



PA House of Representatives
Republican Policy Committee

414, Main Capitol Building
Harrisburg, PA 17120
(717) 260-6144

Rep. Joshua D. Kail
Chairman

PA House Republican Policy Committee Hearing
“Bridging the Gap: Repairing Our Infrastructure”

October 19, 2023, at 5:30 p.m.

Chanceford Township Building
33 Muddy Creek Forks Rd.
Brogue, PA 17309

5:30 p.m.	Welcome and Pledge of Allegiance
	Local Perspectives Panel
5:40 p.m.	Kent Heffner <i>Supervisor, Chanceford Township</i>
5:45 p.m.	Laura Taylor <i>Chief, Southern York County EMS</i>
5:50 p.m.	Tammy Gemmill <i>Resident on Lucky Rd.</i>
	Gay Barbour <i>Resident on Lucky Rd.</i>
5:55 p.m.	Questions for Local Perspectives Panel
	PennDOT Panel
6:25 p.m.	Richard Reisinger, PE. <i>Acting District Executive for District 8, PennDOT</i>
	Richard W. Runyen, PE. <i>Director of the Bridge Bureau, PennDOT</i>
6:30 p.m.	Questions for PennDOT Panel
7:00 p.m.	Closing Comments



Testifier Biographies

PA House of Representatives Policy Committee Hearing *"Bridging the Gap: Repairing Our Infrastructure"*



Kent Heffner **Supervisor, Chanceford Township**

An avid outdoorsman, Kent Heffner currently serves as a Supervisor for Chanceford Township.

Established by the Lancaster Court in 1747, Chanceford Township currently occupies 48.5 square miles in the southeastern portion of York County.

Laura Taylor **Chief, Southern York County EMS**

Laura Taylor currently serves as the Chief for Southern York County EMS.

Established in 2015 by joining together Brogue Ambulance, Citizens VFC (Fawn Grove), Delta-Cardiff VFC and Medic 95, Southern York County EMS delivers the most efficient, comprehensive and advanced emergency medical services possible to their local communities.

Southern York EMS is a family of emergency care personnel, committed to maintaining state-of-the-art equipment, educating and training their volunteer personnel in the latest procedures, and continuing to fulfill the round-the-clock emergency service and transportation needs for their neighbors.



Tammy Gemmill **Resident on Lucky Rd.**

Tammy Gemmill is a current resident on Lucky Road. She works at D. E. Gemmill Inc., an experienced pavement marking company and sign manufacturer that has been operating in Central Pennsylvania since 1986.

Tammy has lived on Lucky Road for 31 years with her husband Orie, where they raised their one child.

Gay Barbour **Resident on Lucky Rd.**

Gay Barbour has been a resident of Lucky Road for 45 years, where she raised her two children with her late husband Allen.

Gay retired from RLSD after 31 years of service, attends St. Luke's Church and volunteers for the New Bridgeville Fire Company. She recently made some major improvements to her house and plan to reside on Lucky Road for as long as possible.



Richard Reisinger, PE.
Acting District Executive for District 8, PennDOT

A graduate of Susquenita School District, Richard returned to the Duncannon area in 2002 after graduating from the University of Pittsburgh with a Bachelor of Science in Civil Engineering, with a concentration in structural design. While in college, he interned with PennDOT for two summers doing construction inspection on the SR 22/322 Dauphin bypass project.

In February 2003 Richard joined the PADEP Southcentral Regional Office in Harrisburg as a CET and reviewed waterway and wetland permit applications. In September 2004, he transferred to PADEP's Central Office in the Dam Safety Program. Richard worked in the Dam Safety Program, progressing to the role of Civil Engineer Manager, until July 2014.

In July 2014, he accepted a transfer to PennDOT District 8 to serve as the District Right of Way Administrator. In January 2017, Richard was promoted to a SR Civil Engineer Manager as the District Design Services Engineer until June 2019.

In June 2019, he transferred back to DEP's Dam Safety Program to be the Statewide Dam Safety Division Chief. In this role, Richard was responsible for the entire regulatory safety oversight of over 3,400 dams across the state.

In March 2022, he was selected for a promotion and transferred back to District 8 to be the ADE-Design. Most recently, Richard has served as Acting District Executive for District 8 from July-September 2023.

Richard W. Runyen, PE.
Director of the Bridge Bureau, PennDOT

Rich began his career with PennDOT in 2010 as a civil engineer at the District 8 Engineering Office in the Harrisburg area. There he later worked as a project manager before moving to Assistant District Bridge Engineer where he oversaw the inspection of the District's 3,000+ bridges.

From 2019 to 2022, Rich held the role of Assistant Chief Bridge Engineer at PennDOT's Central Office in Harrisburg overseeing the bridge and tunnel inspection programs before beginning his current role as Bureau Director in July 2022.

Rich currently lives in Mechanicsburg, PA with his wife and two daughters. He attended Villanova University, obtaining his bachelor's and masters' degrees in Civil Engineering.

Rich is a registered professional engineer in PA, a certified bridge and tunnel inspector and a licensed drone pilot. He is a voting member of AASHTO Committee on Bridges and Structures and participates on the Executive Committee for the International Bridge Conference.



Testimony – Kent Heffner

I would estimate the Lucky Road Bridge to be from around the 1930's. Penn Dot did replace the decking approximately 10 years ago.

The bridge was damaged and closed from the August 2018 storm. Along with 30 roads and bridges such as Lucky Road Bridge Gipe Road Bridge, Old Forge Bridge The 2018 Storm caused approximately 2.7 Million dollars of damage in Chanceford Township, which the Township received no funding for. Our Road Crew worked for months to repair and open road ways and bridges.

York County was the only one to offer financial assistance with the Gipe Road Bridge, which is still closed but is now in the process of being placed out for bid, they anticipate construction to begin next year.

With the following roads/bridges that are closed, Lucky Road, Gipe Road, Pickel Road and Mill Road which are all with in a 2-3-mile radius of each other one of the main issues the closure has caused is the detours, which are not marked very well and are lengthy. Example - Lucky Road local traffic detour is about 8 minutes to get to the other side of Gipe Road. From one side of Lucky Road to get to the other side of the bridge is about 10 minutes. 8 to 10 minutes is very critical for EMS and Fire. Laura can give you further examples for EMS and Fire.

This not only affects the Township and State Road Crews, with normal road maintenance, snow removal It has impacted our Local Amish Community with their daily travels, traveling to and from their Amish Schools which are with a 1 1/2 and moving their farm equipment from field to field. It has also impacted our local farmers in the same way.

The closure has affected the Red Lion School Bus and Vo-Tech Buses as they now turning around on a blind hill at Lucky and Gipe Road and time detours.

We realize that most of Chanceford Township's "back roads" are not what you would consider high traffic roads, however in recent months seeing some state bridge repairs/replacement (Brogueville/Fenmore Felton / Rippling Run) being done to roads that still were open and running traffic, we question why a bridge that has been closed since 2018 is Penn Dot schedule for 2027-2028?

Testimony – Laura Taylor

Lucky Road Bridge Closure: Effects on Emergency Services

- Response delays—5 to 7 minutes now added onto responses in the area
- Minutes matter according to the severity of the illness/injury. Five minutes may not seem like a lot but can make a big difference in someone's recovery.
- GPS is often inaccurate, especially with other bridges out
- There have been a few incidents of delays in excess of 50 minutes of an ambulance getting to a call in this area. The most recent example was 51 minutes for a mutual aid ambulance getting to a priority patient. Not being familiar with the area, there was no clear-cut route and they had to take a sinuous route to circumvent all the bridge closures.
- Fire Department perspective—Fire apparatus, such as ladder trucks and tankers, necessary for battling major fires, are frequently large vehicles. Water supplies in rural areas involve drafting water and shuttling it via engines or tankers as there is not a hydrant system. A fire on Lucky Road would require the apparatus to off-load the water and then back down the road to turn around to go get more water, causing delays. The only apparatus that could get to a fire in the area of the bridge closure easily is a small brush truck that carries a very minimal amount of water.

Testimony – Tammy Gemmill

- We as taxpayers are paying more because of the bridge being closed, we pay taxes and we can't use the whole road. We have to take the long way around to get to where we are going.
- The barricades were put up in 2019 and have not been serviced to date. The lights have not flashed for years, normal battery life for these lights are about 3 months, there is no sand bags on some of the H bases to hold the barricades from falling over in bad weather, and residents on Lucky Road had to stand one of the barricades back up that was laying in the roadway.
- There is a big concern about the EMS begin able to respond to any emergency calls in a timely manner.
- I don't understand why you are closed bridges that only need maintenance performed on them and not fixing our bridge which impacts the Lucky resident's and the surround community.
- At one point the brush alongside the road was actually coming out on the road which was making the road way one lane in spots. It seems like because the bridge is closed that we the people of Lucky Road don't matter to you.
- If you lived on Lucky Road you would be standing here doing the same thing as we are, enough is enough fix our bridge!

Testimony – Gay Barbour

- I'm concerned about the extra time for the emergency calls. I know on a non-emergency call the driver said they had to turn around and come the other way when the bridge was closed. I also know there is 6 families on my side of the bridge that is 65 or older, that I hope don't need that services because of the response time.
- On a certain day I had to drive to Muddy Creek Forks Road 4 times avoiding the bridge. How much more extra time, gas, wear and tear on my car is that. On another certain day I had to go to Collinsville Road 2 times, there and back. Again I ask the same question.
- You shut other bridges down and fix them over the weekend and do nothing to ours?
- The Township paved and repaired Hilltop Road to accommodate the extra traffic, but the state can't fix ours.
- I have to go different ways to go to the post office, Brogue Store, Bank, Hardware Store, Dollar Store, Food Market, Rutter's, Roma's Collinsville Drive-In and the Library.

2025 York MPO TIP Summary:

York County eligible TIP funding sources:

NHPP- only can be used only NHS routes which include: US 15, US 30, PA 74 (Dover to Dallastown), I- 83, SR 83 Business (City of York), SR 462 (PA 74 to I- 83 in City), SR 94, SR 3025 (City), SR 2003 (City)

STP (federal)

A-581 (state) on highway and eligible bridges

A-185 (state) on state bridges

BRIP- (federal) Bridge on state bridges

BOF- (federal)- off federal aid system bridges

HSIP- (federal)- eligible safety projects

STP-Urban (federal) highway and Bridge in Urban area

TAP set aside (federal)- Transportation Alternative Projects

Carbon Reduction- (federal)- carbon reduction Projects

CMAQ- (federal) - Congestion Mitigation and Air Quality Improvement-

Average available per year by funding category on 2025 York MPO TIP:

NHPP- \$4.7M

STP- \$6.4M

A-581- \$12M

A-185- \$3.9M

BRIP- \$3.8M

BOF- \$3.5M

HSIP- \$2.9M

STP- Urban- \$5.6M

TAP- \$520K

CMAQ- \$4.6M

Carbon Reduction- \$444K

Carbon Reduction- Urban-\$809K

- Total average funding \$49M (Funding is for all design phases and Construction phase)
- Average Fed Funding is \$ 33M
- Average state funding is \$ 16M
- Bridge Funding eligibility (see matrix)

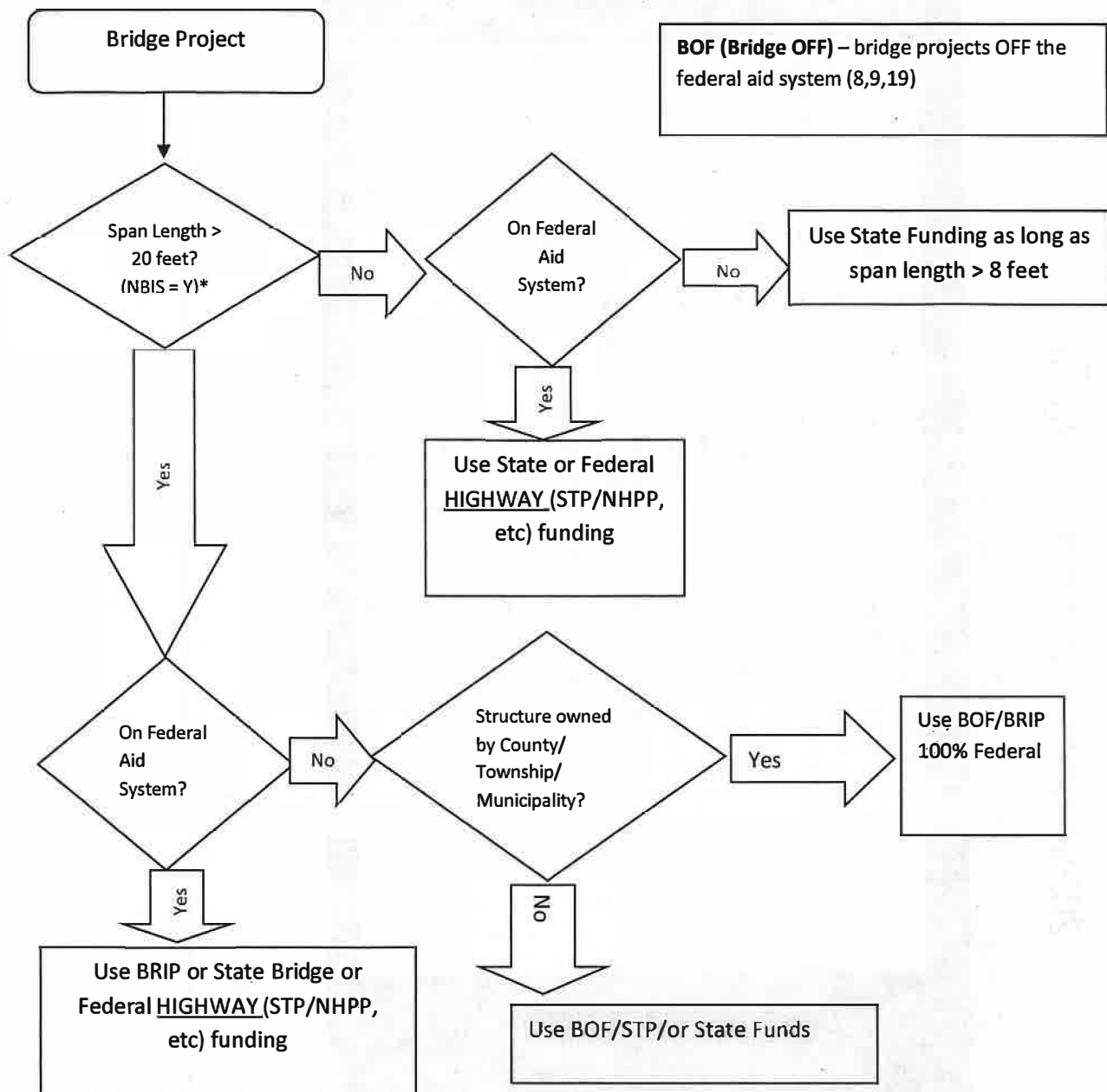
York County MPO TIP Projects:

- Bridge replacements: 25
- Bridge Rehabs/Preservations: 37
- Miles Resurfaced: 25.64 miles
- Safety / Intersection Improvements: 13
- 13 Local Bridges (1 Pedestrian)
- \$9.23M of BOF Funding spent on local bridges over 4 year of the TIP (66% of BOF Funding).

York County:

- 655 PennDOT Owned Bridges
- 721 Township/Borough/City/Turnpike Owned Bridges (228 which are over 20 Feet)
- 1,129 Linear Roadway Miles

Determining Funding for Bridge Projects



*On the MPMS BMS screen if the NBIS code is 'N' the span length is less than (or equal to) 20 feet regardless of the bridge length.

2025 MPO Draft TIP Breakdown

Funding Type and Number of MPMS			Count of MPMS By Improvement		Programmed Amount by Improvement and Year					
Fund Type	Count of MPMS	Program Phase Amount	Improvement	Count of MPMS	Improvement	1	2	3	4	Total
183	9	\$2,630,515	Lighting	1	⊕ Bridge Rehabilitation	\$23,273,184	\$27,668,482	\$30,189,747	\$26,539,642	\$107,671,055
185	38	\$44,114,865	Pavement Preservation	1	⊕ Bridge Replacement	\$17,031,859	\$16,782,469	\$17,602,019	\$14,739,773	\$66,156,120
581	16	\$65,799,796	Widen	1	⊕ Bridge Preservation Activities	\$2,299,975	\$13,990,781	\$15,103,974	\$17,924,121	\$49,318,851
BOF	19	\$27,121,239	Bicycle Facilities/Services	2	⊕ Safety Improvement	\$16,081,026	\$5,934,234	\$9,194,502	\$6,238,946	\$37,448,708
BRIP	9	\$50,692,073	Bridge Deck Replacement	2	⊕ Resurface	\$10,108,574	\$6,630,615	\$5,738,564	\$6,007,577	\$28,485,330
CAQ	8	\$21,807,686	Transit System Improvement	2	⊕ Concrete Rehabilitation	\$8,825,834	\$7,311,395	\$5,212,670	\$4,359,983	\$25,709,882
CRP	2	\$1,257,000	Concrete Rehabilitation	3	⊕ Miscellaneous	\$2,848,696	\$2,387,148	\$5,383,580	\$5,387,616	\$16,007,040
CRPU	2	\$2,677,000	Miscellaneous	3	⊕ Intersection Improvement	\$4,021,686	\$3,418,446	\$2,685,138	\$4,486,901	\$14,612,171
HSIP	4	\$14,567,965	Pedestrian Facilities	3	⊕ Transit System Improvement	\$2,752,140	\$2,639,820	\$2,527,500	\$2,527,500	\$10,446,960
HVRU	3	\$4,286,150	Bridge Deck Rehabilitation	4	⊕ Bridge Deck Replacement	\$1,623,000	\$2,338,409	\$2,338,409	\$2,338,409	\$8,638,227
LOC	10	\$1,109,583	Intersection Improvement	6	⊕ Bridge Deck Rehabilitation	\$1,202,491	\$5,104,081	\$1,303,337		\$7,609,909
NHPP	5	\$73,321,595	Resurface	6	⊕ Widen	\$820,000			\$6,004,668	\$6,824,668
STP	26	\$36,333,849	Transportation Enhancement	6	⊕ Transportation Enhancement	\$1,514,979	\$2,936,661	\$854,166	\$354,166	\$5,659,972
STU	20	\$45,274,405	Safety Improvement	7	⊕ Pavement Preservation	\$4,752,832				\$4,752,832
TAP	2	\$2,719,104	Bridge Preservation Activities	15	⊕ Lighting	\$1,091,259	\$1,767,213			\$2,858,472
TAU	2	\$841,062	Bridge Rehabilitation	16	⊕ Pedestrian Facilities	\$824,000	\$576,000	\$221,834		\$1,621,834
Total	103	\$394,553,887	Bridge Replacement	25	⊕ Bicycle Facilities/Services	\$431,856	\$100,000	\$100,000	\$100,000	\$731,856
			Total	103	Total	\$99,503,391	\$99,585,754	\$98,455,440	\$97,009,302	\$394,553,887

Improvement by Funding Type Amount

Improvement	183	185	581	BOF	BRIP	CAQ	CRP	CRPU	HSIP	HVRU	LOC	NHPP	STP	STU	TAP	TAU	Total	
Widen			\$1,200,933										\$4,803,735	\$820,000			\$6,824,668	
Transportation Enhancement													\$176,900	\$3,524,740	\$1,708,332	\$250,000	\$5,659,972	
Transit System Improvement						\$10,446,960											\$10,446,960	
Safety Improvement			\$10,150,570			\$3,802,332			\$11,021,848	\$3,148,000		\$7,600,000	\$1,725,958				\$37,448,708	
Resurface			\$14,639,831			\$4,852,559							\$2,062,564	\$6,930,376			\$28,485,330	
Pedestrian Facilities															\$20,000	\$1,010,772	\$591,062	\$1,621,834
Pavement													\$4,752,832				\$4,752,832	
Miscellaneous			\$7,920,000			\$1,619,165								\$6,467,875			\$16,007,040	
Lighting							\$640,000	\$1,229,549					\$866,619	\$122,304			\$2,858,472	
Intersection Improvement						\$686,670	\$617,000	\$1,447,451	\$3,546,117	\$1,138,150			\$6,281,244	\$895,539			\$14,612,171	
Concrete Rehabilitation			\$25,709,882														\$25,709,882	
Bridge Replacement	\$1,186,996	\$19,943,980	\$1,803,072	\$9,073,300	\$24,312,502						\$395,665	\$3,386,912	\$4,054,648	\$1,999,045			\$66,156,120	
Bridge Rehabilitation	\$246,317	\$1,618,184	\$999,318	\$5,413,007	\$16,235,216						\$82,106	\$60,334,683	\$4,864,260	\$17,877,964			\$107,671,055	
Bridge Preservation Activities		\$20,589,210	\$3,376,190	\$5,124,348	\$6,841,018							\$2,000,000	\$6,606,089	\$4,781,996			\$49,318,851	
Bridge Deck Replacement	\$1,197,202			\$6,910,584							\$530,441						\$8,638,227	
Bridge Deck Rehabilitation		\$1,963,491		\$600,000	\$3,303,337								\$139,000	\$1,604,081			\$7,509,909	
Bicycle Facilities/Services						\$400,000					\$101,371			\$230,485			\$731,856	
Total	\$2,630,515	\$44,114,865	\$65,799,796	\$27,121,239	\$50,692,073	\$21,807,686	\$1,257,000	\$2,677,000	\$14,567,965	\$4,286,150	\$1,109,583	\$73,321,595	\$36,333,849	\$45,274,405	\$2,719,104	\$841,062	\$394,553,887	

NHPP- National Highway Performance Program-Federal funds directed towards the National Highway System for Bridge and Roadway Projects.

STP/STU - Surface Transportation Program (Urban) - Federal funding that can be used on any federally eligible activity.

BRIP-Bridge Investment Program - Federal funding for any structure greater than 20'.

CAQ - Congestion Mitigation/Air Quality- Federal Funds utilized to implement projects to improve air quality.

HSIP- Highway Safety Improvement Program- Federal Funds directed towards projects that will implement measures to reduce or prevent,

BOF- Bridge Off System- Federal Funds to be utilized on bridges that are not on the Federal Aid System and the bridge is greater than 20 feet.

TAP/TAU- Transportation Alternative Program- Federal Funds primarily focused on Bicycle and Pedestrian Improvements. TAU is the TAP funding allocated to MPO's with a population greater than 200,000.

581- State funds that can be utilized on highway or bridge projects that have approved capital budget.

185/183- State funds that can be utilized on bridge projects that have approved capital budget.

Fund Type	1	2	3	4	5	6	7	8	9	Total
183	\$409,773									\$409,773
185	\$3,581,977	\$3,992,000	\$3,947,000	\$3,945,000	\$3,290,292	\$2,539,717	\$3,167,106	\$399,627	\$13,824,999	\$38,687,718
409									\$1,000,000	\$1,000,000
581	\$10,975,000	\$12,144,323	\$9,655,856	\$6,848,043	\$5,834,000	\$4,034,000	\$4,034,000	\$2,289,005	\$38,024,388	\$93,838,615
BOF	\$3,299,000	\$3,499,000	\$3,499,000	\$3,499,000	\$1,494,121	\$3,525,653	\$3,494,444		\$1,192,150	\$23,502,368
BRIP	\$3,998,000	\$3,798,000	\$3,798,000	\$3,798,000	\$5,802,879	\$3,182,818	\$663,831			\$25,041,528
CAQ	\$4,335,000	\$4,448,000	\$1,968,523	\$1,617,502	\$309,000					\$12,678,025
CRP	\$432,000	\$225,321								\$657,321
CRPU	\$797,000	\$813,000								\$1,610,000
HSIP	\$2,829,000	\$2,922,000	\$2,922,000	\$2,922,000	\$591,679				\$26,015	\$12,212,694
LOC	\$136,591									\$136,591
NHPP	\$5,425,000	\$5,124,000	\$2,956,792	\$4,099,000	\$4,099,000	\$4,099,000	\$4,099,000	\$4,029,748	\$2,000,000	\$35,931,540
STP	\$6,555,000	\$6,439,000	\$6,437,000	\$6,435,000	\$6,435,000	\$6,435,000	\$6,435,000	\$6,435,000	\$16,568,000	\$68,174,000
STU	\$5,492,000	\$5,602,000	\$5,602,000	\$5,602,000	\$5,602,000	\$5,602,000	\$5,602,000	\$683,677	\$18,742,495	\$58,530,172
TAP	\$512,000									\$512,000
Total	\$48,777,341	\$49,006,644	\$40,786,171	\$38,765,545	\$33,457,971	\$29,418,188	\$27,495,381	\$13,837,057	\$91,378,047	\$372,922,345

Good evening Representative Fink and Committee Members. My name is Richard Reisinger and I am the Assistant District Executive for Design in PennDOT Engineering District 8. I am responsible for all activities related to project designs that are put out to bid for construction, which includes the planning and programming of projects to meet asset management goals and specific to this hearing the status of state-owned bridges. Bridge activities include routine inspection, in accordance with National Bridge Inspection Standards, preventative maintenance work, and when needed rehabilitation or replacement of the structure. For some background, District 8 is responsible for a total of 8 counties in the Southcentral portion of the Commonwealth, that includes over 3,400 state owned bridges.

Within York County there are 655 state-owned and 721 locally owned (County, Township, City, etc) bridges. The attached document entitled "York County State/Local Bridges" shows the location of each bridge along with the bridge's current status.

To focus on the state-owned bridges more closely, the document "York County State Bridges – Posted/Closed" shows the location of only the state-owned bridges that are not currently fully open to traffic. In the upper right-hand corner of the map is a grid that provides pertinent details for each bridge to serve as a key to the map. I want to hi-light the following from this map:

- The 1st bridge on the grid (BRKEY 37504) is an old highway bridge that is being converted to a pedestrian use.
- There are a total of 6 highway bridges that are currently closed to all traffic (2 of these are actively in construction).
 - All closed bridges are programmed on either the York Transportation Improvement Program (TIP) or the Twelve-Year Plan (TYP) for replacement.
 - 3 of 4 bridges that are closed (not actively in construction) are located on very low volume (<350 vehicles per day) routes.
- There are 9 bridges with some level of load/weight or width restriction in place

While this hearing is focused on state bridges, I would be remiss to not include details related to the local bridge network. The document "York County Local Bridges Posted/Closed" shows the location of the nonstate-owned public roadway bridges that are not currently fully open to traffic. In the upper right-hand corner of the map is a grid that provides pertinent details for each bridge to serve as a key to the map. There are currently 43 local bridges that are either posted or closed. I believe it is important to note that several of these bridges carry a much higher volume of traffic, which deserves recognition as I mention funding related items later in this testimony.

Within Appendix D of the published May 2022 Transportation Asset Management Plan there is the following calculation formula for "Bridge Risk" that the Department uses as a tool to evaluate and prioritize bridge asset management functions. This calculation is primarily driven the size of the bridge (known as deck area) and the average daily traffic that uses the bridge. There are also weighting factors for items such as the type of failure mechanism that the bridge may be most prone to, length of the detour, amount of truck traffic, etc. In essence this calculation places an emphasis on prioritizing limited funding resources on the largest, more heavily used bridges over smaller lower volume roadways.

Bridge Risk Score Calculation

The risk score for each bridge is calculated using the formula below. Table D-2 defines the factors and the parameters that determine factor values.

$$\text{Bridge Risk} = (\sqrt{\text{Deck Area} \times \text{Annual Average Daily Traffic}}) \times F_s \times F_{fc} \times F_{det} \times F_{aadtt} \times F_{flood}$$

Table D-2. Bridge Risk Score Factors

Factor	Definition	Parameter	Factor Value
F_s	Scour Factor	Scour Rating = A	1.2
		Scour Rating \neq A	1.0
F_{fc}	Fracture Critical Factor	Fracture Critical Rating < 5	1.4
		Fracture Critical Rating \geq 5	1.0
F_{det}	Detour Length Factor	Detour Length > 30 miles	2.0
		Detour Length \geq 10 miles	1.5
		Detour Length < 10 miles	1.0
F_{aadtt}	Annual Average Daily Truck Traffic Factor	Truck traffic > 20% total traffic	2.0
		Truck traffic \geq 10% total traffic	1.5
		Truck traffic < 10% total traffic	1.0
F_{flood}	Bridge Closed for Flooding Event Factor	Bridge has been closed for flooding	3.0
		Bridge has been overtopped due to flooding	1.5
		Bridge has not been closed or overtopped due to flooding	1.0

Now I would like to discuss details related to transportation funding. Federal funding for transportation improvement projects, which can include project such as upgrades to existing roadways, intersection improvements, and bridge rehabilitations or replacements is not directly allocated to PennDOT, but rather is distributed by funding formula to the respective Metropolitan or Rural Planning Organizations across the Commonwealth. In this case it is the York Area Metropolitan Planning Organization (YAMPO “aka” MPO). It is through this body that the funding allocations to develop the TIP and long-range plans for projects are managed. PennDOT is an important partner with the MPO and is a voting member on both the technical and coordinating committees. Meetings of the MPO are open to the public to attend and the TIP development process does include public review and comment periods. Meeting agendas, minutes, reports, and approved plans are also available on YAMPO’s website <https://www.vcpc.org/157/York-Area-Metropolitan-Planning-Organiza>. I urge the Committee to accept testimony from the staff at YAMPO regarding their specific project selection process.

The document "HOW IT WORKS – Transportation Improvement Program (TIP)" provides background information related to the TIP development process. The TIP is a 4-year plan that is updated every 2 years. While the TIP is required for federal funding, the Department also shows the allocation of state funds for projects on the TIP. In addition, the first 4 years of the TYP matches the final Statewide TIP or STIP.

The document "2025 York MPO TIP Summary" includes information related to the funding allocation levels and types of funding. Funding types are restrictive in usage to project eligibility as defined in the specific funding legislation at both the state and federal level. For instance, the 4 existing closed state bridges are not eligible to be funded using NHPP funds because these bridges are not located on National Highway System routes. The 3rd page of this document provides a flow chart for determining the eligible funding type for bridge projects. For the same 4 closed state bridges, the eligible funding sources are hi-lighted in yellow. The last 3 pages of this document show the draft funding breakdown for the 2025 TIP update across all categories of funding. It is important to note, that federal funding in most cases requires a 20% state funds match and that funding has to cover the cost of all phases of a project such as engineering, right-of-way, permitting, utility relocations, construction, and construction inspection.

This concludes my specific testimony and I am available to answer questions.

HOW IT WORKS

Transportation Improvement Program (TIP)

A Transportation Improvement Program (TIP) lists planned projects and assigns funding over a four-year period. TIPs cover regional projects and statewide initiatives.

Who creates it?

Metropolitan and Rural Planning Organizations (MPOs and RPOs) create local TIPs that include all the projects for a region. PennDOT creates two statewide-managed TIPs that span multiple regions including the Interstate Management Program TIP and Statewide Initiatives TIP.

When is it updated?

Pennsylvania TIPs are updated every two years. All Regional TIPs will be available for 30-day public comment periods during the spring of 2024.

How does it impact the planning process?

PennDOT combines the 24 individual regional TIPs with two statewide TIPs to create the Statewide Transportation Improvement Program (STIP). The STIP is also the first four years of the 12-Year Program.

What laws, regulations, and guidance are involved?

- Title 23 Code of [Federal Regulations 450](#)
- Title 49 Code of [Federal Regulation 625](#)
- 49 U.S. [Code 5303](#)
- [Infrastructure Investment and Jobs Act \(IIJA\)](#), otherwise known as the Bipartisan Infrastructure Law (BIL)
- Pennsylvania Act 120 of 1970
- Pennsylvania Consolidated Statutes [Title 74](#)
- Pennsylvania Code [Title 67](#)
- 2025 Transportation Program Financial Guidance
- 2025 General and Procedural Guidance
- [PennDOT Design Manual](#)
 - Part 1A: Pre-TIP and TIP Program Development Procedures

York County State/Local Bridges

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Legend

Color	Description
Green	Bridge - Open (1308)
Yellow	Bridge - Posted (50)
Red	Bridge - Closed (18)



Disclaimer:
District 8-0 provides the data within these maps for your personal use. The maps shown here are for illustrative purposes only and are not suitable for site-specific decision making. Information is provided with the understanding that it is not guaranteed to be accurate, correct or complete and conclusions drawn from such information are the responsibility of the user.

