

PENNSYLVANIA STATE TRANSPORTATION COMMISSION
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
FEBRUARY 22, 2023



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

CALL TO ORDER:

Acting Secretary Michael B. Carroll convened the quarterly business meeting of the State Transportation Commission (STC) at 10:07 a.m. on February 22, 2023.

ROLL CALL:

Commissioners Present:

1. Honorable Michael Carroll
2. Honorable Karen Michael, P.E.
3. Honorable Wayne Langerholc, Jr., Mr. Nolan Ritchie, Alternate Present

Commissioners Present on the Phone:

1. Honorable Ronald Drnevich
2. Honorable James Kingsborough
3. Honorable Sharon Knoll
4. Honorable Paige Willan
5. Honorable Kerry Benninghoff, Ms. Laryssa Gaughen, Alternate Present

Commissioners Not Present:

1. Honorable Marty Flynn

MINUTES:

ON A MOTION by Mr. Ronald Drnevich and seconded by Ms. Karen Michael, P.E., and unanimously approved, the December 14, 2022, STC business meeting minutes were accepted.

CHAIR'S REMARKS:

Acting Secretary Michael Carroll welcomed Commissioners and guests to the STC meeting. He introduced himself as the new Secretary of Transportation. The Secretary summarized his past

involvement with the transportation industry and emphasized his eagerness to work with the Department and the State Transportation Commission (STC).

Acting Secretary Carroll introduced Ms. Cheryl Moon-Sirianni, P.E., to the commission as the new Executive Deputy Secretary. Ms. Moon-Sirianni gave a brief introduction and history of her background work.

Acting Secretary Carroll also introduced Mr. Corey Pellington as the new Deputy Secretary for Administration, who gave a brief introduction.

Lastly, Acting Secretary Carroll introduced Representative Kerry Benninghoff, the House minority Transportation Chair, who was not in attendance.

Election of Officers:

In accordance with the Administrative Code of 1929, the STC biennially elects a Vice-Chair and a Secretary.

Acting Secretary Carroll opened the floor for nominations of STC Officers.

ON A MOTION by Mr. James Kingsborough, Mr. Ron Drnevich was nominated for Secretary. This was seconded by Ms. Karen Michael, P.E., and was unanimously approved.

ON A MOTION by Mr. James Kingsborough, Ms. Sharon Knoll was nominated for Vice-Chair. This was seconded by Mr. Ronald Drnevich and was unanimously approved.

12-YEAR TRANSPORTATION PROGRAM ADJUSTMENTS:

Deputy Secretary Larry Shifflet presented the 2023 12-Year Program (TYP), adjustments which were last approved on December 14, 2022. These changes are for the period of November 26, 2022, through January 27, 2023.

There were 993 program adjustments in total:

- 377 Project/Phase Additions
- 497 Project/Phase Changes
- 119 Project/Phase Removals (Temporary or Permanent)

These changes represent a \$274,748,335 increase for this reporting period. The TYP has a total of \$84,502,936,103 programmed. Mr. Shifflet highlighted two (2) major project changes in the TYP. The first project he highlighted was in the Delaware Valley Regional Planning Commission (DVRPC) Metropolitan Planning Organization (MPO). The MPMS number is 119299 and is titled Carbon Reduction Program Line Item. The total approximate funding added to this project was \$52 million.

The second major project change highlighted was MPMS number 119301 and is titled Systemwide Pedestrian Countdown Signals (PCS), also in the DVRPC MPO. Approximately \$7 million was added to this project and, as a result, to the DVRPC MPO.

Mr. Shifflet emphasized that these new projects significantly increase federal funds for the DVRPC MPO and are directly related to the Bipartisan Infrastructure Law (BIL)/Infrastructure Investment and Jobs Act (IIJA). Other major MPOs in Pennsylvania will also receive this funding in future planning periods.

Mr. Shifflet highlighted the Statewide Line Items. He specifically talked about MPMS 118321, titled Carbon Reduction Program Reserve, which is the source used for the first project discussed in the DVRPC MPO. This reserve line item was created with the announcement of the BIL. Secondly, Mr. Shifflet highlighted MPMS 101969, Highway Safety Improvement Program (HSIP) Set Aside Reserve. This reserve line item partly funded the second project discussed in the DVRPC MPO.

Acting Secretary Carroll asked what the DVRPC MPO planned on doing with the approximate \$52 million from the Carbon Reduction Program Reserve.

Mr. Shifflet explained that the DVRPC MPO will be developing a Carbon Reduction Action Plan at the MPO level, which will identify projects to work on based on guidance from the United States Department of Transportation (USDOT). PennDOT is also working on a Carbon Reduction Action Plan, which is to be completed by mid-November 2023.

ON A MOTION by Ms. Karen Michael, P.E., and seconded by Ms. Paige Willan, the 2023 Program Adjustments on the 12-Year Program were approved unanimously.

BUREAU OF AVIATION 2023 FOUR-YEAR PLAN:

Anthony McCloskey, P.E., Director of the Bureau of Aviation, gave an overview of the Aviation Four-Year Plan, requesting approval of the plan.

Mr. McCloskey began by summarizing a table of the proposed 2023 Four-Year Plan Update, which includes the anticipated number of projects and funding levels for the State Aviation Development Program for the State Fiscal Year (SFY) 2023-2024 through SFY 2026-2027, four-year period.

The table outlines the funding matches for state and local aviation projects and funding matches made by the state for the 40 federally eligible airports in Pennsylvania.

Mr. McCloskey acknowledged the Bureau was negatively affected by the COVID-19 Pandemic. He also explained how the BIL affected the plan by requesting approximately \$6 million to be applied over the next five years to federally funded airports. The funding match from the state will come from the Aviation Restricted Account, also outlined in the table.

Other programs will also receive federal funding from the BIL: Airport Improvement Grants (AIG), Terminal Projects, and Traffic Control Towers. This total funding is approximately \$78 million. However, the Bureau had to make decisions on which programs to match with state funding. The Bureau reduced their state funding match from \$800,000 down to \$600,000. While they decided not to match funding with Terminal Projects, other state and local projects were able to receive more funding matches.

Mr. Nolan Ritchie asked, in Mr. McCloskey's opinion, what is the state of the aviation industry, and how does this plan help and support the airports?

Mr. McCloskey explained the federal funding the Bureau is receiving will help every part of the airports. It will also help with sustainability and moving airports forward.

Mr. Ritchie also asked for clarification on page 23, number 3.

Mr. McCloskey explained this section discusses the state matches to the BIL and which projects they were choosing to match. He explained they were choosing to focus on AIG rather than Terminal Projects.

ON A MOTION by Ms. Karen Michael, P.E., and seconded by Mr. Ronald Drnevich, the Bureau of Aviation's 2023 Four-Year Plan was approved unanimously.

REPORTS:

Transportation Advisory Committee (TAC)

TAC Chair, Ms. Jody Holton, AICP, began by summarizing the previous TAC meeting. The TAC voted to advance two new studies.

The first study chosen was the Truck Parking study, chaired by Rebecca Oyler. The TAC identified this as a critical safety concern across the state.

The second study chosen was the Local Match Study, chaired by Elam Herr. It will be used to identify local match solutions for transportation needs, specifically for municipalities that struggle to raise local matching funds.

There was a presentation at the previous TAC meeting about Automated Work Zone Speed Enforcement. Ms. Holton explained how this is great for safety improvement and accident reduction and will hopefully be applied more around the state.

Administration

Deputy Secretary for Administration, Mr. Corey Pellington, gave an update on activities within the Administrative Deputate. He noted that they are working in compliance with Governor Shapiro's executive orders regarding telework requirements and work schedules.

Mr. Pellington also explained they are committed to optimizing their Human Resources (HR) systems. They are holding an HR Summit with District Executives on March 15-16, 2023.

Driver and Vehicle Services

Deputy Secretary for Driver and Vehicle Services (DVS), Mr. Kurt Myers, gave the Driver and Vehicle Services report. He began with the announcement that two bills were passed at the end of the last legislative session creating four new registration plates.

Act 112 of 2022 created three registration plates. The first is a Pollinator Conservation registration plate. The fee for the plate will be \$38; \$25 of the fee will be deposited into the newly created Pollinator Habitat Program Fund. The fund is to be used to provide support for roadside pollinator initiatives.

The second is a Blue Star Family registration plate intended for family members of a person who is an active-duty armed service member in the military, including a reserve component or National Guard. The fee for the plate will be \$23.

The third is a combined Afghanistan and Iraq Veterans registration plate. This plate is intended for veterans who served in both the Afghanistan and Iraq theaters of conflict; the fee is \$23.

The fourth registration plate, Act 113 of 2022, created the Air Medal registration plate. The Air Medal is awarded to armed service members who distinguish themselves by meritorious achievement while participating in an aerial flight. The fee for the plate will be \$23.

All four registration plates will become available on March 3, 2023.

There was also legislation passed, House Bill 1486, to heighten the level of enforcement for unpaid tolls. The legislation reduces the number and value of unpaid tolls required before vehicle owners will be prohibited from renewing their vehicle registration. The numbers are being lowered from 6 to 4 unpaid tolls and from \$500 to \$250. There is also a longer “look back” period, which is now 3 to 5 years.

Mr. Myers hopes this new legislation will help support the Pennsylvania Turnpike.

He also announced new legislation that will increase electric trucks weight limits by 2,000 pounds. This is to compensate for the weight of the battery in the electric truck. He hopes this will help with the encouragement of transitioning from gas/diesel-powered trucks to electric.

Mr. Myers also reiterated that the Real ID requirement had been pushed back to 2025. Mr. Myers also discussed the \$5 County Fee. In reference to this fee, there has been close to \$223 million invested in this program from participating counties since the end of the most recent calendar year. A new county has not been added to the program in approximately one year. He hopes more counties will participate moving forward. Mr. Myers said he was wondering if there was a way the STC could promote this program to get more counties to participate. He noted that it had worked well so far from an efficiency standpoint.

Acting Secretary Carroll noted the \$5 county fee, and that there is a challenge directing some of this money towards townships since mostly counties are receiving the \$5 County Fee revenue.

Mr. Nolan Ritchie recounted a conversation with one of his constituents about the difficulties with receiving a Commercial Driver’s License (CDL) and specifically about paying for the required course. Mr. Ritchie asked Mr. Myers if he had any words of advice for obtaining a CDL license.

Mr. Myers explained these new regulations of CDLs went into effect in January 2022 and that they are federal regulations through the Federal Motor Carrier Safety Administration (FMCSA).

Mr. Myers added that in late August or early September of this year, there will be a revamping of the FMCSA requirements for the CDL skills test. He explained the requirements had been streamlined and shortened. He believes this will assist individuals with taking the CDL skills test. He also noted that there have been changes made to the CDL knowledge test and that DVS will be implementing the waiver that FMCSA has brought forward regarding the “Under the Hood” training for school bus drivers, also in August/September of this year. He emphasized that DVS is taking whatever steps are available under their control to streamline the process of citizens receiving CDLs.

Highway and Bridge Program

Deputy Secretary of Highway Administration, Ms. Melissa Batula, P.E., delivered the highway and bridge program report.

Ms. Batula discussed the projected statewide pavement and bridge condition over time. These graphs show the actual pavement and bridge quality data from 2008 through 2022 and the projected quality from 2023 through 2034. The chart shows that roads and bridges of good quality worsen over time and predicts the number of fair-quality bridges and roadways will remain relatively consistent.

Ms. Batula discussed safety projections. She noted that there had been increases in distracted driving and accidents with heavy vehicles, which has been occurring nationally since the beginning of the Pandemic. Ms. Batula emphasized the Department is mindful of this problem and is looking for solutions on the behavior and infrastructure side to address these growing trends.

She explained that Winter Services’ Expenditures were in good shape compared to previous years due to a relatively mild winter. She said we had five mild winters through the past five years, and those earlier years are used to determine future maintenance budgets. Because of the past five mild winters, the maintenance budget could be decreased and create a future problem. The Department will have to be mindful of this possible issue.

Ms. Batula highlighted the increase in salt prices this year. This can be problematic because the Department must take on at least 75% of the salt agreed upon in the initial contract. If they cannot meet this goal, the Department must then pay for storage of the unused salt.

Ms. Batula then discussed the asphalt, gasoline, and crude-oil price trends over the past year. The price of asphalt closely correlates with the cost of gasoline. While the prices now are relatively lower than they were in July 2022, they have reached a similar price as January 2022 which is still higher than preferred. The Department’s Bid Price Index shows prices at their highest since 2013.

Ms. Batula explained the Department continues to struggle with a lack of workforce. Issues include finding CDL drivers and construction workers. The wages are competitive at similar warehouse jobs, whereas the Department is restricted on how much they can pay consultants.

Ms. Batula then moved on to discuss the Digital Delivery Directive 2025. The Department is changing how they put future projects out to bid, using 3D electronic models rather than PDFs. There was a successful bid on a bridge project, using this program, in District 1, with another planned intersection project bid in District 3.

Ms. Moon-Sirianni commented that a lack of workforce had been an issue for a long time and tied this to her experience working with District 11. She believes we need to educate folks to bring them on at a lower level and train them to reach higher positions within PennDOT. She also mentioned working with Nicole Tyler, Director of Equitable Transportation, to expand the Department's reach to underserved communities.

Ms. Moon-Sirianni continued to discuss the impacts inflation has on bidding estimates for projects. Future cost projections for materials are raising bid estimates exponentially. The amount of money bid may look the same, but the number of projects is decreasing because of these factors.

Multimodal Transportation

Acting Deputy Secretary of Multimodal Transportation, Mr. Andrew Batson, AICP, gave the report on Multimodal Transportation. He explained that the ports in Pennsylvania continue to do well, noting Pennsylvania is ranked 10th in goods movement through ports.

Mr. Batson also discussed how public transportation had been affected by the new 2020 Census data. Pennsylvania lost five urbanized areas, which impacted four transit agencies. These were traditionally urban systems that would receive their money directly from the federal government. These agencies are now designated as rural so they will be under PennDOT's allocation. Mr. Batson emphasized how this will impact the affected communities, but the Department has had many years to plan for this.

Post-Pandemic recovery is at the forefront of the Multimodal Deputate. Mr. Batson explained they continue to modify services to reflect the reality of our world today. Six active studies are underway with transit agencies to explore new technologies and new ways of service delivery to better communities.

The Federal Railroad Administration (FRA) was allocated over \$100 billion through the Bipartisan Infrastructure Law. \$66 billion of this fund was dedicated to passenger rail. Three grant programs are accepting applications for new and improved passenger rail, worth \$13.5 billion. Mr. Batson emphasized that this is a historic investment in intercity passenger rail.

One of the three programs looking for applicants for funding is the Corridor I.D. Program. There are four corridors in Pennsylvania applying for this grant: Scranton to New York; Reading to Philadelphia; Lake Erie to Buffalo, NY and Cleveland, OH; and the Keystone Corridor which is Philadelphia to Pittsburgh.

Mr. Batson explained this division is focusing on integrating active transportation into projects and making smart investments.

Acting Secretary Carroll asked which transit authorities are switching from urban to rural.

Mr. Batson answered there are four transit authorities which are Monroe County Transit Authority, Fayette Area Coordinated Transportation, Mid Mon Valley Transit Authority, and the last one will be reported to the STC later.

Mr. Ritchie asked if it would be helpful to notify legislators in these areas.

Mr. Batson said the Federal Transit Administration has meetings with the four affected transit authorities within the next two weeks. The changes will go into effect in 2024.

Acting Secretary Carroll asked if this meant there would be a reduction in funds for the affected agencies.

Mr. Batson explained the agencies would receive their funds from PennDOT rather than directly from federal agencies. He said PennDOT would work with these agencies to ensure there is no decline in service because of this change.

Office of Planning

Deputy Secretary for Planning, Mr. Shifflet, delivered a brief report for the Office of Planning. He began by announcing this would be Ms. Karen Heath's last STC meeting, as she is retiring at the end of March. He thanked her for her service to STC and the Office of Planning. Mr. Shifflet also highlighted the Office of Planning would be losing about 5% of its workforce at the end of March, along with Ms. Heath, because of retirements.

Mr. Shifflet announced the Office of Planning would open another round of applications for the Transportation Alternatives Set Aside (TASA) program in May 2023.

He also explained the Office of Planning is one week away from distributing the Liquid Fuels allocations. Liquid fuels are distributed on March 1, of every year, and there will be approximately a 3% increase in the distribution from calendar year 2022.

The Local Technical Assistance Program (LTAP) has been doing well and continued to do well through the COVID-19 Pandemic. The Office of Planning successfully transitioned this program to virtual. The office has added four new classes and created a major update for one class. The new classes are Stormwater Control Measures; Stormwater Control Measures Operations & Maintenance; Traffic Signal Basics; and Winter Maintenance Planning. The course receiving a significant update is Equipment and Worker Safety.

WORKING SESSION:

TRANSPORTATION PERFORMANCE REPORT

Mr. Brian Funkhouser, from Michael Baker International, highlighted that part of the goal of the Transportation Performance Report (TPR) is to show how performance reporting fits in with the overall planning and programming process. There is a recently approved Long Range Transportation Plan (LRTP) and a recently approved Freight Plan, which will help drive the projects programmed in the TYP. The goal of the TPR is to examine the performance of the transportation system as shown in the long-range plan and 12-Year Program (TYP).

The report is organized around similar categories that have been used in the past. The categories are safety, mobility, preservation, accountability, funding, and freight. The freight category was added this year.

Each section includes a variety of performance measures, each of which are quantified on downloadable charts. The data has largely been drawn from PennDOT Management Systems and PennDOT staff. Each measure has relevant supporting information in the sidebar, with links to more information.

In the Safety section of the TPR, Mr. Funkhouser briefly summarized the increase in roadway fatalities since the beginning of the COVID-19 Pandemic. He also highlighted Automated Speed Enforcement.

Mr. Funkhouser highlighted the Mobility section of the TPR. This category has performance measures on 14 different measures. Mr. Funkhouser explained that this version of the TPR will emphasize the impact of the COVID-19 Pandemic on system performance and how aspects of the system have been recovering since the Pandemic.

Mr. Funkhouser talked about the Preservation section next. This section explains the work being done on pavement and bridge preservation. One of PennDOT's main priorities is maintaining assets at the lowest practical life-cycle cost. Lowest Life Cycle Cost (LLCC) project selection strategies will aid in PennDOT's managing of assets and program budgets to create longer-lasting infrastructure.

In the following section, Accountability, Mr. Funkhouser explained a new measure called "Find My Ride" which replaced the previous measure on Transit Modernization. He also explained not every measure in the TPR is quantifiable. For example, in Accountability, PennDOT Connects is a progress indicator rather than a performance measure.

The fifth section, Funding, includes work done recently with the Transportation Revenue Options Commission. The recent work done with PennDOT Pathways is also highlighted, as well as a new emphasis on interstate funding.

The final section, Freight, explains new freight measures created for the TPR. The Truck Travel Time Reliability measure was a federal measure included in previous reports.

There is also a contact section with resources for questions or comments. The report is also available in multiple languages to provide more accessibility. There is a PDF version of the report as well.

ON A MOTION by Ms. Karen Michael, P.E., and seconded by Ms. Paige Willan, the STC approved the Transportation Performance Report.

2025 12-Year Program (TYP) Update Process

Mr. Daniel Keane gave a brief update on the 2025 12-Year Program (TYP) Process.

Mr. Keane began by giving a high-level overview of the TYP process:

The process starts with evaluating the performance of our transportation system thru the Transportation Performance Report (TPR). The next step is inviting public input. This section includes a transportation survey for general comments or concerns.

Then we share the feedback received. The information from the transportation survey is given to the PennDOT districts and planning partners (MPOs & RPOs).

The TPR's approval signifies the official beginning of the public comment period for the TYP update. This includes a public forum set for April 12, 2023, from 6:30 p.m. to 8:00 p.m.

Mr. Keane noted the public comment period has unofficially begun with pilot in-person pop-up events to increase diverse public involvement. This was done by attending the 2023 Pennsylvania Farm Show and the Pennsylvania Auto Show. The total number of individual educational interactions with the public was 5,383. There were also 567 completed surveys. An informational banner and flyers were created for the promotion of this effort. Graphic service teams assisted with this effort, and Mr. Keane thanked them for their work.

Acting Secretary Carroll asked how Mr. Keane would characterize the interactions with the public at the Pennsylvania Farm Show.

Mr. Keane answered positive. He explained many people visiting from other states were impressed with the road conditions in Pennsylvania.

PENNSYLVANIA POST-PANDEMIC MOBILITY AND RURAL DISPARITIES STUDY

Mr. Aarion Franklin from Michael Baker International gave a brief overview of the Post-Pandemic Mobility and Rural Disparities study.

The scope included a literature review, survey research, qualitative interviews, and a final report with implications and recommendations.

The literature review looked at previous pandemics as far back as the late 1800s. One of the main ideas from the literature review was the need to expand service to accommodate early and late shifts and weekends.

Mr. Franklin explained this is consistent with other studies that have been completed on this topic. Another prominent idea from the literature review was a renewed focus on transit affordability, emphasizing eliminating transfers and zone fees. The last two ideas from the literature review were a need to coordinate land-use with transit investments and to realign service with travel needs.

There were multiple gaps found in the literature. The first gap was what does the future of workplace commutes look like for the next 5 to 10 years. Another gap was how the pandemic had impacted traditional thoughts on transit fare elasticity / how much customers are willing to pay. The last gap Mr. Franklin highlighted was if the existing FTA formula grants work at lower ridership levels and what impacts this will have on the existing services offered by transit agencies.

Three surveys were conducted for this study. The first survey was focused on the general public with, 1,122 participants. 70% of the participants identified as living in suburban or rural areas. The second survey was focused on planning partners, of which 41 organizations participated. 49% of the participants of this survey were working in-person five days per week. The last survey was focused on transportation providers, where 24 organizations participated, and 48% of these agencies were rural providers.

The highlight from this study is that there have been changes to underlying transit demand. The number of commuters and the number of days those commuters traveled to and from work have been reduced. An increase in telemedicine has reduced demand for the number of trips to medical facilities. There has also been an increase in food deliveries. There has also been increased flexibility regarding how often workers come into the office versus working from home.

Seventeen organizations were interviewed for this study. Mr. Franklin explained they hoped to gain insight from six different perspectives, including rural communities, to understand how their challenges differed from urban areas. Real estate agencies were contacted to hear their point of view on land use. The team also spoke to large employers, transit agencies, private van share providers, and transit-dependent individuals.

There were several implications found from this study. The first implication found was that the Pandemic disproportionately negatively impacted rural communities. One of the most significant issues faced was the lack of broadband access and lack of affordable transportation access in areas where populations are low.

Telework increased exponentially because of the pandemic, with organizations realizing its positive economic impacts, encouraging them to make it more accessible in the future. There also has been an increase in food delivery services. Lastly, government business has changed since the Pandemic has begun. Usually, in-person visits were required for most government-related business and now, many of these visits can be done remotely.

Lastly, the study has brought forward observations and recommendations for the future. This study indicates it will take five to eight years for most transit agencies to reach 2019 regarding

passenger trips. This is also an opportunity for new studies on re-examining transit plans. Mobility and micro-transit could be possible new options, and new technologies should also be implemented.

In terms of new funding opportunities, the federal government has increased the number of funding and grant opportunities. There could be up to 40 new grants from the FTA.

There is also a recommendation to improve internet access in rural areas. There should be equity and new delivery in broadband services.

The last recommendation is to examine how to improve transit in rural areas. Mr. Franklin acknowledged this is difficult and will require new ideas and planning. He also said while trying to improve transit opportunities in rural areas, we must realize the metrics will not be comparable to urban transit systems.

Mr. Franklin highlighted an unanswered question at the end of the study. The question is, “How should governments allocate limited resources to balance concepts such as accessibility, productivity, and equity?” He believes this is a challenge for a new researcher to answer.

Acting Secretary Carroll agreed this would be a challenge to undertake.

ON A MOTION by Ms. Karen Michael, P.E., and seconded by Ms. Paige Willan, the STC approved the Pennsylvania Post-Pandemic Mobility and Rural Disparities study.

COMMISSIONER’S REPORT:

None.

PUBLIC COMMENT:

None.

OTHER BUSINESS:

The next STC meeting is Wednesday, June 14, 2023, at 10:00 a.m. in a hybrid format.

ADJOURNMENT:

ON A MOTION by Ms. Karen Michael, P.E. and seconded by Ms. Paige Willan, the STC quarterly meeting was adjourned at 11:38 a.m.

Follow-Up From Multimodal Transportation:

Beginning in Federal Fiscal Year 2024, which starts on October 1, 2023, 2020 Census data will affect how Federal Transit Administration (FTA) funding is awarded in Pennsylvania.

Specifically, 7 areas in Pennsylvania dropped below the eligibility threshold to qualify as an urbanized area. Urbanized areas receive funding directly from the FTA. 4 transit agencies will be affected by this change.

- Bloomsburg-Berwick, PA (no transit agency)
- Connellsville, PA (no transit agency)
- Cumberland, MD-WV-PA (no transit agency)
- East Stroudsburg – Stroudsburg, PA (Monroe County Transit Authority – MCTA)
- Monessen, PA (Mid-Mon Valley Transit Authority – MMVTA)
- Sharon-Hermitage, PA – OH, formerly part of the Youngstown, Ohio Urbanized area (Mercer County Council of Governments dba Shenango Valley Shuttle Service – SVSS)
- Uniontown, PA (Fayette Area Coordinated Transportation – FACT)

The four transit agencies will become eligible for funding through FTA Formula Grants for Rural Areas – commonly referred to as Section 5311. PennDOT is the recipient of the 5311 funds for Pennsylvania and is charged with distributing funds and providing oversight of compliance with federal requirements. It is unknown at this time whether the total amount of available 5311 funds will increase because of the census update.

Finally, Pottstown, PA (Pottstown Area Rapid Transit – PART) merged with the Philadelphia, PA-NJ-DE-MD urbanized area and will now be part of the Delaware Valley Regional Planning Commission (DVRPC) suballocation process.