

# MUNICIPAL ADVISORY COMMITTEE MEETING

KEYSTONE BUILDING 8N1 AND MICROSOFT TEAMS ·· APRIL 13, 2023

# AGENDA

- **Welcome and Updates – Rob Mulkerin and Chris Metka** **1:00-1:10**
- **Updates** **1:10-2:00**
  - Municipal Association Updates
    - Pennsylvania State Association of Township Supervisors
    - Pennsylvania State Association of Boroughs
    - Pennsylvania Municipal League
    - Pennsylvania State Association of Township Commissioners
    - County Commissioners Association of Pennsylvania
  - Federal Highway Administration – Veronica Feliciano/Yathi Yatheepan
  - Department of Community and Economic Development – Honey Stempka
  - Municipal Research and Outreach – Chris Metka
  - Financial and Contract Services – Kristen Sims
  - Research Implementation – Pat McVeigh
  - Strategic Development and Implementation – Kevin Tobias
- **Break – 5 Minutes** **2:00-2:05**
- **Presentations**
  - Concrete Finishing – Jim Casilio **2:05-2:20**
  - HSIP Funds for Local Force Account Work – Jason Hershock **2:20-2:35**
  - Electric Vehicle Updates – Colton Brown **2:35-2:55**
  - BIL Funding Best Practices – Becky Bradley and Tracy Oscavich **2:55-3:15**
- **Next Meeting/Adjournment – Chris Metka** **3:15**



# WELCOME AND UPDATES

CHRIS METKA AND ROB MULKERIN · APRIL 13, 2023

# MUNICIPAL ASSOCIATION UPDATES

- Pennsylvania State Association of Township Supervisors
- Pennsylvania State Association of Boroughs
- Pennsylvania Municipal League
- Pennsylvania State Association of Township Commissioners
- County Commissioners Association of Pennsylvania



# FHWA UPDATE

VERONICA FELICIANO/YATHI YATHEEPAN ·· APRIL 13, 2023

# DCED UPDATE

HONEY STEMPKA ·· APRIL 13, 2023

# MUNICIPAL RESEARCH AND OUTREACH

CHRIS METKA ·· APRIL 13, 2023

# MUNICIPAL RESEARCH AND OUTREACH

- PennDOT 2023 Connects Municipal Outreach
  - Session at each District Office and/or virtually
  - PennDOT Connects Municipal Resources
  - Discussion between District staff and municipalities
  - Information on the 12-Year Program, NEVI, DCED, DCNR
  - Registration on [PennDOT Connects Webpage](#)



District	Meeting Format	Confirmed Date	Confirmed Time	Facility	Address
District 1	Virtual	April 11 <sup>th</sup>	1-3, 5-7 PM		
District 2	Hybrid	May 4 <sup>th</sup>	9-11 AM	District 2 Office	70 PennDOT Drive Clearfield, PA 16830
District 3	Virtual	May 25 <sup>th</sup>	9-11 AM		
District 4	Hybrid	March 28 <sup>th</sup>	9-11 AM	District 4 Office	55 Keystone Industrial Park Dunmore, PA 18512
District 5	Hybrid	May 16 <sup>th</sup>	1-3 PM	District 5 Office	1002 Hamilton Street Allentown, PA 18101
District 6	Virtual	April 14 <sup>th</sup>	9-11 AM		
District 8	Hybrid	May 23 <sup>rd</sup>	1-3 PM	District 8 Office	2140 Herr Street Harrisburg, PA 17103
District 9	Virtual	May 22 <sup>nd</sup>	1-3 PM		
District 10	Virtual	May 3 <sup>rd</sup>	1-3 PM		
District 11	Virtual	March 30 <sup>th</sup>	9-11 AM		
District 12	Hybrid	May 24 <sup>th</sup>	1-3 PM	District 12 Office	825 Gallatin Avenue Ext. Uniontown, PA 15401





# MUNICIPAL RESEARCH AND OUTREACH

- PennDOT Connects Municipal Outreach

- Drop-Ins

- PAST - Electric Vehicles and Incentives for Municipalities

- February 9, 2023
- Recording available

- UPCOMING

- Transportation Impact Study Process – April 13, 2023
- Historic Metal Truss Bridge Capital Rehabilitation Program – May 11, 2023
- Registration on [PennDOT Connects Website](#)

- Research

- Pitt Work Order #23 – Tactical Urbanism/Demonstration Projects

- Input from TAC and UAG
- Final Deliverable ends this month
- Planning for implementation of findings



# MUNICIPAL RESEARCH AND OUTREACH

- LTAP



- New Classes ***Now Available***

- Stormwater Control Measures (new)
- Stormwater Control Measures Operation and Maintenance (new)
- Traffic Signal Basics (new)
- Public Works Safety (major update)
- Winter Maintenance Planning (new)
- New class this fall: Geographic Information Systems (GIS)
- New classes in the pipeline
  - Trucks on Local Roads
  - Drones
- Upcoming Drop-ins
  - May 4<sup>th</sup> - Speed Data Collection—What do the numbers mean?
  - June 1<sup>st</sup> - What's Invasive vs. Noxious and When to Take Action



# FINANCIAL AND CONTRACT SERVICES DIVISION UPDATE

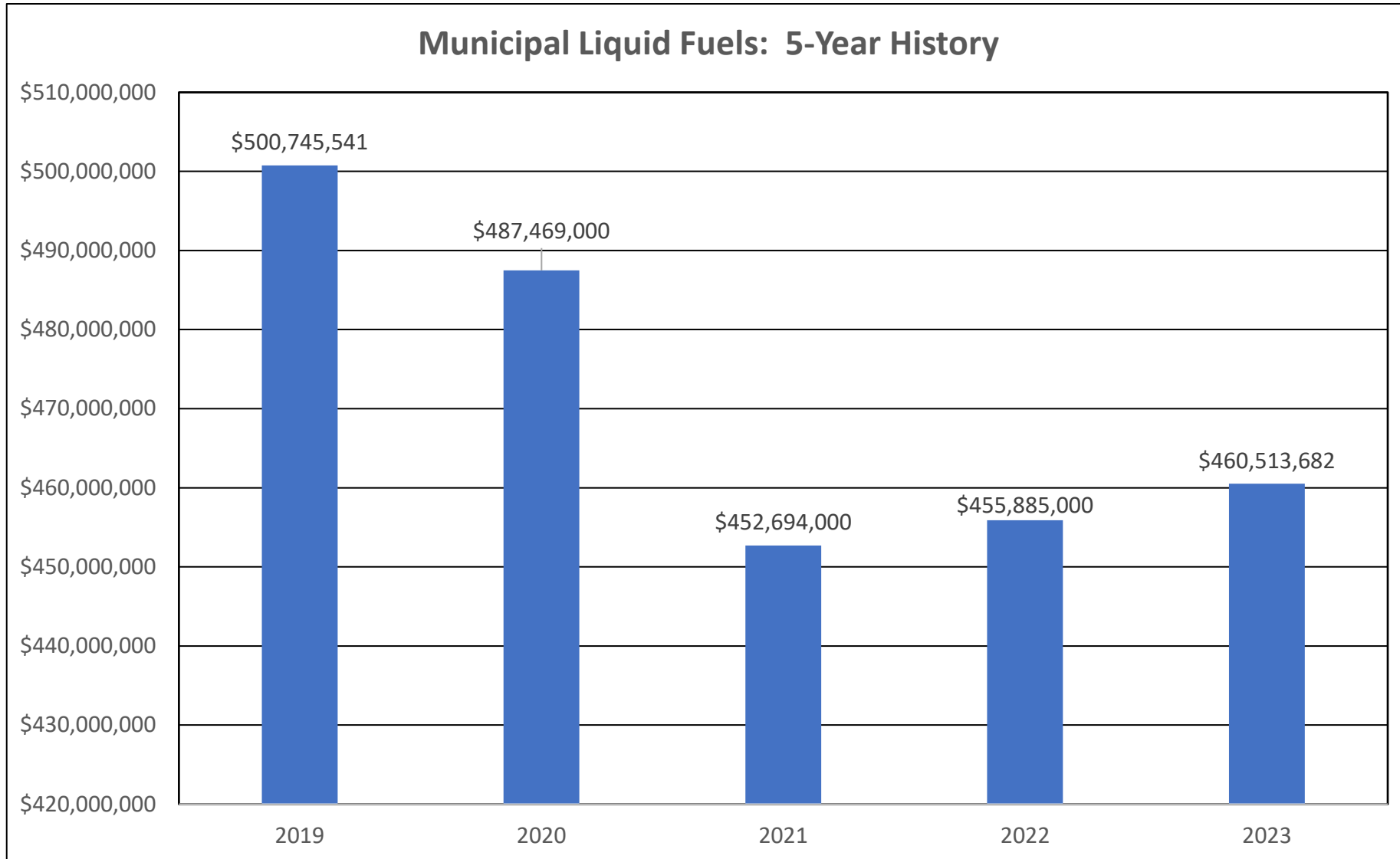
KRISTEN SIMS ·· APRIL 13, 2023

# 2023 MLF ALLOCATION

- 2023 MLF allocation - \$470,202,682
  - 2022 MLF allocation - \$455,885,000
  - \$14,317,682 (3.1%) increase
- As of April 7, 2023 - \$425,865,284.24 released to 2,313 municipalities
  - Payments released as municipalities become certified



# MLF ALLOCATION HISTORY



# PRIOR MLF ALLOCATION

- 2022 MLF allocation - \$455,885,000
  - \$3,191,000 (0.7%) increase
  - As of April 7, 2023 - \$452,280,055.11 released to 2,529 municipalities
  
- 2021 MLF allocation - \$452,694,000
  - As of April 7, 2023 - \$451,204,089.74 released to 2,542 municipalities
  - Two municipalities have CRP blocks
  - Allocation will lapse June 30, 2023
  - Certified letters were sent this week



# DECEMBER 2022 PAYMENTS

- The following payments were made on December 1, 2022
  - State Police Fines and Penalties to eligible municipalities - \$3,395,831 (\$2,964,208 to municipalities, \$431,623 to PSP for cadet classes)
  - County Liquid Fuels Tax Fund to all counties - \$13,706,490
  - Act 44 to eligible counties (61) - \$5,000,000
  - Act 89 to eligible counties (61) - \$4,816,500
  - \$5 Fee for Local Use to counties who have passed the required ordinance (26) - \$19,450,230



# PAYMENT UPDATE

- All payments must be electronic
  - Municipalities and counties are required to set up accounts for direct deposits for each payment type
  - If ACH isn't set up for our payments, Comptroller/Treasury will select an existing account
  - Discussed with Auditor General – as long as the funds are transferred to the correct account in a reasonable amount of time, there will be no finding





# Questions?



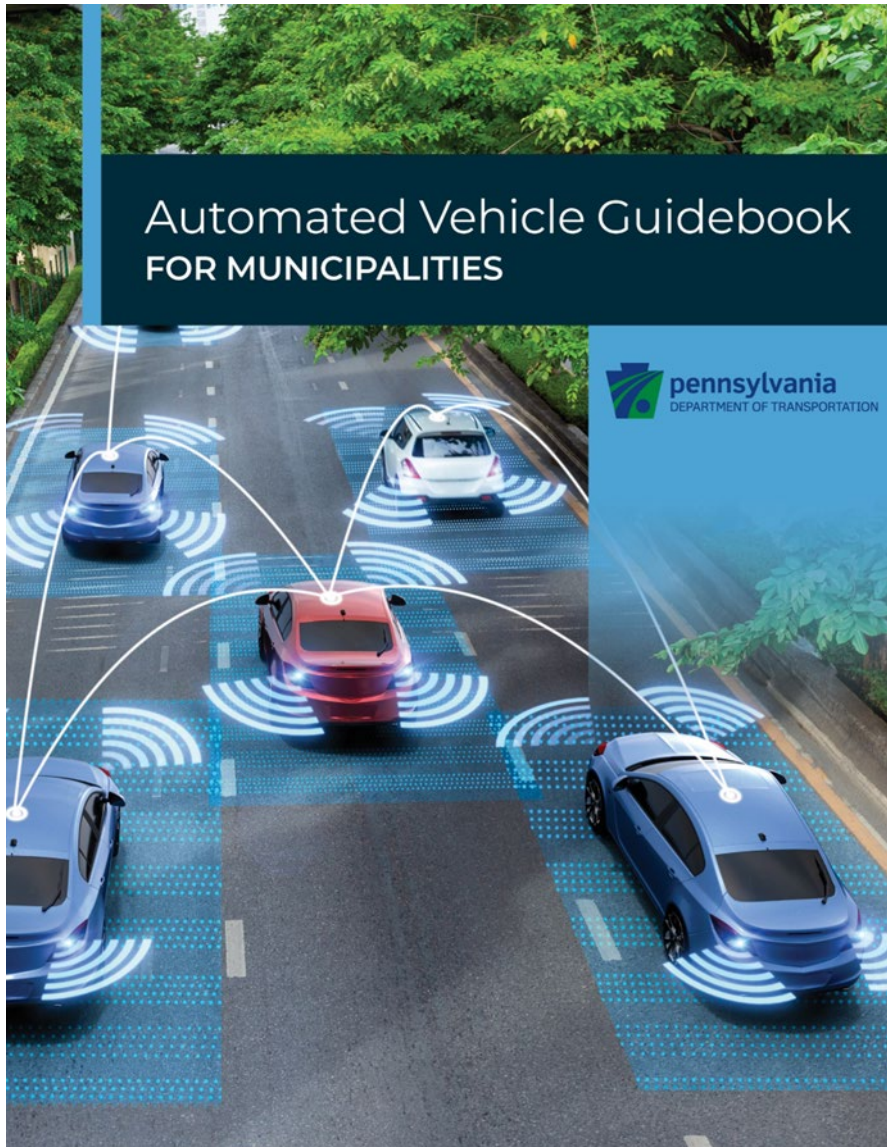
# RESEARCH IMPLEMENTATION

PAT MCVEIGH · APRIL 13, 2023

# STRATEGIC DEVELOPMENT AND IMPLEMENTATION

KEVIN TOBIAS ·· APRIL 13, 2023

# AV GUIDEBOOK



- Educate Pennsylvania's 2,556 municipalities on HAV deployment
- Provide transparency around expectations and accountability for coming HAV operations.



# PURPOSE



Outlines roles of federal, state and local governments



Explains how certain municipal responsibilities may change or evolve over the coming years due to HAVs



Engages municipalities on critical topics they may face so PennDOT can have more inclusive policy discussions



Provides support, guidance, and resources to help municipalities prepare for HAVs



# PURPOSE

Better understand local officials' knowledge and priorities on automated vehicles and to inform them of PennDOT's plan to assist them.

## Target Audiences

- Municipal administrators
- Elected officials
- Fire/EMS
- Zoning/Planning administrators



# ACT 130 OF 2022

- Legalizes commercial operations of highly automated vehicles (HAVs) and provides provisions for certification, regulations, and safety
- Designates PennDOT as the sole regulatory authority of HAVs in PA
- Directs PennDOT to develop regulations
- Prohibits municipalities from enacting their own regulations on HAVs to ensure uniformity in PA
- Takes effect July 1, 2023



# 5 MINUTE BREAK



# PRESENTATIONS

- **Concrete Finishing** – Jim Casilio
- **HSIP Funds for Local Force Account Work** – Jason Hershock
- **Electric Vehicle Updates** – Colton Brown
- **BIL Best Funding Practices** – Becky Bradley/Tracy Oscavich



# CONCRETE FINISHING

JIM CASILIO · APRIL 13, 2023

# *Concrete Finishers Certification & Specification Changes A STIC Initiative*

***PA Municipal Advisory Committee Meeting  
April 13, 2023***

**Jim Casilio, P.E.**

**Director of Technical Services and Codes and Standards Policy**



# Scaling

A great quote:

**This is not a finisher problem.  
This is not a producer problem.  
This is not a specifier problem.**

***This is an industry problem!***

# Reducing Scaling of Concrete Surfaces

## *A STIC Initiative*

State Transportation Innovation Council

Construction and Materials TAG

### *1. Finisher certification:*

*ACI Flat Work Finisher or*

*NRMCA exterior concrete finisher*

### *2. A Training Module for Construction Insp.*

# Classes Across PA over 1500 PA Finishers Certified



# Why not add This requirement to your project



# Pub 408 Section 704

**2.b. Concrete Finisher Certification.** Provide ACI certified Flatwork Finishers, ACI certified Advanced Flatwork Finishers, or National Ready-Mix Concrete Association (NRMCA) certified Exterior Flatwork Finishers to control finishing of each concrete placement operation for all concrete finishing work associated with the following Sections:

501	502	505	506	516	518
519	520	523	525	527	530
540	545	548	623	630	633
640	641	658	676	695	852
910	1001	1040	1042	1090	

A minimum of 60 percent of the finishers finishing concrete on each concrete placement must possess at least one of the identified flatwork finisher certification types, unless approved by the Representative. Provide proof of flatwork finisher certification to the Representative before concrete placement.





# Why spec the correct mix design?



Courtesy of Larry D Crouch, Zak Dirt Inc.  
Longmont, Co.

# Pub 408 Section 704 Table A

Class of Concrete	Use	Cement Factor <sup>(2)(4)(10)</sup> (lbs./cu. yd.)		Water Cement Ratio <sup>(5)</sup> (lbs./lbs.)		Minimum Mix <sup>(1,7)</sup> Design Compressive Strength (psi)				28-Day Structural Design Compressive Strength (psi)
						Days				
		Min.	Max.	Min.	Max.	3	7	28 <sup>(8)</sup>	56 <sup>(8)</sup>	
AAAP	Bridge Deck	560	640		0.45	—	3,000	4,000	—	4,000
AAA <sup>(3)</sup>	Other	634	752		0.43	—	3,600	4,500	—	4,000
AAAP LW	Bridge Deck	600	730		0.45	---	3,000	4,000	---	4,000
AA	Slip Form Paving	517	611	0.37	0.42	—	3,000	4,000	—	3,500
AA	Form Paving	517	611	0.37	0.45	—	3,000	4,000	—	3,500
AA	Accelerated Paving <sup>(6)</sup>	517	800		0.47	—	—	3,750	—	3,500
HES	Paving	517	800	0.37	0.42	2,000	---	4,000		3,500
S	Sidewalk	517	611	0.37	0.45		3,000	4,000		3,500
AA	Structures and Misc.	587	752		0.47	—	3,000	3,750	—	3,500
AA LW		587	752		0.47	---	3,000	3,750	---	3,000
ASC <sup>(9)</sup>		587	846		0.47	---	---	4,000	---	4,000
A		564	752		0.50	—	2,750	3,300	—	3,000
C		394	658		0.66	—	1,500	2,000	—	2,000

Not just the proper mix  
Placement, Finishing, Curing and  
Sealing even more important

**ASTM C309**  
**Curing Compound**

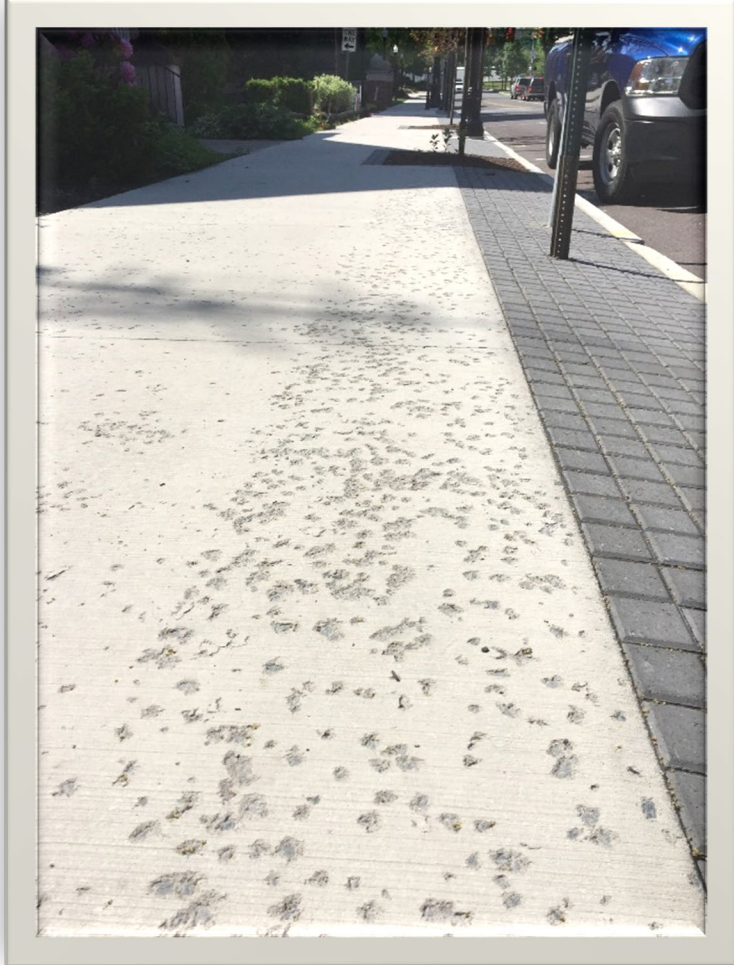


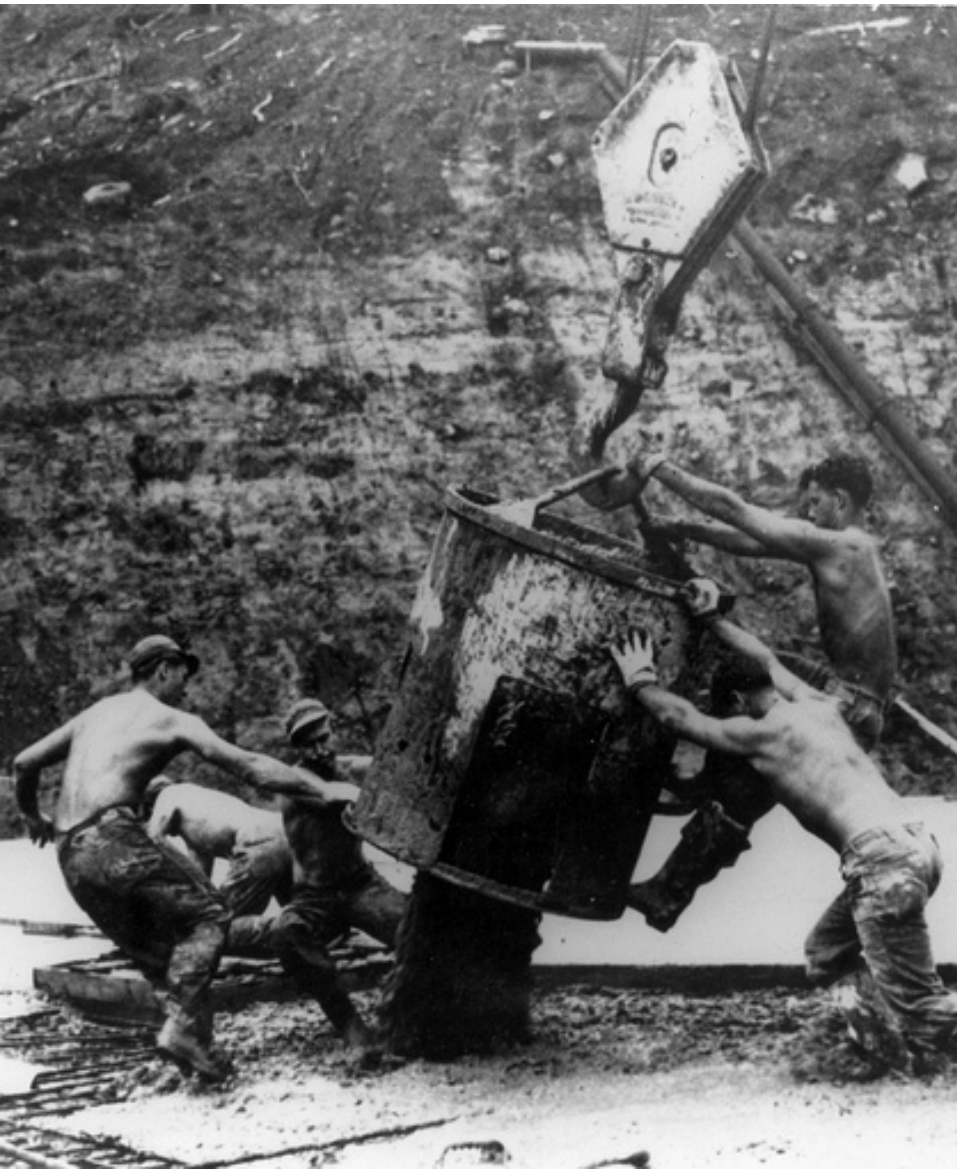
# Pub 408 Section 676 Sidewalk

**(g) Curing.** Must commence immediately after finishing. Care must be taken to ensure the exposed concrete surfaces never dry out. If curing is delayed for any reason, an intermediate monomolecular film curing agent must be applied to protect the surface. Apply Type 2 white pigmented liquid membrane forming curing compound after finishing and texturing, and within 30 minutes of the dissipation of bleed water. Apply curing compound homogenously to produce a uniform, solid white opaque coverage on the horizontal and vertical surfaces of the sidewalk. Apply at or greater than the manufacturer's recommended application rate and according to the manufacturer's recommendations.

After curing is completed, remove curing compound by water blasting and apply a penetrating sealer with a solids content of 25 percent or higher.

# Throughout Pennsylvania: Private and PennDOT projects





**Not our  
father's  
concrete**

**And we're not  
our fathers**

GGBF slag



Si Silica Fume  
(microsilica)



Portland Cement  
Type I



Fly Ash  
class C

# Time of Set Characteristics





# This is what we are facing



Best of 2019

## Concrete: the most destructive material on Earth

📷 Limestone quarries and cement factories are often sources of air pollution. Photograph: Zoonar GmbH/Alamy

After water, concrete is the most widely used substance on the planet. But its benefits mask enormous dangers to the planet, to human health - and to culture itself

- [A brief history of concrete: from 10,000BC to 3D printed houses](#)
- Editor's pick: best of 2019. We're bringing



How we  
used to  
handle  
snow

# How we handle snow today

## De-icing salts

- Increase cycles of freezing and thawing
- Keeps concrete critically saturated with water
- Can chemically react with concrete causing it to deteriorate
- Magnesium Chloride



So who wants to ask a question?



How do we bring this improved standard of care to your Municipal projects in Pennsylvania to reduce this ?



Thank you!!

**Jim Casilio, P.E**

**Pennsylvania Aggregates and Concrete Association**

**[Jimc@pacaweb.org](mailto:Jimc@pacaweb.org) 610-730-2385**

# HSIP LOCAL ROAD SAFETY

## Force Account Projects



JASON HERSHOCK, PENNDOT BUREAU OF OPERATIONS

# LOCAL ROAD PROJECTS

Local Road Crash Data

History of Local Road Projects

Force Account Option





# LOCAL ROAD SAFETY STATS

**From 2017 to 2021 there were:**

- 605,040 reportable crashes in Pennsylvania
  - 150,343 reportable crashes on locally owned and maintained roads
- 5,745 fatalities on all roads
  - 1,009 fatalities on locally owned and maintained roads
- 23,030 suspected serious injuries on all roads
  - 5,450 suspected serious injuries on local roads



# LOCAL ROAD FATALITIES IN PA

Fatalities in Local Road (only) Crashes



# LOCAL ROAD SAFETY PROJECTS

- HSIP funds have been mostly used for state funded roads in Pennsylvania
- The FHWA has encouraged states to use more money on local roads
  - The FHWA PA DO has recommended that PennDOT invest our HSIP funds onto local roads for safety.
- We've tried systemic and spot specific projects
  - For different reasons we haven't been able to pull off many local road projects
  - We have done only a handful of site specific local road projects
  - Nothing for systemic safety



# LOCAL SAFETY PROJECTS

- Previous attempt in Districts 9 & 11
- About 16 municipalities total
- PennDOT completed design plans and tab sheets
- Developed ECMS based contract
- Legal contract issues from our own attorneys ended the project
- Legal costs for some municipalities started to match what HSIP funds they were going to receive in safety improvements



# LOCAL ROAD FORCE ACCOUNT BASICS

- In October 2021 PennDOT updated Publication 638 chapter 6
  - Added a local roads projects section
  - Provides details on the paperwork and process that is necessary for a local force account safety project.
- A local force account safety project will
  - utilize federal HSIP funds
  - Utilize a local municipality's own road crews
  - Install low cost safety improvement like signs and pavement markings
- Our goal is that this force account project option should:
  - Reduce legal agreement paperwork
  - Allow for quickly delivered systemic low cost safety projects
  - Be applied to a lot of locations on local roads
- These local road safety force account projects would utilize technical assist studies that were completed by LTAP
  - Show justification for the safety countermeasures
  - Identify locations to install the countermeasures
- Municipalities interested would have to work with their Engineering District and/or the MPO/RPO to submit an HSIP project application in share point.
- We currently have an agreement with LTAP to help provide assistance to municipalities and planning partners with local force account project applications.



# LOCAL ROAD PROJECTS OUTLOOK

- The expectation is to line up several municipalities in an MPO/RPO
  - Have them all submitted under one application for that planning partner
- Approve funds and then distribute the money to the municipalities
  - Municipalities can then buy signs and pavement markings
  - Then have their crews install the signs and pavement markings based on the LTAP studies.
- Funding options
  - Regionally allocated HSIP funds
  - Set aside HSIP funds.
- Start with small projects first
  - \$15K to \$25K per municipality and around \$100K per MPO at first.
- Next HSIP set aside period
  - Starts August 1, 2023
  - Application period closes September 30, 2023.
- For the last two decades Pennsylvania has hovered around 200 fatalities on local roads each year.
  - about 16% of total fatalities
- The quickest way we can start to make a difference in that fatality number is to start with some of these low cost local force account projects



# HOW ARE LOCATIONS SELECTED

Locations are selected based several conditions:

- Local Road Crash Clusters
  - Created each Year by HSS
  - Broke down by street name for every municipality
- LTAP Technical Assist Reports
  - Completed for several municipalities
  - Have ECMS itemized costs



# QUESTIONS



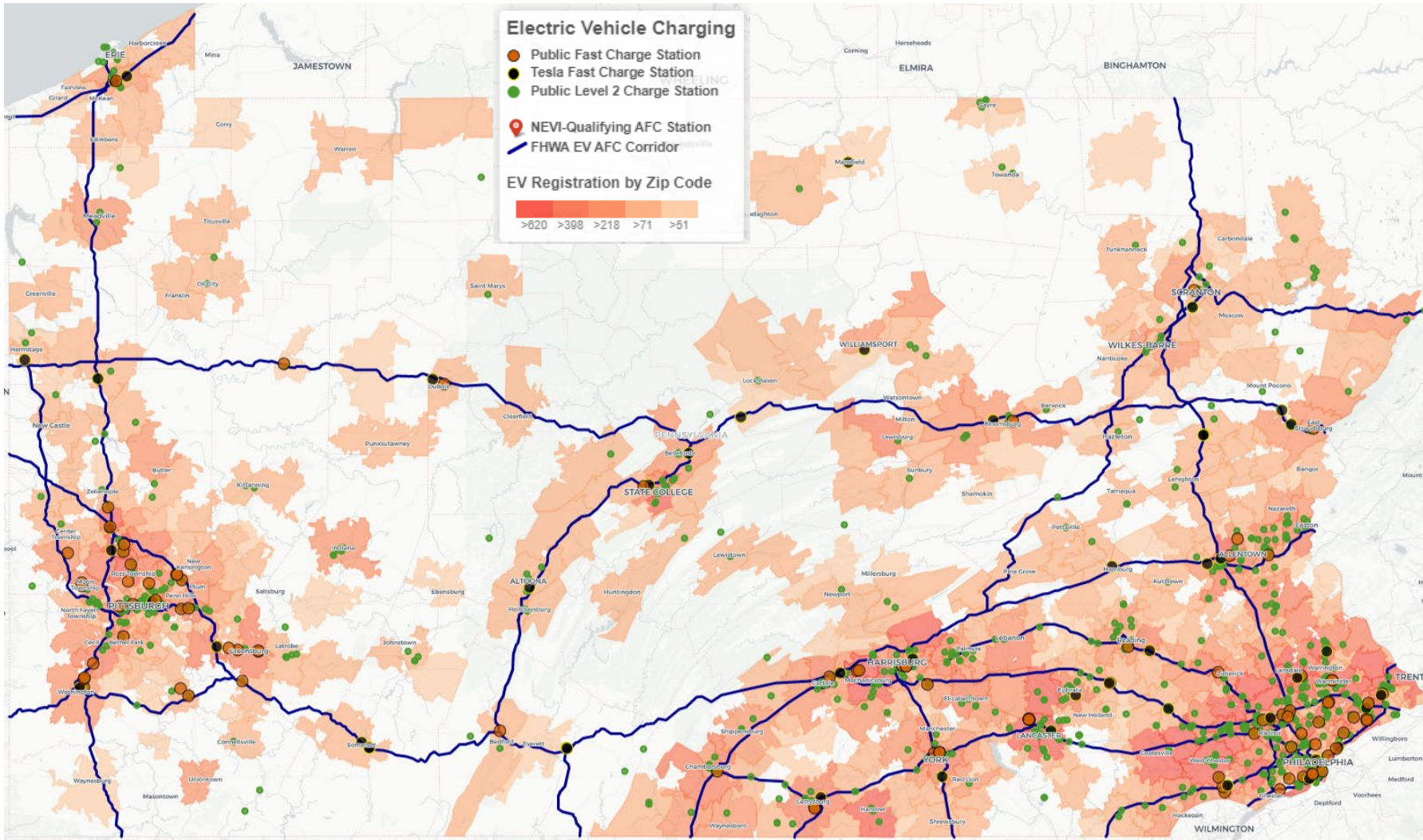




# **ELECTRIC VEHICLE UPDATES**

COLTON BROWN, PENNDOT

# PUBLIC CHARGING STATIONS



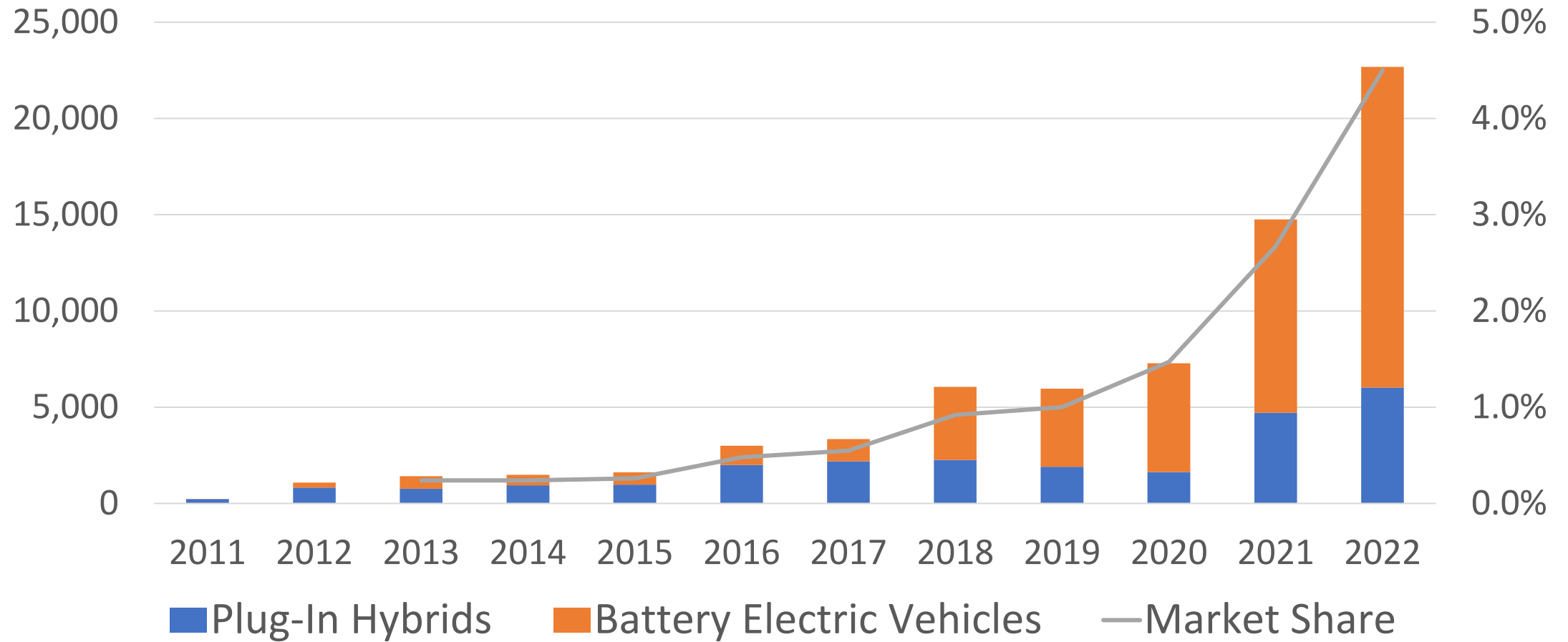
- Resources:
  - [Penndot.pa.gov/EV](https://penndot.pa.gov/EV)
  - 511PA.com and App
  - Alternative Fuel Data Center (AFDC)
  - PlugShare
  - ChargeHub
  - In-vehicle support
- Websites
- Apps
- Trip Planners

Over 3,200 public plugs at over 1,250 locations



# ELECTRIC VEHICLE SALES

## Annual Electric Vehicle Sales in Pennsylvania



Source: Atlas EV Hub



# **NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) FORMULA PROGRAM**

# OVERVIEW OF PA'S NEVI FORMULA PROGRAM



- Provides PA \$171.5 million over next 5 years for electric vehicle (EV) infrastructure
  - Federal Fiscal Year 2022 - \$25.4 million
  - Federal Fiscal Years 2023-2026 - \$36.5 million annually
- PennDOT submitted state plan on July 21, 2022.
- PennDOT NEVI plan approved on Sept 14, 2022.
- Pre-announcement of Pennsylvania Program – Oct. 12, 2022
  - Informational Webinar for interested proposers – Nov. 1, 2022
- Pennsylvania Program Document Released – January 6, 2023
  - Updated – March 13, 2023



# YEARS 1-2 CHARGING FOCUS

## DC Fast Charging

Public

4 ports

CCS Connectors

At least 150kw power per port (600kw total)

Within 1-mile of highway, 50 miles of the next station

## How to Charge Your EV



Charge Time



Charging Locations

**Level 1**

**3.5 - 6.5 miles**  
Per Hour

Residential,  
Workplace

**Level 2**

**14 - 35 Miles**  
Per Hour

Residential,  
Workplace,  
Destinations

**DC Fast Charge**

**200+ miles**  
Per Hour

Highways,  
Communities,  
Destinations



# ALTERNATIVE FUEL CORRIDORS



- PennDOT has nominated corridors over 6 rounds - includes interstates and portions of US 30, US 15, Route 1, and Route 422 - over 1,800 miles of roadway
- NEVI funding must be applied to AFCs until a “**Build-Out**” certification by FHWA



# PRIORITY LOCATIONS

## PRIORITY I:

Selected via gap analysis to most likely meet AFC build-out

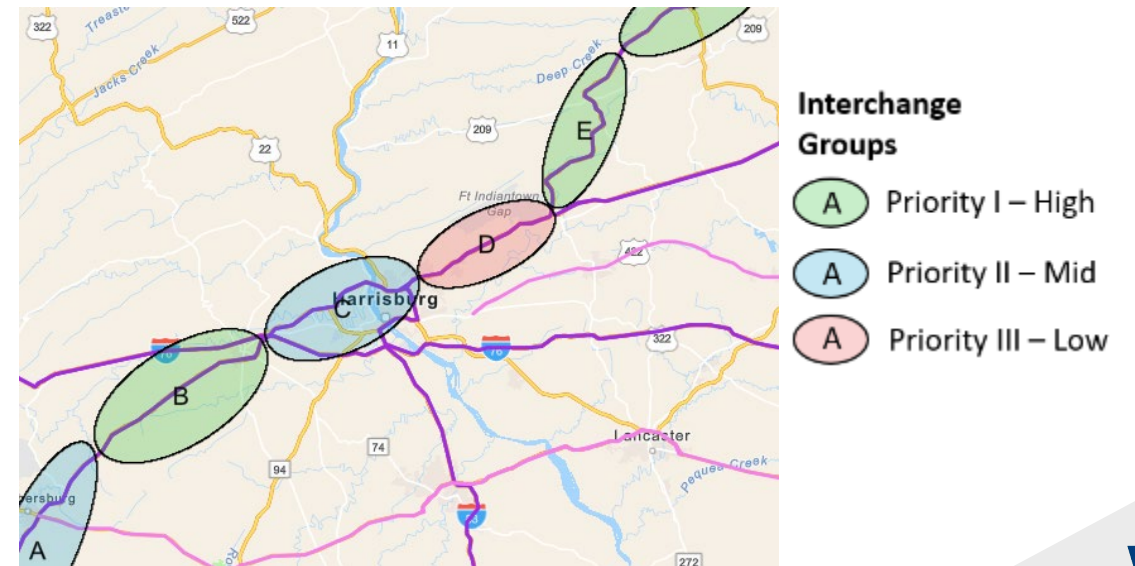
## PRIORITY II:

Interchanges in locations closer to existing sites/or likely to be redundant.

## PRIORITY III:

Interchanges that already has NEVI-qualifying EV charging site.

- Round 1 will focus on Pennsylvania's primary and auxiliary interstate AFC network and includes 11 primary interstates and four (4) auxiliary interstates
- [PennDOT's interchange group map](#) shows the ~80 gaps labeled as Priority I, II, or III
- At least one site at an interchange within each Priority I group will be selected first, followed by one site within each of the Priority II groups of interchanges.





# PROJECT SELECTION PROCESS

<b>Date</b>	<b>Item</b>
<b>January 6, 2023</b>	Program Document released
<b>March 13, 2023</b>	Revised Program Document released
<b>January-Mid March 2023</b>	Submit utility form to utility provider so the utility can complete and return the form to the interested organization in time for the submission due date
<b>March 24, 2023</b>	Any technical questions regarding the program document must be submitted to RA-PDEVCorridors@pa.gov. Frequently asked questions and answers will be posted publicly online to the PennDOT NEVI site.
<b>March 27, 2023</b>	Online submission period begins
<b>May 5, 2023</b>	PA NEVI program submission period ends at 5 PM EDT
<b>May – June 2023</b>	PennDOT proposed projects review
<b>July 2023</b>	Preliminary award approval and denial notifications
<b>July – September 2023</b>	PennDOT NEPA Process
<b>September 2023</b>	Final award approval and denial notifications
<b>October – November 2023</b>	Agreement execution; Notice to Proceed



# DEP ELECTRIC VEHICLE INITIATIVES

# DEP SUPPORT FOR EV

- Level 2 charging equipment funding program for businesses, non-profits, and local governments
- Consumer EV rebate
- Grant program for alternative fuel fleet vehicles
- [Drive Electric PA Coalition](#)
- Medium and Heavy-Duty Zero Emission Vehicle Pilot Grant program
- Electricity rate design study for electric vehicle charging
- Stakeholder and public education



# DEP SUPPORT – FUNDING

- Driving PA Forward Funding – Level 2 Rebate:
  - Public spaces
  - Workplaces (employee or fleet)
  - Multi-unit dwellings
- Voucher system
- Over 1,800 plugs installed so far!



[www.depgis.state.pa.us/DrivingPAForward/](http://www.depgis.state.pa.us/DrivingPAForward/)



# DEP SUPPORT – REBATE AMOUNTS

Project Type	Maximum Rebate per Plug	OR (whichever is less)	Maximum % of Total Project Cost
Full Public Access, Networked, Priority County	\$4,000	or	70%
Full Public Access, Networked, All Other Counties	\$3,500	or	60%
Multi-Unit Dwelling	\$3,000	or	50%
All Other Eligible Projects	\$2,500	or	40%



# DEP – ALTERNATIVE FUEL PROGRAMS



## Alternative Fuels Incentive Grant Program

2023 Grant Program

- About \$3 million per year to incentivize fleet transitions to alternative fuels
- Eligible project types include incremental cost of fleet vehicle purchase and fleet fueling infrastructure
- New application window is expected to open in the first half of 2023



## Alternative Fuels Vehicle Rebate

- Alternative Fuel Vehicle Rebate for low- and middle-income individuals:
  - Household income must be under 400% of federal poverty to qualify
  - \$2,000 for new or used electric vehicle
  - \$1,500 for new or used plug-in hybrid
  - Additional \$1,000 for applicants under 200% of federal poverty



# FEDERAL FUNDING OPPORTUNITIES

# EV FEDERAL TAX INCENTIVES

- Effective 1/1/2023, there are four federal EV tax credits/rebates
  - New EV purchase tax credit (individual only)
  - Used EV purchase tax credit (individual only)
  - Commercial vehicle purchase tax credit/rebate (commercial only)
  - Alternative fuel infrastructure installation tax credit (individual or commercial)
- Up to \$7,500 federal income tax credit for purchase of new electric vehicle (30D)
  - For a list of currently eligible vehicles please visit: <https://www.irs.gov/credits-deductions/manufacturers-and-models-for-new-qualified-clean-vehicles-purchased-in-2023-or-after>
  - Purchase price limits, income limits, vehicle manufacture restrictions, etc.
  - Effective 1/1/2024 the incentive can be claimed at time of purchase
  - <https://www.irs.gov/credits-deductions/credits-for-new-clean-vehicles-purchased-in-2023-or-after>

Form **8936**  
(Rev. January 2022)  
Department of the Treasury  
Internal Revenue Service

## Qualified Plug-in Electric Drive Motor Vehicle Credit (Including Qualified Two-Wheeled Plug-in Electric Vehicles)

▶ Attach to your tax return.

▶ Go to [www.irs.gov/Form8936](https://www.irs.gov/Form8936) for instructions and the latest information.





# EV FEDERAL TAX INCENTIVES

- Up to \$4,000 federal income tax credit for purchase of used electric vehicle (25E)
  - For a list of currently eligible vehicles please visit: <https://www.irs.gov/credits-deductions/manufacturers-and-models-of-qualified-used-clean-vehicles>
  - Purchase price limit, income limits, model year restrictions, etc.
  - Effective 1/1/2024 the incentive can be claimed at time of purchase
  - <https://www.irs.gov/credits-deductions/used-clean-vehicle-credit>
- Tax credit/rebate for purchase of new commercial electric vehicle (45W)
  - Tax credit/rebate is lesser of 30% of purchase price or incremental purchase price
    - Capped at \$7,500 for vehicles weighing up to 14,000 pounds, capped at \$40,000 for all others
  - It is expected that tax-exempt organizations can claim the tax credit as a rebate
  - <https://www.irs.gov/credits-deductions/commercial-clean-vehicle-credit>
- IRS FAQ for EV purchase tax credits:
  - [Frequently asked questions related to new, previously-owned and qualified commercial clean vehicle credits \(irs.gov\)](https://www.irs.gov/credits-deductions/commercial-clean-vehicle-credit)



# EV FEDERAL TAX INCENTIVES

- Alternative fuel infrastructure federal tax credit (30C)
  - Property must be located in a rural or low-income census tract to be eligible
  - Individual tax credit capped at 30% of costs or \$1,000, whichever is less
  - Commercial tax credit capped at 6% of costs, or \$100,000, whichever is less
    - Commercial cap is increased to 30% if fair labor and apprenticeship requirements are met
  - For tax-exempt entities, the credit may be claimed by the seller of the charging equipment in exchange for a reduction in the sale price

Form **8911**  
(Rev. January 2022)  
Department of the Treasury  
Internal Revenue Service

## Alternative Fuel Vehicle Refueling Property Credit

▶ Attach to your tax return.

▶ Go to [www.irs.gov/Form8911](http://www.irs.gov/Form8911) for instructions and the latest information.

- Many rules are different if the vehicle was purchased or charging equipment installed prior to 2023



# CLEAN BUS PROGRAM - EPA

- **\$5 billion over 5 years (FY 2022-2026)**
  - \$2.5 billion (\$500 million/year) for “zero-emission school buses”
  - \$2.5 billion for “clean school buses” (i.e., low-emission)
- **Eligible applicants**
  - State or local governmental entities that are responsible for providing school bus service
  - Eligible contractors
  - Nonprofit school transportation associations
- First year application window closed Aug. 19, 2022.



More information available at  
<https://www.epa.gov/cleanschoolbus>



# CHARGING AND FUELING GRANT

## Charging and Fueling Infrastructure (CFI) Discretionary Grant Program

- Provides \$2.5 billion over 5 years for alternative fueling projects
- \$700 million available in first round of funding (FY 22' and 23')
- Awardees must provide 20% of total project cost

## Funding is split between two categories

- Community Charging and Fueling Grants (Community Program)
- Alternative Fuel Corridor Grants (Corridor Program)

## Project Merit Criteria

- Safety
- Climate Change, Resiliency, and Sustainability
- Equity, Community Engagement, and Justice40
- Workforce development, job quality, and wealth creation
- CFI Program Vision

## Eligible Entities

States, Local Governments, Planning Agencies (MPOs/RPOs), Transit and Port Authorities, and Tribal Governments

**\*Application deadline is May 30, 2023, 11:59 p.m.**



# CHARGING AND FUELING GRANT

## Community Charging and Fueling Grants (Community Program) - \$350 million

- Minimum award is \$500,000 – Maximum award is \$15 million
- More than 1 mile from an AFC. Located on any public road or publicly accessible location.
- Priority for projects in rural areas, low-to-moderate income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single-family homes.

## Alternative Fuel Corridor Grants (Corridor Program) - \$350 million

- Minimum award is \$1 million – No maximum
- EV chargers must be no more than 1 mile from an AFC.
  - Hydrogen, Propane, or Natural Gas projects must be no more than 5 miles from an AFC.
- Must contract with a private entity for acquisition and installation, or operation of infrastructure.

**\*PennDOT will consider providing support for regional projects as applicable. Inquiries should be sent to [RA-PDEVCORRIDORS@pa.gov](mailto:RA-PDEVCORRIDORS@pa.gov). The deadline for requesting PennDOT support is May 16, 2023.**



# QUESTIONS?

# RESOURCES

- [Electric Vehicles and Alternative Fuels \(pa.gov\)](#)
- [National Electric Vehicle Infrastructure \(NEVI\) Formula Program \(pa.gov\)](#)
- [EV Mobility Plan \(pa.gov\)](#)
- [Drive Electric PA Coalition](#)
- [Electric Vehicles in PA](#)
- [PA EV Roadmap](#)
- [Alternative Fuels Incentive Grant](#)
- [Driving PA Forward](#)
- [PennDOT Interactive NEVI Map](#)



# CONTACT INFORMATION

Colton Brown, Alternative Fuels Infrastructure Coordinator  
Pennsylvania Department of Transportation  
Email: [coltbrown@pa.gov](mailto:coltbrown@pa.gov)



# BIL FUNDING BEST PRACTICES

BECKY BRADLEY AND TRACY OSCAVICH ·· APRIL 13, 2023



# PENNDOT Municipal Advisory Committee

April 13, 2023

**Becky A. Bradley, AICP**  
Executive Director, LVPC +  
Secretary, LVTS

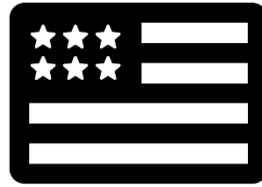
**Tracy Oscavich**  
Director of Administration,  
LVPC

## Bipartisan Infrastructure Law (BIL) Funding Best Practices

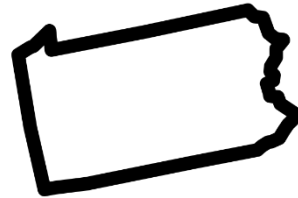


- Transportation Funding Allocation
- Competitive Programs
- LVPC's Experience
  - RAISE Grant – Riverside Drive
- Other Items to Consider when Applying
- Questions

# How Is Transportation Funding Allocated?



**2021 Federal Infrastructure  
Investment and Jobs Act  
(IIJA) a.k.a. the Bipartisan  
Infrastructure Law (BIL)**



**Act 89, State Budget,  
12-Year Program**



**Long-Range  
Transportation Plan +  
Transportation  
Improvement Program**



**Implementation  
Construction**

# Competitive Grant Programs

Search through the competitive grants on <https://www.whitehouse.gov/build/guidebook/>



## A GUIDEBOOK TO THE BIPARTISAN INFRASTRUCTURE LAW

SHOW 10 ENTRIES

SEARCH:

	PROGRAM NAME	CATEGORY	AGENCY NAME	BUREAU NAME	FUNDING AMOUNT	FUNDING MECHANISM	NEW?
+	Appalachian Development Highway System	Roads, Bridges and Major Projects	Department of Transportation	Federal Highway Administration	\$1,250,000,000	Formula grant to specific States in this region	No
+	Appalachian Development Public Transportation Assistance Program	Public Transportation	Department of Transportation	Federal Transit Administration	\$137,437,828	Formula Grant	No
+	Asset Concessions Innovative Financing Technical Assistance	Other	Department of Transportation	Office of the Secretary	\$100,000,000	Grant	Yes



# Riverside Drive

Multimodal Revitalization  
Corridor Project

## US DOT RAISE Grant

- Enhances movement along a congested, critical urban freight and high crash corridor
- Improves safety, vehicle flow and emergency access to Route 22
- Creates continuous commuter corridor providing transportation mode choice
- Significant public-private partnerships

**\$21,158,854**





# Riverside Drive

Multimodal Revitalization  
Corridor Project

**\$21.2 MILLION**  
**US DOT RAISE Funding**

40% of Total RAISE Project Cost



**\$34.4 MILLION**  
**Committed Match**

60% of Total RAISE Project Cost

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**\$55.6 MILLION**  
**Total Project Investment**

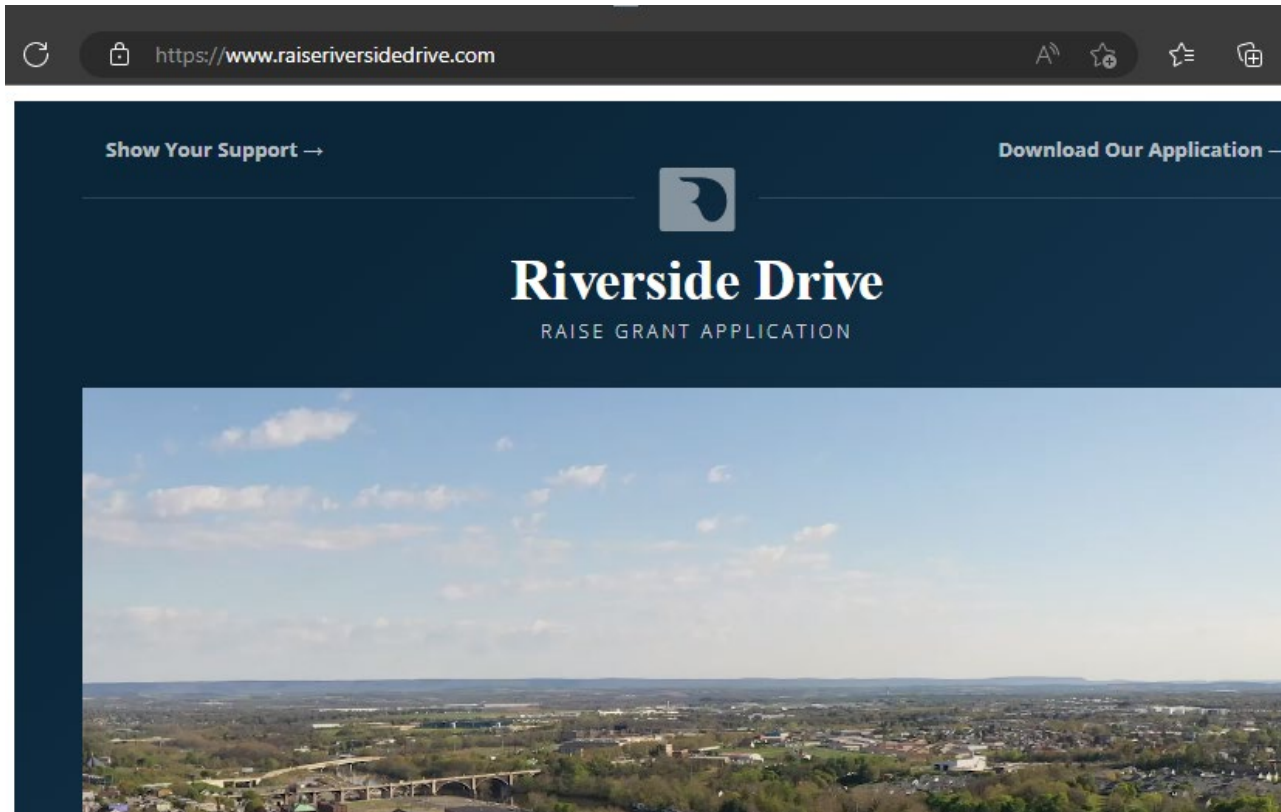




# Riverside Drive

Multimodal Revitalization Corridor Project

# The Website



Multimodal Revitalization Corridor Project

**PARTNERS**

Lehigh County	City Of Allentown	Whitehall Township
The Waterfront	LANta	Delaware & Lehigh National Heritage Corridor
Lehigh Valley Planning Commission (LVPC)	Wildlands Conservancy	

LEHIGH VALLEY REGION  
ALLENTOWN, PA - WHITEHALL, PA

Project Summary

**Grant Application**

Support Letters

Memorial Trail

Support Plans

The Waterfront

Supporting Documents

Public Engagement

## U.S. RAISE Grant 2021

The 2021 RAISE Grant Application is being submitted by the Lehigh Valley Planning Commission (LVPC). The Application can be downloaded via the following links. Additional reports and materials are available in subsequent sections.

- **RAISE Grant Application**
- **Appendix A: Detailed Budget**
- **Appendix B: Funding Commitment Letter**
- **Appendix C: Benefit-Cost Analysis**
- **Appendix D: Letters Of Support**

# Items to Consider When Applying





# QUESTIONS



**Becky A. Bradley, AICP**  
Executive Director, LVPC + Secretary, LVTS  
[bbradley@lvpc.org](mailto:bbradley@lvpc.org)



**Tracy Oscavich**  
Director of Administration, LVPC  
[toscavich@lvpc.org](mailto:toscavich@lvpc.org)

# NEXT MEETING/ADJOURNMENT

Thursday July 27, 2023