

# MUNICIPAL ADVISORY COMMITTEE MEETING

KEYSTONE BUILDING 8N1 AND MICROSOFT TEAMS ·· JANUARY 19, 2023

# AGENDA

- **Welcome – Deputy Secretary Larry Shifflet** **1:00-1:15**
- **Updates** **1:15-2:00**
  - 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
  - Department of Community and Economic Development – Honey Stempka
  - Municipal Research and Outreach – Chris Metka
  - Financial and Contract Services – Kristen Sims
- **Break – 5 Minutes** **2:00-2:05**
- **Presentations**
  - Mid-Block/Trail Crossing Policy Update – Bob Pento **2:05-2:20**
  - Electric Vehicle Updates – Mark Kopko **2:20-2:35**
  - Twelve Year Program Survey – Dan Keane **2:35-2:50**
  - Strategic Development and Implementation Office Update - Kevin Tobias **2:50-3:05**
- **Next Meeting/Adjournment – Chris Metka** **3:05**



# WELCOME

DEPUTY SECRETARY FOR PLANNING - LARRY SHIFFLET ·· JANUARY 19, 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 ·· JANUARY 19, 2023

# DCED UPDATE

HONEY STEMPKA ·· JANUARY 19, 2023

# MUNICIPAL RESEARCH AND OUTREACH

CHRIS METKA · JANUARY 19, 2023

# MUNICIPAL RESEARCH AND OUTREACH

- 2023 PennDOT Connects Municipal Outreach Sessions
  - Session at each District Office and/or virtually
  - PennDOT Connects Municipal Resources
  - Discussion and information exchange with District staff and municipalities
  - Information on the 12-Year Program, DCED, DCNR

District	Meeting Format	Status	Confirmed Date	Confirmed Time	Facility	Address
District 1	Virtual	CONFIRMED	April 11th	1-3, 5-7 PM		
District 2	Hybrid	CONFIRMED	May 4th	9-11 AM	District 2 Office	70 PennDOT Drive Clearfield, PA 16830
District 3	Virtual	CONFIRMED	May 25th	9-11 AM		
District 4	Hybrid	CONFIRMED	March 28th	9-11 AM	District 4 Office	55 Keystone Industrial Park Dunmore, PA 18512
District 5	Hybrid	CONFIRMED	May 16th	1-3 PM	District 5 Office	1002 Hamilton Street Allentown, PA 18101
District 6	Virtual	CONFIRMED	April 14th	9-11 AM		
District 8	Hybrid	CONFIRMED	May 23rd	1-3 PM	District 8 Office	2140 Herr Street Harrisburg, PA 17103
District 9	Virtual	CONFIRMED	May 22nd	1-3 PM		
District 10	Hybrid	CONFIRMED	May 3rd	1-3 PM	District 10 Office	2550 Oakland Avenue Indiana, PA 15701
District 11	Virtual	CONFIRMED	March 30th	9-11 AM		
District 12	TBD	TBD				





# MUNICIPAL RESEARCH AND OUTREACH

- PennDOT Connects
  - Drop-In – Electric Vehicles and Incentives for Municipalities
    - February 9, 2023
    - Online Registration coming soon
- STIC/Research/LTAP
  - Drones for Municipal Use Survey
    - Learn more about current uses
    - Barriers to implementation
    - Open until February 1<sup>st</sup>



# MUNICIPAL RESEARCH AND OUTREACH

- LTAP
  - Winter Newsletter
  - New Classes – Spring 2023
    - Stormwater Control Measures (new)
    - Stormwater Control Measures Operation and Maintenance (new)
    - Traffic Signal Basics (new)
    - Equipment and Worker Safety (major update)
    - Winter Maintenance 201 (new)
- Every Day Counts (EDC-7) Summit
  - Sustainable Infrastructure
  - Safety for All Users
  - Inclusive Workforce



# FINANCIAL AND CONTRACT SERVICES DIVISION UPDATE

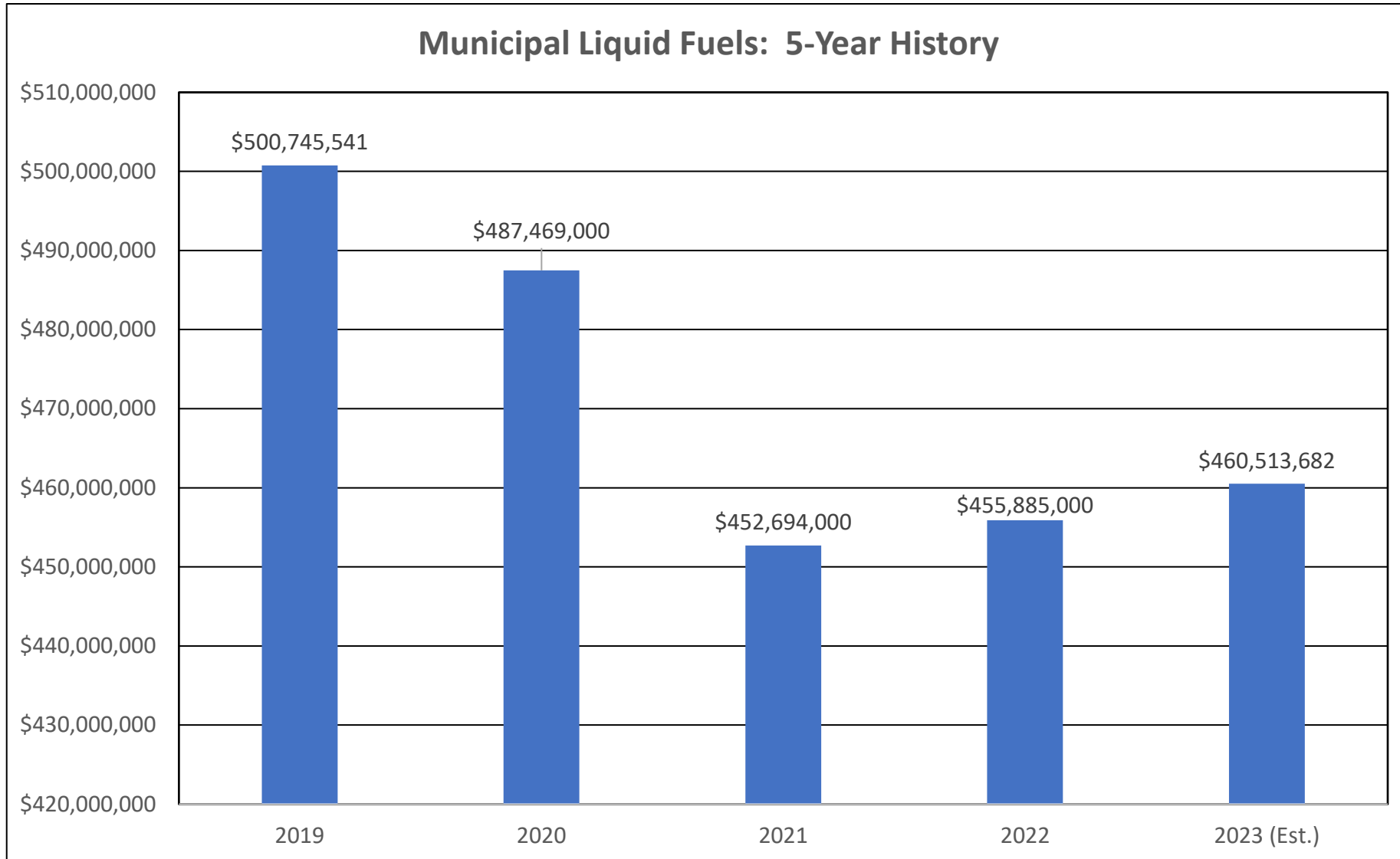
KRISTEN SIMS ·· JANUARY 19, 2023

# 2022 MLF ALLOCATION

- 2022 MLF allocation - \$455,885,000
  - 2021 MLF allocation - \$452,694,000
  - \$3,191,000 (0.7%) increase
- As of January 17, 2023 - \$451,897,701.16 released to 2,525 municipalities
  - Payments released as municipalities become certified



# MLF ALLOCATION HISTORY



# PRIOR MLF ALLOCATION

- 2021 MLF allocation
  - As of January 17, 2023 - \$450,960,788.86 released to 2,548 municipalities
  - Three municipalities have CRP blocks
  - Allocation will lapse June 30, 2023
  - Certified letters will be mailed in April 2023



# 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 soon
  - Municipalities and counties will be required to set up accounts for direct deposits soon
  - No specific date has been given





# Questions?



# 5 MINUTE BREAK

# PRESENTATIONS

- **Mid-Block/Trail Crossing Policy Update** – Bob Pento
- **Electric Vehicle Updates** – Mark Kopko
- **Twelve Year Program Survey** – Dan Keane
- **Office of Transformational Technology** - Kevin Tobias



# MID-BLOCK/TRAIL CROSSING POLICY UPDATE

BOB PENTO · JANUARY 19, 2023



**pennsylvania**  
DEPARTMENT OF TRANSPORTATION

# **Mid-Block Crosswalk and Trail Crossing Policy**

Municipal Advisory Committee Meeting  
January 19, 2023

# Midblock and Trail Crossing Goals

- Develop a new policy for mid-block crosswalks and trail crossings to be incorporated with PennDOT's Publication 46 Traffic Engineering Manual
- Establish guidance to standardize use of traffic control devices at mid-block crosswalks and trail crossings
- Create clear procedures for requesting, installing, and maintaining mid-block and trail crossings



# Policy Overview

Policy provides guidance for midblock and trail crossings on

- Where to locate crossings
- When it is necessary to install safety countermeasures at crossings
- How to select the appropriate safety countermeasures at crossings
- General design guidance and best practices for crossings

Policy applies to all public roads in the Commonwealth

- Local Authorities shall be consistent with this policy for mid-block crosswalks and trail crossings on local roads
- PennDOT approval is required prior to the installation of any midblock crosswalk on a State highway, a local road with state or federal funding, or a federal aid roadway
- Installation and maintenance of midblock crossings and trail crossings is the responsibility of the local authorities



# Purpose - Definitions

- Policy applies to both mid-block crosswalks and trail crossings

## Mid-Block Crosswalks

Marked crossing with uncontrolled approaches at non-intersection locations

Primarily serve pedestrians and bicyclists crossing the street

Mid-block crosswalk only exists if there is a marked crosswalk

## Trails

Paths that serve a variety of different non-vehicular users

Three main categories: shared use path, recreational trail (may be used by ATV/Snowmobiles), and Footpath (DCNR or other Sponsor)



# Procedure

1

Conduct a Traffic Study to Determine if Candidate Crossing Location is Appropriate for a Mid-Block Crosswalk or Trail Crossing



2

Determine Which Safety Countermeasures are Appropriate for the Crossing Location



3

Follow Design Guidance and Considerations for Mid-Block Crosswalk and Trail Crossing Design



# 1 Engineering + Traffic Study

- Document and consider the following
  - **Roadway characteristics and geometry** – number of lanes, presence of raised median, vehicle volumes, vehicle speeds, sight distance
  - **Distance** from adjacent signalized intersections
  - Pedestrian/Trail User **volumes**
  - **Crash** History
  - Available **lighting**
  - Other **appropriate factors** including but not limited to:
    - Coordination with Grade Crossing Coordinators and the PUC where appropriate
    - Distance to adjacent driveways and commercial entrances
    - Adjacent land uses and community destinations
- If applicable, provide conceptual plan of proposed improvements
- If appropriate for a mid-block/trail crossing, move on to phase 2

# 2

# Mid-Block Crosswalk and Trail Crossing Evaluation Matrix

Roadway Cross-section	Roadway AADT and Speed Limit															
	Less than 9,000 AADT				9,000 to 12,000 AADT				12,000 to 15,000 AADT				More than 15,000 AADT			
	≤ 30 MPH	35 MPH	40 MPH	≥ 45 MPH	≤ 30 MPH	35 MPH	40 MPH	≥ 45 MPH	≤ 30 MPH	35 MPH	40 MPH	≥ 45 MPH	≤ 30 MPH	35 MPH	40 MPH	≥ 45 MPH
Two Lanes (undivided)	A	A	B	C	A	A	B	C	A	A	B	C	B	B	C	C
Three lanes with raised median	A	B	B	C	A	B	B	C	B	B	B	C	B	B	B	C
Three lanes without raised median	A	B	B	C	A	B	B	C	B	B	B	C	B	C	C	C
Four lanes with raised median	B	B	B	C	B	B	C	C	B	B	C	C	C	C	C	C
Four lanes without raised median	B	B	C	C	B	B	C	C	C	C	C	D	C	C	C	D
Five or more lanes with or without raised median	C	C	D	D	C	C	D	D	D	D	D	D	D	D	D	D

A	Marked crosswalk alone is appropriate (Warning signs at crossing are recommended)
B	Additional pedestrian safety countermeasures are recommended
C	Additional pedestrian safety countermeasures are required
D	A marked crosswalk is not recommended unless combined with full signalization

# 2

# Countermeasure Selection Matrix

Roadway Cross-section	Roadway AADT and Speed Limit																				
	Less than 9,000 AADT						9,000 to 12,000 AADT														
	≤30 mph		35 mph		40 mph		≥45 mph		≤30 mph		35 mph		40 mph		≥45 mph						
Two Lanes (undivided)	a		c			c			c			b			c			b			
	d			d	e		d	e			e	d			d	e		d	e		
																					g
Three lanes with raised median	a	b	c		b	c		b	c		b	c		b	c		b	c		b	
					e			e			e			e			e			e	
				g			g			g			g			g			g		
Three lanes without raised median	a	b	c		b	c		b	c		b	c		b	c		b	c		b	
	d	e		d	e		d				d	e		d	e		d				
				g			g			g			g			g			g		
Four lanes with raised median		b	c		b	c		b	c		b	c		b	c		b	c		b	
		e	f		e	f			f		e	f		e	f		e	f		f	
	g			g			g			g			g			g			g		
Four lanes without raised median		b	c		b	c		b	c		b	c		b	c		b	c		b	
	d	e	f	d	e	f	d		f			f	d	e	f	d	e	f	d		f
	g			g			g			g			g			g			g		i
Five or more lanes with or without raised median		b	c		b	c		b	c		b	c		b	c		b	c		b	
	d	e	f	d	e	f	d		f			f	d	e	f	d	e	f	d		f
	g	h	i	g	h	i	g	h	i	g	h	i	g	h	i	g	h	i	g	h	i

Raised crosswalk	<b>a</b>
Advance Yield Here to (Stop Here For) Pedestrians sign and yield (stop) line	<b>b</b>
Curb Extension	<b>c</b>
Pedestrian Refuge Island	<b>d</b>
Rectangular Rapid Flashing Beacon or Flashing Warning Device	<b>e</b>
Road Diet	<b>f</b>
Advance Warning Beacons	<b>g</b>
Grade Separated	<b>h</b>
Traffic Signal*	<b>i</b>

Key: x – countermeasure may be applicable; **x** – countermeasure should always be considered

# 2

# Countermeasure Selection Matrix

Roadway Cross-section	Roadway AADT and Speed Limit																	
	12,000 to 15,000 AADT						More than 15,000 AADT											
	≤30 mph		35 mph		40 mph		≥45 mph		≤30 mph		35 mph		40 mph		≥45 mph			
Two Lanes (undivided)			c			c			c			b			c			b
	d			d	e		d	e		e		d	e		d			
							i	g		i					i	g		i
Three lanes with raised median		b	c		b	c		b	c		b	c		b	c		b	
		e		e		e		e		e		e		e		e		
	g			g			g		i	g		i	g			g		i
Three lanes without raised median		b	c		b	c		b	c		b	c		b	c		b	
	d	e		d	e		d			d	e		d			d		
	g			g			g		i	g		i	g			g		i
Four lanes with raised median		b	c		b	c		b	c		b	c		b	c		b	
		e	f		e	f			f		e	f			f			f
	g			g			g		i	g		i	g			g	h	i
Four lanes without raised median		b	c		b	c		b	c		b	c		b	c		b	
	d	e	f	d	e	f	d		f		d	e	f	d		f		f
	g			g			g		i	g		i	g			g	h	i
Five or more lanes with or without raised median		b	c		b	c		b	c		b	c		b	c		b	
	d	e	f	d	e	f	d		f		d	e	f	d		f		f
	g	h	i	g	h	i	g	h	i	g	h	i	g	h	i	g	h	i

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Key: x – countermeasure may be applicable; **x** – countermeasure should always be considered

# 3

## Design Considerations




- Standard Treatments
  - High visibility crosswalks
  - Warning signs (e.g. W11-2) with Diagonal Downward Pointing Arrow (W16-7P) immediately prior to crossing in both directions
  - All additional safety countermeasures should be designed and implemented in accordance with **Pennsylvania's Traffic Calming Handbook (Publication 383)**
  - Pavement markings should conform to **PennDOT Pavement Marking Standard (TC-8600)**



- Where possible, establish crosswalks at 90 degrees to roadway

# 3

## Treatments on Trail

Trail Type	Potential Treatments Along Trail	Examples
Shared Use Path	<ul style="list-style-type: none"> <li>• STOP sign and STOP line to slow bikes prior to crossing</li> <li>• Physical barrier to prevent vehicles from roadway turning onto the trail. Potential barriers may include:               <ul style="list-style-type: none"> <li>○ Flexible delineators</li> <li>○ Landscaping</li> <li>○ Gates</li> </ul> </li> <li>• ADA compliant pedestrian ramps with detectable warning surfaces for visually impaired trail users</li> </ul>	 <p>Delineators and Stop Sign (<i>Bicycle Coalition of Greater Philadelphia</i>)</p>
Motorized Trail	<ul style="list-style-type: none"> <li>• Crossing warning sign in advance of crossing</li> <li>• Physical barrier to prevent vehicles from roadway turning onto trail. Potential barrier may include:               <ul style="list-style-type: none"> <li>○ Flexible delineators</li> <li>○ Landscaping</li> <li>○ Gates</li> </ul> </li> </ul>	 <p>Landscaping (<i>Planning for Trail Facilities, Purdue University</i>)</p>
Footpath	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	 <p>ADA Ramp (<i>Creighton Manning – Mohawk Hudson Rail Trail</i>)</p>

# Procedure Summary

**STEP 1:** Local Authority identifies candidate location for mid-block crosswalk/trail crossing or a existing crossing

**STEP 1A:** For trail crossings, sponsor agreement verifying ownership, maintenance and liability should be executed prior to reaching out to PennDOT

The proposed crossing is on a state road, a local road with state or federal funding, or a federal aid roadway

Proposed crossing is on a local road with no state or federal funding and is not on a federal aid roadway

Proposed crossing is part of a PennDOT Project



The proposed crossing is on a state road, a local road with state or federal funding, or a federal aid roadway

**STEP 2:** If Local Authority determines the candidate location is appropriate for mid-block crosswalk/trail crossing, the Local Authority conducts and submits study and recommendations for safety countermeasures to PennDOT DTE

**STEP 3:** PennDOT DTE, District Planning and Programming review the study and requested recommendations

**STEP 4:** PennDOT and Local Authority coordinate to discuss and revise recommendations if needed

**STEP 5:** Final PennDOT Review of requested recommendations for approval

**STEP 6:** PennDOT and Local Authority coordinate for installation and required permits

**STEP 7:** PennDOT and Local Authority enter relevant maintenance and other required agreements if necessary

**STEP 8:** PennDOT and Local Authority install recommendations

**STEP 9:** Local Authority maintains and operates new mid-block crosswalk or trail crossings and associated traffic control devices

If a traffic signal or flashing warning device permit is proposed or optional PennDOT review is requested, see **STEP 2**

Proposed crossing is on a local road with no state or federal funding and is not on a federal aid roadway

**STEP 2:** If Local Authority determines the candidate location is appropriate for mid-block crosswalk/trail crossing, the Local Authority conducts and submits study and recommendations for safety countermeasures to PennDOT DTE

**STEP 3:** PennDOT DTE, District Planning and Programming review the study and requested recommendations

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**STEP 8:** PennDOT and Local Authority install recommendations

**STEP 9:** Local Authority maintains and operates new mid-block crosswalk or trail crossings and associated traffic control devices

If no traffic signal or flashing warning permit is proposed, see **STEP 9**

Proposed crossing is part of a PennDOT Project

**STEP 2:** PennDOT District Conduct the Traffic and Engineering study

**STEP 3:** PennDOT and Local Authority coordinate for installation and required permits

**STEP 4:** PennDOT develops plans. Local Authority concurs and signs maintenance agreement (if required)

**STEP 5:** PennDOT constructs midblock crossing

**STEP 6:** Local Authority maintains and operates new mid-block crosswalk or trail crossings and associated traffic control devices

# Schedule + Next Steps

- Draft policy was issued for Clearance Transmittal (CT) review from November 15, 2022 through December 13, 2022
- CT comments received from PennDOT (Central Office and Districts), DCNR, LTAP, PPAC, and the Bicycle Coalition of Philadelphia
- Comments are being compiled and a revised policy will be submitted in February 2023
- Extent and resolution of comments will determine if policy may be finalized or if another CT round is required.

# Contact

Robert J. Pento, P.E. | Manager, Traffic Engineering and Permits Section  
PA Department of Transportation | Bureau of Operations  
Highway Safety and Traffic Operations Division  
400 North Street, 6th Floor | Harrisburg PA 17120  
717-783-6265 | [rpento@pa.gov](mailto:rpento@pa.gov)

# ELECTRIC VEHICLE UPDATES

MARK KOPKO ·· JANUARY 19, 2023



**pennsylvania**  
DEPARTMENT OF TRANSPORTATION

# **NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE PLAN & PROGRAM STATUS**

MARK KOPKO, PENNDOT DIRECTOR OF STRATEGIC  
DEVELOPMENT & IMPLEMENTATION OFFICE

# OVERVIEW OF NEVI FORMULA PROGRAM



- Funded through the 2021 Bipartisan Infrastructure Law (BIL)
- 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
- All states must submit a NEVI State Plan before funds can be used. Must be updated annually.
  - PennDOT submitted state plan on July 21, 2022.
  - PennDOT NEVI plan approved on Sept 14, 2022.
- Pre-announcement of Funding Opportunity – Oct. 12, 2022
  - Informational Webinar for interested proposers – Nov. 1, 2022
- Notice of Funding Opportunity Released – January 6, 2023





# PENNDOT NEVI STATE PLAN



## PENNSYLVANIA STATE PLAN FOR ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT

National Electric Vehicle Infrastructure (NEVI)  
Formula Program

VERSION FOR FFY 2022-2023

Approved by USDOT / On PennDOT's Website  
Search for "*PennDOT NEVI State Plan*"

## What's in the Plan?

- Vision and goals for the NEVI program
- Focus areas for NEVI program spending
- Needs, gaps and opportunities
- Key challenges and risks
- Contracting framework (more to come)
- Labor and workforce needs and actions
- Engagement and equity priorities

# 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



# EV ALTERNATIVE FUEL CORRIDORS (AFC)



- 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



# NEVI GRANT PROGRAM

# PENNDOT FUNDING ROUNDS

## Round 1

Primary/Auxiliary AFC Interstates

January 6, 2023

**FY 22 - \$25.4 million**

**FY 23 - \$36.5 million**

*(PennDOT NEVI funding)*

FY '22 & '23 - Approx. \$56 million

*(Anticipated available amount for applicants)*

## Round 2

Round 1 Unfilled Interstates/ Other AFC Routes

Mid 2023

*(Anticipated)*

## Round 3

2024

*(Anticipated)*

**FY 24 - \$36.5 million**

**FY 25 - \$36.5 million**

**FY 26 - \$36.5 million**

*(PennDOT NEVI funding)*

FY '24, '25, '26 - Approx. \$100 million

*(Anticipated available amount for applicants)*

## Future Rounds

TBD

*(Anticipated)*

*\* Note: This is the total NEVI funding available by federal fiscal year. Some of this amount may be used for labor & workforce training, planning, outreach, and program management as allowed by NEVI guidelines. Remaining amount will be available for applicants.*



# NOTICE OF FUNDING OPPORTUNITY

Eligibility

Program Requirements

Application Procedures

Application Evaluation

Post-Selection Activities

Sample Agreement



**Pennsylvania State  
National Electrical Vehicle Infrastructure (NEVI)  
Formula Program**

**NOTICE OF FUNDING OPPORTUNITY (NOFO)**

**Commonwealth of Pennsylvania  
Department of Transportation**

*Tom Wolf, Governor  
Yassmin Gramian, P.E., Secretary of Transportation*

**Round 1 FFY 2022 – FFY 2023  
January 6, 2023**



# ELIGIBLE & INELIGIBLE COSTS

- Applicants may apply for up to **80%** federal cost share of the eligible costs, with a minimum required match of **20%** from non-federal sources.
- Eligible costs to be included in the cost share and match are defined in the Eligible & Ineligible Cost section of the NOFO. The costs listed in the section are preliminary.
- **Final eligible and ineligible costs may change to conform to Federal regulations and FHWA directives.**

## Eligible Costs

To be considered directly related to charging of vehicles, items must be a necessary component in the EV charging station, be a necessary component to connect the EV charging station to the electricity source (or to supply power from the electricity source), provide eligible signage to direct EVs to the charging station or provide information to EV users about use of the charging station.



# PRIORITY LOCATIONS

## PRIORITY I:

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

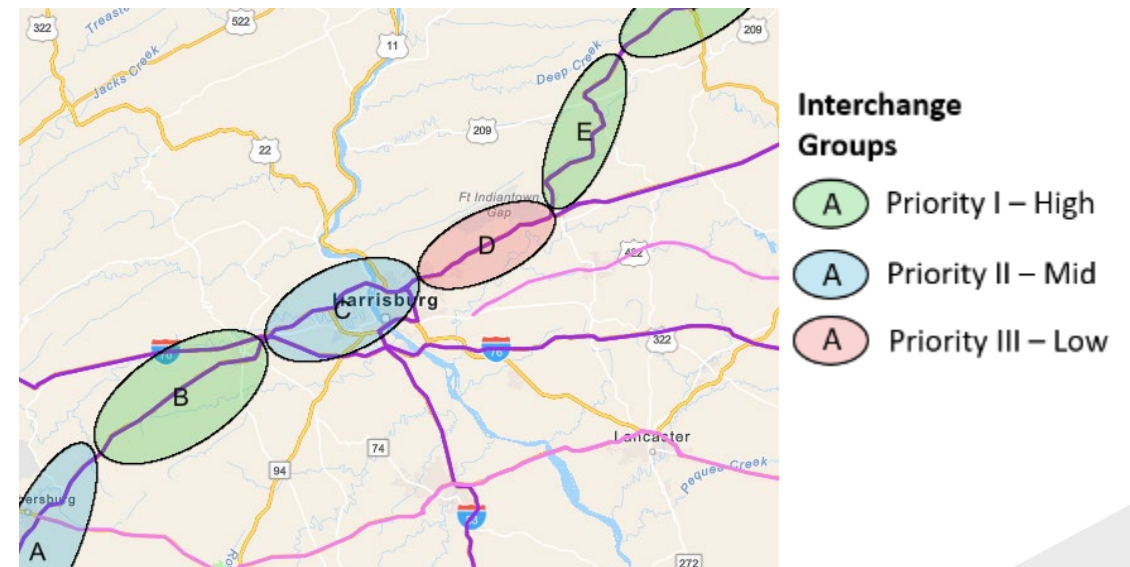
## PRIORITY II:

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.





# NOFO SELECTION PROCESS

<b>Date</b>	<b>Item</b>
<b>January 6, 2023</b>	Notice of Funding Opportunity released
<b>January 2023</b>	Submit utility form to utility provider so the utility can complete and return the form to the applicant in time for the application period end date
<b>February 24, 2023 (or prior as per PennDOT discretion)</b>	Application submission period begins (ability to enter in eGrants system)
<b>April 6, 2023</b>	PA NEVI grant program application submission period ends at 5 PM EDT
<b>April – May 2023</b>	PennDOT application review
<b>June 2023</b>	Preliminary award approval and denial notifications
<b>June – August 2023</b>	PennDOT NEPA Process
<b>August 2023</b>	Final award approval and denial notifications
<b>September – October 2023</b>	Grant agreement execution; Notice to Proceed

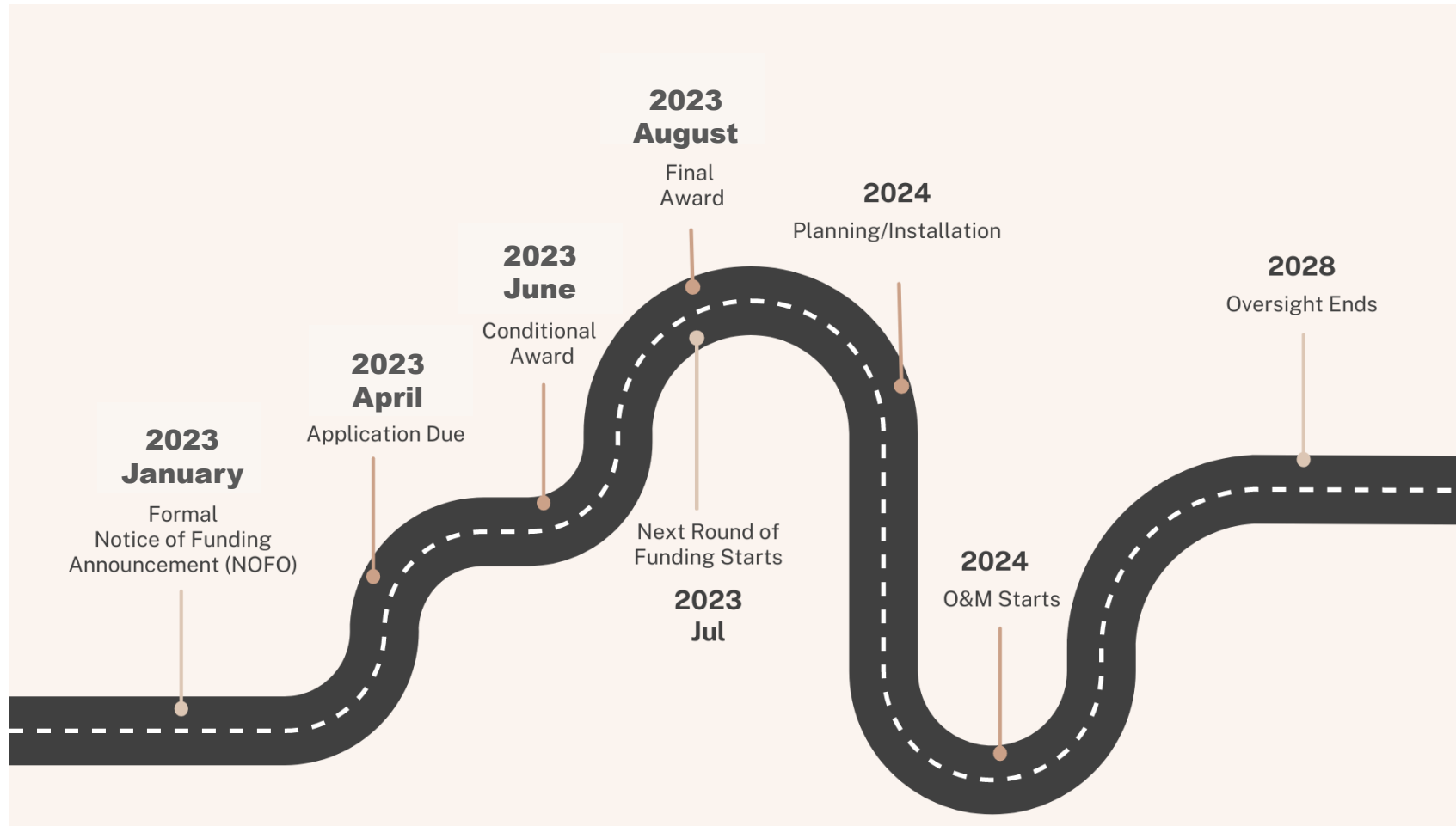


# PROJECT SCORING ELEMENTS

Scoring Category	Points
1. Qualifications and Project Approach	12
2. Candidate Site Information	40
3. Site Readiness	8
4. Future Proofing	4
5. Sustainability, Equity, Resilience, and Economic Development	12
6. Safety and Training	4
7. Project Costs	20
<b>Total</b>	<b>100</b>



# ANTICIPATED PROJECT TIMELINE



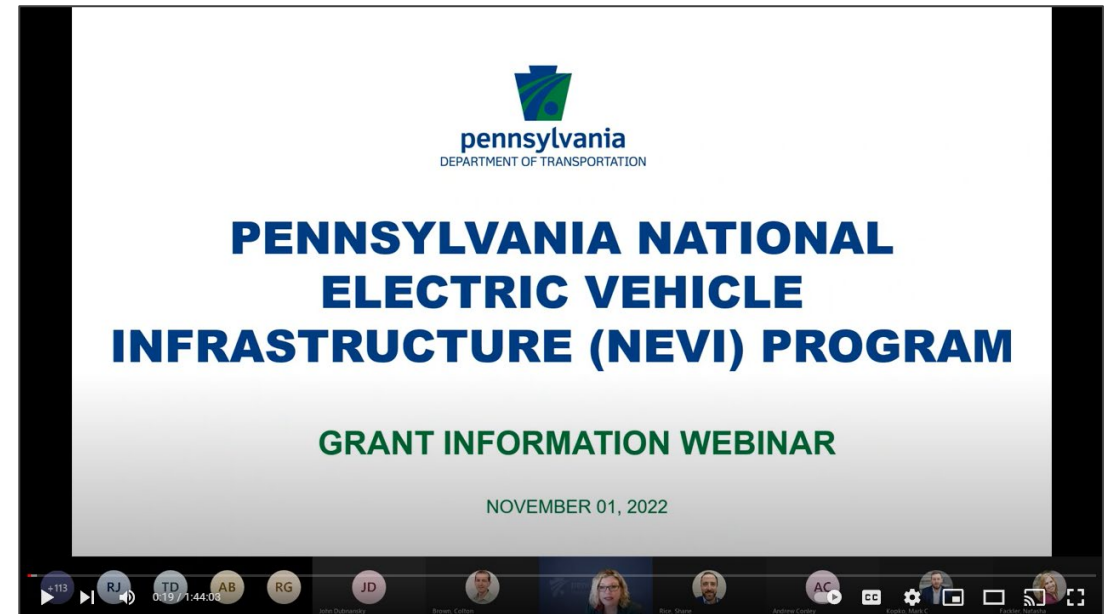
\* 5 Year O&M starts once Installation is completed and approved for O&M.

\* These dates are representative and are subject to change based on applicants' feedback. NOFO will identify specific dates.



# WATCH THE INFORMATIONAL WEBINAR

- Watch the recorded Informational Webinar.
  - ✓ Refer to resources
- Refer to the FAQ section for commonly asked questions/responses
- Email the team at ([rapdevcorridors@pa.gov](mailto:rapdevcorridors@pa.gov)) if you have any additional questions.



# QUESTIONS?

CONTACT INFO:

PENNDOT EV TEAM

EMAIL: [RA-PDEVCORRIDORS@PA.GOV](mailto:RA-PDEVCORRIDORS@PA.GOV)

# 12-YEAR PROGRAM PLANNING PROCESS

DAN KEANE

# 12-YEAR PROGRAM

12-Year Program Planning Process

TYP



**12-Year Program (TYP) Planning Process-  
Pennsylvania's official mid-range planning tool**



**pennsylvania**

DEPARTMENT OF TRANSPORTATION



# 12-YEAR PROGRAM

12-Year Program

TYP



2023  
12-YEAR PROGRAM

State Transportation  
Commission



**The 12-Year Program (TYP)** is Pennsylvania's official mid-range planning tool. It lists statewide planned projects and assigns funding to projects over a 12-year period. The first-four years comprise the Statewide Transportation Improvement Program (STIP) / Regional Transportation Improvement Programs.

## Transportation Program Development Process Twelve Year Program Cycle





# 12-YEAR PROGRAM

12-Year Program

TYP



2023  
12-YEAR PROGRAM

State Transportation  
Commission



Who creates it?  
When is it updated?

How does it impact the planning  
process?

What laws and regulations are  
involved?

## Transportation Program Development Process Twelve Year Program Cycle





## STC Meeting - June 2021



### LOCATION:

Microsoft Teams Meeting

### START DATE:

Wednesday, June 9, 2021 10:00 am

### EVENT DESCRIPTION

📌 STC Meeting

The State Transportation Commission (STC) meets quarterly.

All meetings are open to the public.



## State Transportation Commission (STC)

PA State Law, Act 120 of 1970, established the Pennsylvania State Transportation Commission (STC) to serve as PennDOT's board of directors.

### Purpose and Mission

- Evaluate the state and performance of Pennsylvania's transportation system
- Assess the resources required to maintain, improve, and expand transportation facilities

### [Additional STC Information](#)



# STIP

STIP/TIP

STIP/TIP



**pennsylvania**  
DEPARTMENT OF TRANSPORTATION



The Central Susquehanna Valley Transportation River Bridge in Northumberland County  
Photo by PennDOT Photogrammetry and Surveys Section

**PENNSYLVANIA'S  
STATEWIDE TRANSPORTATION  
IMPROVEMENT PROGRAM**

**FFY 2023-2026**

EXECUTIVE SUMMARY  
AUGUST 17, 2022



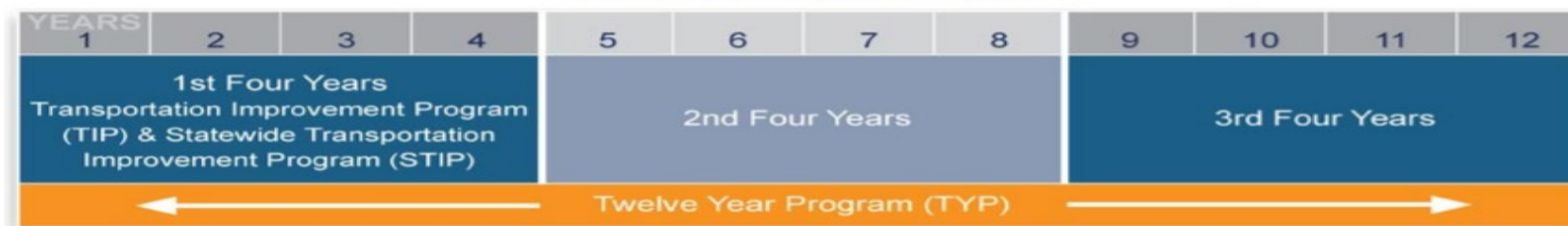
The **Statewide Transportation Improvement Program (STIP)** is Pennsylvania's short-range planning tool and is composed of projects in the first four years of the TYP.

The STIP is comprised of 26 Transportation Improvement Programs (TIPs):

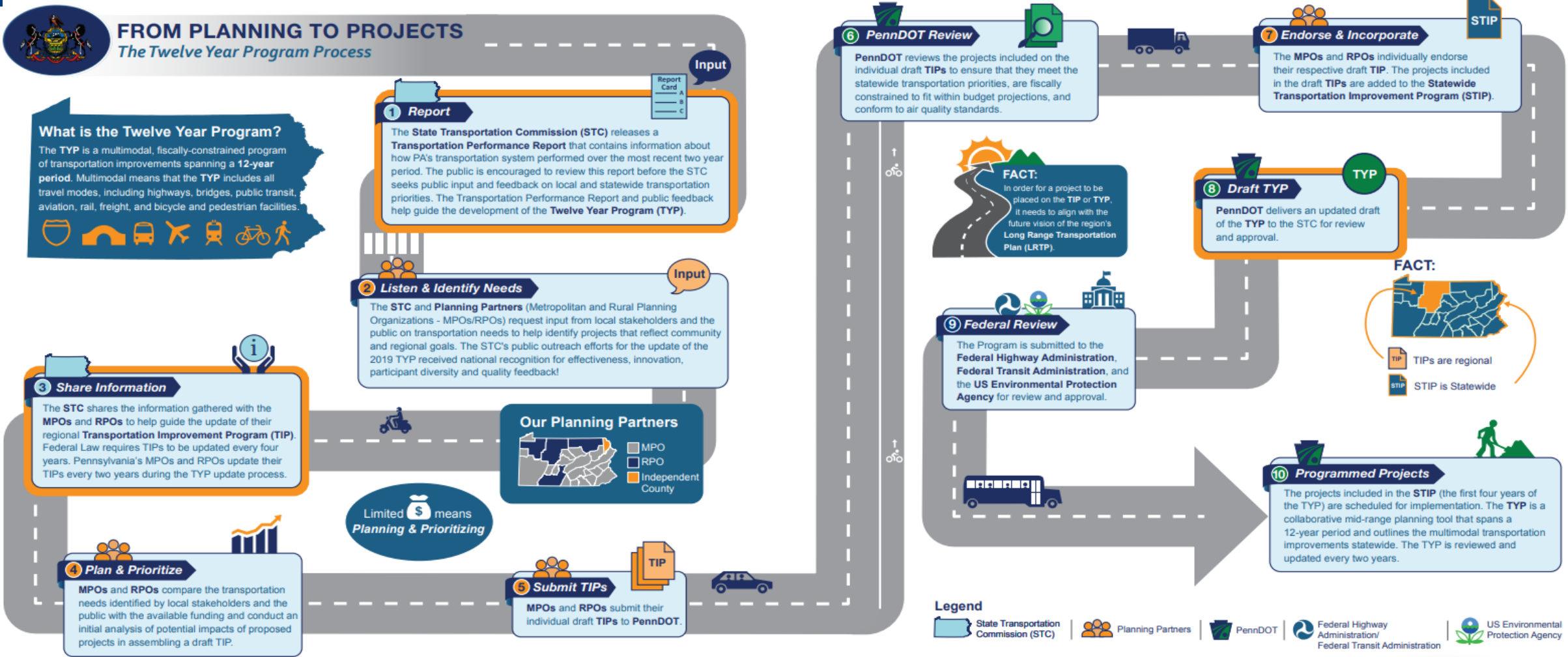
- 23 regional
- 1 independent county
- 2 Statewide

## Transportation Program Development Process

Twelve Year Program Cycle



# FROM PLANNING TO PROJECTS



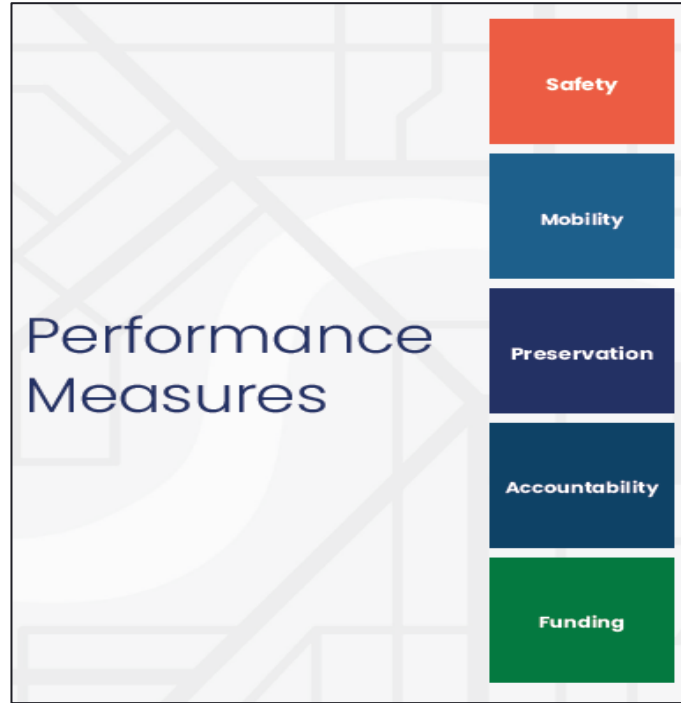
[View from Planning to Projects infographic](#)



# FROM PLANNING TO PROJECTS

## 1. Report

State Transportation Commission



The State Transportation Commission (STC) releases a Transportation Performance Report that contains information about how PA's transportation system performed over the most recent two-year period.

The report features progress in the areas of:

- **SAFETY**
- **MOBILITY**
- **PRESERVATION**
- **ACCOUNTABILITY**
- **FUNDING**



[View Transportation Performance Report](#)



# FROM PLANNING TO PROJECTS

## 2. Listen

MPOs & RPOs



The STC, PennDOT, and Metropolitan and Rural Planning Organizations (MPOs/RPOs) request input from the public on transportation priorities and needs. The public input helps identify projects that reflect community and regional goals.

- 45 Day Public Comment Period
- Online Transportation Survey
- Online Public Forum
- Tool Kit
- Email Blasts
- Social Media Posts



[View the Online Public Forum](#)

[View the Public Participation Plan](#)

[View Survey Results](#)



# 12-YEAR PROGRAM TRANSPORTATION SURVEY

## PENNSYLVANIA'S TRANSPORTATION SURVEY



Please take a moment to tell us about the transportation needs that are important to you. We encourage you to share your opinions, interests and concerns about transportation, particularly the needs in the community where you live. Your feedback is an important part of our 12-Year Transportation Program update process. Your input is also used to inform other state and regional transportation plans and programs such as Pennsylvania's Long Range Transportation Plan. Please tell us what you think!

*If you are having issues accessing this survey, please contact us at [RA-PennDOTSTC@pa.gov](mailto:RA-PennDOTSTC@pa.gov)*

Start Survey



# 12-YEAR PROGRAM TRANSPORTATION SURVEY

## TELL US HOW YOU TRAVEL

### Instructions:

1. Think about how you travel throughout the commonwealth.
2. Move the slider to respond to each item.
3. Hover or click on an icon for a brief description.
4. Click "Next" button when finished.

<input type="radio"/>	every day	<input type="radio"/>	every day	<input type="radio"/>	every day	<input type="radio"/>	every day	<input type="radio"/>	every day	<input type="radio"/>	every day	<input type="radio"/>	every day				
<input type="radio"/>	often	<input type="radio"/>	often	<input type="radio"/>	often	<input type="radio"/>	often	<input type="radio"/>	often	<input type="radio"/>	often	<input type="radio"/>	often				
<input type="radio"/>	sometimes	<input type="radio"/>	sometimes	<input type="radio"/>	sometimes	<input type="radio"/>	sometimes	<input type="radio"/>	sometimes	<input type="radio"/>	sometimes	<input type="radio"/>	sometimes				
<input type="radio"/>	rarely	<input type="radio"/>	rarely	<input type="radio"/>	rarely	<input type="radio"/>	rarely	<input type="radio"/>	rarely	<input type="radio"/>	rarely	<input type="radio"/>	rarely				
<input checked="" type="radio"/>	never	<input checked="" type="radio"/>	never	<input checked="" type="radio"/>	never	<input checked="" type="radio"/>	never	<input checked="" type="radio"/>	never	<input checked="" type="radio"/>	never	<input checked="" type="radio"/>	never				
																	
Public Transit		Drive Alone		Carpool/Rideshare		Motorcycle		Bicycling		Walking		Aviation		Passenger Rail		Other	
NEVER		NEVER		NEVER		NEVER		NEVER		NEVER		NEVER		NEVER		NEVER	SPECIFY OTHER

Next





# 12-YEAR PROGRAM TRANSPORTATION SURVEY

## TELL US WHAT IS MOST IMPORTANT TO YOU

### Instructions:

1. You have a total of 20 stars to spread across your top priorities.
2. Select between 0 (not important) and 5 (very important) stars for each transportation priority.
3. Upon completion, click "Next".

20  
★



### AVIATION

Modern facilities, operations and a wide-range of commercial airline choices at airports

Slightly Important ★ ★ ★ ★ ★ Very Important



### TRAFFIC FLOW

New roads, additional travel lanes, and use of technology to reduce congestion and safely move people and goods more efficiently

Slightly Important ★ ★ ★ ★ ★ Very Important



### PASSENGER RAIL

Intercity and commuter rail service across Pennsylvania with out-of-state connections

Slightly Important ★ ★ ★ ★ ★ Very Important



### BICYCLING

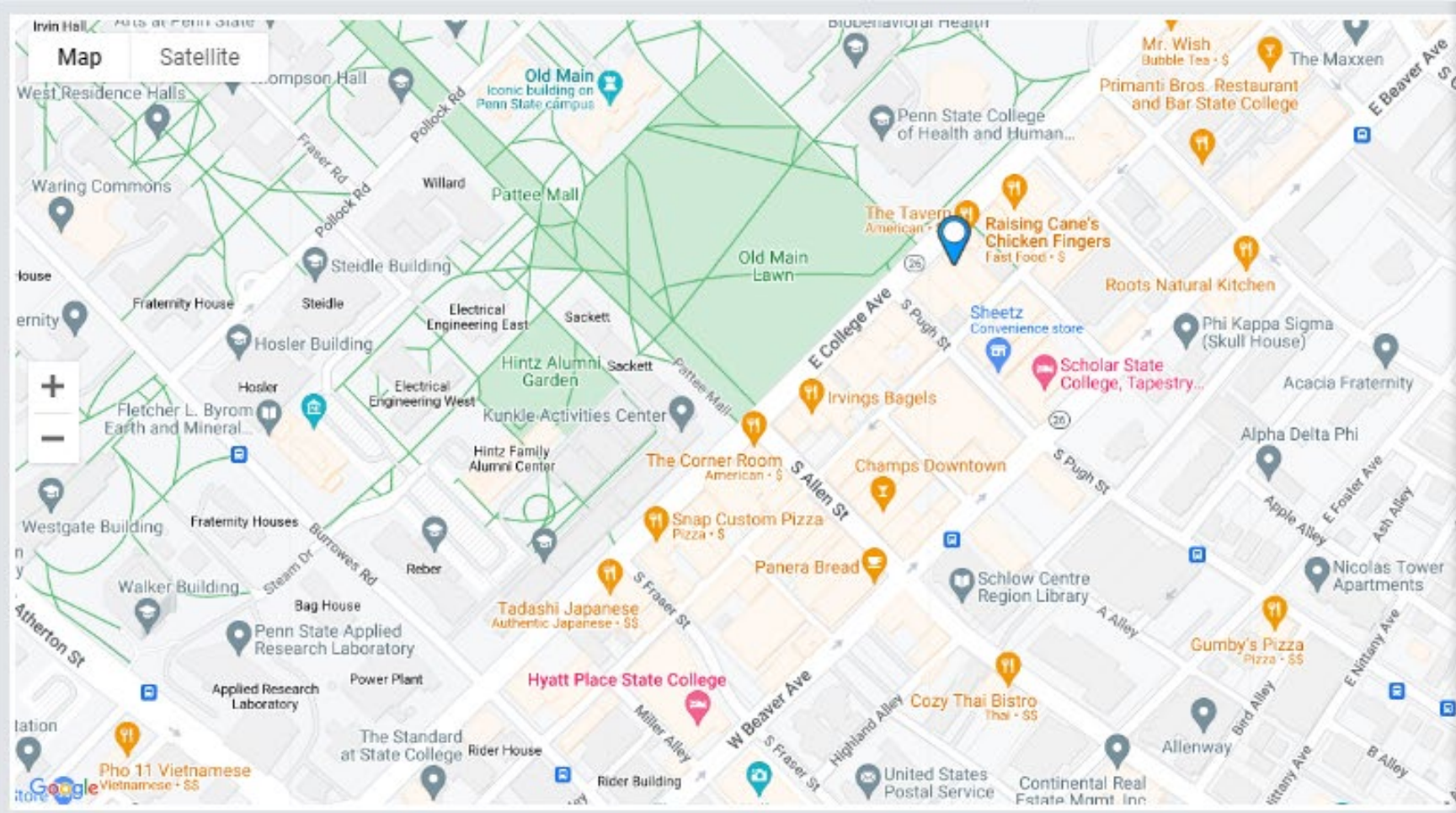
Safe bicycle routes and facilities throughout the commonwealth to get you where you need to go

Slightly Important ★ ★ ★ ★ ★ Very Important



# 12-YEAR PROGRAM TRANSPORTATION SURVEY

Tell Us Where



[SUBMIT NEW ISSUE](#)

PLEASE PROVIDE DETAILS RELATED TO THE ISSUE IN THE FORM BELOW.

NEAREST ADDRESS:  
216 E College Ave, State College, PA 16801, USA

CATEGORY\*:

DETAIL\*:

NEAREST FEATURE\* (PLEASE INDICATE THE ROADWAY, INTERSECTION OR BODY OF WATER THAT IS CLOSEST TO YOUR POINT.):

DESCRIPTION\* (PLEASE INCLUDE AS MUCH DETAIL AS POSSIBLE ABOUT YOUR IDEA OR CONCERN. IF THIS REPRESENTS A CORRIDOR, PLEASE TELL US THE STARTING AND ENDING POINTS.):







ATTACH PICTURE ONLY JPEG, JPG, GIF, TIFF, BMP OR PNG FORMATS ARE ALLOWED. FILE WILL ATTACH WHEN ISSUE IS SUBMITTED:

No file chosen



# 12-YEAR PROGRAM TRANSPORTATION SURVEY

**BUDGET REMAINS: \$0.00 - YOU HAVE A BALANCED BUDGET!**

<p>\$32</p>  <p>PRESERVATION</p>	<p>\$12</p>  <p>MORE LANES, NEW ROADS</p>	<p>\$14</p>  <p>RIDE MORE, DRIVE LESS</p>
<p>\$7</p>  <p>BICYCLING/WALKING</p>	<p>\$23</p>  <p>TECHNOLOGY</p>	<p>\$12</p>  <p>ECONOMIC SUPPORT</p>

DO YOU WANT TO INCREASE THE BUDGET? SUGGEST HOW PENNSYLVANIA CAN INCREASE TRANSPORTATION FUNDING.

[Suggest Funding Source](#)



# 12-YEAR PROGRAM TRANSPORTATION SURVEY

## TELL US A LITTLE ABOUT YOU

### Instructions:

The diversity of participation in this survey is also a very important part of the transportation planning process. Please complete the remaining questions and then click the "Finish Survey" button.

\* denotes required field.

YOUR AGE:

YOUR GENDER:

\* YOUR ZIP CODE:

### WHICH CATEGORY BEST DESCRIBES YOU (SELECT ALL THAT APPLY)

- WHITE
- MIDDLE EASTERN OR NORTH AFRICAN
- HISPANIC, LATINO OR SPANISH ORIGIN
- NATIVE HAWAIIAN OR OTHER PACIFIC ISLANDER
- BLACK OR AFRICAN AMERICAN
- SOME OTHER RACE, ETHNICITY OR ORIGIN
- ASIAN
- RATHER NOT SAY
- AMERICAN INDIAN OR ALASKA NATIVE



# 12-YEAR PROGRAM TRANSPORTATION SURVEY

Home / Stay Informed

## 2021 Transportation Survey Results

### Statewide Survey Results

STATEWIDE RESULTS SUMMARY

2019 & 2021 STATEWIDE SURVEY RESULTS COMPARISON

INTERACTIVE TRANSPORTATION ISSUES MAP

RAW SURVEY DATA

### Regional Survey Results



#### ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION

- Results Summary
- 2019 and 2021 Regional Survey Results Comparison
- Raw Survey Data



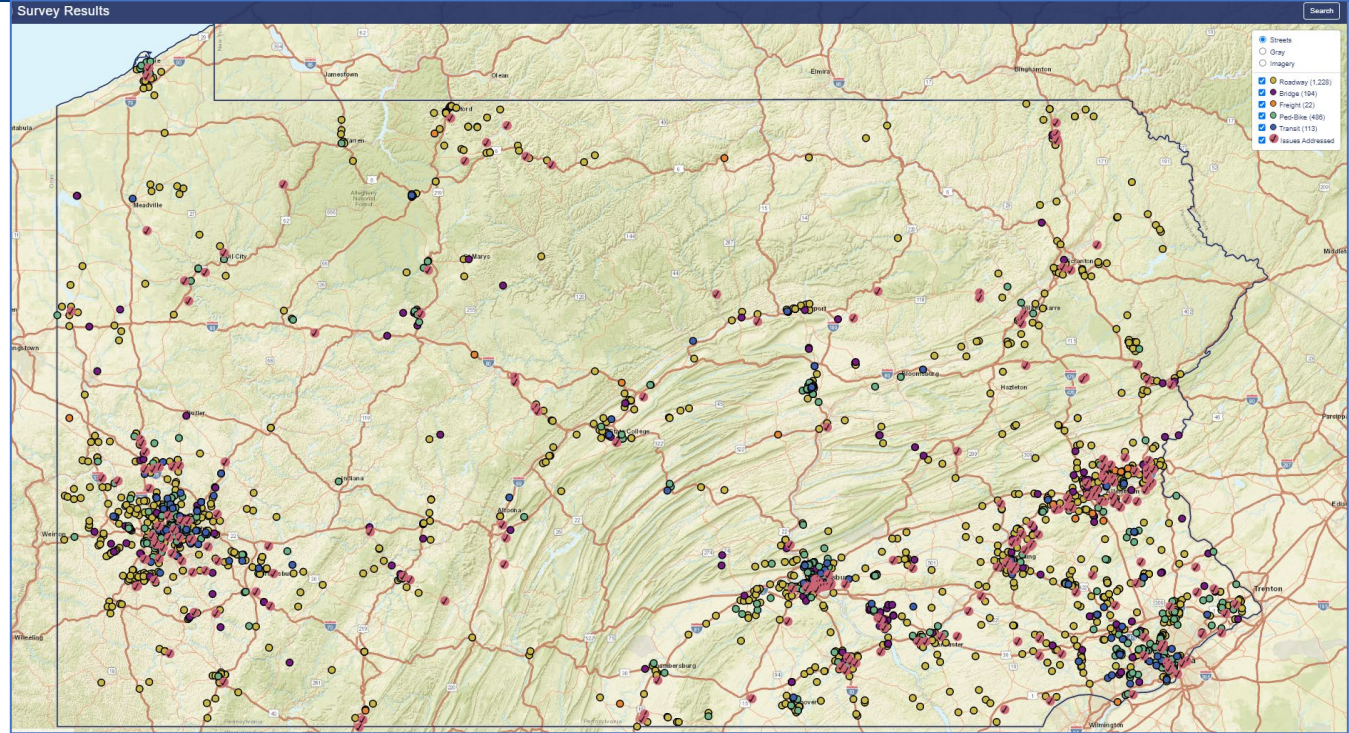
#### CAMBRIA COUNTY MPO

- Results Summary
- 2019 and 2021 Regional Survey Results Comparison
- Raw Survey Data



#### CENTRE COUNTY MPO

- Results Summary
- 2019 and 2021 Regional Survey Results Comparison
- Raw Survey Data



### Highest Ranked Priorities

2021



ROAD PAVEMENT



BRIDGES



TRAFFIC FLOW

4 INTERSTATE HIGHWAY

5 WALKING

6 TRANSIT

7 PASSENGER RAIL

8 BICYCLING

9 FREIGHT

10 AVIATION

2019



ROAD PAVEMENT



TRAFFIC FLOW



BRIDGES

4 INTERSTATE HIGHWAY

5 WALKING

6 TRANSIT

7 BICYCLING

8 PASSENGER RAIL

9 AVIATION

10 FREIGHT

# - Order of Ranking # - Order of Ranking





## WELCOME TO Talk PA Transportation

The State Transportation Commission (STC) and the Transportation Advisory Committee (TAC) partner with the Pennsylvania Department of Transportation (PennDOT) to help you understand and get involved in the transportation planning and programming process. The goals of this website are to:

### Educate

Pennsylvania has unique transportation planning processes with various tools and resources.

### Update

Transportation planning is a dynamic and ongoing process. Talk PA Transportation will keep you up-to-date!

### Engage

Your input is important to us and to the future of your transportation system.



# QUESTIONS?

12-Year Program Overview

Questions



QUESTIONS?

Email: [RA-PennDOTSTC@pa.gov](mailto:RA-PennDOTSTC@pa.gov)



pennsylvania

DEPARTMENT OF TRANSPORTATION



# STRATEGIC DEVELOPMENT AND IMPLEMENTATION OFFICE UPDATE

KEVIN TOBIAS · JANUARY 19, 2023



# DID YOU KNOW...?

We have a MAC Webpage?

<https://www.penndot.pa.gov/about-us/commissions-committees/Pages/Municipal-Advisory-Committee.aspx>

[DOT](#) > [About Us](#) > [Commissions & Committees](#) > [Municipal Advisory Committee](#)

## Municipal Advisory Committee

The PennDOT Office of Planning hosts a quarterly Municipal Advisory Committee (MAC) Meeting with representatives from statewide municipal associations, including the County Commissioners Association of Pennsylvania, Pennsylvania Municipal League, Pennsylvania State Association of Boroughs, Pennsylvania State Association of Township Supervisors, and The Pennsylvania State Association of Township Commissioners. Additionally, representatives from FHWA, DCED, and the PennDOT Policy Office and Office of Transformational Technology provide brief updates.

The meeting follows an open forum format where the participants share their current initiatives, transportation concerns, and/or request discussion of transportation-related topics of interest to municipalities. PennDOT officials also use this time to present topics that may have an impact on municipalities and to receive feedback from the meeting participants.

The MAC is unique when compared to the other advisory committees that PennDOT hosts, as it is not legislatively mandated and the membership is ad hoc. Instead, the MAC exists due to all parties involved understanding and valuing the collaboration that the meetings provide.

**Upcoming Meeting(s)** ▼

**Past Meetings** ▲

- November 3, 2022
  - [Meeting Agenda \(PDF\)](#)
  - [Presentation \(PDF\)](#)
- July 14, 2022
  - [Meeting Agenda \(PDF\)](#)
  - [Presentation \(PDF\)](#)
- April 21, 2022
  - [Meeting Agenda \(PDF\)](#)
  - [Presentation \(PDF\)](#)
- January 28, 2022



# NEXT MEETING AND ADJOURNMENT

Thursday April 13, 2023