

Historic Metal Truss Bridge Capital Rehabilitation Program

Program Overview

Detailed Criteria	Key Information
Program Information	For more information, visit PennDOT's Historic Bridge Website
Program Funding	Historic Metal Truss Bridge Capital Rehabilitation Fund Statewide Reserve of federal funds set aside from the Transportation Secretary's Discretionary Funding \$1M per Federal Fiscal Year (FFY) in 2023 and 2024, \$2M per FFY starting in 2025
Program Funding Availability and Duration	Program funding available beginning FFY 2023 (October 1, 2022) \$18M total available for the Ten-Year Program period <ul style="list-style-type: none">• Additional funding from mitigation may be added to the Program as it becomes available.
Program Goal	The goal of the Program is to promote the rehabilitation of historic metal truss bridges for continued vehicular use.
Eligible Bridge Candidates	National Register eligible or listed historic metal truss bridges with the ability to meet vehicular transportation use through rehabilitation.
Bridge Candidate Selection	<ul style="list-style-type: none">• A preliminary list of historic metal truss bridges capable of meeting vehicular crossing needs was developed as part of the Management Plan.• A Program Committee comprised of representatives from: PennDOT's Program Center; PennDOT's Bureau of Project Delivery, Environmental Policy and Development Section (EPDS); the Federal Highway Administration; and the PA State Historic Preservation Office is evaluating these bridges further.• Outreach to confirm vehicular transportation needs of bridges on preliminary list is ongoing.
Project Delivery	All projects will be delivered through a PennDOT ECMS agreement.
Project Tracking	Candidate Projects will be tracked through PennDOT Connects. Once a bridge is programmed, it will be tracked through MPMS and ECMS and will be delivered through the Engineering District.

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<p>Selection Criteria</p>	<p>Historic Metal Truss Bridges will be considered based on several parameters including:</p> <ul style="list-style-type: none"> • Inclusion in the Historic Metal Truss Bridge Management Plan (HMTBMP) and have an “exceptional” or “high” preservation priority. • Be visible by public, either by vehicles or pedestrians. • Have strong local support, including local commitment to maintain the bridge following rehabilitation. • Bridges not already Programmed on the Statewide Transportation Improvement Program (STIP), and unlikely to be programmed on the STIP due to low ADTs but could meet vehicular transportation needs of the crossing through rehabilitation.
<p>Eligible Use of Funds</p>	<ul style="list-style-type: none"> • Full Project Costs, including all phases: <ul style="list-style-type: none"> ○ Preliminary Engineering ○ Right of Way ○ Utilities ○ Final Design ○ Construction
<p>Program Deployment Contract Details</p>	<p>Development of a Reimbursement Agreement System (RAS) agreement focuses on PennDOT’s performance of the locally owned historic bridge project.</p>
<p>Program Management</p>	<p><u>PennDOT Central Office EPDS</u> – will manage the program and lead the Program Committee which will select projects for programming as funds allow.</p> <p><u>PennDOT Program Center</u> - will coordinate with District Planning and Programming staff for regional Transportation Improvement Program (TIP) project funding and tracking of Program funds.</p> <p><u>Engineering Districts</u> – Management of regional projects will be overseen by District Planning & Programming and the District Project Manager(s).</p>
<p>Program Questions</p>	<p>Questions can be emailed to the following contact below:</p> <p>PennDOT EPDS Contacts: Veronica Martin; vermartin@pa.gov (717) 705-1482</p>