

MUNICIPAL ADVISORY COMMITTEE MEETING

KEYSTONE BUILDING 8N1 AND MICROSOFT TEAMS ·· JANUARY 20, 2022

AGENDA

- **Welcome** – Deputy Secretary Larry Shifflet **1:00-1:05**
- **Bipartisan Infrastructure Law** – FHWA PA Division Administrator Alicia Nolan **1:05-1:30**
- **Updates** **1:30-1:55**
 - 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
 - Department of Community and Economic Development – Nick Mackereth
 - Municipal Research and Outreach – Chris Metka
 - Financial and Contract Services – Kristen Sims
- **Break – 5 Minutes** **1:55-2:00**
- **Presentations**
 - TAC Study: Alternate Uses of State-Owned ROW – Brian Funkhouser **2:00-2:05**
 - Multimodal Program Update – Michelle Tarquino and Roy Gothie **2:05-2:20**
 - Pedestrians and Crosswalks/FHWA Safety Countermeasures – Pat Wright **2:20-2:35**
 - Strategic Highway Safety Plan Update – Jeff Roecker **2:35-2:50**
 - E-Ticketing – Adam Bratrude **2:50-3:05**
 - Development of Pennsylvania’s Alternative Fuel Corridors – Nick Miller **3:05-3:20**
- Next Meeting/Adjournment – Chris Metka **3:20**

Teams Meeting Information

Phone: 267-332-8737

Conference ID: 839 878 240#

Date: January 20, 2022

Time: 1:00 – 3:20 PM



WELCOME

DEPUTY SECRETARY LARRY SHIFFLET · JANUARY 20, 2022

BIPARTISAN INFRASTRUCTURE LAW (BIL)*

Overview of Highway Provisions

Alicia Nolan
Division Administrator
FHWA PA Division
January 20, 2022



U.S. Department
of Transportation
**Federal Highway
Administration**

*Also known as the “Infrastructure Investment and Jobs Act”

Introductory Notes

- This presentation:
 - focuses on highway provisions in the BIL
 - provides an overview of significant programs and provisions, but it is not all inclusive
 - does not include programs that BIL authorizes subject to future appropriation
 - includes information on several relevant programs that the Office of the Secretary will administer
- Section (§) references in the presentation refer to BIL sections
- References to “Division J” refer to the appropriations portion of BIL (Title VII relates to the U.S. Department of Transportation)

For more information, please visit the Federal Highway Administration’s BIL website: [fhwa.dot.gov/bipartisan-infrastructure-law](https://www.fhwa.dot.gov/bipartisan-infrastructure-law)

Disclaimer: Except for any statutes or regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind the public in any way. This presentation is intended only to provide information regarding existing requirements under the law or agency policies.

High Points of BIL Highway Provisions

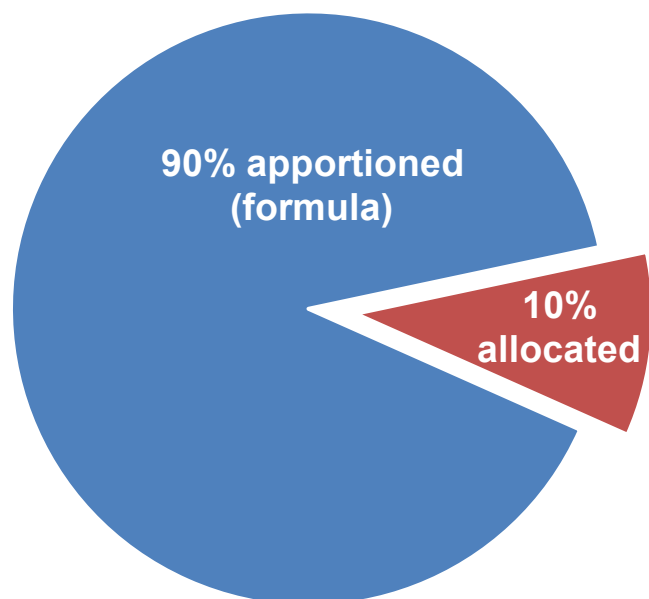
- **Funds highway programs for five years** (FY 22-26)
- **\$350.8 B (FY 22-26) for highway programs**
 - \$303.5 B in Contract Authority (CA) from the Highway Trust Fund (HTF)
 - +\$47.3 B in advance appropriations from the General Fund (GF)
- **All FAST Act highway programs will continue**
- **More than a dozen new highway programs**, including—
 - **Formula:** resilience, carbon reduction, bridges and electric vehicle (EV) charging infrastructure
 - **Discretionary:** bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities
- Focus on safety, bridges, climate change, resilience, and project delivery
- **More opportunities for local governments and other non-traditional entities** to access new funding
- \$90 B transfer (GF->HTF) to **keep the HTF Highway Account solvent for years**

Key Terms

- **Budget Authority:** empowerment by Congress that allows Federal agencies to incur obligations that will result in the outlay of funds
- **Contract Authority (CA):** form of Budget Authority that permits obligations to be made in advance of appropriations
- **Appropriated Budget Authority (ABA):** form of Budget Authority that establishes or continues both an authorization act and an appropriation act before any funds can be obligated
- **Advance Appropriations:** appropriated funds that become available for obligation one or more fiscal years after the budget year
- **Apportionment:** the distribution of funds to States as prescribed by statutory formula
- **Allocation:** an administrative distribution of funds for programs that are not distributed to States by statutory formula
- **Obligation:** the Federal government's legal commitment to pay or reimburse entities for the Federal share of a project's eligible costs
- **Highway Trust Fund (HTF):** account established by law to hold Federal highway-user taxes that are dedicated for highway and transit related purposes

\$303.5 B in Contract Authority from the HTF

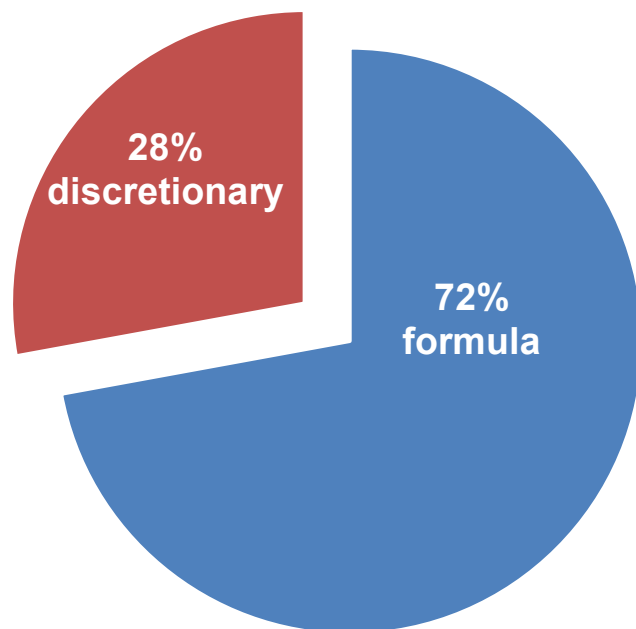
**BIL highway CA,
apportioned vs. allocated**



- Five years of funding (FY 22-26)
- +29% highway CA (avg. annual, FY 22-26) vs. current law (FY 21)
- Mostly (90%) apportioned to States
- All FAST Act highway programs will continue
- ...plus new CA programs (apportioned and allocated)

+\$47.3 B from the General Fund (GF) for “Highway Infrastructure Programs” (HIP)

BIL HIP advance appropriations, formula vs. discretionary



- Majority (72%) distributed by formula
- All provided from the General Fund
- 9 categories of advance appropriations; 6 supplemental to CA

Funding Available to a Range of Recipients

Program Examples	State	MPO	Local	Tribe	PA*	Territory	FLMA*
Apportioned programs (formula)	✓						
Bridge Program (formula)	✓			✓			
National Electric Vehicle Formula Program	✓		✓				
Safe Streets and Roads for All program		✓	✓	✓			
PROTECT Grants (discretionary)	✓	✓	✓	✓	✓		✓
Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	✓	
Congestion Relief Program	✓	✓	✓				
Bridge Investment Program (discretionary)	✓	✓	✓	✓	✓		✓
Reconnecting Communities Pilot Program	✓	✓	✓	✓			
Rural Surface Transportation Grants	✓		✓	✓			
INFRA	✓	✓	✓	✓	✓		✓
Nat'l Infra. Project Assistance	✓	✓	✓	✓	✓		
Local and Regional Project Assistance	✓	✓	✓	✓	✓	✓	

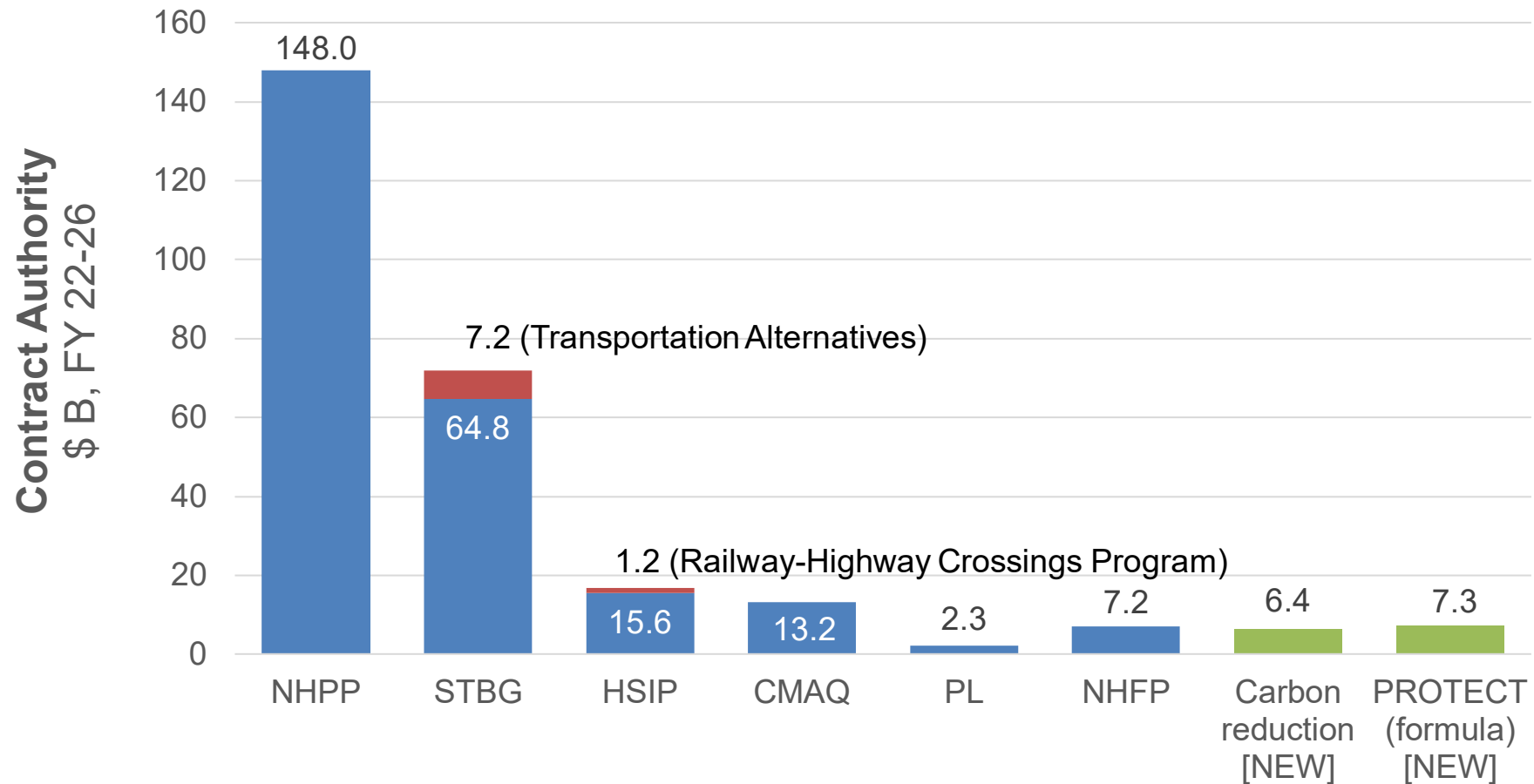
Note: This table does not include all BIL programs or eligible entities, and there are additional nuances not represented in this table. Additional programmatic information is provided in later slides. FHWA will administer most, but not all, programs listed.

* "PA" means a special purpose district or public authority with a transportation function; FLMA means Federal Land Management Agency

APPORTIONED HIGHWAY PROGRAMS

- 8 Apportioned CA Programs (Including 2 New)
- Changes to Existing CA Programs (NHPP, STBG, HSIP, CMAQ, and NHFP)

8 Apportioned CA Programs (Including 2 New)



Federal-aid apportioned programs under BIL

Changes to National Highway Performance Program (NHPP)

Topic	Changes
Program purpose	Adds as an additional program purpose: <ul style="list-style-type: none">• providing support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters
Eligible projects	Adds new eligible projects: <ul style="list-style-type: none">• undergrounding public utility infrastructure carried out in conjunction with an otherwise eligible project• resiliency improvements (including protective features) on the NHS• activities to protect NHS segments from cybersecurity threats.• protective features (related to mitigating risk of recurring damage or the cost of future repairs from extreme weather events, flooding, or other natural disasters) on Federal-aid highways/bridges off the NHS ($\leq 15\%$ of NHPP funds)
Asset management plans	<ul style="list-style-type: none">• Requires consideration of extreme weather and resilience in lifecycle cost and risk management analyses

Changes to Surface Transportation Block Grant Program (STBG)

Topics	Changes
Eligible projects	<p>Adds several new types of eligible projects, including:</p> <ul style="list-style-type: none"> • EV charging infrastructure • protective features to enhance resilience • wildlife crossing projects
Off-system bridges	<ul style="list-style-type: none"> • Increases off-system bridge set-aside • Adds eligibility to include replacing a low water crossing with a bridge
Sub-allocation	<ul style="list-style-type: none"> • Population categories for sub-allocation split into smaller ranges: <ul style="list-style-type: none"> ○ < 5,000 ○ [NEW] 5,000 – 49,999 ○ [NEW] 50,000 – 200,000 ○ >200,000 • Requires States to consult with RTPOs and MPOs for urbanized areas with 50,000-200,000 pop. before using certain suballocated funding
Rural areas	<ul style="list-style-type: none"> • Permits States to use up to 15% of funds for eligible projects or maintenance on non-Federal aid highways in rural areas, and up to 5% for certain barge landing, dock and waterfront infrastructure projects

Changes to Transportation Alternatives (TA) Set-aside from STBG

Topic	Changes
Funding	<ul style="list-style-type: none"> Increases funding, setting it at 10% of total STBG funds each FY Increases from 50% to 59% the portion of TA funds that must be suballocated to areas of the State based on population Continues to permit States to transfer up to 50% of TA funds to any other apportioned program but establishes new conditions Allows States to use up to 5% of available funds (after suballocation) to fund staff to administer the TA program and assist applicants
Eligible projects	<ul style="list-style-type: none"> Reaffirms eligibility for safe routes to school projects and activities Adds activities relating to vulnerable road user safety assessments
Eligible entities	<ul style="list-style-type: none"> Adds as eligible entities MPOs representing a pop. ≤200,000, any nonprofit entities, and States at the request of another eligible entity
Federal share	<p>Subject to certain requirements:</p> <ul style="list-style-type: none"> provides for a Federal share up to 100% allows HSIP funds to be used toward the non-Federal share allows non-Federal share requirements to be met on an aggregate basis instead of by project

Changes to Highway Safety Improvement Program (HSIP)

Topic	Changes
Eligible projects	<ul style="list-style-type: none">• Adds eligibility ($\leq 10\%$ of HSIP funds) for specified safety projects (including non-infrastructure safety projects related to education, research, enforcement, emergency services, and safe routes to school)• Modifies the HSIP definition of highway safety improvement project by adding or clarifying some project types. Some examples include:<ul style="list-style-type: none">○ railway-highway crossing grade separation projects;○ traffic control devices for pedestrians and bicyclists; and○ roadway improvements that separate motor vehicles from bicycles or pedestrians
Vulnerable road users	<ul style="list-style-type: none">• Requires States to complete vulnerable road user (VRU) safety assessments, taking into consideration a Safe System approach• Adds new special rule for States with total annual VRU fatalities comprising $\geq 15\%$ of total annual crash fatalities in State

Changes to Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Topic	Changes
Eligible projects	<ul style="list-style-type: none">• Adds eligibilities for—<ul style="list-style-type: none">○ shared micromobility (e.g., bikeshare, shared e-scooters)○ purchase of diesel replacements○ purchase of medium/heavy-duty zero emission vehicles and related charging equipment○ modernization/rehab of a lock and dam or a marine highway corridor, connector, or crossing, if certain criteria are met ($\leq 10\%$ of CMAQ funds)
Rail/transit operating assistance	<ul style="list-style-type: none">• CMAQ funds may be used for rail/transit operating assistance (w/o time limitation) in association with certain CMAQ projects located in certain areas
Equity	<ul style="list-style-type: none">• Requires, to the maximum extent practicable, prioritizing disadvantaged communities or low-income populations when obligating funds to reduce PM_{2.5} emissions

Changes to National Highway Freight Program (NHFP)

Topic	Changes
Freight intermodal/ freight rail projects	<ul style="list-style-type: none">• State may use ≤30% (vs. 10% under current law) of NHFP funding on freight intermodal or freight rail projects, subject to certain restrictions
Locks, dams, marine highways	<ul style="list-style-type: none">• Adds eligibility for modernization/rehab of a lock and dam or a marine highway corridor, connector, or crossing (including an inland waterway corridor, connector, or crossing) that are:<ul style="list-style-type: none">○ functionally connected to the National Highway Freight Network; and○ likely to reduce on-road mobile source emissions
Critical freight corridors	<ul style="list-style-type: none">• Allows the designation of more miles as critical rural freight corridors and critical urban freight corridors

[NEW] Carbon Reduction Program (formula)

Purpose	Provide funding for projects to reduce transportation emissions or the development of carbon reduction strategies.
Funding	\$6.4 B (FY 22-26) in Contract Authority from the HTF
Recipients	<ul style="list-style-type: none">• States (including DC)
Distribution formula	<ul style="list-style-type: none">• Apportioned to States by formula• 65% of funds are suballocated (reserved for use in certain areas of the State, based on population)
Other key provisions	<ul style="list-style-type: none">• Requires State, in consultation with MPOs, to develop (and update at least every 4 years) a carbon reduction strategy and submit it to DOT for approval.• DOT must certify that a State's strategy meets the statutory requirements.

[NEW] PROTECT* Formula Program

Purpose	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
Funding	\$7.3 B (FY 22-26) in Contract Authority from the HTF
Recipients	<ul style="list-style-type: none"> • States (including DC)
Distribution formula	<ul style="list-style-type: none"> • Apportioned to States by formula
Other key provisions	<ul style="list-style-type: none"> • Highway, transit, and certain port projects are eligible • Higher Federal share if the State develops a resilience improvement plan and incorporates it into its long-range transportation plan • Of the amounts apportioned to a State for a fiscal year, the State may use: <ul style="list-style-type: none"> ○ not more than 40% for construction of new capacity ○ not more than 10% for development phase activities

** The full name of the program is Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program.*

NEW FORMULA PROGRAMS AND RELATED DISCRETIONARY PROGRAMS

[NEW] Bridge Formula Program

Purpose	Replace, rehabilitate, preserve, protect, and construct bridges on public roads
Funding	\$27.5 B (FY 22-26) in advance appropriations from the GF
Recipients	<ul style="list-style-type: none"> States (including DC and Puerto Rico)
Distribution formula	<ul style="list-style-type: none"> 75% based on relative costs of replacing State's poor condition bridges 25% based on relative costs of rehabilitating State's fair condition bridges ...but each State receives at least \$45M per FY (22-26)
Other key provisions	<ul style="list-style-type: none"> Benefits for "off-system" (non-Federal-aid highway) bridge projects <ul style="list-style-type: none"> 15% of funds reserved for such projects 100% Federal share if owned by a local agency or Federally-recognized Tribe Sets aside 3% of the funds appropriated for the program for Tribal transportation facility bridges, which shall be administered as if made available under the Tribal Transportation Program

[NEW] Bridge Investment Program (discretionary)

Purpose	Improve bridge (and culvert) condition, safety, efficiency, and reliability
Funding	<p>\$12.5 B (FY 22-26), including—</p> <ul style="list-style-type: none"> • \$3.3 B (FY 22-26) in Contract Authority from the HTF; and • \$9.2 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • State • MPO (w/ pop. >200K) • Local government • Special purpose district or public authority with a transportation function • Federal land management agency • Tribal government
Eligible projects	<ul style="list-style-type: none"> • Project to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory • Project to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species
Other key provisions	<ul style="list-style-type: none"> • At least 50% of funding reserved for certain large projects; option for multi-year funding agreements • Different process for funding projects ≤\$100 M cost • Sets aside average of \$40M per FY for Tribal transportation bridges

[NEW] PROTECT Grants (discretionary)

Purpose	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
Funding	\$1.4 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State (or political subdivision of a State) • MPO • Local government • Special purpose district or public authority with a transportation function • Indian Tribe • Federal land management agency (applying jointly with State(s)) • <i>Different eligibilities apply for at-risk coastal infrastructure grants</i>
Eligible projects	<ul style="list-style-type: none"> • Highway, transit, intercity passenger rail, and port facilities • Resilience planning activities, including resilience improvement plans, evacuation planning and preparation, and capacity-building • Construction activities (oriented toward resilience) • Construction of (or improvement to) evacuation routes
Other key provisions	<ul style="list-style-type: none"> • Higher Federal share if the eligible entity develops a resilience improvement plan (or is in a State or area served by MPO that does) and the State or MPO incorporates it into its long-range transportation plan • May only use up to 40% of the grant for construction of new capacity

[NEW] National Electric Vehicle Formula Program (formula and discretionary*)

Purpose	Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability
Funding	\$5 B (FY 22-26) in advance appropriations from the GF
Recipients	<ul style="list-style-type: none"> States (including DC and Puerto Rico)
Distribution formula	<ul style="list-style-type: none"> Same shares as Federal-aid highway apportionments
Other key provisions	<ul style="list-style-type: none"> Funded projects must be located along designated alt fuel corridors Sets aside 10% of funding for discretionary grants to State and local governments that require additional assistance to strategically deploy EV charging infrastructure State must submit plan to DOT describing planned use of funds If State doesn't submit plan (or carry it out), DOT may withhold or withdraw funds and redistribute within the State, or to other States Establishes DOT-DOE Joint Office of Energy and Transportation Requires DOT to designate national EV charging corridors to support freight and goods movement

* Program sets aside funds for discretionary technical assistance grants; also if DOT withholds or withdraws funding from a State, DOT may award funds to local governments in the same State.

ADDITIONAL DISCRETIONARY PROGRAMS

Discretionary Programs – continued, changed and new

- Local and Regional Project Assistance Program
- INFRA
- Safe Streets and Roads for All
- Wildlife Crossing Pilot Program
- Charging and Fueling Infrastructure Program
- Congestion Relief Program
- Reconnecting Communities Pilot Program
- Rural Surface Transportation Grants
- National Infrastructure Project Assistance Program (“Mega-projects”)
- Reduction of Truck Emissions at Port Facilities Program
- ATTIMD
- Prioritization Process Pilot Program
- Transportation Access Pilot Program

[NEW/Replace] Local and Regional Project Assistance Program* (discretionary)

Purpose	Projects with a significant local or regional impact that improve transportation infrastructure
Funding	\$7.5 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • State (and DC) • Territory • Local government • Public agency or publicly chartered authorities established by one or more States • Special purpose district or public authority with transportation function • Federally-recognized Indian Tribe • Transit agency
Eligible projects	<ul style="list-style-type: none"> • Highway/bridge projects eligible under title 23 • Public transportation projects • Passenger or freight rail projects • Port infrastructure investments • Surface transportation components of an airport • Projects for investment in surface transportation facilities on Tribal land • Projects to replace or rehabilitate a culvert or certain projects to prevent stormwater runoff • Any other surface transportation projects considered necessary to advance program goals

* Codifies the existing Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program previously established through appropriations acts (and formerly known as TIGER and BUILD).

[Continue] to INFRA Program (discretionary)

Purpose	Multimodal freight and highway projects of national or regional significance
Funding	<p>\$8 B (FY 22-26), including:</p> <ul style="list-style-type: none"> • \$4.8 B (FY 22-26) in Contract Authority from the HTF; and • \$3.2 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<p>Adds eligibility for:</p> <ul style="list-style-type: none"> • Multistate corridor organizations
Eligible projects	<p>Adds eligibility for:</p> <ul style="list-style-type: none"> • A highway, bridge, or freight project on the National Multimodal Freight Network • Marine highway corridor projects functionally connected to NHFN and likely to reduce on-road emissions; • Wildlife crossing projects; and • Surface transportation projects within the boundaries of or functionally connected to an international border crossing area;
Other key provisions	<ul style="list-style-type: none"> • Increases flexibility to use INFRA funds (up to 30% per FY) on non-highway freight projects • Sets aside $\geq 15\%$ (instead of 10%) of grant funding for small projects and at least 30% of the set-aside amount for projects in rural areas

[NEW] Safe Streets and Roads for All (discretionary)

Purpose	Support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives).
Funding	\$5.0B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • MPO • Political subdivision of a State (e.g., local governments) • Tribal government
Eligible projects	<ul style="list-style-type: none"> • Comprehensive safety action plan (planning grant) • Planning, design, and development activities for infrastructure projects and other strategies identified in a comprehensive safety action plan
Other key provisions	<ul style="list-style-type: none"> • Sets aside not less than 40% of total funding each FY for planning grants. • Requires considering, among other factors, the likelihood of a project significantly reducing or eliminating fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators.

[NEW] Wildlife Crossings Pilot Program (discretionary)

Purpose	Support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity
Funding	<ul style="list-style-type: none"> • \$350 M (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State highway agency (or equivalent) • MPO • Local government • Regional transportation authority • Special purpose district or public authority with a transportation function • Indian Tribe • Federal land management agency
Eligible projects	<ul style="list-style-type: none"> • Projects to reduce wildlife-vehicle collisions
Other key provisions	<ul style="list-style-type: none"> • Sets aside not less than 60% of grant funds for projects in rural areas • Provision related to pilot program requires: <ul style="list-style-type: none"> ○ study of methods to reduce wildlife-vehicle collisions; ○ workforce development and technical training courses with; ○ standardized methodology for collecting and reporting spatially accurate wildlife collision and carcass data for the NHS; and ○ guidance on evaluating highways for potential mitigation measures to reduce wildlife-vehicle collisions and increase habitat connectivity.

[NEW] Charging and Fueling Infrastructure (discretionary)

Purpose	Deploy electric vehicle (EV) charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities
Funding	\$2.5 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State or political subdivision of a State • MPO • Local government • Special purpose district or public authority with a transportation function • Indian Tribe • Territory
Eligible projects	<ul style="list-style-type: none"> • Acquisition and installation of publicly accessible EV charging or alternative fueling infrastructure • Operating assistance (for the first 5 years after installation) • Acquisition and installation of traffic control devices
Other key provisions	<ul style="list-style-type: none"> • Requirement to redesignate alternative fuel corridors and establish a process to regularly redesignate these corridors • Set-aside (50%) to install EV charging and alternative fueling infrastructure on public roads or in other publicly accessible locations, such as parking facilities at public buildings, schools, and parks

[NEW] Congestion Relief Program (discretionary)

Purpose	Advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with an urbanized area population of 1M+.
Funding	\$250 M (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none">• State• MPO• City or municipality
Eligible projects	<ul style="list-style-type: none">• Planning, design, implementation, and construction activities to achieve the program goals, including:<ul style="list-style-type: none">○ deployment and operation of integrated congestion management systems, systems that implement or enforce HOV toll lanes or pricing strategies, or mobility services; and○ incentive programs that encourage carpooling, nonhighway travel during peak periods, or travel during nonpeak periods.• Subject to certain requirements and approval by the Secretary, provides for tolling on the Interstate System as part of a project carried out with a grant under the program

[NEW] Reconnecting Communities Pilot Program (discretionary)

Purpose	Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development
Funding	\$1 B (FY 22-26), including— <ul style="list-style-type: none"> • \$500 M (FY 22-26) in Contract Authority from the HTF; and • \$500 M (FY 22-26) in advance appropriations from the GF
Eligible entities	<p><u>Planning grants:</u></p> <ul style="list-style-type: none"> • State • MPO • Local government • Tribal government • Nonprofit organization <p><u>Capital construction grants:</u> Owner of an eligible facility (may partner with any of the eligible entities for a planning grant)</p>
Eligible activities	<ul style="list-style-type: none"> • Planning grants (\leq\$2M) • Grants ($\geq$\$5M) for capital construction projects, including the removal and replacement of eligible facilities

[NEW] Rural Surface Transportation Grants (discretionary)

Purpose	Improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.
Funding	\$2 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State • Regional transportation planning organization (RTPO) • Local government • Tribal government
Eligible projects	<ul style="list-style-type: none"> • Highway, bridge, or tunnel projects eligible under NHPP, STBG or the Tribal Transportation Program • Highway freight project eligible under NHFP • Highway safety improvement project • Project on a publicly-owned highway or bridge improving access to certain facilities that support the economy of a rural area • Integrated mobility management system, transportation demand management system, or on-demand mobility services
Other key provisions	<ul style="list-style-type: none"> • Sets aside each FY: ≤10% for grants to small projects (<\$25M); 25% for designated routes of the ADHS; and 15% for projects in States with higher than average rural roadway lane departure fatalities

[NEW] National Infrastructure Project Assistance Program (“Mega-projects”) (discretionary)

Purpose	Provide funding through single-year or multiyear grant agreements for eligible surface transportation projects
Funding	\$5 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • State • MPO • Local government • Special purpose district or public authority with transportation function • Tribal governments • Partnership between Amtrak and one or more other eligible entities
Eligible projects	<ul style="list-style-type: none"> • Highway/bridge projects on National Multimodal Freight Network, NHFN, or NHS • Freight intermodal or freight rail projects that provide a public benefit • Railway-highway grade separation or elimination projects • Intercity passenger rail projects • Certain public transportation projects
Other key provisions	<ul style="list-style-type: none"> • Sets aside 50% of grant funding for projects costing more than \$100 M but less than \$500 M, and 50% for projects costing \$500 M or more

[NEW] Reduction of Truck Emissions at Port Facilities Program (discretionary)

Purpose	Study and competitive grants to reduce truck idling and emissions at ports, including through the advancement of port electrification
Funding	<p>\$400 M (FY 22-26), including—</p> <ul style="list-style-type: none"> • \$250 M (FY 22-26) in Contract Authority from the HTF; and • \$150 M (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • None specified
Eligible projects	<ul style="list-style-type: none"> • Competitive grants are intended to test, evaluate, and deploy projects that reduce port-related emissions
Other key provisions	<ul style="list-style-type: none"> • Study to address how ports and intermodal port transfer facilities would benefit from increased opportunities to reduce emissions at ports, and how emerging technologies and strategies can contribute

[Change] Advanced Transportation Technologies and Innovative Mobility Deployment Program (ATTIMD)

Topic	Changes
Program name	<ul style="list-style-type: none">Changes name of existing Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)
Program focus	<ul style="list-style-type: none">Focuses on deployment and operation of technologies
Eligible entities	<ul style="list-style-type: none">Broadens eligibility to include all MPOs
Rural set-aside	<ul style="list-style-type: none">Reserves 20% of program funds for projects serving rural areas

[NEW] Prioritization Process Pilot Program (discretionary)

Purpose	Pilot program to support data-driven approaches to planning that can be evaluated for public benefit.
Funding	\$50 M (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none">• State• MPO serving an urbanized area with a population of >200,000
Other key provisions	<ul style="list-style-type: none">• Grants of up to \$2M to develop and implement a publicly accessible, transparent prioritization process for the selection of projects for inclusion in the Statewide or metropolitan transportation plan• Recipients that have met funding requirements may use remaining funds for any transportation planning purpose

[NEW] Transportation Access Pilot Program

Purpose	<p>Pilot program to:</p> <ul style="list-style-type: none"> • develop or acquire an open-source accessibility data set with measures of the level of access by multiple transportation modes to jobs, education, various services, and other important destinations; • provide the data to participating States, MPOs, and rural transportation planning organizations; and • use the data to help those entities improve their transportation planning by measuring the level of access to important destinations for different demographic groups or freight commodities, then assessing the change in accessibility that would result from new transportation investments.
Funding	<ul style="list-style-type: none"> • Requires DOT to fund the pilot program from amounts made available for DOT administrative expenses
Eligible entities	<ul style="list-style-type: none"> • State (including DC and Puerto Rico) • MPO • Regional transportation planning organization (RTPO)
Other key provisions	<ul style="list-style-type: none"> • Requires FHWA to report to Congress on the results of the program, including the feasibility of periodically providing accessibility data sets for all States, regions, and localities

FOR MORE INFORMATION

- Please visit:
[fhwa.dot.gov/bipartisan-infrastructure-law](https://www.fhwa.dot.gov/bipartisan-infrastructure-law)

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



DCED UPDATE

NICK MACKERETH ·· JANUARY 20, 2022

MUNICIPAL RESEARCH AND OUTREACH UPDATE

CHRIS METKA ·· JANUARY 20, 2022

MRO UPDATE

- PennDOT Connects
 - Strategic Planning and Steering Committee meetings
 - Recorded Video Trainings
 - Transportation Partnerships
 - Official Map
 - Developer Negotiations
 - Municipal Outreach/Peer Exchange
 - Planning Assistance
- Demonstration Projects/Tactical Urbanism Research – University of Pittsburgh
 - Background
 - Municipalities revisiting use of their public spaces (and especially roadways)
 - Test/Temporary projects before committing funding and permanent change
 - Low-cost safety improvements
 - Active Transportation
 - Recreation/Dining
 - Curb management – pickup/drop off for deliveries or other on demand services
 - Timeline
 - May mesh well with the new TAC study that Brian Funkhouser will discuss later



MRO UPDATE

- LTAP Class Updates
 - Work Zone Temporary Traffic Control
 - Reasons for update
 - Changes to PennDOT Pub 213 last spring
 - Update text and graphics
 - Roadway Surface Management
 - Reasons for update
 - Update information on technology and treatment options, including photos
 - Reorganize content for better flow
 - Re-focus on municipalities performing their own evaluations
 - Risk Management and Traffic Safety for Municipalities
 - Reasons for update
 - Course not offered in a while
 - Needs updated to reflect changes in laws



FINANCIAL AND CONTRACT SERVICES DIVISION UPDATE

KRISTEN SIMS ·· JANUARY 20, 2022

MLF ALLOCATIONS

- 2021 MLF allocation - \$452,694,000
 - 2020 MLF allocation - \$487,469,000
 - \$34,775,000 (7.1%) decrease
- As of January 20, 2022 - \$450,076,575.09 released to 2,533 municipalities
 - Payments released as municipalities become certified

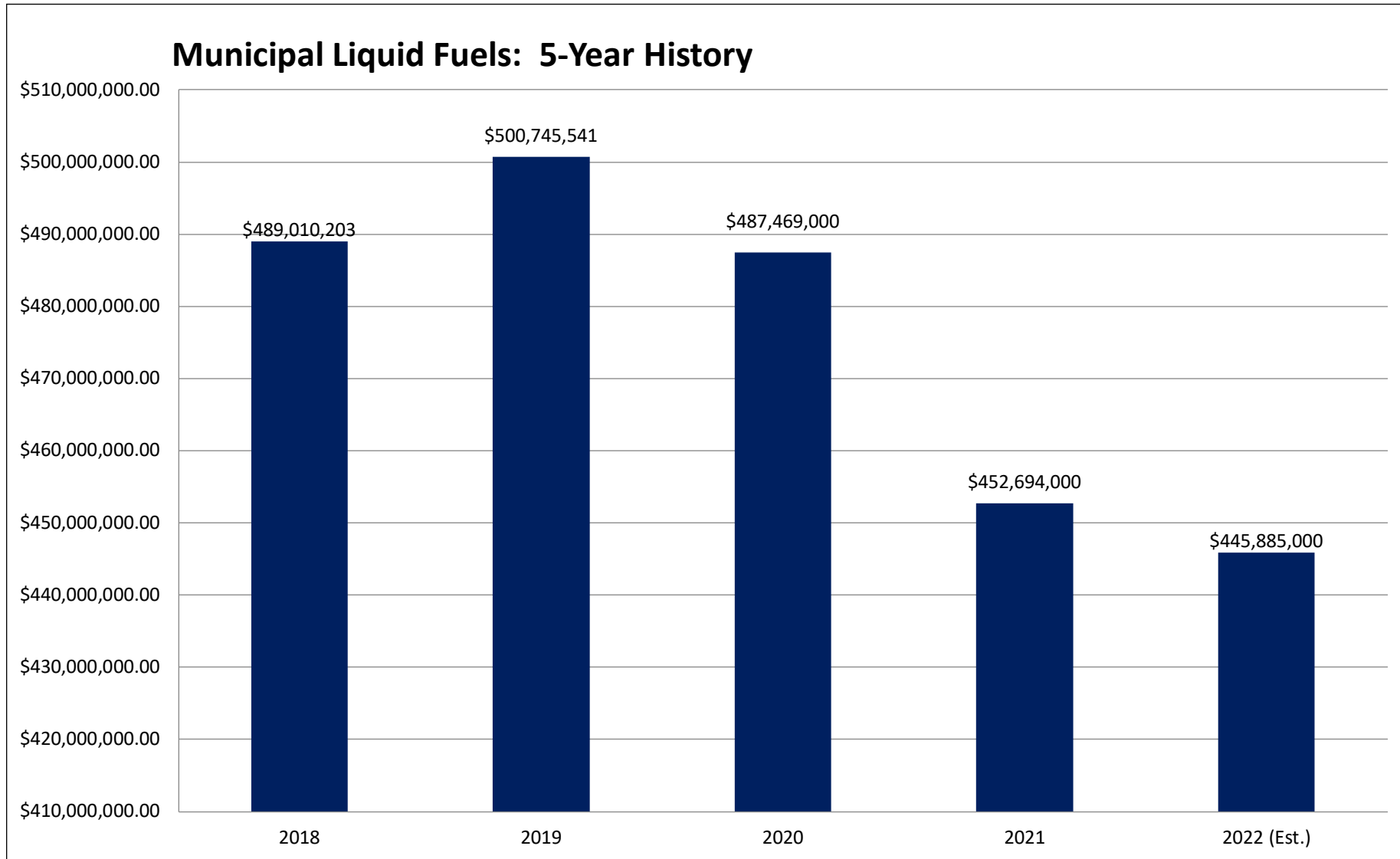


MLF ALLOCATIONS

- 2020 MLF allocation - \$487,469,000
 - \$13,276,541 (2.65%) decrease
 - As of January 20, 2022 - \$485,719,875.51 released to 2,541 municipalities
 - Payments released as municipalities become certified
 - Will lapse on June 30, 2022



MLF ALLOCATION HISTORY



DECEMBER 2021 PAYMENTS

- The following payments were allocated on December 1, 2021
 - State Police Fines and Penalties to eligible municipalities - \$2,939,189.32 to municipalities (\$440,028.59 to PSP)
 - County Liquid Fuels Tax Fund to all counties - \$14,188,992.62
 - Act 44 to eligible counties (62) - \$5,000,000.00
 - Act 89 to eligible counties (62) - \$4,652,000.00
 - \$5 Fee for Local Use to counties who have passed the required ordinance (25) - \$21,651,975.00
 - June 2022 amounts are not yet known



5 MINUTE BREAK

PRESENTATIONS

- TAC Study: Alternate Uses of State-Owned ROW – Brian Funkhouser **2:00-2:05**
- Multimodal Program Update – Michelle Tarquino and Roy Gothie **2:05-2:20**
- Pedestrians and Crosswalks/FHWA Safety Countermeasures – Pat Wright **2:20-2:35**
- Strategic Highway Safety Plan Update – Jeff Roecker **2:35-2:50**
- PennDOT's E-Ticketing Update – Adam Bratrude **2:50-3:05**
- Development of Pennsylvania's Alternative Fuel Corridors – Nick Miller **3:05-3:20**



**STATE TRANSPORTATION
ADVISORY COMMITTEE –
ALTERNATE USES OF
STATE-OWNED
RIGHT-OF-WAY**

BRIAN FUNKHOUSER ·· JANUARY 20, 2022

STUDY OBJECTIVES

- Evaluate innovative uses of state-owned right-of-way
- Understand challenges municipalities encounter in seeking alternate uses
- Learn how other state DOTs are addressing the issue (“state of the practice”)



ISSUES IDENTIFIED, TO-DATE

- Indemnification requirements
- Detour constraints and signage
- Traffic control plans
- Fair market value requirements from FHWA
- Ensuring safety for all modes within the ROW
- A future concern: public EV charging stations



NEXT STEPS

Steering
Committee
Review

Feb. 7

TAC Review

April 21

STC Approval

May 18



CONTACTS

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dkeane@pa.gov

(717) 787-7386

Brian Sharkey

bsharkey@pa.gov

(717) 265-7805



QUESTIONS/DISCUSSION



MULTIMODAL PROGRAM UPDATE

MICHELLE TARQUINO AND ROY GOTHIE ·· JANUARY 20, 2022



pennsylvania

DEPARTMENT OF TRANSPORTATION

LOCAL TECHNICAL ASSISTANCE PROGRAM

Municipal Outreach, Training, and Assistance Program

PEDESTRIANS AND CROSSWALKS FHWA SAFETY

PAT WRIGHT - JANUARY 20, 2022



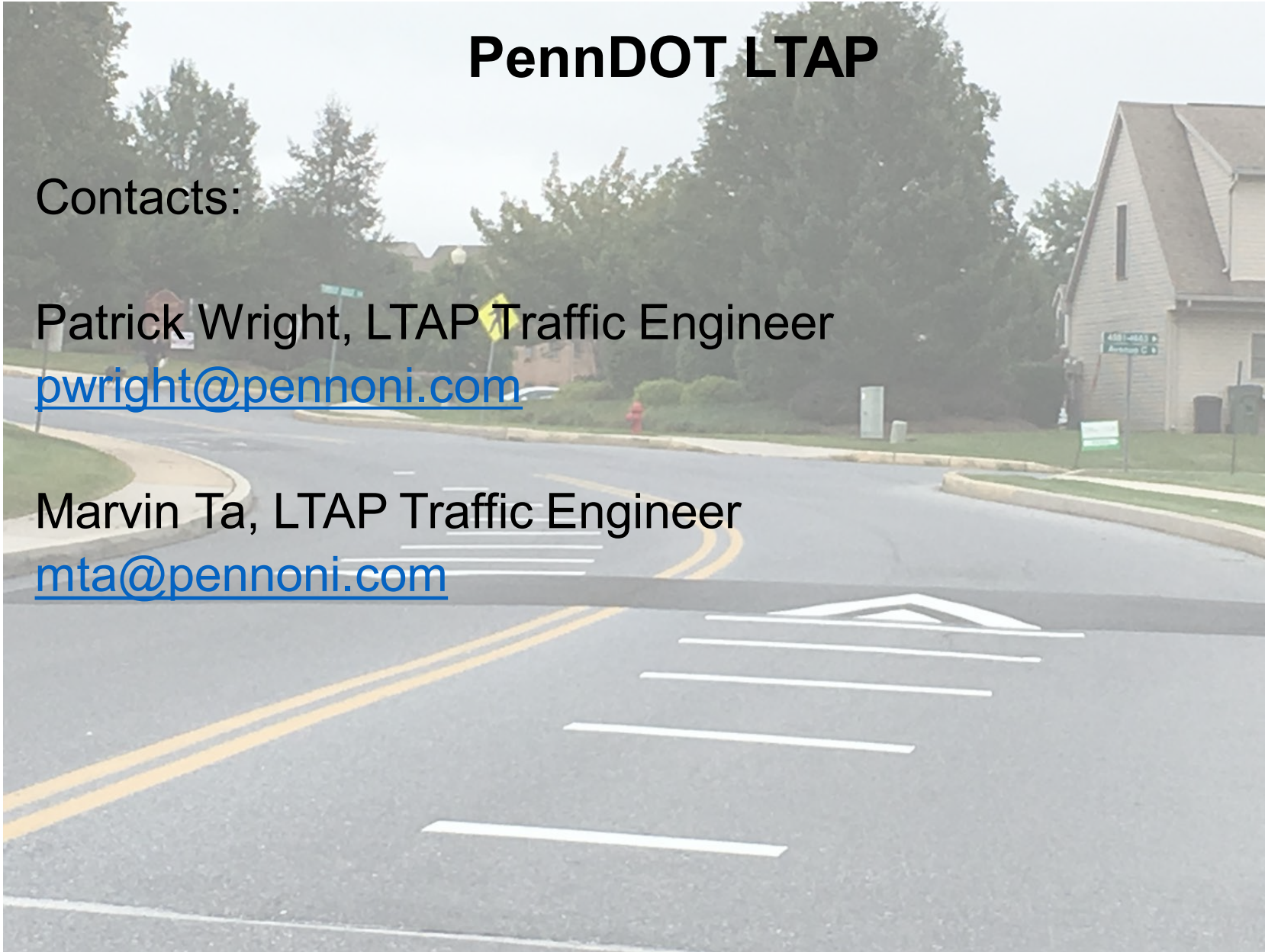
CONTACTS

PennDOT LTAP

Contacts:

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pwright@pennoni.com

Marvin Ta, LTAP Traffic Engineer
mta@pennoni.com



PENNDOT LTAP

<https://gis.penndot.gov/ltap/>

Municipal
Resources

Training
Assistance
Online Training
Newsletter
Tech Sheets

No cost to the municipality!



PENNDOT LTAP

Crosswalk
safety studies
and improving
community
walkability



E. Queen St, Chambersburg



PENNDOT LTAP



Pennsylvania Avenue, York



PENNDOT LTAP



E. Main Street, Macungie

Crosswalk Safety
Walkability Assessments
Bike/Ped Safety Audits
Complete Streets
Roadway Design Standards
ADA



PENNDOT LTAP

Safety Concern and Background Data

In response to a technical assistance request from Wormleysburg, LTAP met on August 4, 2021 with the Borough to examine pedestrian crossings along South Front Street. The Borough is concerned about safety at the crossings.

Figure 1 shows an aerial image of the crossing locations. There are 4 uncontrolled midblock pedestrian crossings along S. Front Street, plus the traffic signal at S. Front St/Market St. The crossings are mainly used by pedestrians traveling from the parking areas on the west side of restaurants on the east side of S. Front Street.



Figure 1: Aerial view



S. 4th Street Crosswalks

There are two crosswalks on the S. 4th Street approach, one at the STOP controlled left/through lane approach (see Figure 14, green oval) and one on the YIELD controlled channelized right turn lane (see Figure 14, red oval).

Since the left/through approach is STOP controlled, this pedestrian crossing is not as critical as the others that are yield or uncontrolled. The MUTCD does not recommend the use of warning or other signs that may detract/conflict with the STOP sign.

The City can remove the existing W11-2 pedestrian sign next to the STOP sign and the Yield Here to Pedestrian in Crosswalk sign (see Figure 15). The City may add a STOP bar to the approach to supplement the STOP sign.

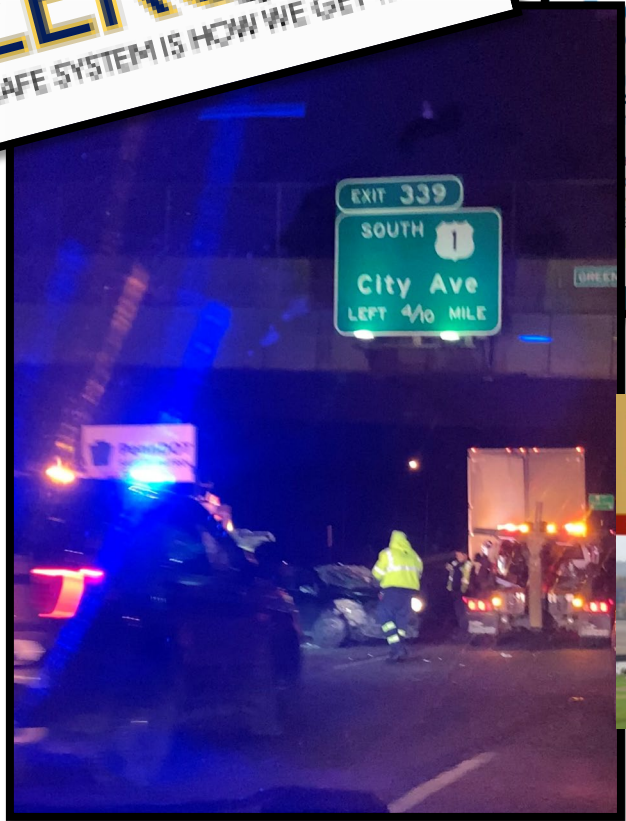


Figure 14: S. 4th Street crossings



FHWA AND PENNDOT SAFETY

ZERO IS OUR GOAL
A SAFE SYSTEM IS HOW WE GET THERE



PENNSYLVANIA Strategic Highway Safety Plan

2021



28 Proven Safety Countermeasures

OFFICE OF SAFETY

Proven Safety Countermeasures

SPEED MANAGEMENT

-  Speed Safety Cameras
-  Variable Speed Limits
-  Appropriate Speed Limits for All Road Users

ROADWAY DEPARTURE

-  Wider Edge Lines
-  Enhanced Delineation for Horizontal Curves
-  Longitudinal Rumble Strips and Stripes on Two-Lane Roads
-  SafetyEdge™
-  Roadside Design Improvements at Curves
-  Median Barriers

INTERSECTIONS

-  Backplates with Retroreflective Borders
-  Corridor Access Management
-  Dedicated Left- and Right-Turn Lanes at Intersections
-  Reduced Left-Turn Conflict Intersections
-  Roundabouts
-  Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
-  Yellow Change Intervals

PEDESTRIANS/BICYCLES

-  Crosswalk Visibility Enhancements
-  Bicycle Lanes
-  Rectangular Rapid Flashing Beacons (RRFB)
-  Leading Pedestrian Interval
-  Medians and Pedestrian Refuge Islands in Urban and Suburban Areas
-  Pedestrian Hybrid Beacons
-  Road Diets (Roadway Reconfiguration)
-  Walkways

CROSSCUTTING

-  Pavement Friction Management
-  Lighting
-  Local Road Safety Plans
-  Road Safety Audit



FHWA AND PENNDOT SAFETY



Old Harrisburg Road, Gettysburg

U.S. Department of Transportation
Federal Highway Administration

OFFICE OF SAFETY
Proven Safety
Countermeasures



Safety Benefits:
RRFBs can reduce
crashes up to:

47%

for pedestrian crashes.⁴

**RRFBs can increase motorist
yielding rates up to:**

98%

(varies by speed limit, number
of lanes, crossing distance,
and time of day).³

Rectangular Rapid Flashing Beacons (RRFB)

A marked crosswalk or pedestrian warning sign can improve safety for pedestrians crossing the road, but at times may not be sufficient for drivers to visibly locate crossing locations and yield to pedestrians. To enhance pedestrian conspicuity and increase driver awareness at uncontrolled, marked crosswalks, transportation agencies can install a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) to accompany a pedestrian warning sign. RRFBs consist of two, rectangular-shaped yellow indications, each with a light-emitting diode (LED)-array-based light source.¹ RRFBs flash with an alternating high frequency when actuated to enhance conspicuity of pedestrians at the crossing to drivers.

For more information on using RRFBs, see the Interim Approval in the *Manual on Uniform Traffic Control Devices (MUTCD)*.¹

Applications

The RRFB is applicable to many types of pedestrian crossings but is particularly effective at multilane crossings with speed limits less than 40 miles per hour.² Research suggests RRFBs can result in motorist yielding rates as high as 98 percent at marked crosswalks, but varies depending on the location, posted speed limit, pedestrian crossing distance, one- versus two-way road,

Considerations

Agencies should:²

- Install RRFBs in the median rather than the far-side of the roadway if there is a pedestrian refuge or other type of median.
- Use solar-power panels to eliminate the need for a power source.
- Reserve the use of RRFBs for locations with significant pedestrian safety issues, as over-use of RRFB



CONTACT LTAP

**Address : Pennsylvania Department of Transportation
Bureau of Planning and Research
400 North Street, 6th Floor
Harrisburg, PA 17120**

Website: www.gis.penndot.gov/LTAP/

Phone: 1-800-FOR-LTAP or 717-787-5243

Fax: 717-783-9152

Email: ltap@pa.gov



PENNSYLVANIA'S STRATEGIC HIGHWAY SAFETY PLAN (SHSP)



JEFF ROECKER · JANUARY 20, 2022

Strategic Highway Safety Plan (penndot.gov)

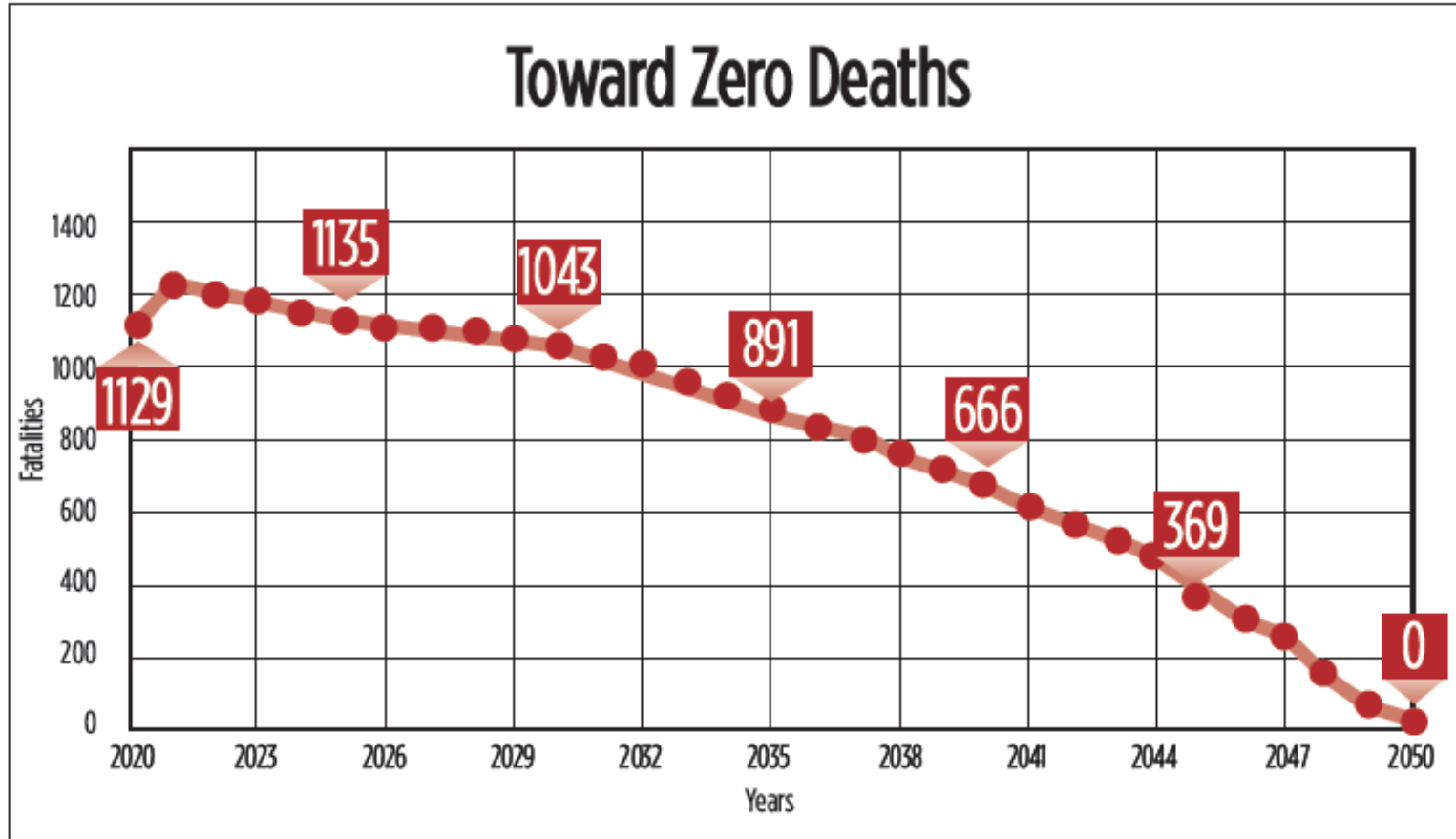


-  Engineering (highway planning, design, construction, operations, and maintenance)
-  Education (driver training, citizen advocacy groups, educators, prevention specialists)
-  Enforcement (high-visibility enforcement, state and local police agencies, targeted enforcement programs)
-  Emergency Medical Services (first responders, paramedics, fire, and rescue)
-  Engagement (marketing campaigns, partnerships, communication, public outreach, media events)
-  Emerging Technology (data analysis, vehicle & infrastructure technology, specialized equipment, tech-based solutions, ITS)
-  Enact Legislation* (special interest committees, legislative representatives and staff, new/proposed safety laws)

PA'S HIGHWAY SAFETY GOAL



LONG-TERM FEDERAL GOAL

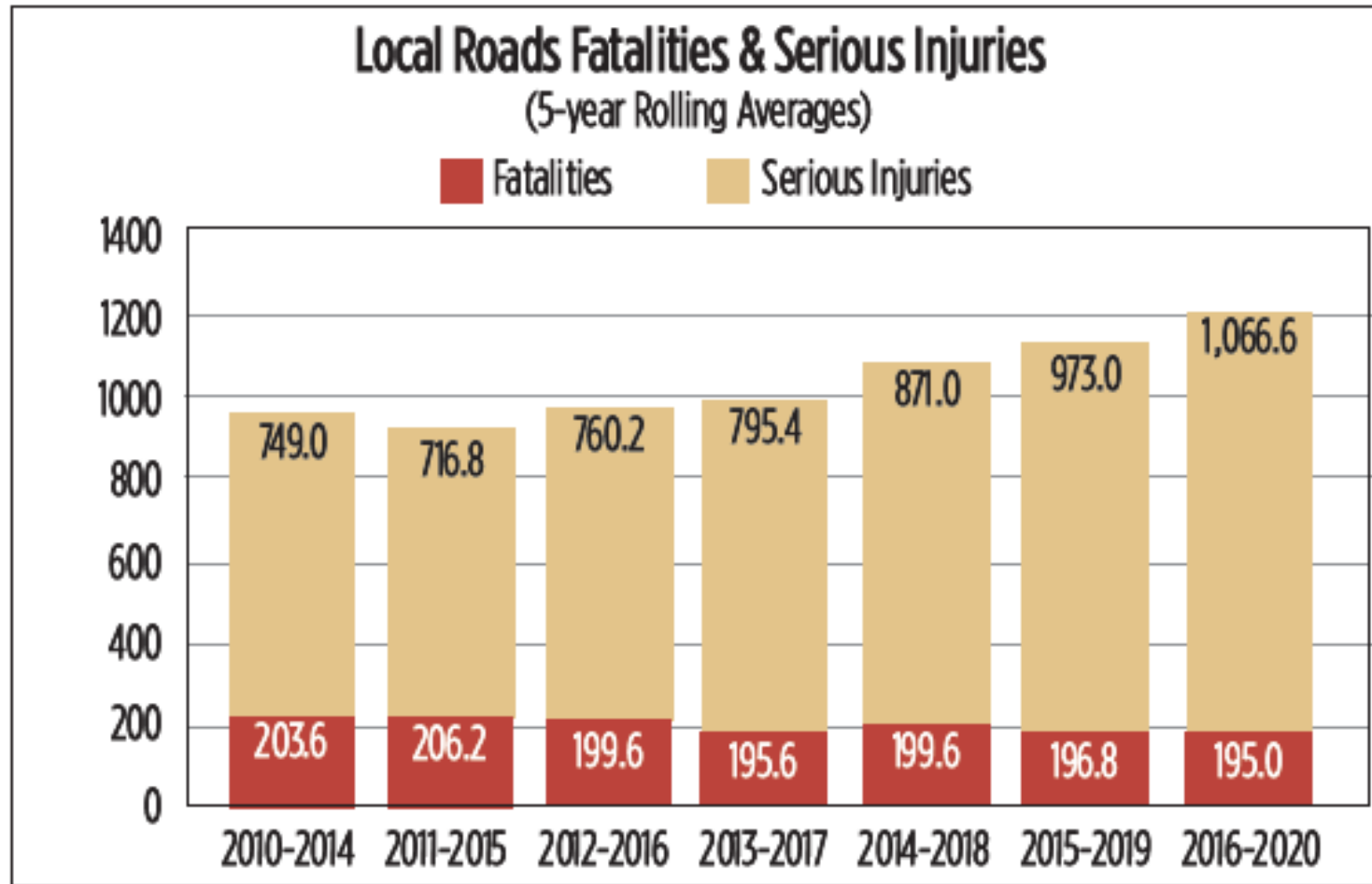


SAFETY FOCUS AREAS

- Lane Departure Crashes
- Speeding & Aggressive Driving
- Seat Belt Usage
- Impaired Driving
- Intersection Safety
- Mature Driver Safety
- **Local Road Safety**
- Vulnerable User Safety (Motorcycle, Pedestrian & Bicyclist Safety)
- Commercial Vehicle Safety
- Young & Inexperienced Drivers
- Distracted Driving
- Traffic Records Data
- Work Zone Safety
- Transportation Systems Management & Operations (TSMO)
- Emergency Medical Services (EMS)
- Vehicle-Train Safety



LOCAL ROAD SAFETY



Increase collection, analysis, and dissemination of local safety data

- Complete and implement a Linear Referencing System for all municipal owned roads through the ARNOLD project to improve local safety analysis activities.
- Collect MIRE Fundamental Data Elements and supplemental data (e.g., curves, speed, land use, socioeconomics, etc.) for local roads.
- Distribute safety data and analysis results to Planning Organizations and municipalities. Promote PCIT usage and HSM training.



Streamline the planning and programming process for local road HSIP projects

- Improve communication and collaboration between Districts and Planning Organizations for HSIP projects. Streamline the agreement process to advance project implementation.
- Solicit input from impacted local jurisdictions early in the HSIP planning process.



Increase development and implementation of Local Road Safety Plans (LRSP) by municipalities

- **Leverage PennDOT Connects to collaborate and communicate with municipalities and other community stakeholders on the benefits of an LRSP.**
- **Utilize HSIP funding to support LRSP development and implementation.**
- **Perform Road Safety Audits and evaluate past safety studies to identify implementation opportunities and inclusion into a LRSP.**



Expand and promote technical assistance to local agencies to advance safety activities through legislation, guidance, tools, and training

- Enhance and increase awareness of LTAP services: technical assistance, technology transfer, and training to support safety.
- Develop speed limit guidance to assist local agencies with collecting speed data, analyzing operating speeds, evaluating design speeds, establishing appropriate speed limits, and curve management.
- Promote and provide training on traffic calming, consideration of parking and pedestrian safety.



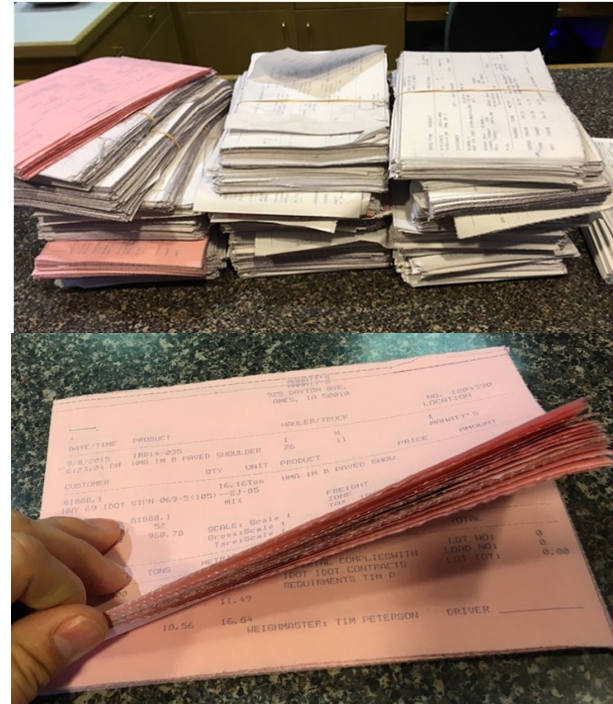
PENNDOT'S E- TICKETING UPDATE

ADAM BRATRUDE, P.E. · JANUARY 20, 2022

e-Ticketing

Why Electronic Tickets?

- Eliminate Paper Tickets.
- No more lost tickets.
- Provide material and tonnage verification.
- No time-consuming ticket sorting.
- Quickly summarize tickets for Contractor payments.
- Reduce worksite hazards for Inspectors frequently dodging trucks.



Timeframe

- Pilot during 2021 Construction Season
- Additional Pilot Projects in 2022
- Full implementation – anticipate by 2024 version of Pub. 408
- Maintenance Projects – On Hold



PennDOT Mobile App

- Upcoming Planned Enhancements
 - December - PennDOT application ability to work offline
 - January 2022 – e-Ticketing Web Portal
- Proposed Future Enhancements
 - MC-CID
 - Batchers Mixer Slip
 - Coordination with eCAMMS



Construction Specification

Proposed Updates:

III. CONSTRUCTION -

(a) Construction Requirements.

1. Submit details of the proposed electronic ticketing system to the Department for approval at least 30 days before material is delivered to the project. Submission must occur at the preconstruction meeting or through PPCC. Include details for how supplemental paperwork and certifications will be delivered to the Department.
2. Incorporate the electronic ticket system process into the Contractor's applicable QC Plan.
3. If the project site or material supplier cannot support electronic ticketing, develop an alternative means to deliver tickets in real time. This may include, but is not limited to, the submission of paper delivery tickets. If an alternative delivery method is used, E-Tickets shall be sent between the producer and the Department at the end of the shift. Confirm all E-Ticketing requirements with the Department at the preconstruction meeting or at the project's pre-placement meeting.
4. Provide access to the electronic ticketing system to personnel identified by the Representative or in the QC Plan.



Construction Specification

Proposed Updates:

(b) Data Deliverables.

1. Provide to the Representative via iOS apps or web browser in real time so report summaries can be gathered. Provide a field for the Representative to add comments pertaining to the material on each ticket. Record the user's name for all entered and updated information.
2. Provide access to all ticket information in a CSV or Excel file to the Department.
3. Maintain an internet connection with a minimal bandwidth of 10Mbps or the minimum bandwidth recommended by their e-ticketing software vendor, whichever is smaller.



Questions

Adam Bratrude, P.E.
Phone: (717) 678-5206
abratrude@pa.gov



PA MUNICIPAL ADVISORY COMMITTEE MEETING

**DEVELOPMENT OF
PENNSYLVANIA'S ALTERNATIVE
FUEL CORRIDORS**

NICK MILLER, EXECUTIVE POLICY SPECIALIST

JANUARY 20, 2022

AGENDA

- Electric vehicles in Pennsylvania and charging infrastructure
- PennDOT's EV planning efforts
 - Alternative fuel corridor planning projects
- EVs in the Bipartisan Infrastructure Law (BIL)



BY THE NUMBERS

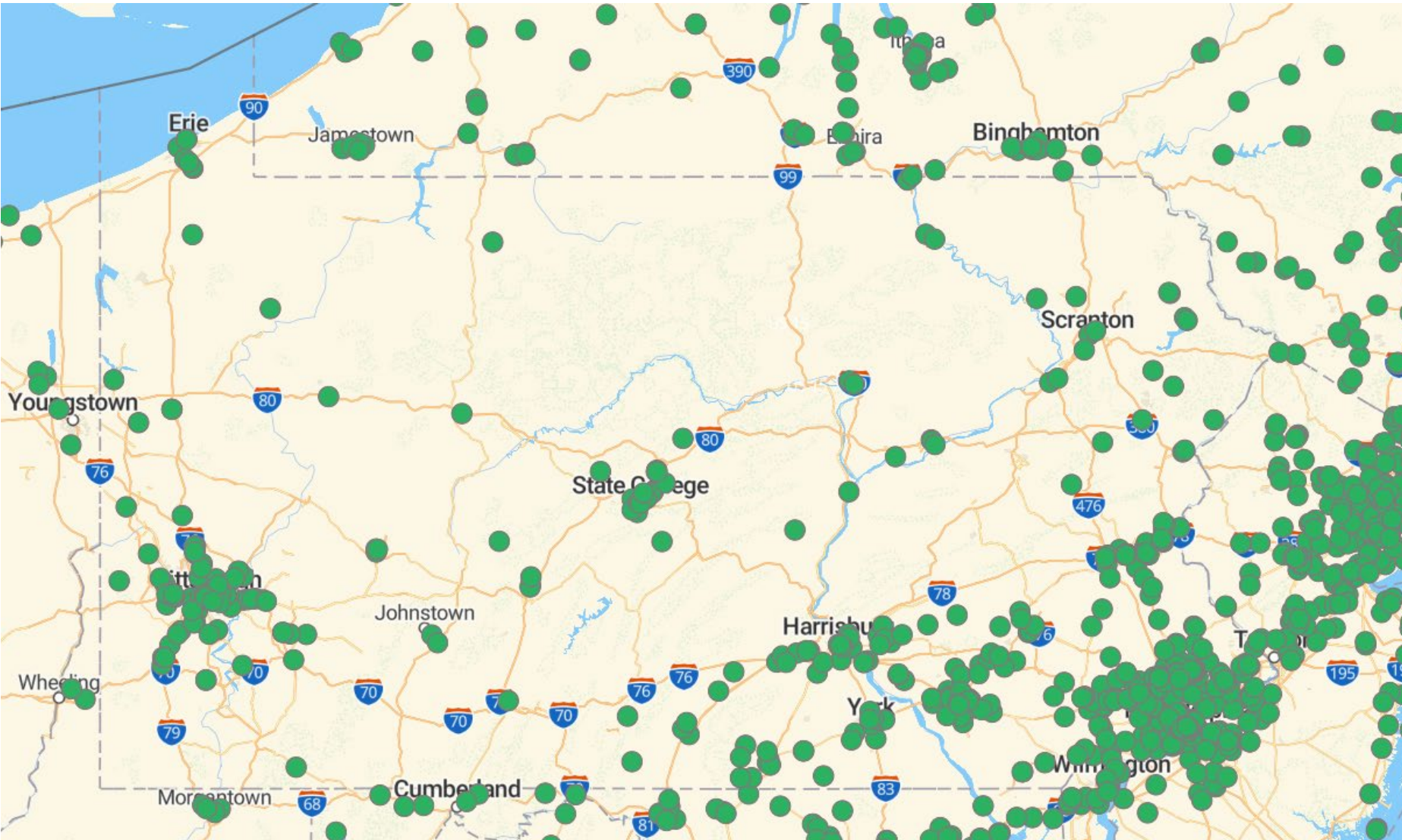
	March 2019	March 2020	March 2021*	Jan. 2022*
Electric	9,784	11,343	16,924	23,543
Hybrid	29,680	36,252	46,401	57,777
Other	5,432	6,510	4,159	3,980
Total	44,896	54,105	67,484	85,300

Source: PennDOT registration database

*Reporting class 1 vehicles numbers only



PUBLIC CHARGING LOCATIONS



Over 2,400 public plugs at over 1,000 locations

➤ *600 more plugs than this time last year*

● Charging station

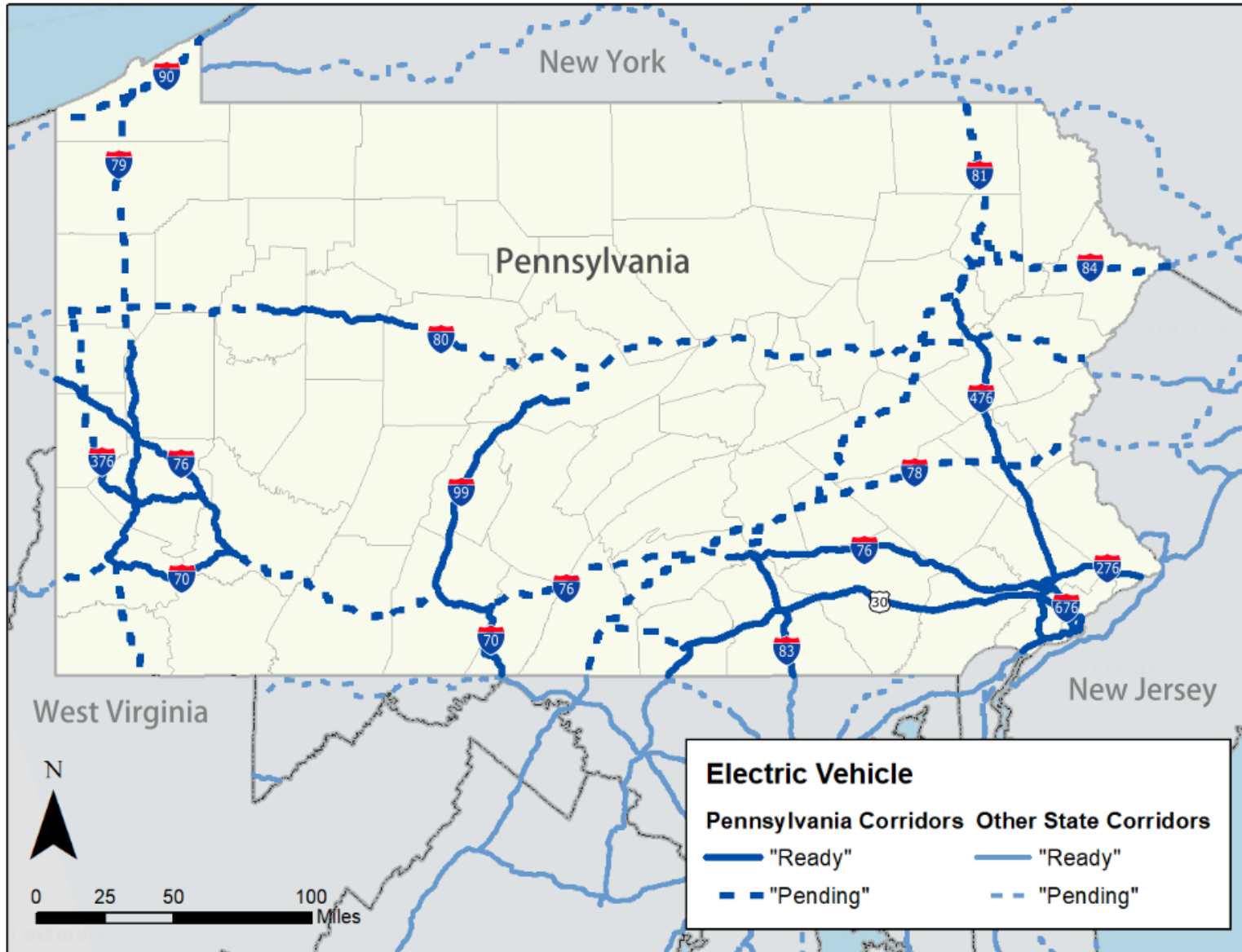


PENNDOT SUPPORT FOR EVS

- Mobility Plan
- Alternative fuel corridor deployment plan (I-78/I-81 & I-80)
- PennDOT Internal Working Group



ALTERNATIVE FUEL CORRIDORS



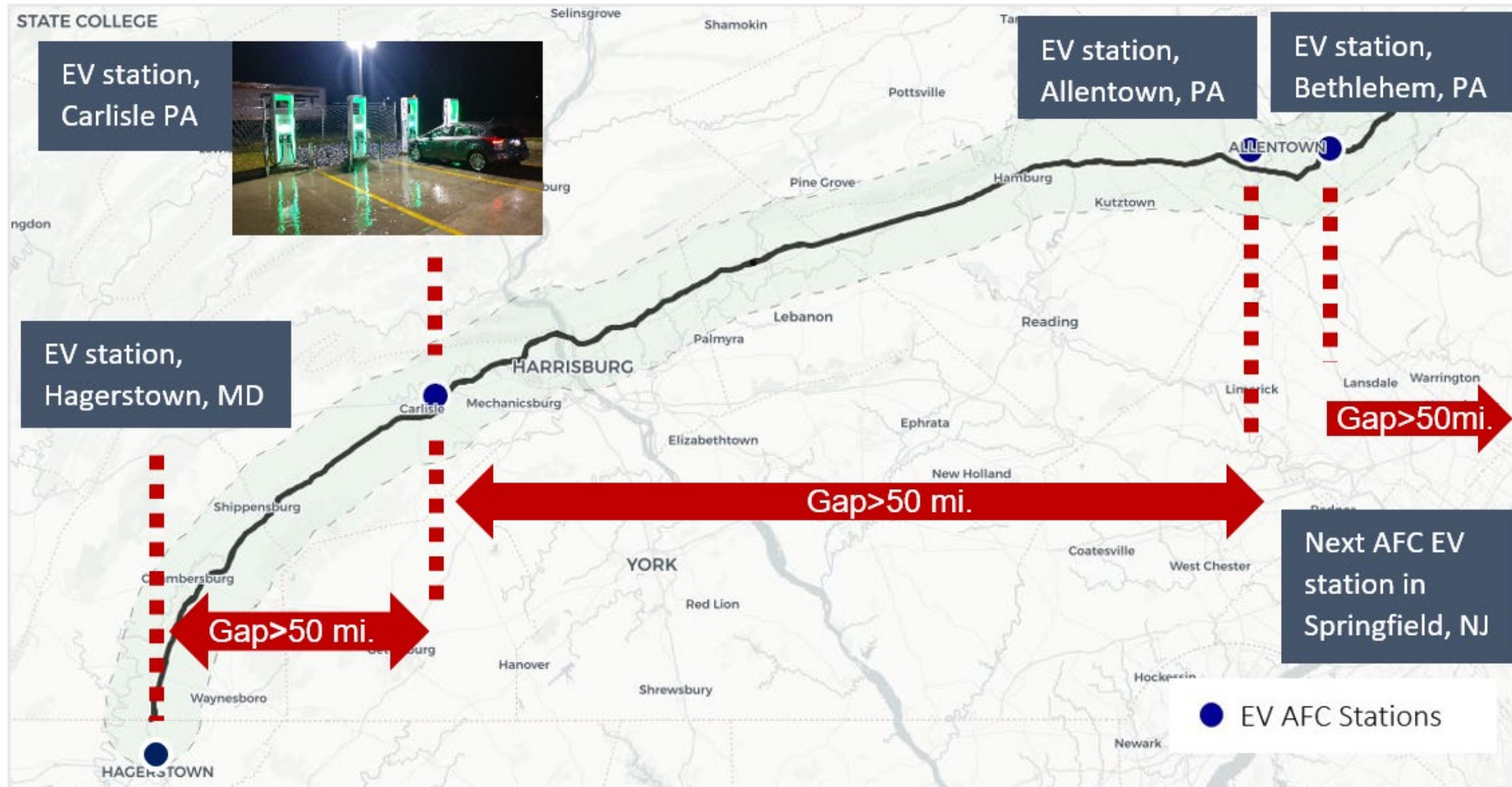
Pennsylvania's Electric Vehicle Corridors currently have:

- 692 Interstate Miles in Ready Status
- 1,051 Interstate Miles in Pending Status



I-78/I-81 ALTERNATIVE FUEL CORRIDOR GAPS

EV AFC Gaps in Corridor Infrastructure

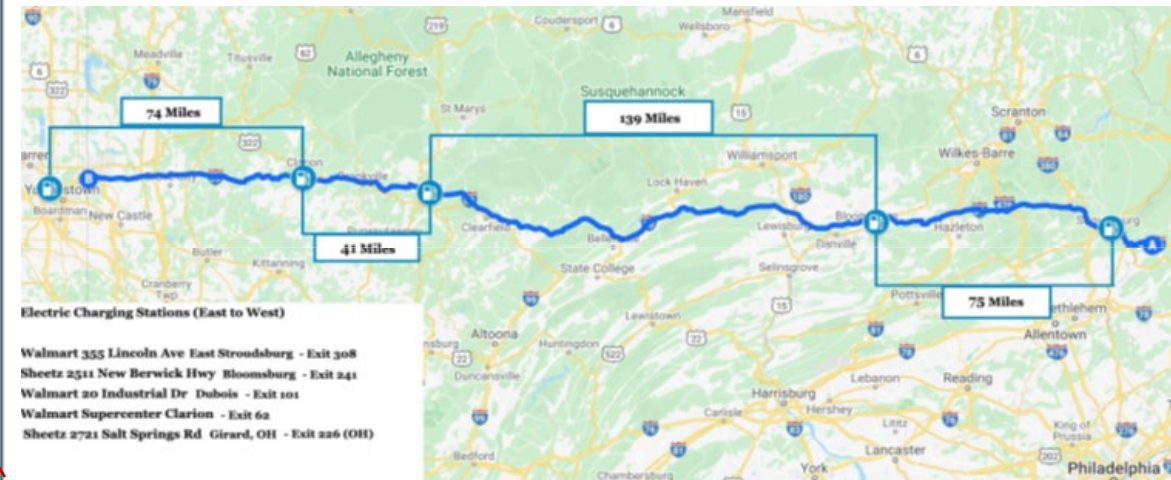
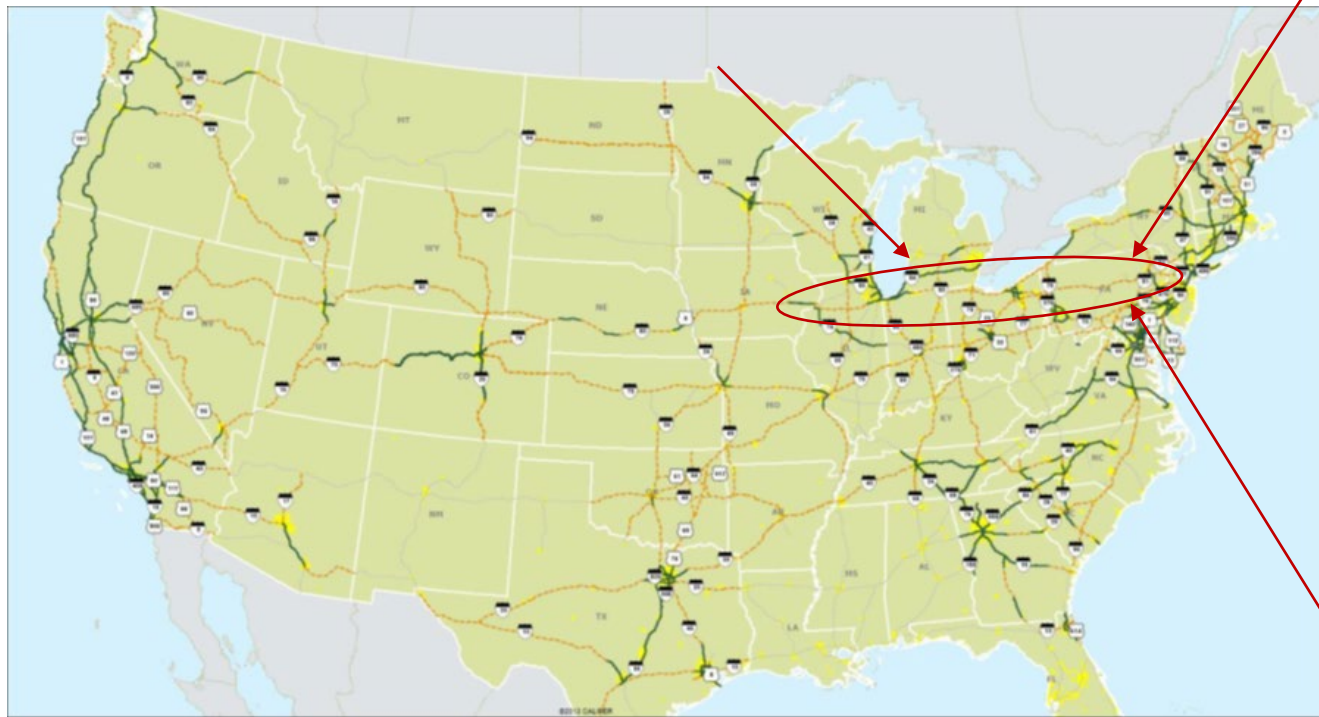
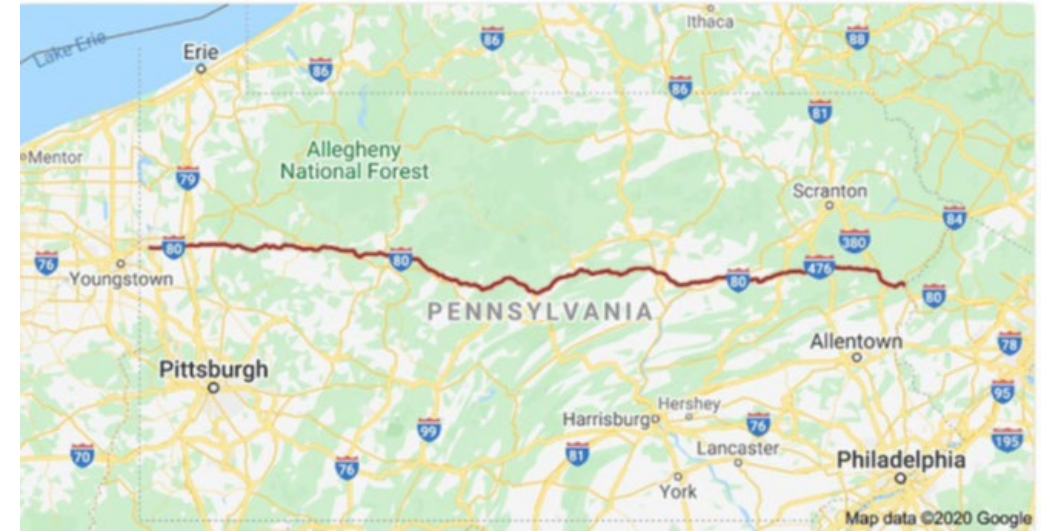


I-80 ALTERNATIVE FUEL CORRIDOR



The I-80 Mid-America Alternative Fuel Corridor project:

- Six-state collaborative, including Illinois, Indiana, Iowa, New Jersey, Ohio, and Pennsylvania
- Fill gaps between DC Fast Chargers to be within 50 miles



EV CORRIDOR ROLES

1. Identify Charging Priorities and Funding Opportunities

PennDOT

- Conduct studies that identify priority locations for new EV infrastructure
- Share priority locations and funding opportunities with EV network companies & MPOs

MPOs

- Coordinate with PennDOT on EV charging studies
- Conduct future EV studies
- Share information with businesses at priority locations via local channels

Share via local business organizations

2. Share with Private Sector

EV Network Companies

- Evaluate and connect with businesses at priority locations

Businesses

- Notify PennDOT of interest in hosting station via call-to-action on outreach materials and fill out questionnaire OR
- Coordinate directly with EV network company

3. Support Interested Businesses As Needed

Clean Cities

- Support businesses in grant applications as needed
- Coordinate with EV network companies as needed

PennDOT/MPO

- Share interested businesses with Clean Cities and support as needed

Grant Application

Grant Application



PRODUCTS FOR BUSINESS OUTREACH



ELECTRIC VEHICLE FAST-CHARGING

FAQS & FUNDING OPPORTUNITIES

What Businesses Need to Know



What Is DC Fast Charging?

Direct current (DC) fast chargers are game-changers for electric vehicles (EVs). While many EV owners rely on home-charging overnight, DC fast chargers can charge an EV in only 20 to 30 minutes. In PA, over 100 locations – most of them businesses – currently have at least one DC fast charger installed in their parking lots.

Why Is Pennsylvania Investing?

One challenge to more rapid adoption of EVs is the lack of public DC fast chargers. By providing funding for fast charge projects in strategic locations – such as along highways and in underserved metro areas – Pennsylvania aims to increase drivers' confidence in the availability of public EV chargers, slow down climate change, and improve public health.

Which Businesses Are the Best Locations?

The best types of businesses for hosting DC fast chargers are restaurants, gas/convenience stores, truck stops, grocery stores, shopping centers, or any interested business with available parking spaces where an EV driver could shop and use amenities during the 20-30 min of charging time. Businesses that are 24/7 and offer food and restrooms are ideal. The best locations for businesses interested in hosting fast chargers are near interstate exits along major travel corridors for commuter and recreational travel needs.

What Are the Benefits to Businesses?

- Attract customers looking to stop at a location that offers fast charging
- Increase customer spending at site amenities
- Minimize costs by choosing from a range of business models offered by EV charging hardware & network companies
- Gain customer recognition as a leader in reducing carbon emissions

Is Your Business Located Near an Interstate?

The Pennsylvania Department of Transportation (PennDOT) is looking to facilitate the build-out of EV DC fast charging infrastructure across the Commonwealth, including on interstate corridors. If you are interested in a project consultation on fast-charging options and possible grant funding for a property located within 5-miles of any interstate exit, please contact:

RA-PDEVCorridors@pa.gov

DRIVING PA FORWARD

YOUR BUSINESS MAY BE ELIGIBLE FOR FUNDING

DC Fast Charging Grant Program

The Pennsylvania Department of Environmental Protection *Driving PA Forward* initiative includes reimbursements for the acquisition, installation, operation and maintenance of DC fast charging equipment. Program funding and eligibility details include:

- More than 1/2 of costs reimbursed for DC fast charging projects, or \$250,000 maximum per award
- Projects must be in PA, publicly accessible, 24/7 operational, networked, and include both CCS and CHAdeMO connector types
- Preferred locations include projects off interstate exits (<5 miles) or in metro areas

Application Open: 10/29/21 - 1/31/22

Web Link:

[Driving PA Forward Homepage](#)

Scroll down to DC Fast Charging Grant Program to see Guidelines and Instructions

Pennsylvania is Committed to Supporting Growth in EV Vehicles. See the Pennsylvania EV Roadmap: [Web Link to Road Map](#)

Survey Form for Business Interested in Hosting DC Fast Charging Stations

1. Contact Information

Name: _____
Site Name: _____
Site Address: _____
Email Address: _____
Phone Number: _____

2. Nearest interstate exit to site: _____

3. Distance from interstate exit (roadway miles)

- Less than mile
- 1-2 miles
- 2-3 miles
- 3-5 miles
- Greater than 5 miles

4. Type of Facility (Choose as many that apply)

- Convenience
- Gas
- Grocery
- Hotel
- Restaurant
- Retail
- Other (please specify): _____

5. Why are you interested in hosting electric vehicle fast charging on your site?

6. Are you interested in owning the electric vehicle charging equipment on site or having the equipment be owned by the charging company?

- Your site owns and operates the charging equipment
- EV network company owns and operates the charging equipment
- Not sure

7. Have you or your company previously worked with or contacted any EV network or infrastructure companies?

- No, we have not
- Blink
- ChargePoint
- Electrify America
- EVGo
- Freewire
- Greenlots
- Not sure
- Other (please specify): _____

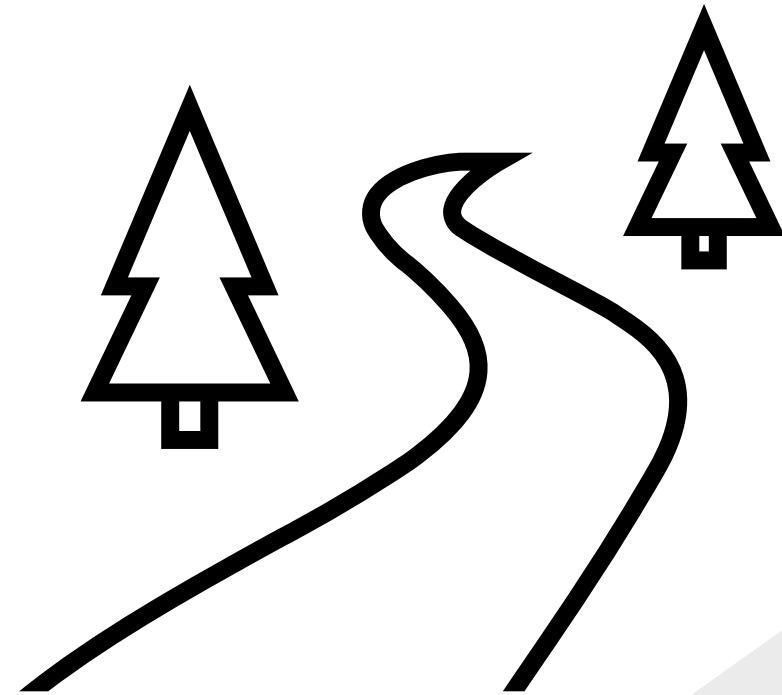


BIPARTISAN INFRASTRUCTURE LAW (BIL)

- New sources of funding for EV infrastructure
 - Formula Funding
 - Discretionary Grant Program
- Working on planning documents
- Prioritizing “pending” alternative fuel corridors
- Information sharing with our planning partners
- Educating local municipalities on new funding

Additional Efforts:

- Statewide EV Taskforce
- Temple Capstone – EV Model Ordinance



Questions?

Nick Miller

minichola@pa.gov

RA-PDEVCorridors@pa.gov

NEXT MEETING/ ADJOURNMENT

Thursday, April 21st