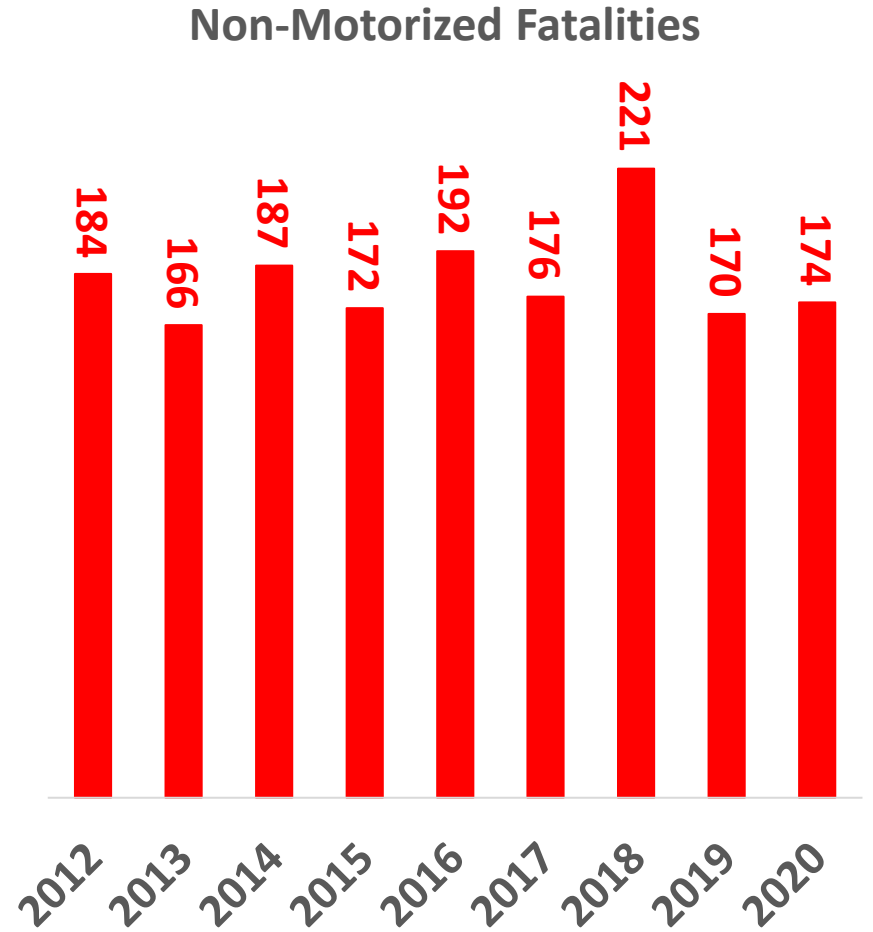
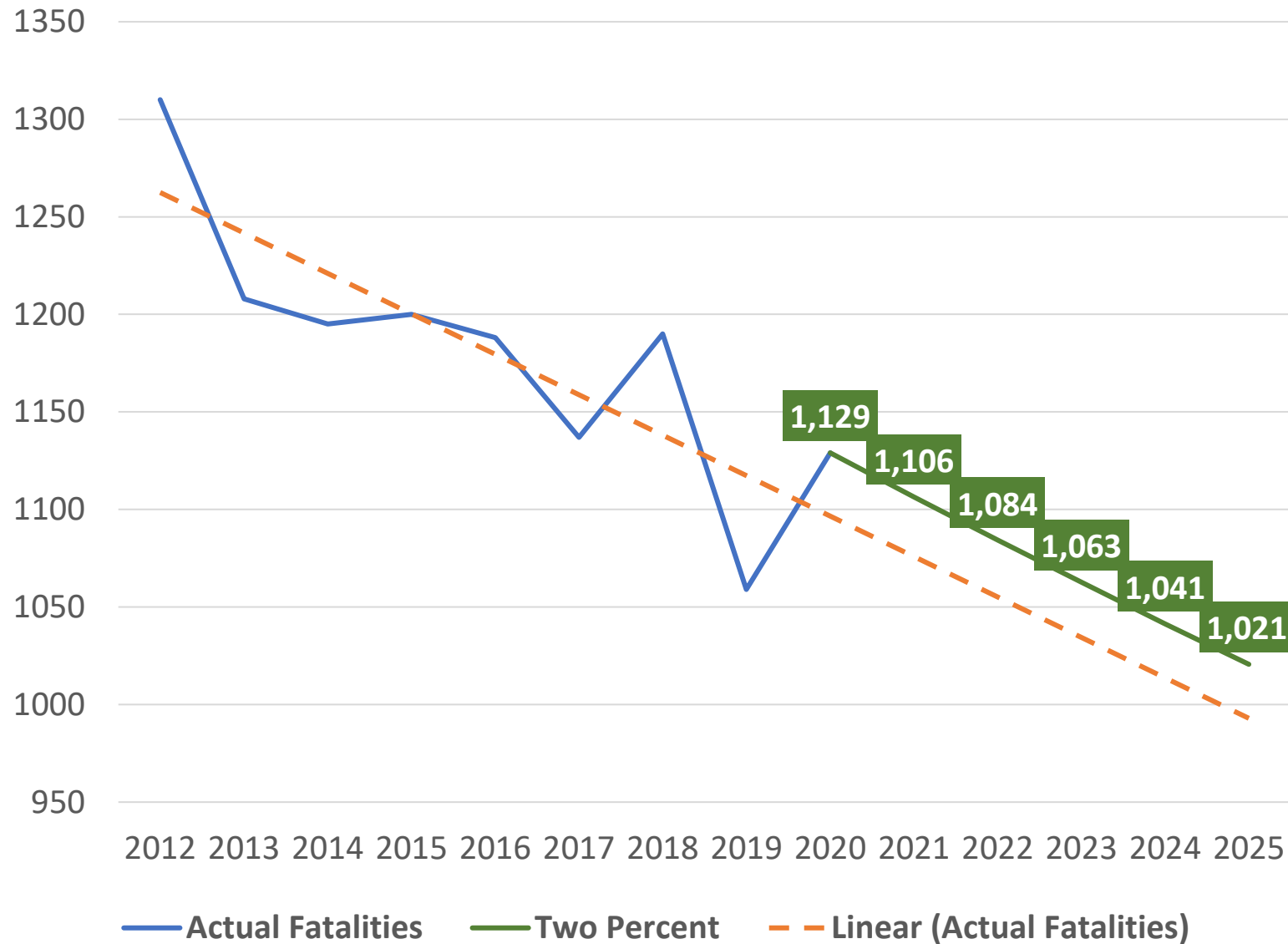
FOCUS AREAS

- Safety
- Organizational Updates
- Funding: Federal (IIJA) & State
 - PSP Reduction Impacts
- Construction Program
- PennDOT Pathway's & MB P3 Status
- TROC – Next Step in Transportation Funding for PA



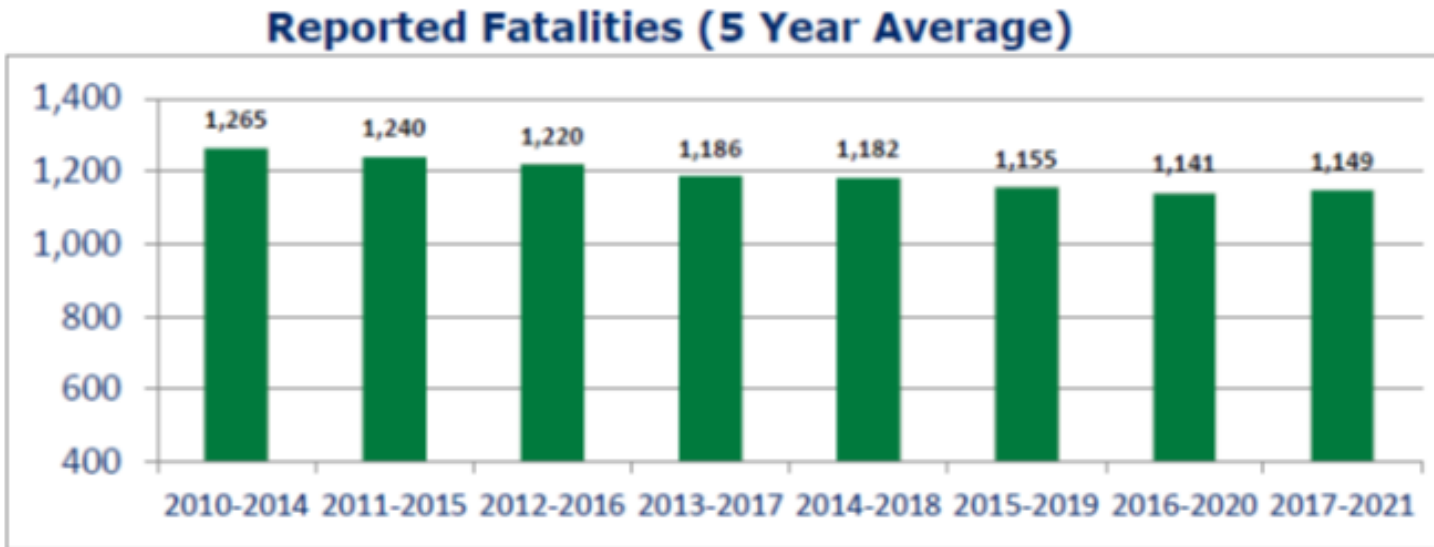
SAFETY

FATALITIES



FATALITIES

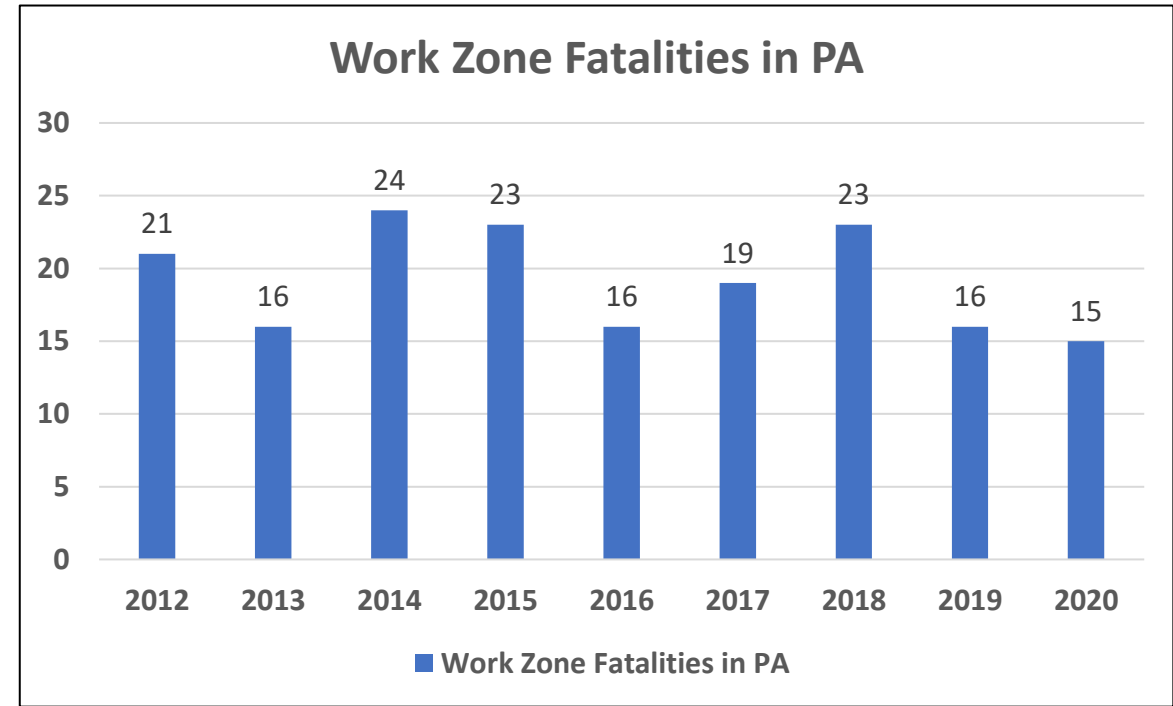
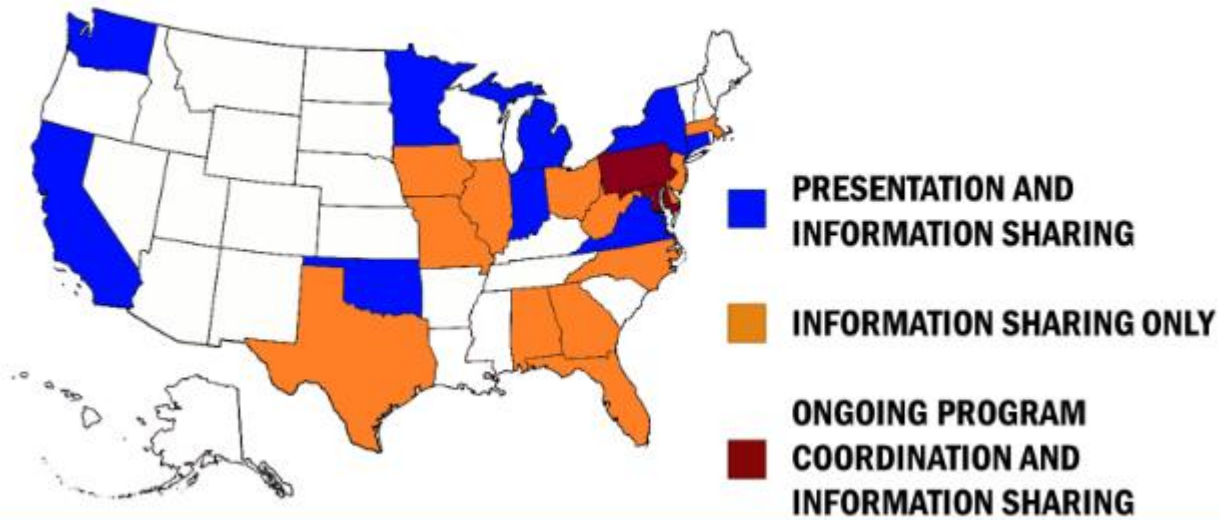
- National Trend
- Initially thought to be Pandemic related
- Road Rage – Increased Confrontations in WZ's (New Trend)
- Working closely with Federal Partners



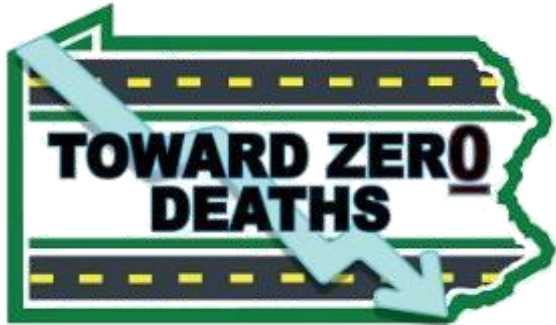
AUTOMATED WORK ZONE SPEED ENFORCEMENT

➤ AWZSE

PROGRAM OUTREACH – PEER-TO-PEER MEETINGS



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



WINTER SERVICES

- Commercial Restrictions
 - Close coordination with PSP, Turnpike, PEMA and Adjacent States
 - Several years of data proves that there are overall benefits to proactive restrictions vs reactive incident management
- Awareness During Winter Events
 - Give Operators plenty of space (6 car lengths recommended)
 - 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 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



FUNDING

PENNDOT BY THE NUMBERS



*Total miles on all PA roadways



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



IIJA - 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



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 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 9/15/22: Bid 445 Projects = \$2.13 Billion (Adj Est - \$2.00 B)



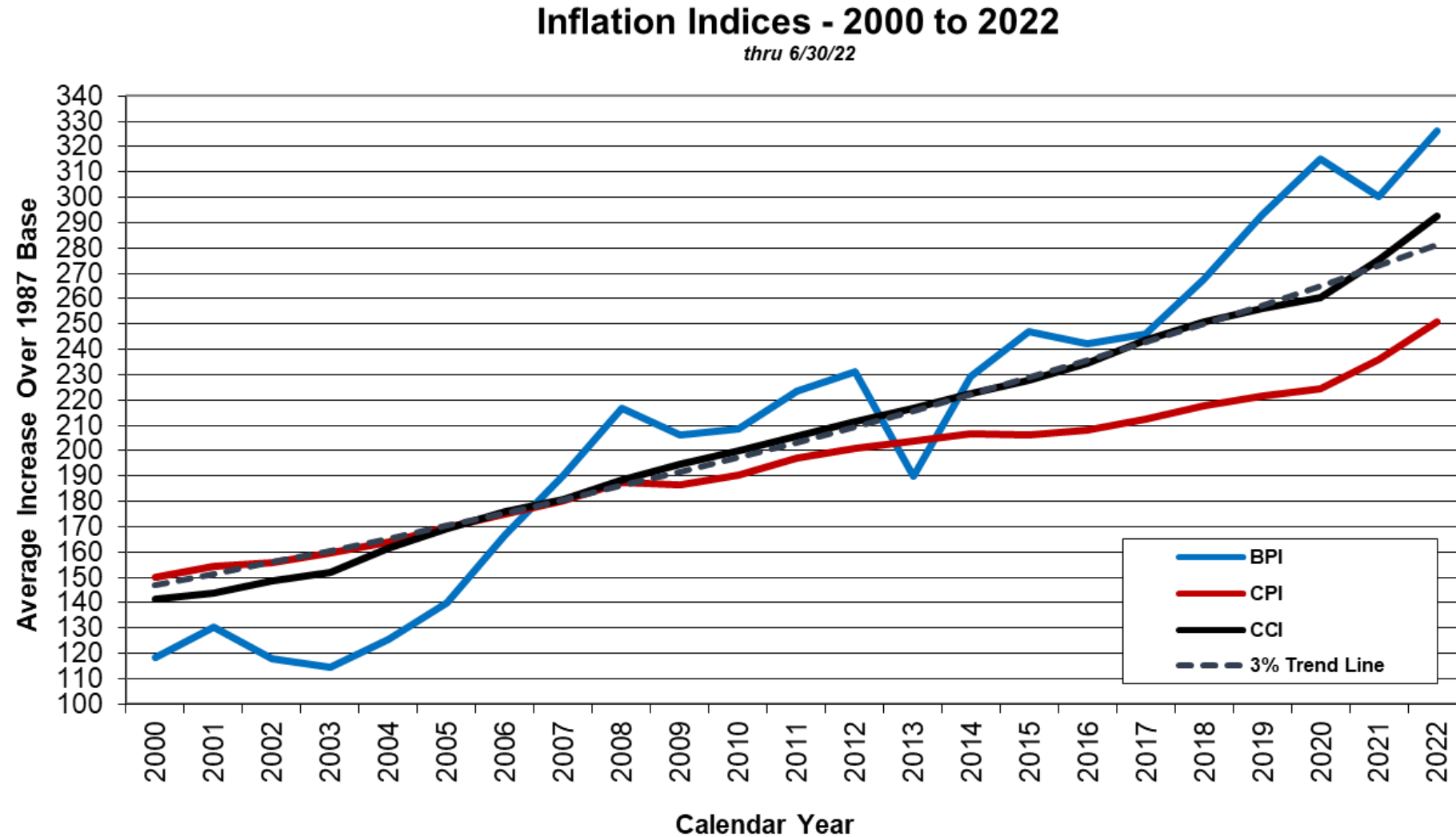
INFLATION IMPACTS – CONTINUED

Summary of the 2022 Program to date:

- ECMS Estimates used to set the program in late 2021 have increased by +/- 15% (updated based on bidding trends)
- In addition, on average low bid amounts are +/- 7% above Department estimates
- 20% = \$500 million



INFLATION INDICES



PSP REDUCTION ACCELERATION – 22/23

➤ Short Term Impacts:

- Essentially addresses the 20% matching funds needed for IIJA
- Provides for 2022 program adjustments without impacting future years
- Keeps our Annual Construction Program at \$2.5 Billion for the next three to four years.

➤ Long Term Impacts:

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





State Transportation
Commission

DRAFT 2023 12-YEAR PROGRAM



August 2022

Larry Shifflet, Deputy Secretary, Planning
August 17, 2022



What is the 12-Year Program?

The **TYP** is a multimodal, fiscally constrained program of transportation improvements spanning a **12-year period**.

Transportation Program Development Process

12-Year Program Cycle - 2023-2034








← 12-Year Program (TYP) →



Transportation Funding

The 2023-2034 12-Year Program, provides nearly \$84 Billion for all modes of Transportation.

2023-2034 Funding Level Summary (\$ millions)				
Program	1st Four Years	2nd Four Years	3rd Four Years	Total
 Aviation	\$168	\$134	\$133	\$435
 Rail Freight	\$232	\$232	\$231	\$695
 Public Transit	\$11,392	\$11,969	\$13,175	\$36,536
 Highway/Bridge	\$15,832	\$14,901	\$14,301	\$45,034
 Multimodal	\$331	\$345	\$360	\$1,036
Total	\$27,955	\$27,581	\$28,200	\$83,736



Transportation Performance Measures



- 1. Safety Performance Measures**
- 2. Pavement/Bridge Performance Measures**
- 3. System Performance Measures**
- 4. Transit Performance Measures**

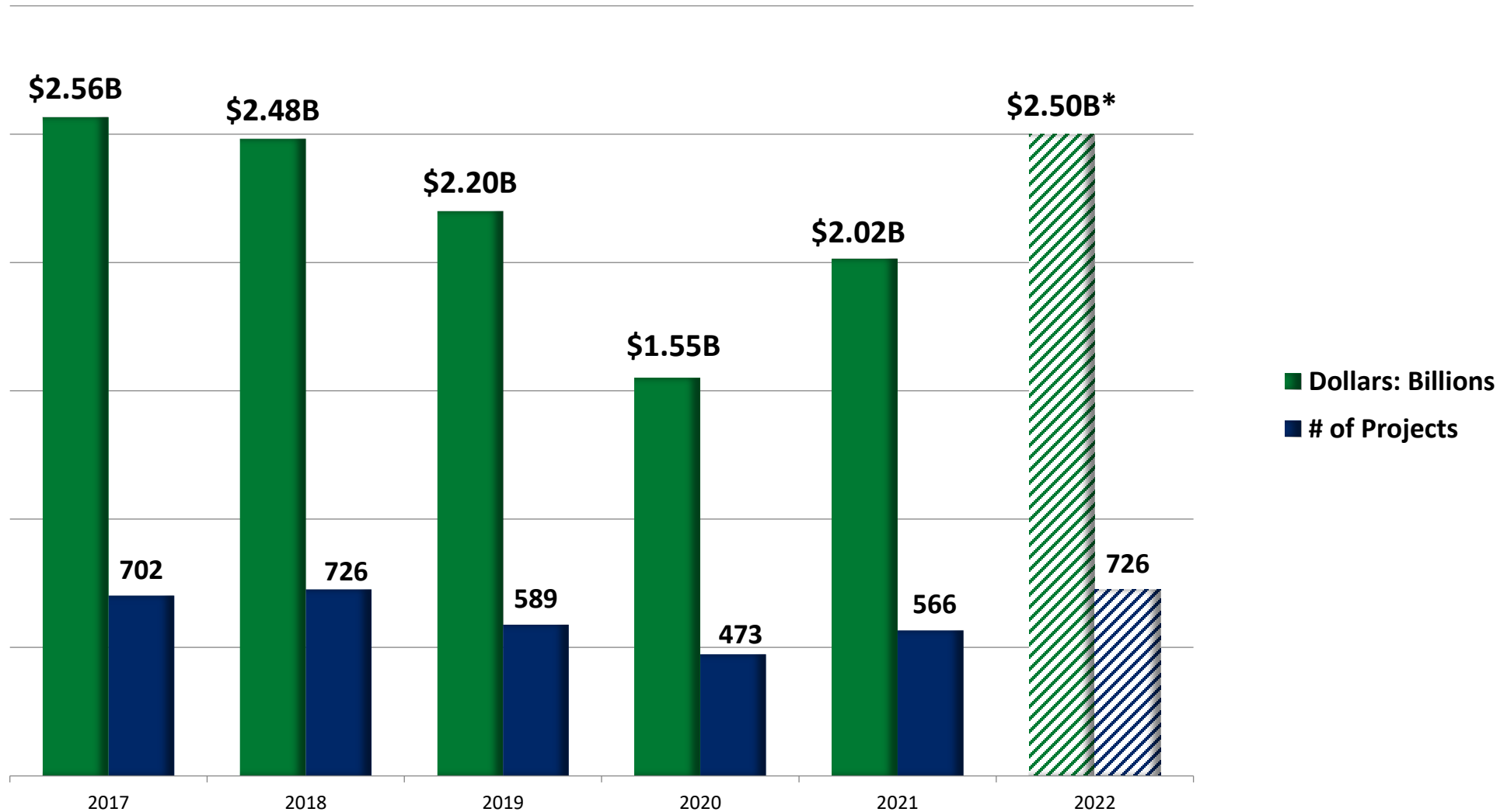


2023 12-Year Program



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

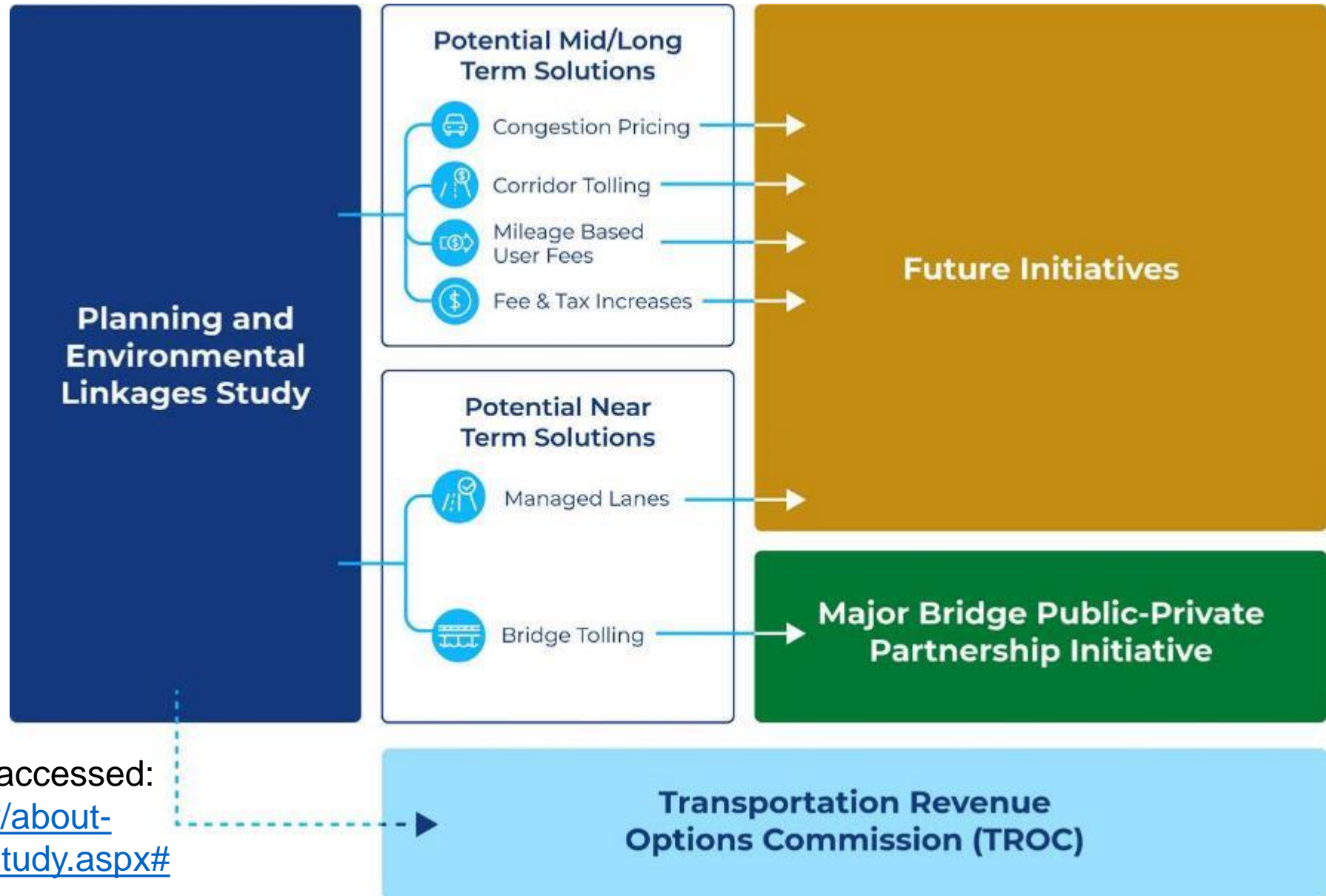


PENNDOT PATHWAYS

PennDOT PPathways



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.



Final PEL Study can be accessed:
<https://www.penndot.gov/about-us/funding/Pages/PEL-Study.aspx#>

Bridge Locations



Candidate Bridge Projects



- A** I-81 Susquehanna
- B** I-80 Nescopeck
- C** I-78 Lenhartsville
- D** I-80 Lehigh
- E** I-95 Girard Point
- F** I-83 South Bridge
- G** I-80 Canoe Creek
- H** I-80 North Fork
- I** I-79 Bridgeville

SEPTEMBER 15TH PRESS RELEASE

- PennDOT Resumes Environmental Reviews for MB P3's
- The six projects moving forward through the federal environmental process in 2022 are:
 - I-80 Canoe Creek Bridges;
 - I-80 North Fork Bridges;
 - I-78 Lenhartsville Bridge;
 - I-80 Nescopeck Creek Bridges;
 - I-80 over Lehigh River Bridge Project; and
 - I-81 Susquehanna Project.



Anticipated Procurement Schedule



Date	Milestone
September 2021	First Draft RFP issued to Shortlist
November 2021	DBE Outreach Event
December 2021	Final RFP issued to Shortlist
January 2022	Proposals Due
February 2022	Proposer Selected
February/March 2022	PDA Commercial Close
Summer / Fall 2022	Commercial Close for 1st DBFM Package
December 2022	Financial Close for 1 st DBFM Package

TRANSPORTATION REVENUE OPTIONS COMMISSION

PA

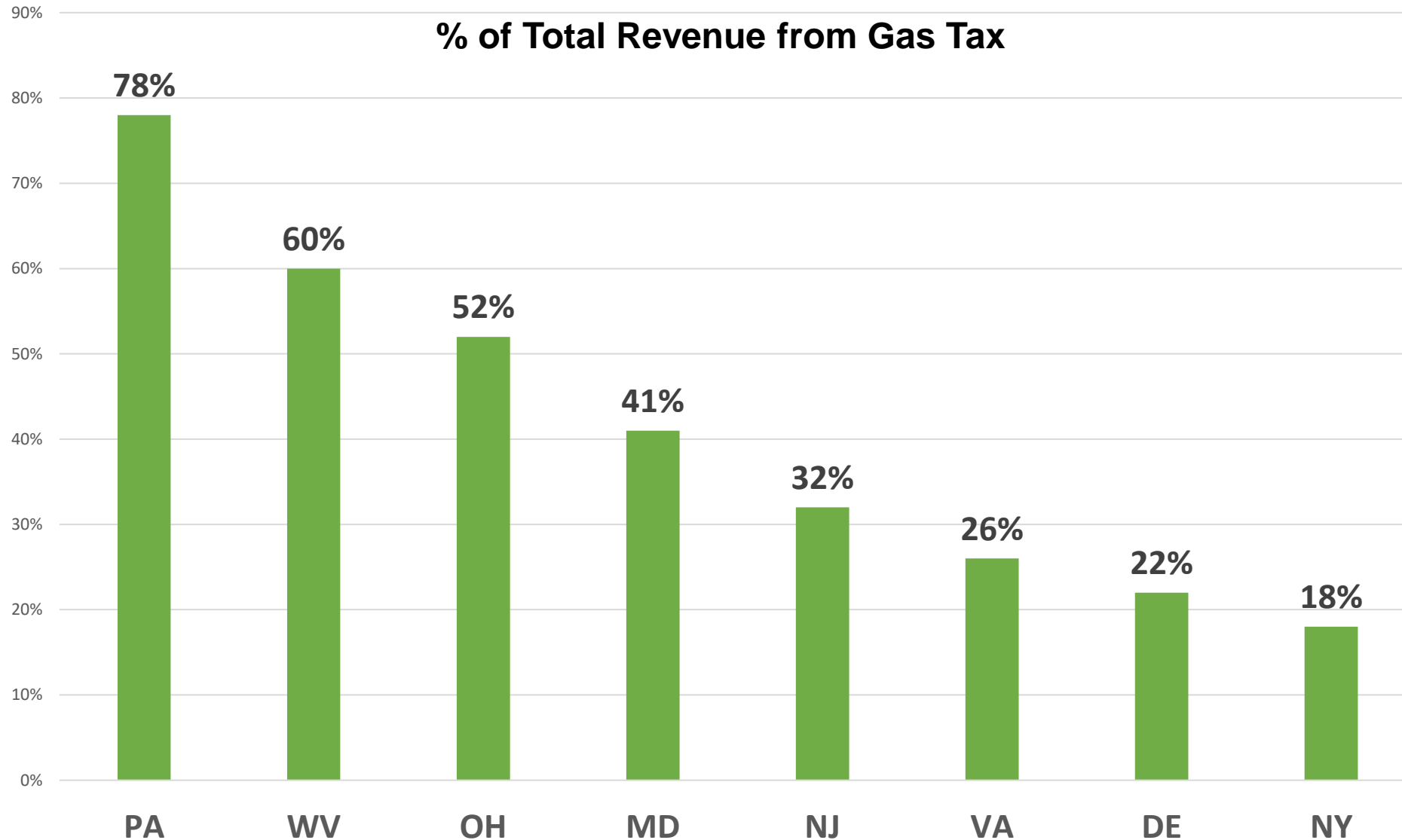


WHY WAS TROC ESTABLISHED?

Recognition that now is the time to fundamentally change the Commonwealth's transportation funding strategies:

- Align revenue with the costs of sustaining the multimodal transportation system.
- Fairly share costs among those who directly and indirectly benefit.
- Modernize and restructure transportation funding for the long term, while rapidly adopting near- and medium-term changes.

THERE ARE OPTIONS!



CONSEQUENCES OF INACTION



Greater Congestion



Closures and Detours



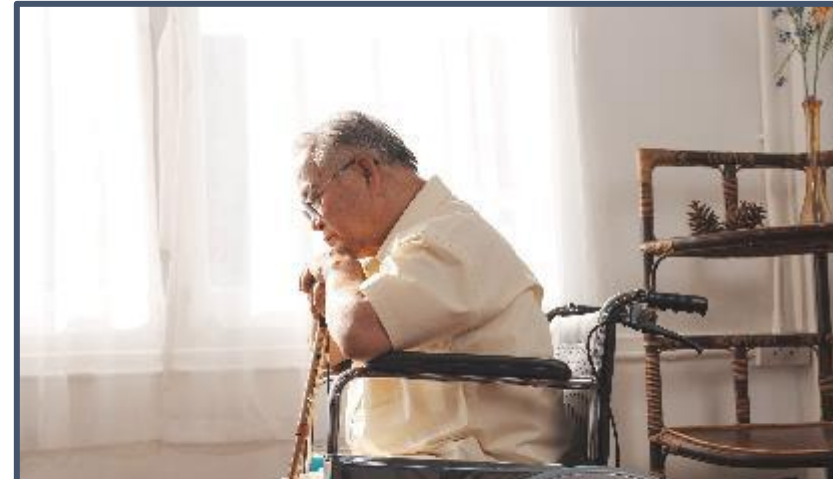
Impacts on Reliability



Deferred Maintenance



Decreased Competitiveness



Diminished Quality of Life



MOVING FORWARD

**We look forward to working with ACEC/PA, its
members and all Industry Partners!**

Thank You!

