



The latest news and information from PennDOT Connects' network of people and places



PennDOT Connects December 2024 Newsletter

PennDOT Website pa.gov

The PennDOT and Driver & Vehicle Services (DVS) websites were refreshed and migrated into the new pa.gov that was launched earlier this year. State agencies have been adopting this new pa.gov look and feel throughout 2024.

Now that PennDOT and DVS have applied this update, we wanted to share some key updates to help you get acclimated to the new web pages:



- To ensure there is “no wrong door” to access Commonwealth services, all service content from PennDOT and DVS was pulled into the [statewide directory](#) on pa.gov.
 - These new service pages will still be linked to other content within the PennDOT and DVS sites, just housed in this new location.
 - The service directory is part of the main site navigation and featured prominently on the pa.gov homepage for easy access.
 - Examples of PennDOT and DVS services: [renewing a vehicle registration](#), [apply for a highway occupancy permit](#), and more.
- [PennDOT](#) and [DVS](#) still have their own webpages.
- We consolidated [PennDOT contacts](#) from across the site into one database that can be searched, filtered, and linked to specific regions or business areas to help users find information more easily.
- We created a new standard for pages about construction projects and made them [easier to find](#). This improves and standardizes the information available no matter where you live in Pennsylvania.
- Our forms and publications are housed in new search hubs – view [PennDOT’s here](#) and [DVS’ here](#). We created a separate search hub for PennDOT maps to provide a clearer user experience – [check that out here](#).

Many of the features you’ve come to rely on remain on the site, such as [Online Services](#), [Programs and Doing Business](#), [Permits](#), [Planning](#), and [Innovation at PennDOT](#).

We worked with the Commonwealth's web vendor to set up redirects for most pages of the PennDOT and DVS sites, but if you can't find something, please contact the PennDOT digital team at ra-pddotdigital@pa.gov.

How South Whitehall Township Enhances Traffic Safety and Community Engagement through PennDOT Connects Municipal Outreach and LTAP

When South Whitehall Township sought to improve traffic safety and create a safer community environment, they turned to [PennDOT Connects Municipal Outreach](#) for guidance and support. David Manhardt, AICP, director of community development for South Whitehall Township, shared insights on how this program transformed their approach to community traffic safety.

The journey began with a need for basic traffic counts. As community interest and traffic challenges grew, the project evolved into a comprehensive, multi-municipal traffic safety initiative. "PennDOT Connects Municipal Outreach played a pivotal role in helping us develop a strategic traffic safety policy," Manhardt explained. By engaging with PennDOT Connects Municipal Outreach early on, the township gained access to critical data and expert guidance from seasoned engineers who supported them throughout the process. "From traffic studies to policy planning, having expert support made all the difference."

PennDOT Connects Municipal Outreach was instrumental in supporting South Whitehall Township through larger, more complex projects. From budget scoping to conducting a full-scale traffic safety audit, PennDOT Connects Municipal Outreach helped the township create a comprehensive roadmap for long-term improvements. "Having access to a program that provides technical support to help inform the direction of projects is a game-changer," said Manhardt. "The program offers site visits, safety audits and stakeholder meetings that help us develop actionable plans." The township used these recommendations to prioritize projects, work with engineers and move forward confidently with implementation.

While [LTAP](#) offered more specialized support, particularly in the early stages of data collection and [traffic calming](#) studies, PennDOT Connects Municipal Outreach played the larger role in shaping the township's long-term traffic safety strategy. "LTAP helped us get started with traffic studies and policy planning, but PennDOT Connects Municipal Outreach provided the broader vision and expert recommendations needed for implementation," Manhardt noted.

A major benefit of PennDOT Connects Municipal Outreach was the credibility it brought to the township's projects. "When we reference a respected program with expert recommendations, it's easier to build community support," Manhardt said. The program's guidance reassured residents and stakeholders,

Are you interested in developing a **traffic calming plan**? Reach out to PennDOT Connects and a technical expert will show you how to develop a plan.

Any municipal staff member, government official, or planning partner is eligible to request **free** planning assistance. Simply fill out the PennDOT Connects Municipal Outreach Training/Assistance request form by [clicking here](#).

offering clear, actionable steps to address their needs and foster smoother collaboration with local police and other key stakeholders.

Additionally, PennDOT Connects Municipal Outreach played a key role in helping the township pursue funding opportunities. Experts like Pat Wright, traffic engineer for PennDOT Connects Municipal Outreach and LTAP, provided valuable insights into grant processes and strategic planning, ensuring that projects were well-prepared for submission. This support allowed the township to make informed decisions and access necessary resources for project implementation.

Reflecting on the experience, Manhardt emphasized the invaluable role of PennDOT Connects Municipal Outreach. "This program allowed us to scope ideas, develop strategies and implement effective services for our residents," he said. From minor inquiries to larger strategic decisions, the township was able to rely on PennDOT Connects Municipal Outreach for expert advice at every stage. "Having access to knowledgeable professionals—even for small issues—has been critical to our success."

South Whitehall Township's partnership with PennDOT Connects Municipal Outreach and LTAP demonstrates how municipalities can leverage these programs to enhance public safety, strengthen community trust and successfully execute impactful projects. By combining expert recommendations, traffic studies and a robust support network, South Whitehall Township continues to develop safer, more effective infrastructure strategies that benefit all residents.

National Electric Vehicle Infrastructure (NEVI) Program

Your help is needed to guide the investment of about \$80 million in electric vehicle (EV) charging infrastructure!

PennDOT has been working quickly to implement Pennsylvania's share of the Federal NEVI formula program. PennDOT was first required to use the funds for a network of high-speed charging locations along major roadways, such as interstate highways. PennDOT is now preparing for the community phase of the program, where public EV charging at any location will be allowed. PennDOT's NEVI [Community Phase Framework](#) provides an overview of the program and PennDOT's plans for the upcoming community phase. Right now, the transportation planning organizations (MPOs and RPOs) throughout Pennsylvania are charged with gathering feedback from their residents and stakeholders on where EV charging stations should be prioritized in their communities. The MPOs and RPOs are to share what they hear from their locals with PennDOT by June 2025. These priorities will then be used to inform selections in upcoming funding opportunities that will be released and administered by PennDOT.

If you want your voice to be heard, please reach out to your MPO or RPO to ask how you can provide feedback on local EV charging station priorities. You can also contact PennDOT at RA-PDEVCORRIDORS@pa.gov for any assistance.

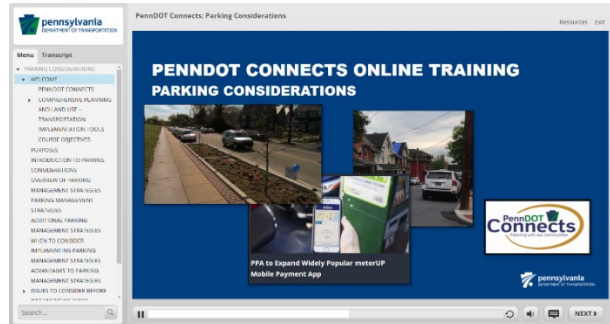


PennDOT Connects Municipal Outreach Resources

Go to the [PennDOT Connects webpage](#) to access tech sheets, recorded training, and other resources.

[Parking Considerations](#) – Recorded Training

For many municipalities, the demand for parking varies between communities for a variety of reasons such as its residential and commercial zoning or walkability. Many communities have traditionally tried to provide for parking through minimum parking requirements. Often, requirements result in more parking than is needed. There are several mechanisms available to communities, other than minimum parking requirements, to accommodate parking needs and manage parking demand more appropriately.



Review the “[Parking Considerations](#)” PennDOT Connects online training at your convenience to learn how to recognize the advantages of parking management strategies, identify the right opportunities to implement parking management strategies, and detect issues that may arise when considering parking strategies.

PennDOT Connects Municipal Outreach Educational Opportunities

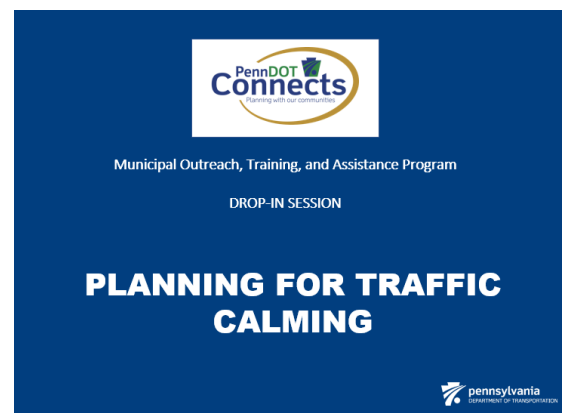
Go to the [PennDOT Connects web page](#) to learn about upcoming educational opportunities. Click the down arrows next to the Drop-Ins and Workshops tabs to view the current offering and past sessions.

Recorded Drop-Ins

Did you miss the drop-in below? Click on the title to watch the recording. All drop-ins are on the [PennDOT Connects webpage](#).

[Planning for Traffic Calming](#)

Traffic calming is a useful tool for controlling and reducing the speed of traffic on local roadways. This webinar discussed the methods your community can implement to properly plan for traffic calming, reduce speeds on local streets, and enhance the walkability of your community. Key methods include developing a traffic calming policy, collecting data/conducting studies, addressing roadway design standards, and following PennDOT/national guidelines for traffic calming devices.



Resources:

- [Planning and Traffic Calming Presentation \(PDF\)\(opens in a new tab\)](#)
- [PennDOT Pub 383 – Traffic Calming Handbook \(PDF\)](#)

PennDOT Funding

New Funding for EV Charger Upgrades: Proposal Period Is Open

Round 1A of the Electric Vehicles Charger Reliability and Accessibility Accelerator (EVC-RAA) program opened on Nov. 11, 2024, and will close on Jan. 10, 2025. This initiative aims to upgrade, repair, or replace eligible vehicle (EV) chargers to enhance infrastructure reliability and promote cleaner, safer, and more reliable transportation across Pennsylvania.

In Round 1, PennDOT allocated \$300,000 to projects by Electrify America and Leg Up Farmers Market, upgrading chargers at key locations in Willow Grove and York, PA. With \$4.7 million remaining for future awards, eligible parties can apply for funds to upgrade, repair, or replace eligible chargers to meet Federal Rule requirements. There are 172 remaining locations eligible for funding to bring charging stations up to federal standards. The program is part of a broader effort to strategically deploy EV infrastructure and ensure high reliability across Pennsylvania.

For more details, visit PennDOT's [EVC-RAA program web page](#) or send questions to ra-pdevcorridors@pa.gov.

Discretionary Grants Spotlight

PennDOT's [Infrastructure Investment and Jobs Act \(IIJA\) webpage](#) offers the latest news and information on federal grant opportunities available through the IIJA, also known as the Bipartisan Infrastructure Law.

Grant opportunities, application guides and other resources on federal grant funding are added as they become available, so please visit often to see if any of these grant funding programs are an opportunity that would benefit your community.

The following is a list of federal grant programs currently accepting applications:

Bridge Investment Program (BIP) – Large Bridge

The goals of the [BIP - Large Bridge](#) grants are to:

- Enhance the safety, efficiency, and reliability of transporting people and freight across bridges.
- Upgrade the overall condition of bridges throughout the United States.
- Offer financial support that incentivizes and leverages non-federal contributions from sponsors and stakeholders for planning, designing, and constructing eligible projects that will cost more than \$100 million.

The deadline for applying for FY 2026 funds in this rolling application process* is Friday, Aug. 1, 2025, 11:59 p.m. EST.

* Submissions will be reviewed on a first-come, first-served basis until program funding is expended or the notice of availability is superseded.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

[The PROTECT program](#) will help build and maintain road, transit, port, and railway infrastructure that can better withstand severe weather events. PROTECT's grant funding provides for the continued operation and quick recovery of these transportation systems after extreme weather and aims to inspire innovation and best practices that other regions can replicate and adopt.

PennDOT will consider providing support for regionally supported grant proposals, as applicable, and may include providing data and subject matter expertise, as available.

The deadline for requesting PennDOT support is Monday, Feb. 10, 2025.

The deadline to apply is Monday, Feb. 24, 2025, 11:59 p.m. EST.

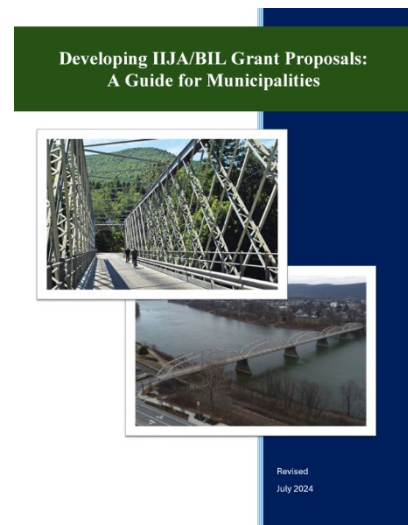
Webinar slides and recordings will be posted on the U.S. Department of Transportation Federal Highway Administration's (FHWA) [PROTECT Discretionary Grant Program Website](#). Recorded webinars include:

Preparing a Benefit-Cost Analysis for the PROTECT Discretionary Grant Program

PROTECT Notice of Funding Opportunity – How to Apply

Guide for Bipartisan Infrastructure Law Grant Applications

PennDOT has added a [Bipartisan Infrastructure Law \(BIL\) guide for grant applications](#) to the website dedicated to the IIJA, and specifically the federal discretionary programs. Also, included are Grant Alerts that provide background on these opportunities including eligibility, application deadlines, and federal and Department of Transportation (USDOT) resources and guides to assist in applying for the specific programs.



Grants Resources

USDOT Discretionary Grant Resources

The USDOT has developed a discretionary grant preparation checklist for federal fiscal year 2024 to help applicants prepare and chart a strategic pathway to apply for infrastructure investments. More than \$32 billion is available to the USDOT this fiscal year to provide competitive grant funding to local governments, metropolitan planning organizations, transit agencies, Tribal governments, U.S. Territories and state departments of transportation. The USDOT has published a list of anticipated dates for upcoming Notices of Funding Opportunity (NOFOs) for key programs within the BIL and the Inflation Reduction Act (IRA), as well as adjacent programs that support BIL and IRA objectives. This list is not comprehensive, and the agency will periodically update it with additional programs and revised dates as appropriate. Both resources can be found on PennDOT's IJIA page at <https://www.pa.gov/en/services/penndot/apply-for-penndot-infrastructure-and-jobs-act-ijia--grants.html>.

USDOT Navigator: <https://www.transportation.gov/dot-navigator>

Federal Transit Administration BIL Website: <https://www.transit.dot.gov/BIL>

Key Notices of Funding Opportunity: <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>

FREE Transportation and Land Use Planning – Assistance and Training

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

Any municipal staff member, government official or planning partner is eligible to request **free** planning assistance or personalized training. Simply fill out the PennDOT Connects Municipal Outreach Training/Assistance request form by [clicking here](#).



Do You Know Your MPO or RPO?

PennDOT and its Metropolitan Planning Organization (MPO) and Rural Planning Organization (RPO) partners have a long-standing relationship jointly preparing transportation studies, plans, and programs to make the best transportation project investments possible with available resources. This strategic alliance is now of even greater importance for PennDOT Connects implementation. Together, the MPO/RPO planning partners and PennDOT can effectively collaborate and communicate with municipalities — and other community stakeholders (e.g., transit operators, economic development agencies, etc.) — to improve transportation system performance and achieve more livable communities. The collaborative effort of municipalities, MPO/RPO planning partners, and PennDOT is key to ensuring that opportunities to improve transportation and communities are realized.

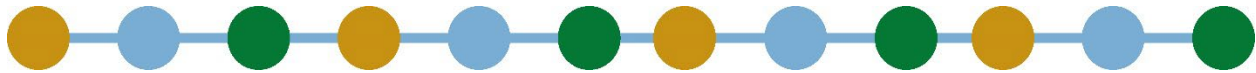
MPO/RPO contacts can be found [here](#).

PennDOT Connects

The Pennsylvania Department of Transportation is committed to bettering our transportation system and our communities through collaborative planning. We must find creative solutions to sustain and expand mobility throughout the commonwealth. This means improving our planning process to reflect changing demographics and technological innovation. We are broadening the benefits we deliver and taking a more holistic approach to planning. We are tasking PennDOT staff and our planning partners to consider community needs at the beginning of the planning process to ensure the best allocation of our resources. This approach, PennDOT Connects, will make our planning processes more efficient and cost-effective to the benefit of all Pennsylvanians.

PennDOT Connects Newsletter

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