

MUNICIPAL ADVISORY COMMITTEE MEETING

KEYSTONE BUILDING 8N1 AND MICROSOFT TEAMS ·· APRIL 21, 2022

AGENDA

- **Welcome** 1:00-1:15
 - Secretary of Transportation Yassmin Gramian, P.E.
 - Deputy Secretary Larry Shifflet
- **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 – Nick Mackereth
 - Municipal Research and Outreach – Chris Metka
 - Financial and Contract Services – Kristen Sims
- **Break – 5 Minutes** 1:55-2:00
- **Presentations**
 - Autonomous Vehicles Legislation – Kevin Tobias 2:00-2:05
 - Transportation Alternatives Set-Aside – Justin Cambric 2:05-2:15
 - Outdoor Advertising Control – Bob Pento, Micah Wineberg, Jack Clark 2:15-2:30
 - Electric Vehicles Update – Natasha Fackler 2:30-2:45
 - MS4 Municipal Partnerships 2:45-3:00
- **Next Meeting/Adjournment** – Chris Metka 3:00

Teams Meeting Information

Phone: 267-332-8737

Conference ID: 426 409 317#

Date: April 21, 2022

Time: 1:00 – 3:05 PM



WELCOME

DEPUTY SECRETARY FOR PLANNING - LARRY SHIFFLET ·· APRIL 21, 2022

WELCOME

SECRETARY OF TRANSPORTATION - YASSMIN GRAMIAN, P.E. · APRIL 21, 2022

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 ·· APRIL 21, 2022

DCED UPDATE

NICK MACKERETH · APRIL 21, 2022

MUNICIPAL RESEARCH AND OUTREACH

CHRIS METKA ·· APRIL 21, 2022

MRO UPDATE

- PennDOT Connects
 - Municipal Outreach/Peer Exchange
 - New Recorded Trainings
 - Transportation Partnerships
 - Official Map
 - Developer Negotiations
 - Free Planning Assistance available
 - Drop-Ins
 - PennDOT One Map
 - Active Transportation
 - Long Range Transportation and Freight Movement Plan
 - Building Better Bus Stops
 - Planning for Traffic Calming
 - <https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx>



MRO UPDATE

- LTAP Class Updates
 - March Pilots
 - Risk Management and Traffic Safety
 - Major Update
 - Course not offered in years
 - Need to update to reflect changes in laws
 - Local Road Safety Plans
 - New class
 - Based on FHWA's new Local Road Safety Plan Guidebook
 - Municipalities can help reduce fatalities, injuries, and crashes and properly allocate safety resources
- Research
 - Pitt Work Order #23 - Demonstration Projects/Tactical Urbanism Research
 - Process to evaluate projects before committing funding and permanent change
 - Low-cost safety improvements
 - Active Transportation
 - Recreation, dining or other community space
 - Curb management



MRO UPDATE

- Pennsylvania Climate Leadership Academy Training
 - Climate Leadership Activator Series
 - New series of virtual trainings
 - May 12th, 19th, and 26th from 9:30 – 12:00
 - Goals
 - Support the work of the GreenGov Council and Pennsylvania agencies
 - Develop a community of climate smart leaders
 - Suggested attendees
 - Local government elected officials and managers
 - Municipal Associations
 - Topics
 - Session #1 - Climate Fundamentals and Implications for PA and the Mid-Atlantic
 - Session #2 - Climate Implications for Health, Equity & Economic Vitality
 - Session #3 - Risk Management and Enterprise Readiness

Sponsored by:

- US Department of Energy
- PA DEP



FINANCIAL AND CONTRACT SERVICES DIVISION UPDATE

KRISTEN SIMS ·· APRIL 21, 2022

MLF ALLOCATIONS

- 2022 MLF allocation - \$455,885,000
 - \$3,191,000 (0.7%) increase
- As of April 18, 2022 - \$428,689,850 released to 2,375 municipalities
 - Payments released as municipalities become certified



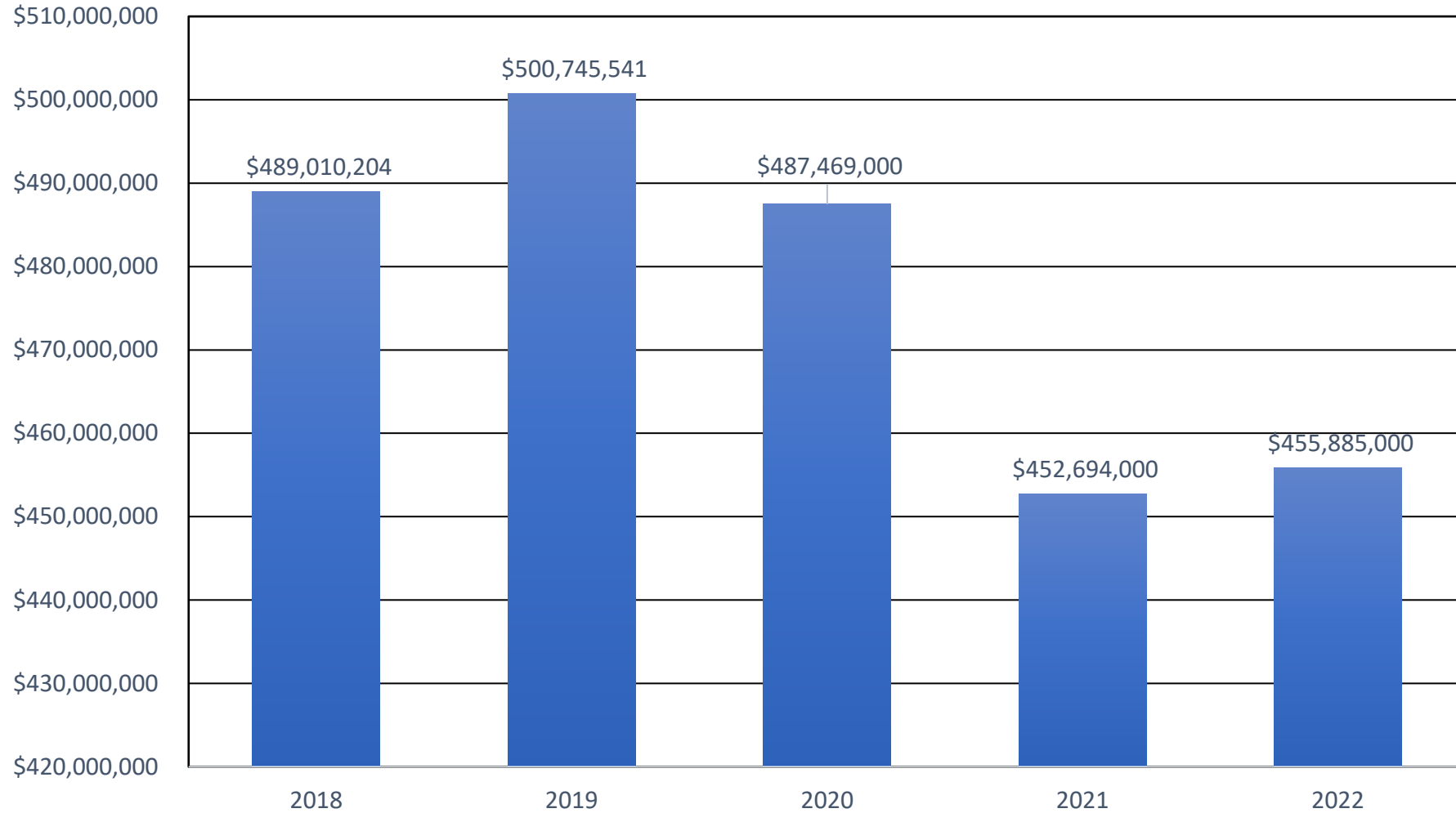
MLF ALLOCATIONS

- 2021 MLF allocation - \$452,694,000
 - \$34,775,000 (7.1%) decrease
 - As of April 18, 2022 - \$450,165,268 released to 2,535 municipalities
 - Payments released as municipalities become certified
- 2020 MLF allocation – \$487,469,000
 - Ten municipalities have not been certified to receive their allocation and two municipalities have a block preventing the release of any payments from the Commonwealth
 - Lapses June 30, 2022 – certified letters are being drafted and will be sent soon to notify them of this



MLF ALLOCATION HISTORY

Municipal Liquid Fuels 5 Year 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

- Autonomous Vehicles Legislation – Kevin Tobias **2:05-2:10**
- Transportation Alternatives (TA) Set-Aside – Justin Cambric **2:10-2:20**
- Outdoor Advertising Control – Bob Pento, Micah Wineberg, Jack Clark **2:20-2:30**
- Electric Vehicles Update – Natasha Fackler **2:35-2:50**
- MS4 Municipal Partnerships – Daryl St. Clair **2:50-3:05**



AUTONOMOUS VEHICLES LEGISLATION

KEVIN TOBIAS · APRIL 21, 2022

AV MUNICIPAL GUIDEBOOK

- Goal – Provide locals with actionable recommendations to prepare for AVs within their jurisdiction
 - Simple recommendations
 - Multiple options (good, better, best)
 - Relatable (what you should do versus what you shall do)
- Kickoff May 2022
- Step 1 – Survey/outreach to municipal associations, fire and police chiefs
- Step 2 – Guidebook development
 - Why you should care
 - Considerations
 - Public/Community Concerns
 - Safety and Security
 - Risk/Liability
 - Operational
 - Policy
 - Planning
 - Infrastructure Investments
 - Workforce/Staffing
 - Opportunities
 - Education and Engagement
 - Partnerships
 - Programs and funding
 - Recommended Actions Table
 - Next steps



MUNICIPAL ADVISORY COMMITTEE MEETING

Transportation Alternative Set-Aside (TASA)



What is TA Set-Aside?

Federal Cost Reimbursement Program

Combines legacy programs

- Transportation Enhancements
- Safe Routes to School
- Scenic Byways
- Recreational Trails (administered by DCNR)

Common Project Types

- Pedestrian and bicycle facilities, access to transit
- Safe Routes to School (noninfrastructure)
- Historic transportation structures
- Trails/Rail Trails
- Safety for non-motorized users



ELIGIBILITY

Eligible Projects

- Bicycle and Pedestrian Facilities
- Bicycle and Pedestrian Education
- Conversion of Abandoned Railway Corridors to Trails
- Construction of Turnouts, Overlooks, and Viewing Areas
- Outdoor Advertising Management
- Historic Preservation and Rehab of Historic Transportation Facilities
- Vegetation Management
- Archaeological Activities
- Stormwater Management
- Wildlife Mortality Mitigation
- *New* - Vulnerable Road User Safety Assessment Activities

Eligible Sponsors

- Counties
- Municipalities
- Schools
- Transit Agencies
- Natural Resource or Public Land Agencies
- Other local or regional governments responsible for transportation or recreational trails
- Nonprofit entities responsible for the administration of local transportation safety programs



TASA FUNDING

~\$46 Million/year

59% Suballocated by
Population

41% Statewide

~\$2M/yr
to Rec
Trails
(DCNR)

\$16M for
Large MPOs
(Over 200K)

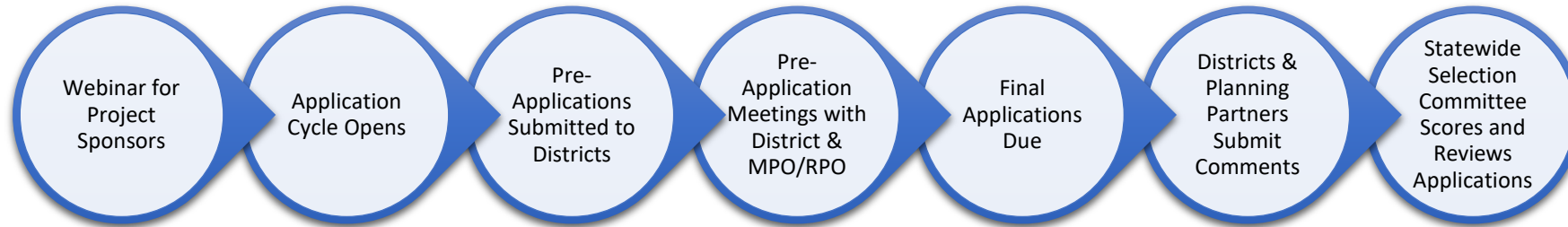
\$10M for
Areas \leq 200k

\$18M for Any Area

NEW: 5%
(~\$1.4M) for
Improving
Access &
Efficiency



APPLICATION PROCESS



Statewide Project Selection Committee Members

- DCNR
- PA Department of Health
- MPOs (2)
- RPO (1)
- Program Center
- Project Delivery
- Multi-Modal Deputate
- Policy Office



CURRENT ROUND

Received 114
Eligible
Applications

Requesting
~\$100 Million

Statewide
Committee
Completed
Review of
Applications

Anticipate
Project
Selection
Announcements
in Spring 2022



WHAT'S NEW WITH IIJA/BIL

Increased yearly allocation
from ~\$28M to ~\$46M

Suballocation by population
increased from 50% to 59%

Up to 5% of Statewide funds
can be used for
administrative staff and
assistance for applicants

Maintains all previous
eligibilities under FAST Act

- Adds new eligibility for vulnerable road user safety assessment

Non-Federal share may now
be calculated on multi-
project or program wide
basis

- Allows some individual projects to be fully federal funded

Allows SRTS education
projects for all grades
(formerly only K-8)

Adds new eligible sponsors:

- MPOs with a population \leq 200,000
- Any nonprofit entity
- A State, at the request of another eligible entity



CONTACTS & MORE INFORMATION

[TA Set-Aside Website](#)

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Transportation Planning Manager
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TA Set-Aside Program Office
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OUTDOOR ADVERTISING CONTROL

Update 2022



Program Review



Outdoor Advertising Control

Independent Oversight Program Review



FINAL REPORT

August 2018

Executive Summary

The purpose of this Independent Oversight Program (IOP) Review is to evaluate whether the Pennsylvania Department of Transportation (PennDOT) is maintaining effective control of outdoor advertising. Ultimately, the goal is to adequately ensure that outdoor advertising is effectively controlled to reduce the risk of noncompliance.

- ★ Observation #1: Of the 491 OAD signs inventoried, 117, or approximately 23.8% of them, were illegally encroaching into the existing right-of-way (ROW).
- ★ Observation #2: PennDOT is not maintaining an adequate inventory of OADs. Of the 491 OADs surveilled, 352 signs were located outside of the ROW. Of these 352, 113 illegal signs were not permitted by PennDOT.
- ★ Observation #3: Of the 44 non-conforming signs identified during the surveillance, 16, or over 36% of them, did not match the original permit for size, configuration, materials, or lighting. These 16 signs are therefore illegal.
- ★ Observation #4: PennDOT is not adequately surveilling lawn signs. A total of 647 lawn signs were counted during the surveillance of the 234 miles.



STATE HIGHWAY LAW 1945

INSIDE THE R.O.W.

"STATE HIGHWAY LAW"

Act of Jun. 1, 1945, P.L. 1242, No. 428 Cl. 36
AN ACT

Relating to roads, streets, highways and bridges; amending, revising, consolidating and changing the laws administered by the Secretary of Highways and by the Department of Highways relating thereto.

Compiler's Note: Section 2 of Act 209 of 1990 provided that this act is repealed insofar as it is inconsistent with that act.

TABLE OF CONTENTS

Section 425. Signs, Banners, etc., across or within Legal Limits of Highway; Penalty; Abatement.--It shall be unlawful to place any sign, banner, or advertising matter of any kind whatsoever on or across any State highway or on or across any structure within the legal limits of any State highway without first having obtained the written consent of the department.

of State Highways.
Section 203. Maps, etc., of State Highways.
Section 204. Lettering, Naming or Numbering State Highway Routes.

Any such sign, banner, or advertising matter placed without the consent of the department is hereby declared to be a public nuisance, and may be abated by the department with or without notice to the persons responsible for the placing thereof.

vacation.
Section 211. Use of Abandoned Canals and Railroad or Railway Rights of Way for Relocation of State Highways.
Section 212. Acquisition and Disposal of Certain Canals and Artificial Waterways.
Section 213. Acceptance of Canal Property Acquired by Department of Forests and Waters.
Section 214. Maintenance of Parts of Roads Abandoned as State Highways; Vacation when not of Full Width.
Section 217. Connecting Roads between State Highways.
Section 218. Lengthening or Shortening Intersection Routes to conform to Relocations.
Section 219. Designation of Future Locations for Highways.
Section 220. Parallel Highways; Establishments; Control of Direction of Traffic.
Section 221. Parallel Highways; Taking over of Existing Roads and Streets; Payments to Boroughs.
Section 222. Abandonment of Routes on State Highway System.

Article III. Eminent Domain, Ascertainment and Payment of



CHAPTER 445. OUTDOOR ADVERTISING DEVICES

Sec.

36 P.S. §2718.102 states the purposes of the Act as follows: "The people of this Commonwealth would suffer economically if the Commonwealth failed to participate fully in the allocation and apportionment of Federal-aid highway funds since a reduction in such funds would necessitate increased taxation to support and maintain the Commonwealth's road program and system. Therefore, for the purpose of assuring the reasonable, orderly and effective display of outdoor advertising while remaining consistent with the national policy to protect the public investment in the interstate and primary systems; to promote the welfare, convenience and recreational value of public travel; and to preserve natural beauty, it is hereby declared to be in the public interest to control the erection and maintenance of outdoor advertising devices in areas adjacent to the interstate and primary systems within this Commonwealth."

The provisions of this Chapter 445 adopted May 12, 1972, effective May 13, 1972, 2 Pa.B. 845, unless otherwise noted.

Notes of Decisions

An assertion that a sign owner was improperly subjected to selective administrative enforcement of the Outdoor Advertising Control Act of 1971 (36 P. S. § § 2718.101—2718.115) and its corresponding regulations found at this chapter may not be raised before the court if not raised and developed at a hearing before the Department which petitioners failed to attend and communicated to the Department their intention to abandon the matter. *Fritz v. Department of Transportation*, 468 A.2d 538 (Pa. Cmwlth. 1983).

§ 445.1. Purpose.

This chapter is promulgated for the purpose of establishing standards, including criteria for size, spacing and lighting, of outdoor advertising devices consistent with the act, and 23 U.S.C.A. (relating to highways) and the Federal regulations promulgated thereunder; and to establish a system for the issuing of permits for the outdoor advertising devices, as required by the act.

Source

The provisions of this § 445.1 adopted May 12, 1972, effective May 13, 1972, 2 Pa.B. 845; renumbered September 8, 1978, effective September 9, 1978, 8 Pa.B. 2534.



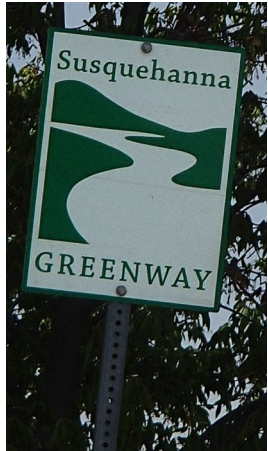
OUTDOOR ADVERTISING DEVICE

1.04 DEFINITION OF OUTDOOR ADVERTISING DEVICE

36 P.S. §2718.103(5) states "any outdoor sign, display, light, figure, painting, drawing, message, plaque, poster, billboard or other thing which is designed, intended or used to advertise or inform."



EXAMPLES OF SIGNS BEING ADDRESSED



SAFETY – THE DRIVING FACTOR

Top Five Driving Distractions

- Daydreaming
- Using a cell phone
- **Looking at something outside the vehicle**
- Activities of passengers
- Reaching for something on the dashboard, seat, or floor

Statewide Fatalities

Hit Fixed Objects has been a top 4 contributor of fatal crashes in each of the past 20 years in PA



PENALTY IF NOT COMPLIANT



If the Department doesn't show effective control of the Outdoor Advertising Program

- 10% penalty of overall federal funds
- In 2020 that would have been \$160 million



OUTREACH

Continued support and education to major groups involved with the any part of the sign permit process.



IMPROVEMENTS

- Enhanced Website
- FAQs
- New Publication



NEXT STEPS

External Outreach Meetings

Summer/Fall 2022

- Presentation of Outreach Material and the Program
 - Statewide Legislators (Harrisburg)
 - Local Legislators Meetings
 - PA Tourism Sign Trust
 - PSATS & Borough Association
 - Municipal Advisory Committee (MAC)
 - PA Outdoor Advertising Association
 - Local PennDOT Municipal Services Managers

Full Implementation

Winter 2022-2023



QUESTIONS OR COMMENTS?

ROBERT J. PENTO, P.E.
RPENTO@PA.GOV
717-783-6265

PREPARING & PLANNING FOR EV CHARGING INFRASTRUCTURE FUNDING

NATASHA FACKLER, POLICY DIRECTOR
MUNICIPAL ADVISORY MEETING - APRIL 21, 2022

AGENDA

- National Electric Vehicle Infrastructure Plan (NEVI)
 - Overview of Funding
 - Eligibility Requirements
 - State Plan Outline - Vision and Goals
- Alternative Fuels Corridors (AFC)
 - Understanding Our AFC Gaps and Needs
- Additional EV Initiatives
- Next Steps



NEVI OVERVIEW

Today's Focus (NEVI)

[Division J]

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

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 corridorsSets aside 10% of funding for discretionary grants to State and local governments that require additional assistance to strategically deploy EV charging infrastructureState must submit plan to DOT describing planned use of fundsIf State doesn't submit plan (or carry it out), DOT may withhold or withdraw funds and redistribute within the State, or to other StatesEstablishes DOT-DOE Joint Office of Energy and TransportationRequires 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.

§ 11401

[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 StateMPOLocal governmentSpecial purpose district or public authority with a transportation functionIndian TribeTerritory
Eligible projects	<ul style="list-style-type: none">Acquisition and installation of publicly accessible EV charging or alternative fueling infrastructureOperating 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 corridorsSet-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



CLEAN SCHOOL BUS PROGRAM

- **Clean School Bus Program (EPA)**
 - ***\$5 billion over 5 years*** (FY 2022-2026)
 - Half of the funding (\$2.5 billion or \$500 million/year) is for “zero-emission school buses”
 - Half of the funding is for “clean school buses” (i.e., low-emission)
 - ***Eligible applicants***
 - State or local governmental entities
 - Eligible contractors
 - Nonprofit school transportation associations
 - Tribes, Tribal organizations, or Tribally-controlled schools
 - ***Application***
 - Expected to open in April
 - Open for a 3-month period

Program one-pager available at <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P1013NR1.pdf>

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



HOW MUCH NEVI FUNDING FOR PA?

- National Electric Vehicle Infrastructure (NEVI) Formula Program
 - **\$171.5 million to PA over 5-year period**
 - **\$25.4 million to PA in FY2022**
- Discretionary Grant Program for Charging and Fueling Infrastructure
 - **\$2.5 billion across all states**

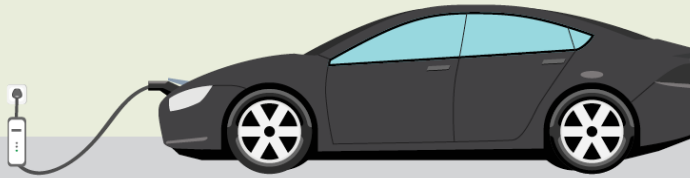
Estimated to equate to **40 or more new fast charge stations a year** (assuming new charging facility at \$600k each with a 20% match)



NEVI FOCUS ON DC FAST CHARGING

KNOW YOUR EV CHARGING STATIONS

AC Level One



VOLTAGE

120v 1-Phase AC

AMPS

12–16 Amps

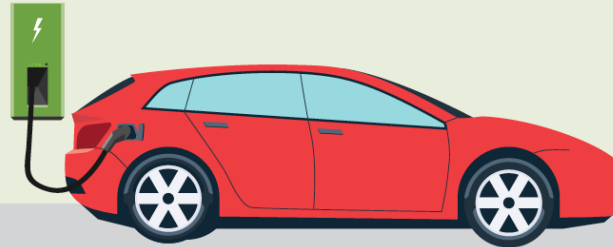
CHARGING LOADS

1.4 to 1.9 kW

CHARGE TIME FOR VEHICLE

3–5 Miles of Range Per Hour

AC Level Two



VOLTAGE

208V or 240V 1-Phase AC

AMPS

12–80 Amps (Typ. 32 Amps)

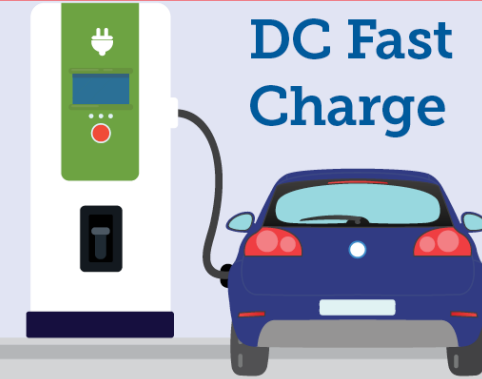
CHARGING LOADS

2.5 to 19.2 kW (Typ. 7 kW)

CHARGE TIME FOR VEHICLE

10–20 Miles of Range Per Hour

DC Fast Charge



VOLTAGE

208V or 480V 3-Phase AC

AMPS

<125 Amps (Typ. 60 Amps)

CHARGING LOADS

50 – 350kW

CHARGE TIME FOR VEHICLE

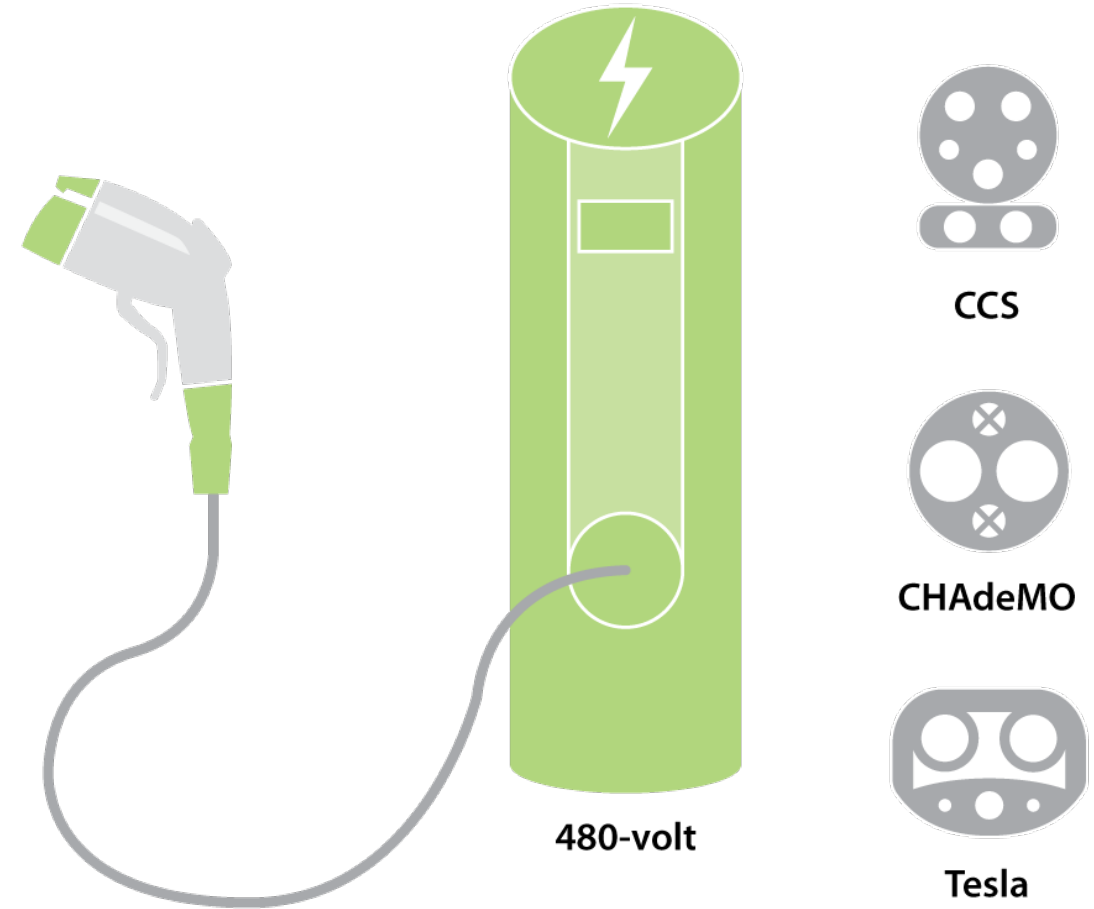
80% Charge in 20–30 Minutes



NEVI QUALIFYING FAST CHARGERS

- Public (Tesla doesn't count now)
- 4 ports
- CCS Connectors
- At least 150kw power per port (600kw total)
- Within 1-mile of highway

DC Fast Charging



NEVI PLAN OUTLINE

- Introduction
- State Agency Coordination
- Public Engagement
- ***Plan Vision & Goals***
- Existing & Future Conditions
- EV Charging Infrastructure Deployment
- Implementation
- Civil Rights
- Equity Considerations
- Labor & Workforce Considerations
- Cybersecurity
- Program Evaluation
- Discretionary Exceptions



ESTABLISHING NEVI GOALS (DRAFT)

Strategically deploy a convenient, reliable, affordable, and equitable electric vehicle charging network to support range confidence for Pennsylvanians and visitors.

Construct a **consistent, robust charging network** to enhance availability when and where people need to charge.

Fund infrastructure that is **safe and convenient** for travelers.

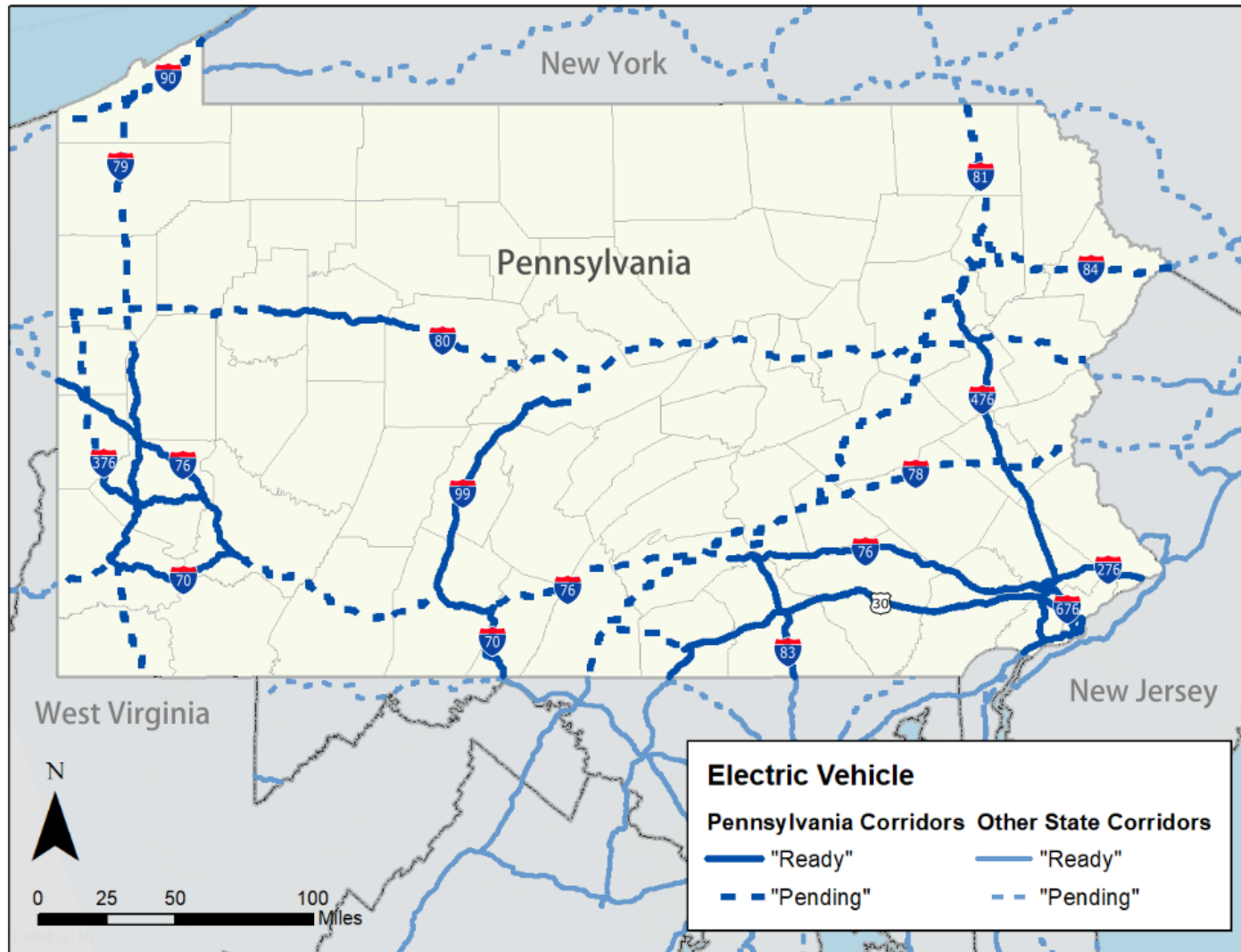
Ensure EV infrastructure funding is distributed and applied in an **equitable** manner and provides benefits to all populations **including underserved and rural communities**.

Complement the NEVI formula program with proper training and diversity of the **workforce and job impacts**.

Develop a charging network to **support freight and goods movement** through the Commonwealth.



ALTERNATIVE FUEL CORRIDORS (AFC)

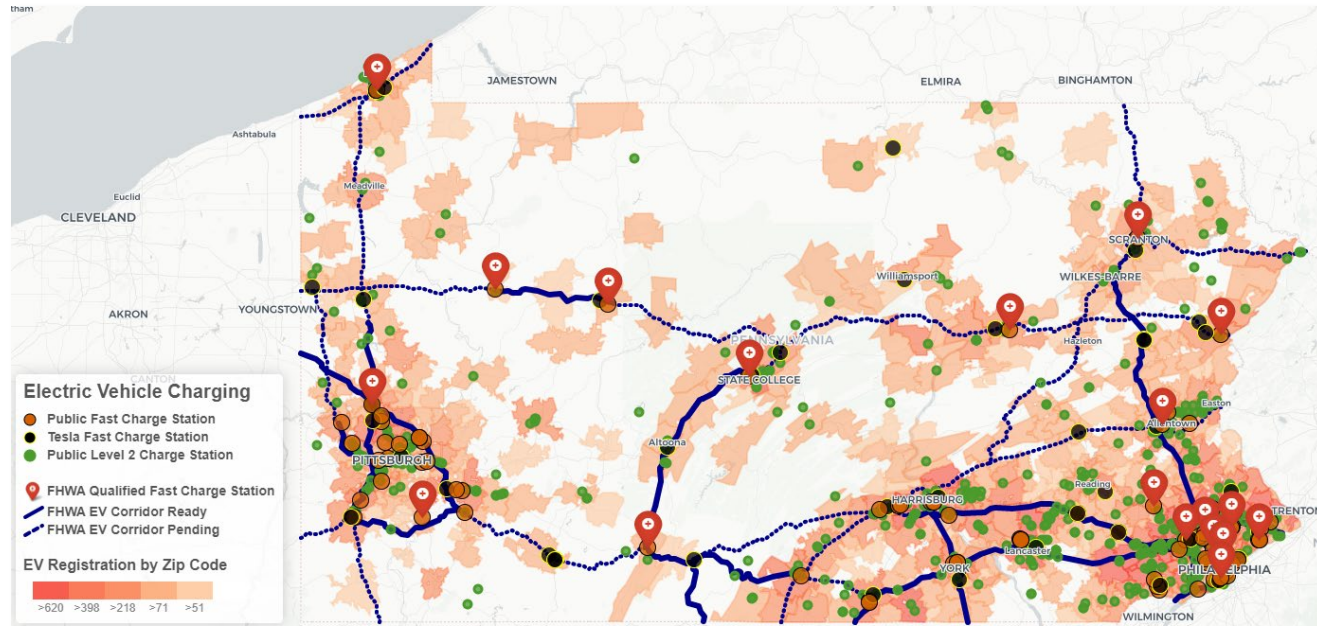


- AFC is a plan for build-out of DC fast chargers (DCFC)
- PennDOT has nominated corridors over 5 rounds - includes all interstates
- Only non-interstates nominated are portions of US 30 and US 15
- AFC corridors designated as either “Pending” or “Ready” based on older criteria
- “Ready” means qualifying stations not more than 50 miles apart
- NEVI funding can be applied to all AFC corridors (Pending or Ready)
- NEVI funding must be applied to AFC until a “Build-Out” certification by FHWA



MAPS AND INITIAL GAP ASSESSMENT

Interactive Map of Current Station Locations



<https://tmp-map.s3.amazonaws.com/dot-sample/pa-ev-stations.html>

Gaps will be changing as new stations are constructed

Corridor	Gaps (Current AFC Criteria)
I-70	>50 mi west of Bedford (into OH)
	>50 mi southeast of Bedford (into MD)
I-76	>50 mi west of Cranberry (into OH)
	Cranberry to Bedford Bedford to King of Prussia
I-78	Entire corridor
I-79	>50 mi north of Cranberry (to end of corridor in Erie*)
	>50 mi south of Cranberry (into VA)
I-80	Girard (OH) to Clarion
	Clarion to East Stroudsburg
	None: 44 mi East Stroudsburg to new station in Denville, NJ
I-81	Entire corridor
I-83	Entire corridor
I-84	Entire corridor
I-90	>50 mi. west of Erie (into OH)
	>50 mi. east of Erie (into NY)
I-95	Entire corridor
I-99	Bedford to State College
	>50 mi north of State College (onto I-80)
I-276	>50 mi. east of King of Prussia (onto I-95)
I-376	Entire corridor
I-476	>50 mi north of Plymouth Meeting (into NY)
	>50 mi south of Plymouth Meeting (into DE)
US-30	Entire corridor

Legend:

No Gap
Gap on "Ready" Corridor
Gap on "Pending" Corridor
Gap on "Ready" & "Pending" Corridor



PENNDOT EFFORTS UNDERWAY

1. Address National Electric Vehicle Infrastructure (NEVI) Program – AFC Focus

- [Rural Charging Toolkit](#) Issued Early February
- Initial [NEVI Plan Guidance](#) Issued February 10th
- ***Critical Technical Guidance is Expected on May 13th***
- State EV Infrastructure Plan Required to be submitted to FHWA by August 1st

2. Preparing for Discretionary Funding Beyond AFC

- Position our Planning Partners Take Advantage of Discretionary
- \$ and guidance [Nov]



OTHER PENNDOT EV INITIATIVES

- EV Website Update
- EV Mobility Plan
- EV Model Ordinance
- EV Equity Principles
- EV/AFC Deployment Plans



OUTREACH OVERVIEW AND NEXT STEPS

March/April

- Stakeholder Meetings: Planning Partners, Utilities, Local (PSATS, PSABS, County Commissioners, etc.), Electric Vehicle Charging Companies, Advocacy/Equity, Labor/Education, Environment

April 27th

- Legislative Webinar
- General Public Webinar - [Register for the Public Webinar](#)

May

- Additional Stakeholder Meetings: Manufacturers/OEMs, Commercial/Freight, Transit, Destinations

June

- Survey tool for feedback on components of the NEVI State Plan



APRIL OUTREACH RESULTS

- **Utilities**
 - Capacity mapping and cost recovery are essential for utilities to meet new demand.
 - Equity is a major consideration and utilities may play a role in encouraging equitable buildout.
 - PennDOT can partner by providing planning studies and EV density/adoption estimates.
- **EVSE Network Providers**
 - The market is already pivoting towards the new NEVI requirements.
 - Major deployment barriers include procurement, utility, and permitting concerns.
 - Support providers with routine engagement/communications and allow for input.
- **Advocacy & Equity**
 - Provide ample opportunities for community input.
 - Leverage the Justice40 Initiative and non-attainment areas as starting points.
 - Ensure accessibility at all charging sites.
- **Food Merchants Association**
 - Simplify application processes & support utility regulation.
 - Ensure safety and accessibility are promoted.
 - Desirable site amenities.
- **Localities**
 - Partner on planning, business outreach, and education efforts.
 - Support localities with communication and identifying priority EV site locations.
- **Environment**
 - Ensure open access and diverse payment options at stations.
 - Consider on-site renewable energy and battery storage technologies.
 - Encouraging EV adoption via signage, messaging campaigns, and social media.
- **Labor & Education**
 - Must identify knowledge, skills, and abilities necessary for workforce development.
 - Apprenticeships and Career & Technical Schools are great places to start.
 - NEVI funds could support training with focus on transferable skills sets and outreach efforts to build job awareness.



PENNDOT EV TEAM

Policy Office

Natasha Fackler, Policy Director

Shane Rice, Executive Policy Specialist

Nick Miller, Executive Policy Specialist

Transformational Technology Office

Mark Kopko, Director

Gunnar Rhone, P.E., Engineering Specialist

Clean Cities

Tony Bandiero - tfbandiero@ep-act.org

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Center for Program Management Development

Brian Hare, P.E., Bureau Director

Jessica Clark, Division Chief, Planning and Contract Management

Jackie Koons-Felion, Transportation Planning Manager

Consultant Support

Dan Szekeres, P.E., Michael Baker International

Colleen Turner, Michael Baker International

Henry Felsman, AICP, Portfolio Associates, Inc.

EV Resource Account

ra-pdevcorridors@pa.gov



PENNDOT MS4 CREDIT MUNICIPAL PARTNERSHIPS

DARYL ST. CLAIR, P.E., PENNDOT EXECUTIVE OFFICE

APRIL 2022

WHAT IS MS4 CREDIT/ WHERE DID IT COME FROM?

- MS4 credit is the process of retrofitting your prior untreated impervious areas
- For example – if you drive along I-80 you probably don't see any stormwater ponds (built in 50s)
- Now when you see new lanes, you see stormwater ponds – PA TurnPike



STORMWATER LAW EVOLUTION

- 1937 Clean Streams Law
- 1945 State Highway Law
- 1978 Storm Water Management Act
- 1979 Title 67, Ch 449 Utility Regulations
- 1980 Title 67, Ch 441 Driveway Access Regulations
- 1990 EPA 40CFR Ch1- MS4 Definitions
- 2005 DOTs first MS4 Permit
- 2006 DEP BMP Manual
- 2007 TAC Report & Anti Degradation Policy
- 2010 HOP Drainage Policy
- 2011 DOTs second MS4 Permit
- 2011 General Maintenance Policy Changed
- 2016 DOTs third MS4 Permit
- 2021 DOTs fourth MS4 Permit (first with Credit requirement)

No design standards
till late 90s early 00s



WHY DOES DEP OFFER CREDIT SHARING?

PennDOT has its impervious surface in its MS4 Permit and so do you

We are double counting our load



SO WHAT DOES THIS MEAN?

If PennDOT put up \$1M and a municipality put up \$1M

Both parties get \$2M of credit

Saved the state tax payer \$1M and the local tax payer \$1M



WHO DID WE PARTNER WITH ALREADY?

Lower Paxton Twp

Susquehanna Twp

Capital Region Water/ City of Harrisburg

PA Turn Pike Commission

New Garden Twp

Pittsburgh Water and Sewer Authority

Swatara- in progress/ bidding

Lower Swatara – in discussion

Antrim- In discussion

References

Claire Maulhardt (CRW)

Randy Allen (Lower Paxton Twp)

Betsy Logan (Susquehanna Twp)



WHAT IS THE CONTRACT METHOD?

Design, Build, Operate & Maintain (concept provided by EPA)

We purchase credits from the vendor

Low bid- awarded to the vendor who can provide the most pounds for a fixed dollar

Vendor picks the location

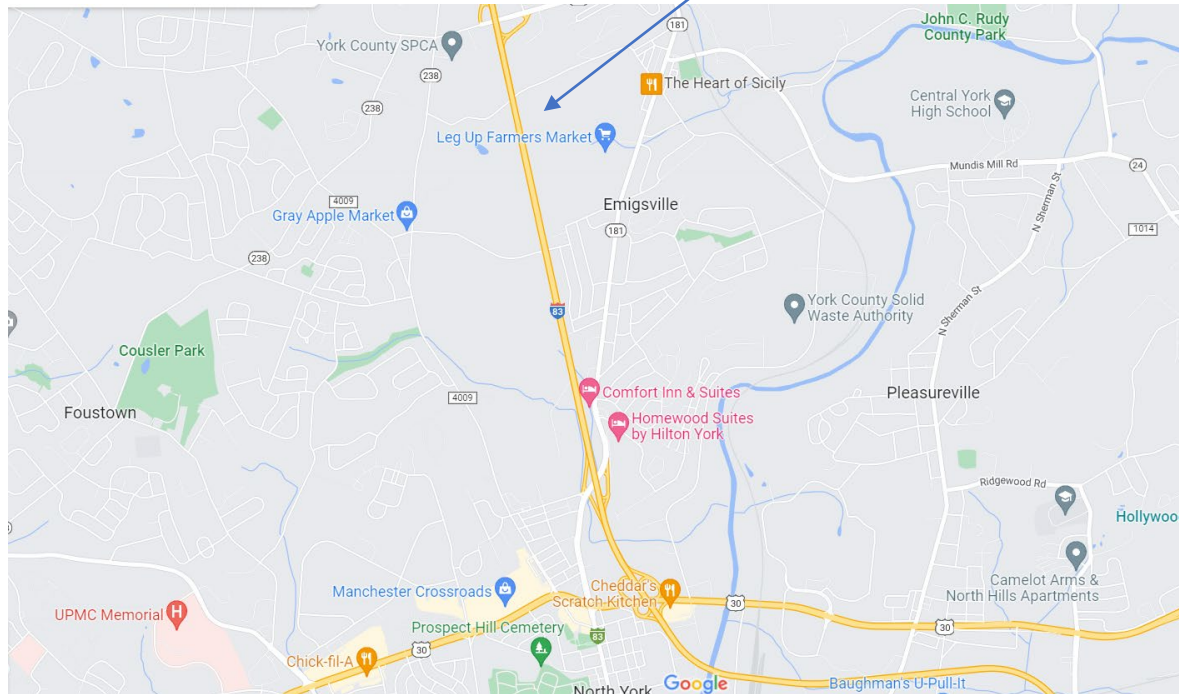


PA'S FIRST MS4 CREDIT PROJECT

York County 2019



Before



After



PAXTON CREEK-BEFORE AND AFTER



Fall 2021



WHAT DOES IT COST?

\$4.48/ lb

York County Pilot = \$445/ ft

\$1.95/ lb

Chesapeake Bay Watershed

\$2.52/ lb

Paxton Creek Watershed

\$5.21/ lb

City of Pittsburgh

\$1.85/ lb rebid to \$2.05

Delaware Watershed

Compared to:

\$17.91/ lb

BMP Retrofits- Montgomery/ Chester



WHAT'S INVOLVED FOR TWP?

Sign a legal contribution agreement

Need to send a check to PennDOT prior to vendor NTP (i.e. P.O.)

PennDOT manages the contract

PennDOT has relations with DEP- they are part of the process

Deliverable includes a PRP

Vendor gets all permits

Twp may inspect if they want- help with community outreach



DISCLAIMERS

- OCC does not like when municipalities request changes to the legal agreement
- PennDOT has secured its credit so there are likely* no more funds budgeted for new contracts, but the contract can still be used as a partnership effort through a change order process.
- Ohio/ Delaware Watershed can negotiate the price
- Bay, we are stuck with \$1.95 and the vendor may not be able to do the work at that cost, BUT...
- Many municipal permit credits are due spring 2023, may not be able to deliver that fast



THANK YOU

NEXT MEETING/ADJOURNMENT

Thursday, July 14th

WalkWorks and Community Health Organizers



Justin Lehman
Physical Activity Coordinator
Pennsylvania Department of Health
Thursday, April 21, 2022

What is Active Transportation?

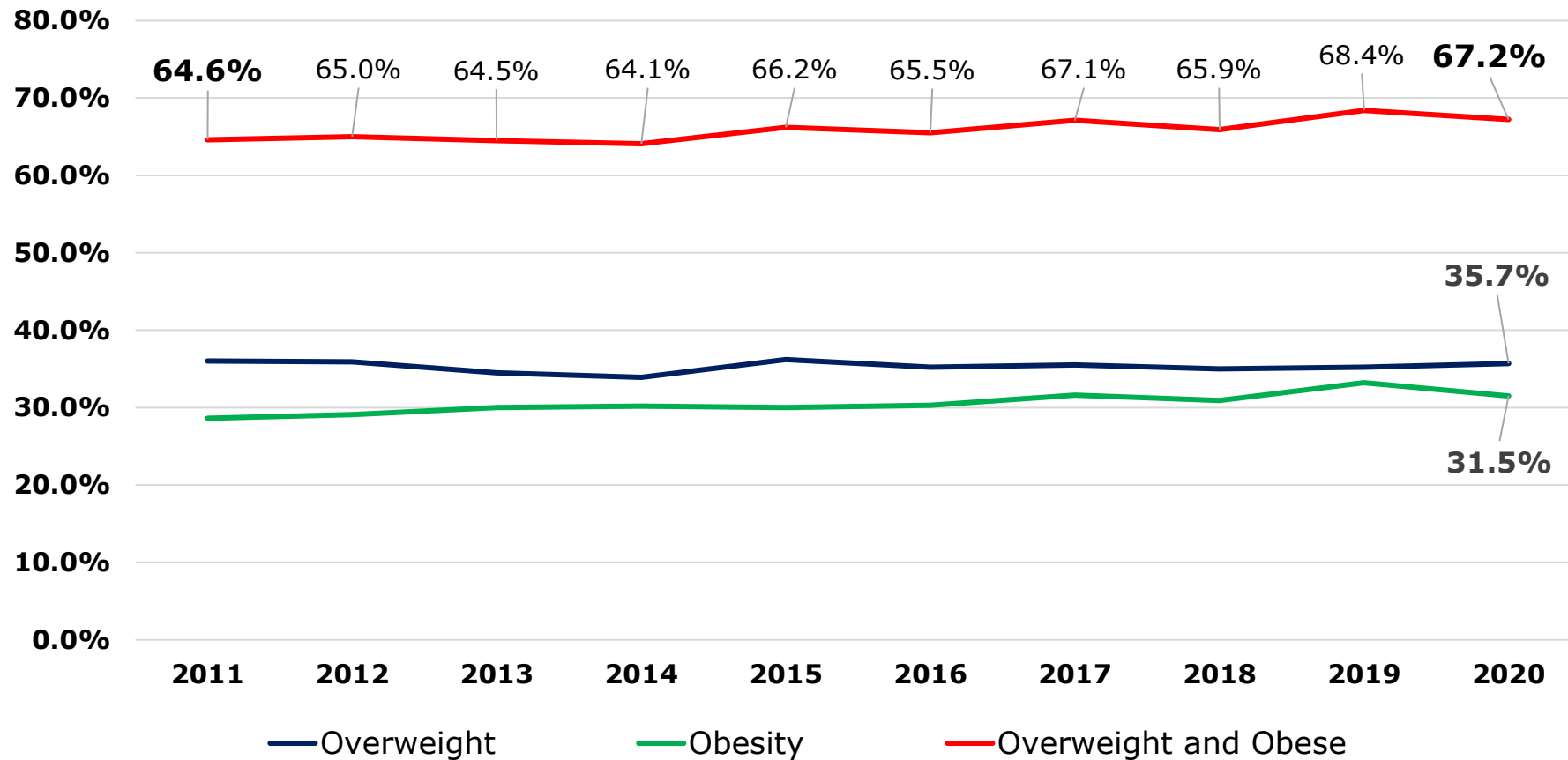


Active transportation is any self-propelled, human-powered mode of transportation, such as walking or bicycling. Use of the term “active transportation” highlights the growing recognition of the connection between public health outcomes and transportation planning.

- 2019 Pennsylvania Active Transportation Plan

Active Transportation Impacts Health

Self-Reported Adult Overweight and Obesity in Pennsylvania



WalkWorks

A collaboration between the Pennsylvania Department of Health and the Pennsylvania Downtown Center to establish activity-friendly routes that connect to everyday destinations.

Activity-Friendly Routes

A direct and convenient connection with everyday destinations, offering physical protection from cars, and making it easy to cross the street.



Everyday Destinations

Places people can get to from where they live by walking, bicycling, or public transit, i.e. grocery stores, schools, worksites, parks, restaurants, etc.



Image: <https://www.cdc.gov/physicalactivity/community-strategies/beactive/index.html>



WalkWorks Funding Opportunity

Provides funding and technical assistance for:

- Development of transportation plans that identify and prioritize projects related to modes of active transportation; and/or
- Development of policies – such as Complete Streets or Vision Zero – that include language in support of environmental changes for enhancing places for physical activity with an emphasis on walking.



www.pawalkworks.com



WalkWorks Funding Opportunity

Application timeline:

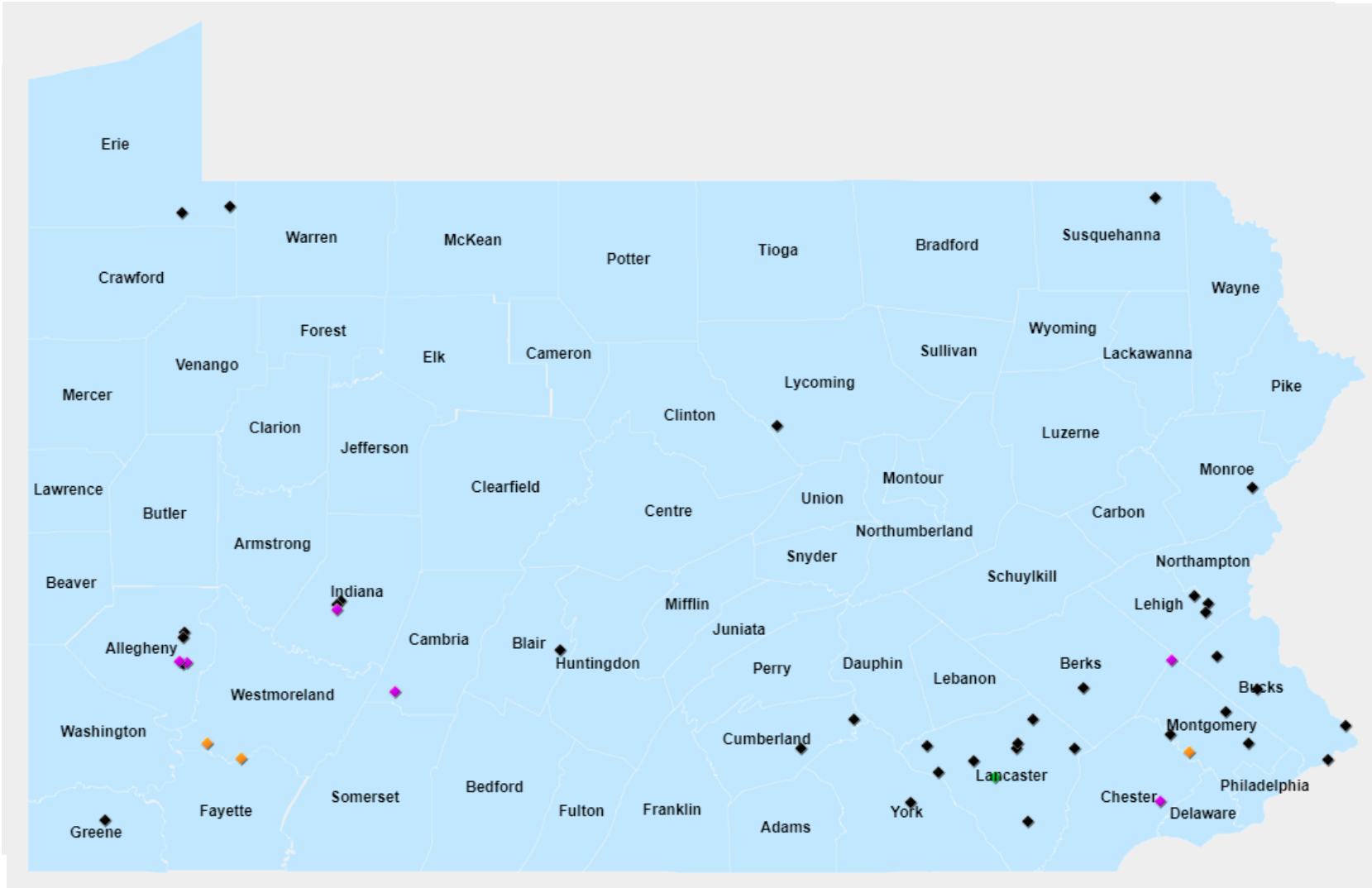
- Wednesday, February 23 – Disseminate Funding Opportunity Announcement (FOA)
- Friday, April 8 – Non-mandatory FOA webinar (available on WalkWorks website)
- Friday, May 13 – Applications due by 5:00 p.m.
- Friday, September 2 – Applicants notified of selection



www.pawalkworks.com



WalkWorks Locations



- ◆ Active Transportation Plan
- ◆ Vision Zero Plan
- ◆ Complete Streets Policy
- ◆ Active Transportation Plan and Complete Streets Policy

WalkWorks Funding Opportunity

“Funding through the WalkWorks Program and the completion of the first-ever Denver Borough Active Transportation Plan increases the competitiveness of Denver Borough and allows the Borough to quickly and more effectively apply for much needed grant funding to address the active transportation needs in our community.”

- Manager of Denver Borough, population less than 4,000



WalkWorks Funding Opportunity



Group Leader Essentials



Locations



Resources



WhatWorks for
Government/School

[Health](#) > [All Health Topics](#) > [Programs](#) > WalkWorks

WalkWorks



If you have been looking for a fun, easy, and free way to increase your physical activity, seize the opportunity! Increasing your physical activity by walking, biking, and wheeling throughout your day-to-day activities benefits you and your community. Walking, biking, and other forms of mobility improve your overall health and well-being and are great ways

to connect with others and your community. Get moving to get to places and to enjoy all your community has to offer. It's also a great way to spend time with your family and friends of all ages.

What is WalkWorks?

WalkWorks is an initiative between the Pennsylvania Department of Health and the Pennsylvania Downtown Center that supports the development and adoption of active transportation plans or related policies. Its mission is to increase access and opportunities for physical activities, such as walking, biking, wheeling, and using public transit. WalkWorks:

WalkWorks Resources and Announcements

Funding Opportunity Announcement



Community Health Organizers

Community Health Organizer (CHO) Program



- **Focus**
 - Pandemic – COVID-19
 - Factors and Impacts
- **OHE Manages the CHO Program**
 - Administrative Requirements – Reporting
 - Programmatic Activities – Meetings
 - Educational Resources and Training
 - Building Relationships and Partnerships
 - Projects – Health Equity Interventions and Mitigation Strategies
- **CHOs**
 - 35 Contractor Positions – Federal Funds until May 2024
 - Live and/or work in assigned county
 - Support and Collaborate
 - SHCs, RAHCs and Community/Faith-Based Organizations

Office of Health Equity

Community Health Organizers

Focus:

1. Work with community partners to identify vaccination sites, promote and support vaccination clinics, monitor vaccination progress and identify trusted messengers to promote vaccinations and prevention tactics.
2. Address the social determinants of health (SDOH) with emphasis on community needs related to food, transportation, access to healthcare providers and services, education and awareness as well as chronic conditions due to underlying conditions.

Community Health Organizers

[Health](#) > [All Health Topics](#) > [Health Equity](#) > CHO

Community Health Organizer Program

While the COVID-19 pandemic shed a light on health inequities, the Department of Health established a Community Health Organizer (CHO) Program in June 2021. The CHO program focuses on addressing underserved communities and vulnerable populations along with any accompanying underlying socioeconomic impacts, environmental determinants and life-style factors which can contribute to poor health and outcomes.

The CHO Program covers 66 counties across the Commonwealth of Pennsylvania. Philadelphia has its own health department and vaccination jurisdiction. Each CHO is responsible for one, two or three counties based on geographics, demographics and specific community needs. All of the CHOs have a vested interest in the communities they serve so they understand the dynamics of the populations and needs.

<https://www.health.pa.gov/topics/Health-Equity/Pages/CHO.aspx>

Community Health Organizers

Northeast Region

- Lehigh – Ashlee Harris (she, her, hers), c-asharris@pa.gov
- Susquehanna – Malika Cooper (she, her, hers), c-malicoop@pa.gov
- Wayne – Malika Cooper (she, her, hers), c-malicoop@pa.gov
- Wyoming – Malika Cooper (she, her, hers), c-malicoop@pa.gov
- Lackawanna – Vacant
- Luzerne – Vacant
- Pike – Vacant
- Carbon – Vacant
- Monroe – Vacant

Northwest Region

- Clarion – Candice Anderson (she, her, hers), c-canander@pa.gov
- Venango – Candice Anderson (she, her, hers), c-canander@pa.gov
- Warren – Elizabeth Blausler (she, her, hers), c-eblausler@pa.gov
- McKean – Elizabeth Blausler (she, her, hers), c-eblausler@pa.gov
- Cameron – Dana Clark (she, her, hers), c-danaclar@pa.gov
- Clearfield – Dana Clark (she, her, hers), c-danaclar@pa.gov
- Erie – Shawn Gruda (she, her, hers), c-sgruda@pa.gov
- Mercer – Lori Marzka (she, her, hers), c-lmarzka@pa.gov
- Crawford – Lori Marzka (she, her, hers), c-lmarzka@pa.gov
- Elk – Brody Morgan (he, him, his), c-bromorga@pa.gov
- Forrest – Brody Morgan (he, him, his), c-bromorga@pa.gov
- Jefferson – Brody Morgan (he, him, his), c-bromorga@pa.gov
- Lawrence – Alicia Friedl (she, her, hers), c-afriedl@pa.gov

Northcentral Region

- Lycoming – Vacant
- Tioga – Vacant
- Bradford – Vacant
- Sullivan – Vacant
- Clinton – Vacant
- Potter – Vacant
- Centre – Vacant
- Northumberland – Vacant
- Union – Vacant
- Snyder – Vacant
- Columbia – Vacant
- Montour – Vacant

Southeast Region

- Lancaster – Cody Aspril (he, him, his), c-coaspril@pa.gov
- Bucks – Ebony Baylis (she, her, hers), c-ebaylis@pa.gov
- Montgomery – Ebony Baylis (she, her, hers), c-ebaylis@pa.gov
- Schuylkill – Calista Carl (she, her, hers), c-ccarl@pa.gov
- Chester – Chris Dowhower (he, him, his), c-downhow@pa.gov
- Berks – Jaelynn McFadden (she, her, hers), c-jamcfadd@pa.gov
- Delaware – Vacant

Southwest Region

- Beaver – Vacant
- Butler – Allison Edmiston (she, her, hers), c-aledmist@pa.gov
- Cambria – Susan Pratt (she, her, hers), c-suspratt@pa.gov
- Somerset – Susan Pratt (she, her, hers), c-suspratt@pa.gov
- Westmoreland – Susan Pratt (she, her, hers), c-suspratt@pa.gov
- Indiana – Terri Snow (she, her, hers), c-tsnow@pa.gov
- Armstrong – Terri Snow (she, her, hers), c-tsnow@pa.gov
- Allegheny – Olivia Bennett (she, her, hers), c-obennett@pa.gov
- Bedford – Vacant
- Blair – Vacant
- Washington – Vacant
- Greene – Vacant
- Fayette – Vacant

Southcentral Region

- Dauphin – Derrick Biney (he, him, his), c-debiney@pa.gov
- Cumberland – Kasha Herbe (she, her, hers), c-kherbe@pa.gov
- Lebanon – Kasha Herbe (she, her, hers), c-kherbe@pa.gov
- Adams – Jenifer King (she, her, hers), c-jenking@pa.gov
- Franklin – Jenifer King (she, her, hers), c-jenking@pa.gov
- Mifflin – Sheather Mendes (she, her, hers), c-smendes@pa.gov
- Juniata – Sheather Mendes (she, her, hers), c-smendes@pa.gov
- Perry – Sheather Mendes (she, her, hers), c-smendes@pa.gov
- Huntingdon – Colby Parris (she, her, hers), c-cparris@pa.gov
- Fulton – Colby Parris (she, her, hers), c-cparris@pa.gov
- York – Vacant



Community Health Organizers

Next steps:

- Connect with the CHO that lives and works in your county.
- Share what the needs are of your municipality/region.
- Share resources with your CHO.
- Provide CHO's with upcoming meeting opportunities for them to either attend or share.

Contact

Justin Lehman
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Obesity Prevention and Wellness Section
Division of Nutrition and Physical Activity
Bureau of Health Promotion and Risk Reduction
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