

▶ What We Do and How It Helps



**PennDOT
Services for
Local
Government**

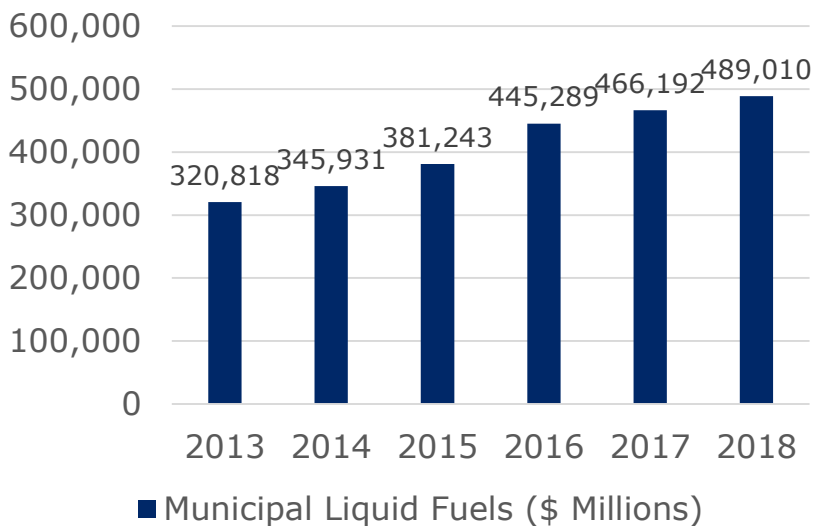


► PennDOT Payment to Municipalities

PennDOT allocates over **half of a billion dollars** directly to local governments annually. The payments include **Liquid Fuels Tax Funds**, Turnback Maintenance Funds, Act 13 Funds, Act 44 Funds, Act 89 Funds, State Police Fines and Penalties, and the \$5 Fee For Local Use.

Generally, Liquid Fuels Tax Funds are used for the construction, reconstruction, maintenance, and repair of public roads or streets, including curb ramps from a road to provide access by individuals with disabilities, bridges, culverts, and drainage structures for which they are legally responsible. A complete list of eligible activities may be found in PennDOT Publication 9.

Act 89 Impact



Act 89 of 2013 has had major implications for Municipal Liquid Fuels Tax Funds. From 2013-2018 the amount allocated has increased from \$320,818,000 to \$489,010,000 or a 52.4% increase.



Financial Consulting

PennDOT provides counties and municipalities with a network of strategically placed **Financial Consultants** throughout the Commonwealth. The Financial Consultants assist with the:

- Preparation of year-end reports and other forms
- Interpretation of policy and regulations
- Identification of opportunities for cooperative purchasing agreement and alternative funding services
- Completion of Liquid Fuels Forms by providing one-on-one training for local government employees
- Compliance on the use of Liquid Fuels Funds

During, FY 2017-18, PennDOT Financial Consultants assisted local government by providing more than 1100 monitoring review and financial consultation office visits to municipalities.



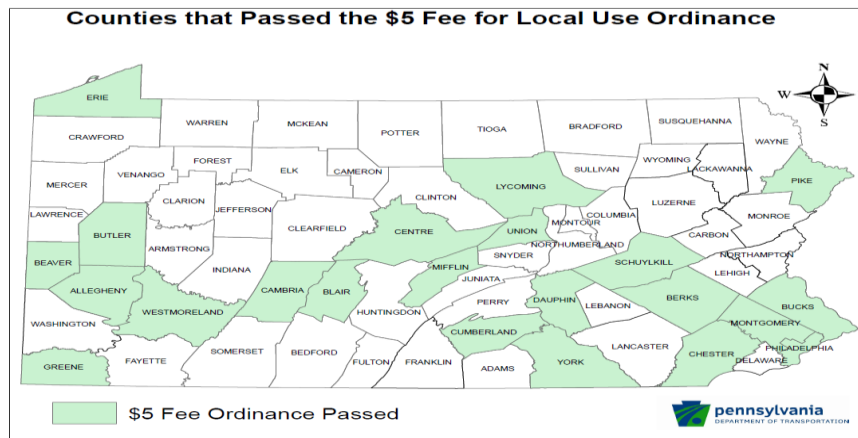
▶ Road MaP/\$5 Fee Initiative

Governor Tom Wolf announced a new **Road Maintenance and Preservation (Road MaP)** program. As part of that initiative, the PennDOT will work with county governments to establish a program making opportunities available for those who have enhanced their transportation networks by passing a resolution to collect the \$5.00 Vehicle Registration Fee for Local Use enabled by Act 89 of 2013.

A few highlights of this initiative are detailed below:

- This supports the 6,414 locally owned bridges statewide, 1,886 of which are in poor condition
- Initially reserves **\$2 million** for each county that has passed a resolution, with a **50% local match** commitment required to secure the program funding

By working together in this effort, both the County and PennDOT will see the doubling of the impact of their individual efforts.



► Pennsylvania Infrastructure Bank

Pennsylvania Infrastructure Bank (PIB) provides low-interest loans to help fund transportation projects within the Commonwealth. The goal of the PIB is to leverage state and federal funds, accelerate priority transportation projects, spur economic development and assist local governments with their transportation needs.



Best Practice

Loganville Bypass, Springfield Township, York County

- Relocation of PA 214
- PE, ROW/Utilities paid by developer, Township & Loganville Borough (\$1.6 million)
- Construction \$1.1 million PIB & \$3.0 million from the TIP
- Replaced a narrow and winding section of PA 214 and improved access to the Township's planned growth area

"Residents praise Loganville bypass...It's quieter on West Ore Street in Loganville, and many like it that way."

Grants and Reimbursement Programs

PennDOT Administers **Grants and Reimbursement Programs** that are available to Pennsylvania municipalities. ***During FY 2017-18, over \$150 million were awarded to local governments*** from programs such as Automated Red Light Enforcement (ARLE), Green Light-Go, Multimodal Transportation Fund, and the Transportation Alternatives Set-Aside.

Best Practice Transportation Alternatives

Route 202 Gateway Trail, Solebury Township, Bucks County

- Multi-use trail and road diet project
- Connects Delaware Canal State Park and Magill's Hill Park
- Connects to the Route 202 Gateway Trail and Delaware Canal Towpath
- Essential link to DVRPC Circuit Trails
- Includes ADA ramps, a midblock flashing beacon for pedestrians, curbs, and crosswalks
- Coordination with DRJTBC, Bucks County, PennDOT, and the general public
- Leveraged \$1.8 million (Twp. & DCNR)
- Awarded \$792,634



Winter Services Agreement

Winter Traffic Standard

Agreements allows PennDOT to pay municipalities an upfront annual lump sum to remove snow and ice from state roads from October 15 to April 30. The agreements can have terms of up to five years. PennDOT then pays a winter severity adjustment at the end of the season; the amount depends on how the winter relates to PennDOT's five-year average historic cost.



To determine if this agreement rate, which varies from county to county, will cover expenses, municipalities should look at the costs of purchasing salt, anti-skid materials, and other supplies and providing equipment maintenance, labor, and overhead. Municipalities that want to establish a winter road service agreement should notify their PennDOT district maintenance office. Municipalities may also choose to use the Agility Program or an Actual Cost Reimbursement option.

During FY 2017-18 PennDOT paid 657 municipalities \$14.7 million to remove snow and ice from state roads.

Agility Program

The **Agility Program** enables PennDOT and counties or municipalities to exchange services instead of money. This allows the entities to make the most of their limited resources while developing stronger relationship with its partners. An agility agreement and a work plan that describes the nature of work both parties will perform must be completed before the service exchange can take place.

In FY 2017-18, there were 385 Agility Agreements representing \$1.67 million in direct benefits for local governments.

Some of the **benefits of the Agility Program for local governments** include:

- Enabling funds to be used more efficiently and effectively
- Enabling partners to provide safer roads by reducing the number of maintenance needs
- Completing work that otherwise may not have been done
- Promoting a positive image with the public
- Increasing the quality of life by balancing social, economic, and environmental concerns



Local Bridge Inspection

In accordance with federal law, **Local Bridge Inspections** must be conducted every two years on structures 20 feet or greater. This also includes inspecting bridges on a more frequent basis when a bridge is posted for weight limit or poor structural conditions. PennDOT administers the inspection program in Pennsylvania for FHWA.

PennDOT District Offices work directly with the local governments to have their bridges inspected.

This arrangement:

- Eliminates administrative work associated with preparing a third party federal aid engineering agreement
- Eliminates the corresponding reimbursement agreement for the federal share of the inspection cost
- Eliminates upfront costs for the municipality and leverages the federal share
- Allows for the local share of the inspection to be deducted directly from their Liquid Fuels Tax Funds



Project Approval and Completion

Each of the 2560 municipalities in Pennsylvania has a PennDOT Municipal Services Representative.

Each PennDOT District maintains a Municipal Services Unit staffed with representatives who primarily help municipalities and counties navigate Liquid Fuels Funding.

PennDOT Municipal Services Representatives assist local government with work utilizing Liquid Fuels Tax Fund to ensure compliance with all the requirements.

Prior project approval is required for work on local roads utilizing Liquid Fuels Tax Funds for construction, reconstruction, and/or resurfacing.

When construction or maintenance project work is completed the municipality in coordination with a Municipal Services Representative ensure all allowable costs associated with the project are included for the final approval of the expenditure of Liquid Fuels Tax Funds.



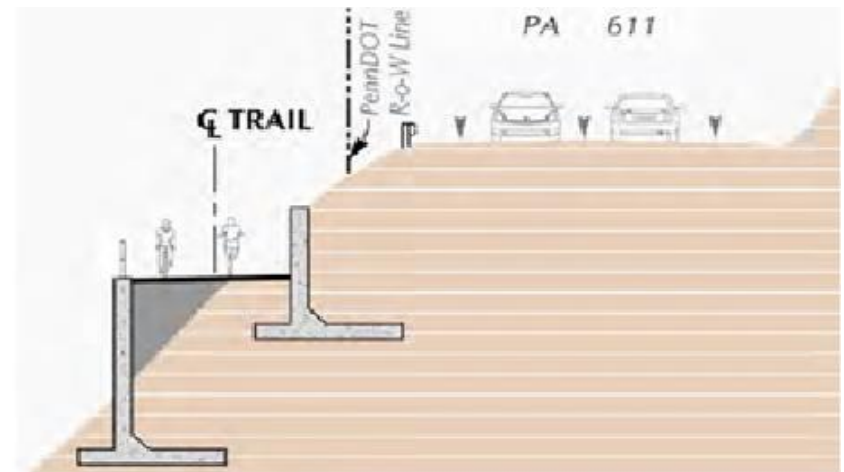
Project Development and Delivery

While the **Municipal Services Representatives (MSRs)** depth of involvement in each program area may vary by district, the units serve as a source of information and direction for municipalities. They also serve as a resource for navigating the programs and providing contacts of personnel with knowledge about the programs.

In addition, MSRs act as a liaison between PennDOT and local government, provide technical assistance, assist with yearly reports, assist with road bonding, and process road additions to the Municipal Liquid Fuel Inventory on which payments are based.

Municipalities may contact their Municipal Services Representatives for local project development and delivery support including:

- ***Cost estimation***
- ***Preparation of the advertisement***
- ***Preparation of the contract***
- ***Project design***



▶ Local Bridge Bundling Pilot

Public-Private Partnership (P3)

legislation enables public entities to enter into agreements with the private sector to finance and maintain transportation infrastructure.

Modeled after PennDOT's Rapid Bridge Replacement, **Northampton County's P3 Local Bridge Bundling Pilot** is using a Design-Build-Finance-Maintain model to allow for faster project delivery, private developer financing, and a 10 year maintenance term from bridge completion.

Northampton County's P3 agreement consists of the replacement or rehabilitation 33 bridges for an estimated \$40-50 million. Benefits include:

- ***20-30% estimated savings per bridge***
- ***Estimated 1000-1800 jobs created***
- ***4 year construction term***
- ***10 year repayment term for construction***



State Transportation Improvement Plan

The **State Transportation Improvement Plan (STIP)** and the TIP are the first four years of the Twelve Year Program (TYP), which outline the multimodal transportation improvements spanning a four year period. The STIP covers the entire state and includes 24 individual TIPs representing the Metropolitan and Rural Planning Organizations (MPO/RPO) and one Independent County. The TIPs feed into the statewide STIP that also includes the Statewide Items TIP and Interstate Management TIP. Federal law requires TIPs to be updated at least every four years. PennDOT's planning partners, MPOs, RPOs, and Independent County develop a TIP and solicit public involvement per their Public Participation Plans.

Annually, PennDOT in coordination with the Federal Highway Administration, MPOs, and RPOs plan and prioritize nearly \$3 billion of multimodal transportation investments that strengthen communities.



▶ PennDOT Connects

The **PennDOT Connects** policy recognizes that, “State DOTs are no longer just held accountable for the transportation system; they are also held accountable for how the system supports and improves quality of life for communities.”-TRB, NCHRP

The **PennDOT Connects** initiative is designed to identify the needs of communities and related issues early in project planning. Community transportation needs may include:

- Transit access
- Stormwater management best practices
- Bicycle and pedestrian accommodations
- Freight accessibility

PennDOT District and Metropolitan or Rural Planning Organization representatives met with over 750 municipalities to discuss more than 1850 projects.



► PennDOT Connects

The goal of **PennDOT Connects** is to create better communities and mobility powered through collaboration. PennDOT Connects:

- **Builds** partnerships that invest in sustainable transportation
- **Leverages** resources to improve communities
- **Leads and innovates** for a more livable Pennsylvania
- **Delivers** projects that improve economic competitiveness, access to work, and overall quality of life

1018 people participated in 33 PennDOT Connects Municipal Outreach Workshops in FY 2017-18.



PennDOT Connects

PennDOT Connects offers **free technical assistance** to municipalities to better integrate local land use, development, and transportation goals into the state transportation planning process.

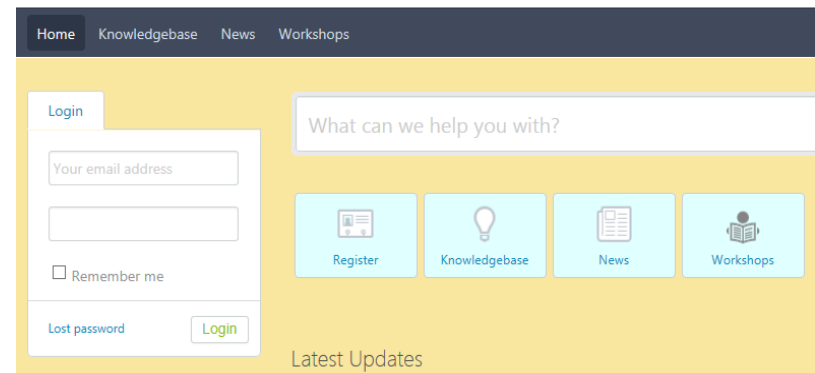
Depending on the nature of a request, municipalities will receive assistance via email or phone to supply technical resources or know-how. In selected cases, an on-site visit may be necessary to facilitate face-to-face discussion and collaboration.

Municipalities may request technical assistance on the PennDOT Connects Support Hub (paconnects.org).

Municipalities may also contact the PennDOT Connects Help Desk for assistance at **717.710.2090** or paconnects@pa.gov.



Are you involved with municipal land use and transportation planning activities? Could your municipality use assistance to help shape a future project or learn how to move community planning and transportation-related goals forward through an improved understanding of the PENNDOT Connects initiative? Act now to take advantage of technical assistance.



PennDOT Data Tools

PennDOT maintains a wide variety of planning tools that local governments can use in their work serving the public's transportation needs, such as:

- PCIT– Pennsylvania Crash Information Tool
- OneMap– a web based GIS mapping application for bridge and highway projects
- ECMS—Engineering and Construction Management System
- Bridge Conditions—which tracks 30,000 state and local bridges
- PA 511



The image displays two screenshots of the PennDOT OneMap web application. The top screenshot shows a map of a region in Pennsylvania with numerous red dots indicating data points. A legend on the left side of the interface lists 'Dynamic Layers (1)' with 'Local Bridges - All' selected, and 'External Layers (0)' and 'Drawing Layers (0)'. The bottom screenshot shows a different map view with yellow and green squares representing data points, overlaid on a topographic map. To the right of these screenshots is a blue box containing the PennDOT 511 logo and the text: 'Download the FREE 511PA Smartphone app!'.



▶ Local Technical Assistance Program

Local Technical Assistance Program helps PA's municipalities provide a safer, more efficient transportation system by sharing transportation knowledge and improving road maintenance and safety skills. The LTAP Program provides over 30 different maintenance and safety courses.

National Best Practice: On average, the PennDOT LTAP training and technology transfer programs train and assist nearly 6000 municipal employees per year free of charge.



"Classes like this are great for the next generation managers and assistants, early career professionals!!", Attendee, Asphalt Road



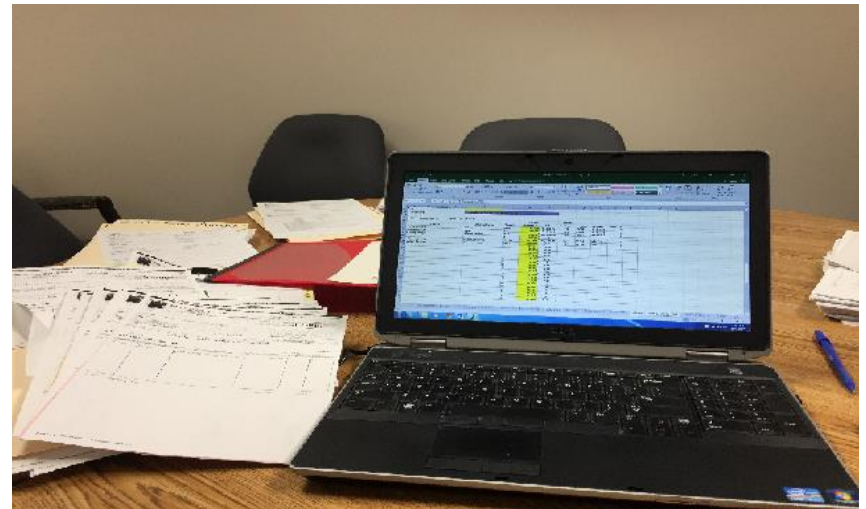
Auditing and Funds Monitoring Reports

The **Financial Consulting Section** receives and reviews every audit of Municipal and County Liquid Fuels Tax Funds from the Department of the Auditor General.

In addition, municipalities must file a series of reports to receive annual Liquid Fuels Tax Fund allocations. Technical assistance is provided to ensure timely payment of the funds to municipalities. These forms include:

- PennDOT's Actual Use Report of State Funds (MS-965)
- DCED's Report of Elected and Appointed Officials
- DCED's Appointed Officials and the Survey of Financial Condition

Financial Consultants provide remedial training to assist municipalities with audit findings by implementing internal controls and other measures to ensure that Liquid Fuels Tax Funds are being utilized appropriately.



dotGrants Assistance

dotGrants is a web application that centralizes the communication and management of information for services important to local governments.

Since its inception in 2007, the dotGrants application has replaced the paper form equivalent and support many programs local governments depend upon. There are five main areas that provide these services and support within the dotGrants application:

- Municipal Programs
- Public Transportation
- Rail Freight
- Aviation
- Highway Safety and Engineering

Municipalities may request technical assistance by contacting dotGrantsAdmin@pa.gov



Approved Materials for Local Roads

PennDOT **Approved Materials for Lower Volume Local Roads**

(Publication 447) contains a listing of approved Products or Processes that meet the specification requirements and are eligible for Liquid Fuel Funds for use on municipal maintenance and construction projects.



The **New Product Evaluation Program** is a PennDOT funded program that evaluates products and procedures that municipalities can use on lower volume local roadways.

State Transportation Innovation Council Best Practice: Geosynthetic Reinforced Soil-Integrated Bridge System.

Reduces the cost and time for construction and lessens impacts to the travelling public. Allows bridges to be built quickly at a lower cost and in a manner that is environmentally friendly. The technology is a great solution to address structurally deficient bridges on low volume roadways.



➤ COSTARS Support

COSTARS is the Commonwealth of Pennsylvania's cooperative purchasing program and serves as a conduit through which registered and eligible local public procurement units and state-affiliated entities are able to leverage contracts to cost effectively and efficiently identify suppliers with whom to do business.



The **Liquid Fuels Tax Fund** support municipalities' construction, reconstruction, maintenance and repair of public roads or streets. Municipalities may use liquid fuels funds to purchase commodities essential to completing these projects; such as aggregates, guard rails, highway support vehicles, sodium chloride, and more via the **COSTARS Program**.

PennDOT Municipal Services Representatives provide support services and approvals to municipalities who wish to utilize their Liquid Fuels Tax Fund allocation to make purchases through COSTARS.



Customer Care Center Support

Citizens or municipalities may report a concern on a state-owned roadway conditions, construction projects, signs or signals, speed limits, or damage to personal property to **PennDOT's Customer Care Center**.



The initial customer contact is normally handled by the Assistant County Maintenance Manager or the County Maintenance Manager.

2 working days...

Response time from the initial contact to the customer to reply to their concern.

14 working days...

Response time from the initial contact to address a routine (non-emergency) concern.