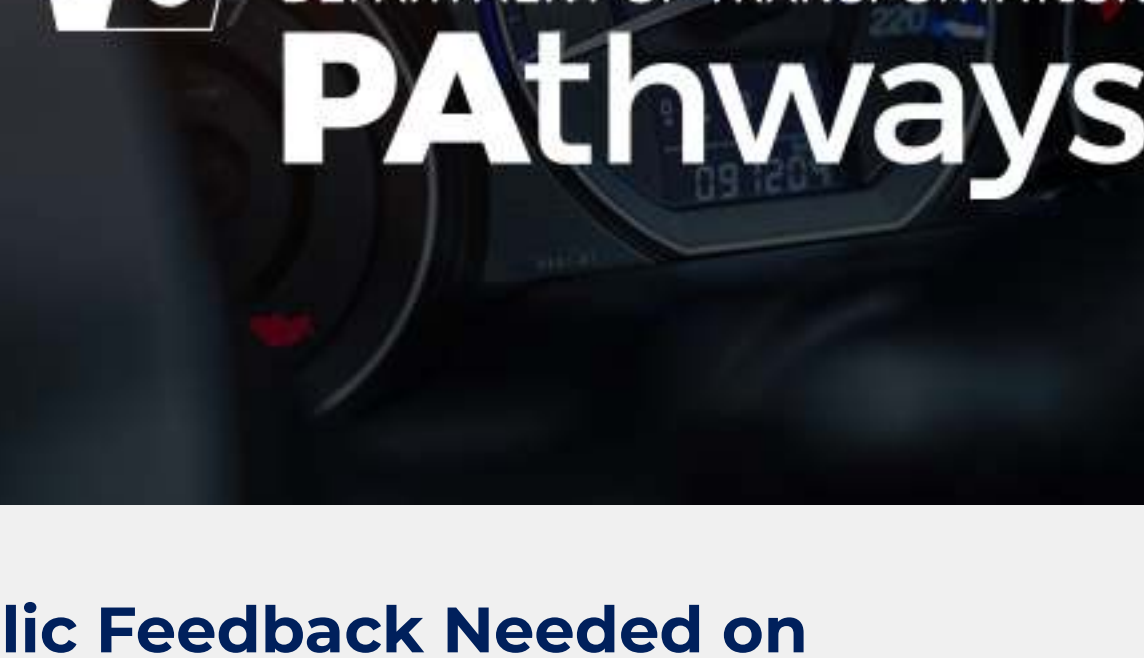


March 2023 Newsletter



Public Feedback Needed on Transportation

Every two years the State Transportation Commission (STC) and PennDOT update Pennsylvania's **12-Year Program (TYP)** and public feedback is a critical part of that process. The public comment period for the TYP update continues through Sunday, April 30. During the public comment period, Pennsylvanians can submit feedback by taking the **Transportation Survey** or emailing comments to RA-PennDOTSTC@pa.gov. You can also call 717-783-2262 to request a paper copy or to complete the survey over the phone. Public feedback and survey results will help identify needs and prioritize transportation projects across the state.

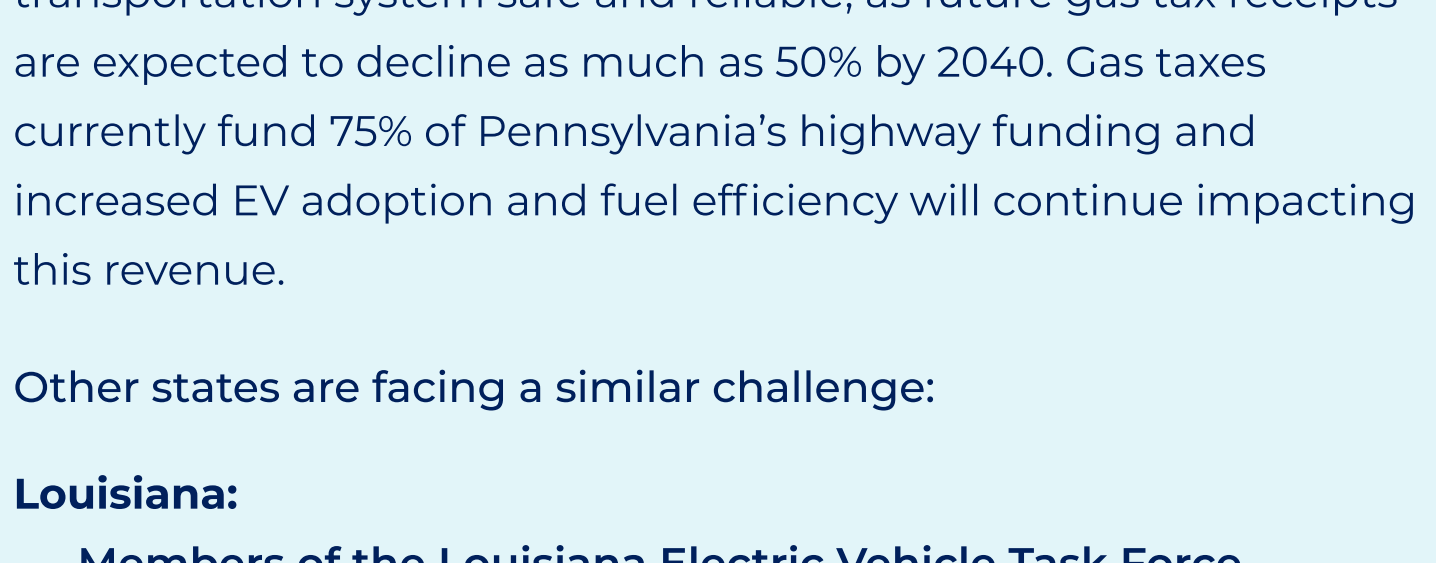
PennDOT will also host an **online public forum on Wednesday, April 12, from 6:30 PM to 8:00 PM**. The Forum will include a presentation from PennDOT leadership and members of the State Transportation Commission. Pennsylvanians will also be able to ask transportation-related questions.

Additional details about the Public Forum:

- Registration is desired, but not required to attend the Public Forum.
- You can register here: <https://talkpatransportation.com/opf-registration>.
- The Online Public Forum will be broadcast live on [PAcast](#) and PennDOT [social media platforms](#).
- Interested individuals who do not have internet access should contact PennDOT at 717-783-2262 to obtain the call-in number for listening-in only.
- There will be a live Q&A session following the presentation. Submit transportation questions during the session or ask them in advance of the Online Public Forum on your [registration form](#), by email to RA-PennDOTSTC@pa.gov, or by phone at 717-783-2262.

The **Transportation Performance Report (TPR)** is a combined effort among the STC, the State Transportation Advisory Committee, and PennDOT, and is updated every two years. It is the first step in the state's transportation program planning process and helps to evaluate the system's performance and opportunities for progress.

To learn more about how transportation projects are planned and funded, visit www.TalkPATransportation.com.



States Prepare for Increased Electric Vehicle Use

States around the country that depend on gas taxes to fund roads and bridges are examining new ways to generate revenue given increasing fuel efficiency and the growing use of hybrid and electric vehicles (EVs). Likewise, PennDOT Pathways is exploring future-focused long-term funding alternatives to support the maintenance of our roads and bridges to keep our aging transportation system safe and reliable, as future gas tax receipts are expected to decline as much as 50% by 2040. Gas taxes currently fund 75% of Pennsylvania's highway funding and increased EV adoption and fuel efficiency will continue impacting this revenue.

Other states are facing a similar challenge:

Louisiana:

- **Members of the Louisiana Electric Vehicle Task Force** discussed updated data on the state's motor fuel tax and assessed options for addressing declining revenues. The Louisiana Legislative Auditor's office reported last fall the state is anticipated to lose \$563 million in fuel tax revenues by 2032 due to increasing fuel efficiency and EVs.

Michigan:

- **Michigan, which relies on a gas tax, could lose \$95 million** in funding by the year 2030, according to a new study from Anderson Economic Group. Michigan already charges EV drivers higher registration fees and is considering charging a mileage-based user fee (MBUF), charging EV drivers per-kilowatt hour fees and tolling.

Vermont:

- The Vermont Agency of Transportation recently proposed that lawmakers pass **an MBUF system for EV owners** because they are not contributing to roadway maintenance via the gas tax. State officials suggest collecting mileage data from odometer readings during annual vehicle inspection, then charging owners 1.3 cents per mile. Users of plug-in hybrids would pay an extra \$57 per year when they renew their registration.

Kansas:

- A Kansas House bill calls for imposing a **new state tax of 3 cents per kilowatt on commercial EV charging stations** to support a highway repair fund reliant on fuel tax revenue. Residential EV charging outlets would not be subject to the proposed state tax. Currently, owners of all-electric cars and trucks pay a \$100 registration fee, the registration fee for gasoline-powered vehicles in Kansas is \$30.

While PennDOT is working toward a more sustainable way to fund transportation, **we are also planning for the new infrastructure needed to support the transition to EVs**, paving the way for the cleaner, more energy-efficient travel of the future. [Visit the PennDOT Pathways website](#) to read about possible alternative funding strategies that — with the necessary legislation and approvals — have been studied as options to maintain our highways and bridges well into the future.

FEDERAL Grant Alert: Charging and Fueling Infrastructure (CFI)

The Federal Highway Administration has opened the first round of the **Charging and Fueling Infrastructure Discretionary Grant Program (CFI)** for applications. You can also find details about this program on the "Current Grant Alerts" section of PennDOT's Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law page here: www.penndot.pa.gov/ijia.

A total of \$700 million is available nationally for this first round of applications, half of which is for the Community Program and half for the Corridor Program. The deadline to apply for this program is Tuesday, May 30, 2023 at 11:59 p.m. EST. If you would like to request PennDOT support for a regional grant proposal please do so by emailing RA-PDEVCORRIDORS@pa.gov by May 16, 2023.

PennDOT Grant Alert: NEVI Grant Program, Round 1

PennDOT recently announced the updated Notice of Funding Opportunity (NOFO) for Round 1 of the National Electric Vehicle Infrastructure (NEVI) Grant program is now available. The application period will open on March 27, 2023 and close on May 5, 2023 at 5:00 PM EDT.

The Federal Highway Administration's **final rulemaking** was announced and PennDOT updated the NEVI Round 1 NOFO to adopt the final rulemaking. The updated NOFO, as well as additional materials for applicants' reference and use, is available on PennDOT's [Apply for NEVI Funds](#) webpage.

Funds for the PA NEVI grant program are to be awarded on a competitive basis to plan, design, construct, operate, and maintain EV Station Infrastructure sites across Pennsylvania. Most entities are eligible to receive NEVI funds; however, PennDOT anticipates most applicants will be public-sector entities, incorporated nonprofit entities, and corporations or business entities registered to do business in Pennsylvania.

The NEVI grant funding supports the commonwealth and federal goal of expanding EV charging along the previously designated **Alternative Fuel Corridors (AFCs) (list)** and Interstate lookalikes. Pennsylvania has over 1,800 miles of AFCs. Per the guidance from U.S. DOT, NEVI formula funds must first be used to "build out" designated AFCs (no more than 50 miles between stations and less than one mile from an exit) and meet U.S. DOT minimum standards and requirements. The PA NEVI grant program includes multiple rounds of funding. During Round 1, the focus will be on building out the AFC network along the interstates to meet the NEVI requirements.

PennDOT has created an interactive map identifying existing AFC-qualifying stations and has grouped interchanges based on priority through a gap analysis. An outline of the scoring criteria is also included listed in order of priority. In addition, PennDOT's Notice of Funding Opportunity (NOFO) includes instructions and information on the grant program, eligibility, scoring criteria, submission process and instructions. **Interested parties can view the NOFO on PennDOT's website.**

The Evolution of Fuel Efficiency

Fuel efficiency standards are designed to save consumers money, advance energy independence and benefit the environment. Since PennDOT currently gets 75% of its funding from the state and federal gas tax they also impact gas tax revenue essential to fund our aging transportation system.

Fuel efficiency measures the distance a motor vehicle can travel on a single gallon of gas and this fuel economy is expressed as miles per gallon (MPG). **In April 2022, landmark fuel economy standards were announced** requiring industry-wide fleet averages of approximately 49 MPG for passenger cars and light trucks in model year 2026, the strongest cost savings and fuel efficiency standards to date.

[View Larger](#)

Through Pathways, PennDOT is identifying, assessing and implementing reliable and equitable alternative funding solutions to the eroding and unreliable gas tax revenue. To find out more, visit www.penndot.pa.gov/funding.

Transportation Trivia

1. Over five years, PennDOT saved nearly \$_____ by instituting organizational efficiency practices.

a. \$10 million, b. \$25 million, c. \$50 million, d. \$100 million

2. PennDOT Pathways is a program that identifies, explores and implements fair future-focused highway and bridge funding because currently approximately ____% of funding comes from an outdated, unreliable gas tax approach.

a. 75%, b. 50%, c. 35%, d. 25%

3. Growing use of _____ vehicles necessitates innovative transportation funding practices that do not rely on Pennsylvania's 100-year-old gas tax method.

a. Fuel-efficient, b. Hybrid, c. Electric, d. All the above

ANSWERS HERE!

For more information about PennDOT Pathways, visit our website at penndot.pa.gov/funding.

Want to share information on your social or digital platforms?

Find image, video and other resources in the [Funding Media Center](#).

Contact Us

Website Comment Form: [Click here](#)

PennDOTPathways@pa.gov

Hotline: 717-325-6129

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