

MUNICIPAL ADVISORY COMMITTEE MEETING

KEYSTONE BUILDING 8N1 AND MICROSOFT TEAMS ·· APRIL 25, 2024

AGENDA

- **Welcome and Updates – Deputy Secretary Kristin Mulkerin** **1:00-1:05**
- **Updates** **1:05-1:50**
 - 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 – Yathi Yatheepan
 - Municipal Research and Outreach – Chris Metka
 - Municipal Services Fiscal Office – Kristen Sims
 - Turnbacks – Zac Kopinetz
 - Electric Vehicles – Colton Brown
 - Legislative Update – David Lapadat
- **Break – 5 Minutes** **1:50-1:55**
- **Presentations**
 - Pennsylvania Association of Asphalt Materials Applicators (PAAMA) – Rex Eberly **1:55-2:10**
 - Drones – Brian Walter **2:10-2:25**
 - PA Dirt, Gravel, and Low Volume Roads Program – Steve Bloser **2:25-2:40**
 - HOP Improvements and School Bus Side Stop Arm Automated Enforcement – Mike Dzurko and Brad DiCola **2:40-2:55**
- **Follow-Ups/Next Meeting/Adjournment – Chris Metka** **3:00**



WELCOME AND UPDATES

KRISTIN MULKERIN

DEPUTY SECRETARY FOR PLANNING

MUNICIPAL ASSOCIATION UPDATES

- **Pennsylvania State Association of Township Supervisors**
 - Joe Gerdes
 - Holly Fishel
- **Pennsylvania State Association of Boroughs**
 - Ron Grutza
 - Logan Stover
- **Pennsylvania Municipal League**
 - Amy Sturges
 - Kaitlin Errickson
- **Pennsylvania State Association of Township Commissioners**
 - John Lucas (Maple Township, Delaware County)
- **County Commissioners Association of Pennsylvania**
 - Melissa Gates
 - Frank Mazza

UPDATES

- **Federal Highways Administration**
 - Yathi Yatheepan
- **Municipal Research and Outreach**
 - Chris Metka
- **Municipal Services Fiscal Office**
 - Kristen Sims
- **Turnbacks**
 - Zac Kopinetz
- **Electric Vehicles**
 - Colton Brown
- **Legislative Update**
 - Dan Lapadat



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

FHWA Update

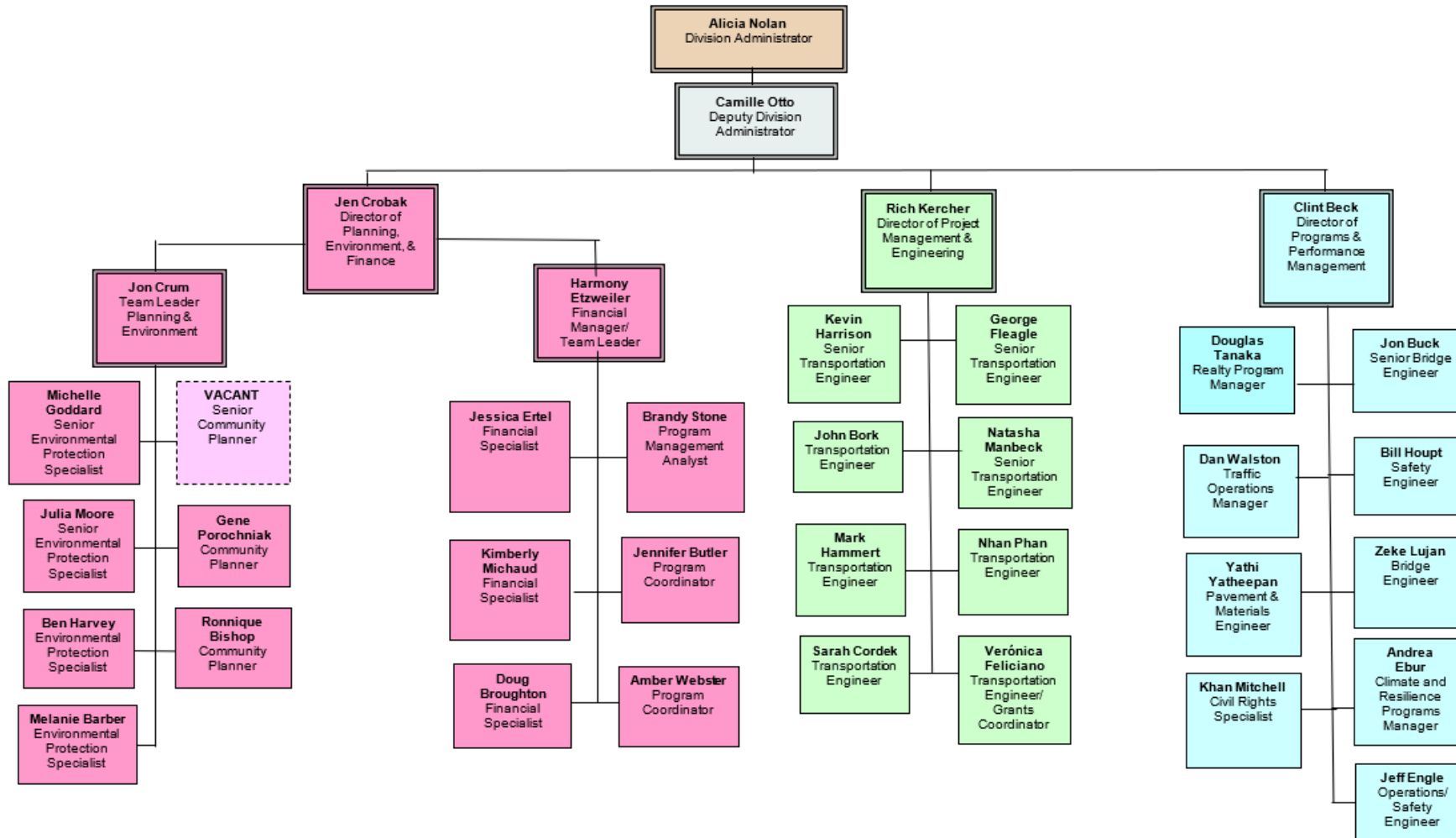
Yathi Yatheepan, P.E.

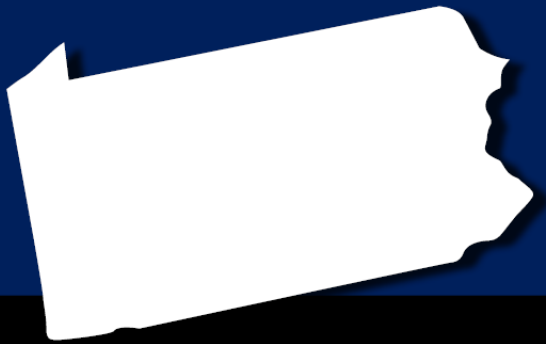
**Pavement and Materials Engineer/Research and Innovation
Coordinator
FHWA PA Division**

FHWA PA Division



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





Topics



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

- DOT Grants Initiative
- Low Carbon Transportation Materials Grants
- DOT Innovation Programs

Discretionary Grants Program Update



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

- Changes since the last meeting:
 - Three new **Neighborhood Equity Access (NAE)** Grants.
 - One new **Reconnecting Community Pilot (RCP)** Grant
 - Two new **Strengthening Mobility and Revolutionizing Transportation (SMART)** Grants
 - Two new **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)** Grants
- Total Award increase since the last meeting:
\$194,000,000.00

Grant Program	No. Active Projects	Total Awarded (\$M)	Total Cost (\$M)
ADCMS	1	3.91	4.88
ADS	1	8.4	11.93
ATCMTD	2	11.8	23.2
BIP	1	1.5	1.5
BUILD	4	90.5	266.29
CARSI 1	1	3.3	3.3
CARSI 2	1	15	15
EVCRAA	1	5	5
INFRA	3	96.9	516.86
MEGA	2	220.34	373.34
NAE	3	161.54	161.54
NSBP	1	0.4	0.4
PROTECT	2	20.95	20.95
RAISE	5	101.48	131.97
RCP	3	5.235	7.79
RURAL	1	69	416.2
SMART	3	5.71	5.71
TIGER 7	1	10.27	36.35
TIGER 8	2	24	25.25
TIGER 9	1	12	43.3
WCPP	1	0.84	1.05
Grand Total	40	868.08	2071.81

SS4A Program	No. Active Projects	Total Awarded (\$M)	Total Cost (\$M)
2022 - A	8	2.982	3.73
2022 - I	2	42.71	53.38
2023 - P&D	6	1.506	1.885
2023 - I	2	26.3	33.5
Grand Total	18	73.498	92.495

Total Discretionary Grant Projects	58	\$941.57	\$2,164.31
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Notice of Funding Opportunities (NOFOs)



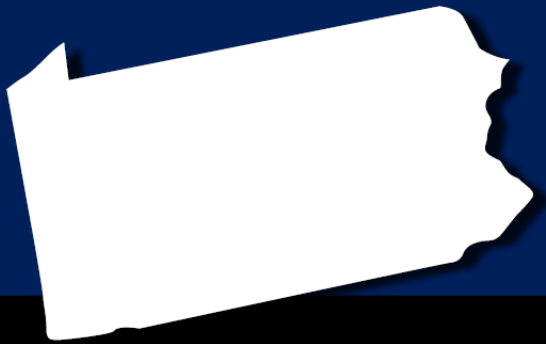
U.S. Department
of Transportation
**Federal Highway
Administration**

Open NOFOs

- Bridge Investment Program (BIP) – Small and Large
- Congestion Relief Program (CRP)
- Safe Street for All (SS4A)
- Low Carbon Transportation Materials (LCTM) – For States
- Active Transportation Infrastructure Investment Program (ATIIP)
- Multimodal Projects Discretionary Grant (MPDG)
 - MEGA, INFRA, and RURAL

Upcoming NOFOs

- LCTM Round 2– For Non-States
- National Culvert Removal, Replacement & Restoration
- Strengthening Mobility & Revolutionizing Transportation (SMART)
- Charging & Fueling Infrastructure Grants (Community charging and Corridor Charging)
- National Electric Vehicle Infrastructure (NEVI)




Topics



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

- DOT Grants Initiative
- Low Carbon Transportation Materials Grants
- DOT Innovation Programs



What is the Low Carbon Transportation Materials (LCTM) grant program?



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

- Established by Section 60506 of the Inflation Reduction Act (IRA) and codified in Section 179 of 23 U.S.C.
- \$2B grant program for eligible projects that include materials and products determined to have “substantially lower levels of embodied greenhouse gas emissions,” as described by the Environmental Protection Agency (EPA)
- Provides either a reimbursement (equal to the incrementally higher cost) or incentive (2% of the cost of the eligible material or product)



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

Eligible Recipients



Available
NOW!

Request for Applications (RFA)

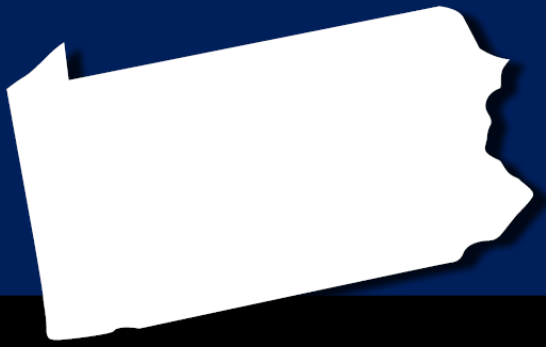
- State DOTs (including the District of Columbia and Puerto Rico)

Notice of Funding Opportunity (NOFO)



Coming
Soon

- Local government
- Political subdivision of a State
- Territory of the United States
- Entity described in 23 U.S.C. 207(m)(1)(E)
- Recipient of funds under 23 U.S.C. 203
- Metropolitan Planning Organization as defined in 23 U.S.C. 134(b)(2)
- Special purpose district or public authority with a transportation function



Topics



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

- DOT Grants Initiative
- Low Carbon Transportation Materials Grants
- DOT Innovation Programs

Portfolio of Innovation Programs



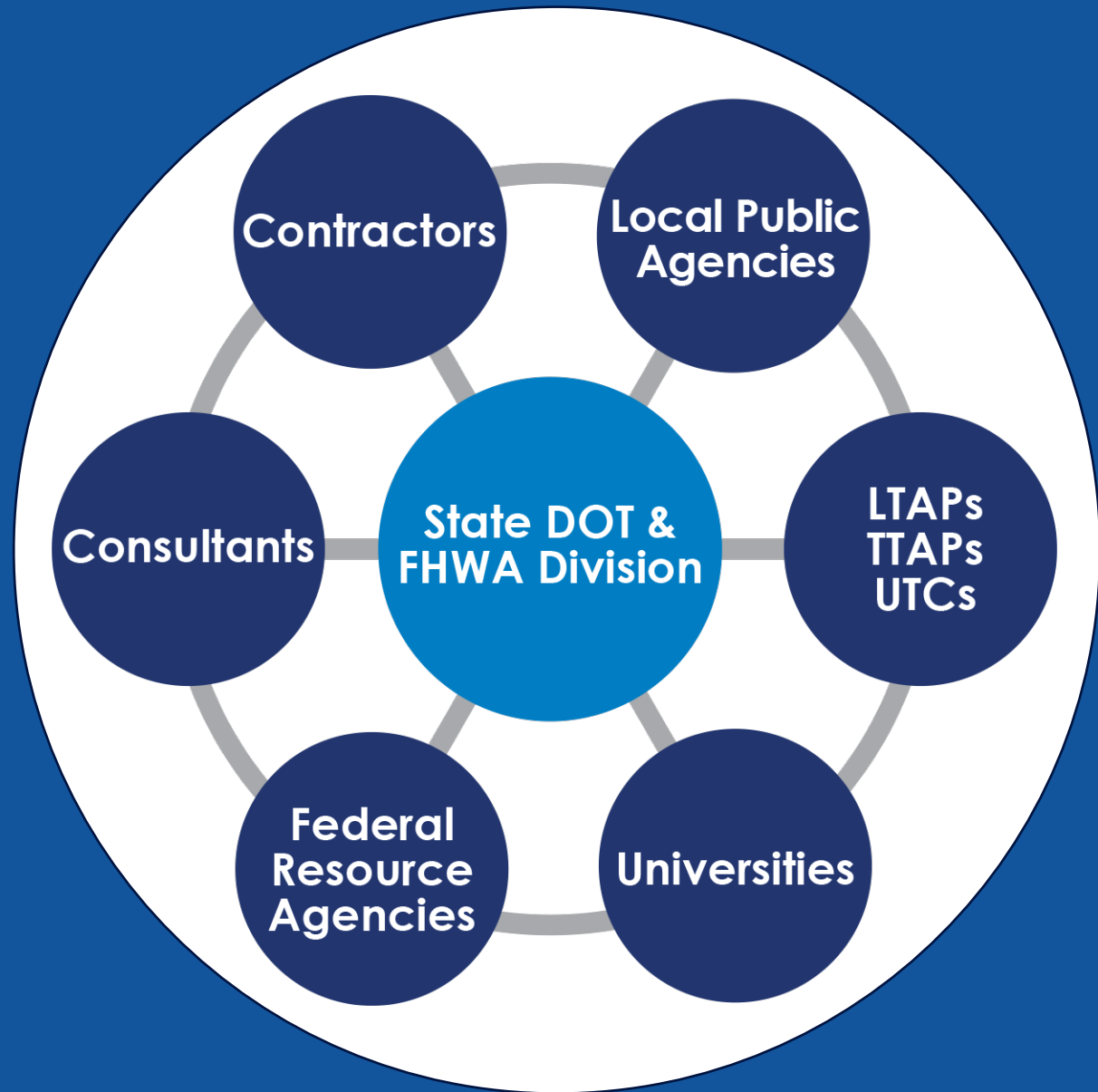
U.S. Department
of Transportation

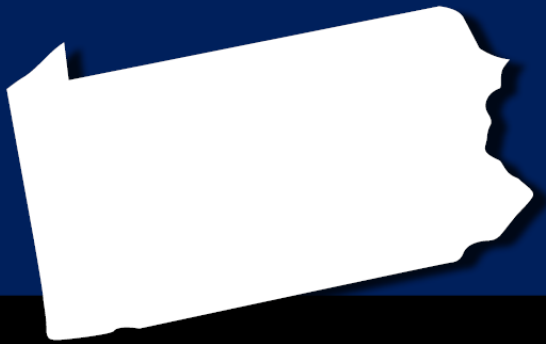
**Federal Highway
Administration**



<https://www.fhwa.dot.gov/innovation/>

STIC Members





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



PENNDOT UPDATES

MUNICIPAL RESEARCH AND OUTREACH

CHRIS METKA ·· APRIL 25, 2024

MRO UPDATE

- 2024 PennDOT Connects Municipal Outreach
 - District Focus
 - IIJA/BIL Grant Funding
 - Visioning Activity
 - Partner Agencies' Funding and Resources
 - Networking and Peer Discussion



MRO UPDATE

District	Location	Date	Time	Registration/Recording Link
District 1	Virtual	April 24 th	9-11 AM	District 1 - Outreach Session Recording
District 2	District 2 Office	March 25 th	1-3 PM	District 2 - Outreach Session Recording
District 3	Virtual	May 29 th	1-3 PM	District 3 - Registration
District 4	District 4 Office	May 7 th	9-11 AM	District 4 - Registration
District 5	District 5 Office	May 16 th	1-3 PM	District 5 - Registration
District 6	Virtual	April 22 nd	1-3 PM	District 6 - Outreach Session Recording
District 8	District 8 Office	May 14 th	9-11 AM	District 8 - Registration
District 9	Virtual	May 15 th	9-11 AM	District 9 - Registration
District 10	District 10 Office	May 28 th	1-3 PM	District 10 - Registration
District 11	Virtual	March 28 th	1-3 PM	District 11 - Outreach Session Recording
District 12	District 12 Office	March 27 th	1-3 PM	District 12 - Outreach Session Recording



MRO UPDATE

- PennDOT Connects Resources
 - New Recorded Trainings
 - Parking Considerations
 - Traditional Neighborhood Development
 - Tax Increment Financing
 - Recent Drop-Ins
 - Pennsylvania Infrastructure Bank
 - Utility Coordination
 - Adaptive Reuse
 - Highway Occupancy Permits
 - [Request Transportation or Land Use Planning Assistance](#)
 - [PennDOT Connects Webpage](#)



growth and development
improving safety
multimodal transportation
what is penndot connects
community character
mobility and efficiency
natural resources
active transportation

funding
stormwater



MRO UPDATE

- New LTAP Classes
 - Trucks on Local Roads: Issues and Solutions
 - Geographic Information Systems
 - Drones for Municipal Transportation Use
 - School Transportation Management



MUNICIPAL SERVICES FINANCIAL OFFICE UPDATE

KRISTEN SIMS ·· APRIL 25, 2024

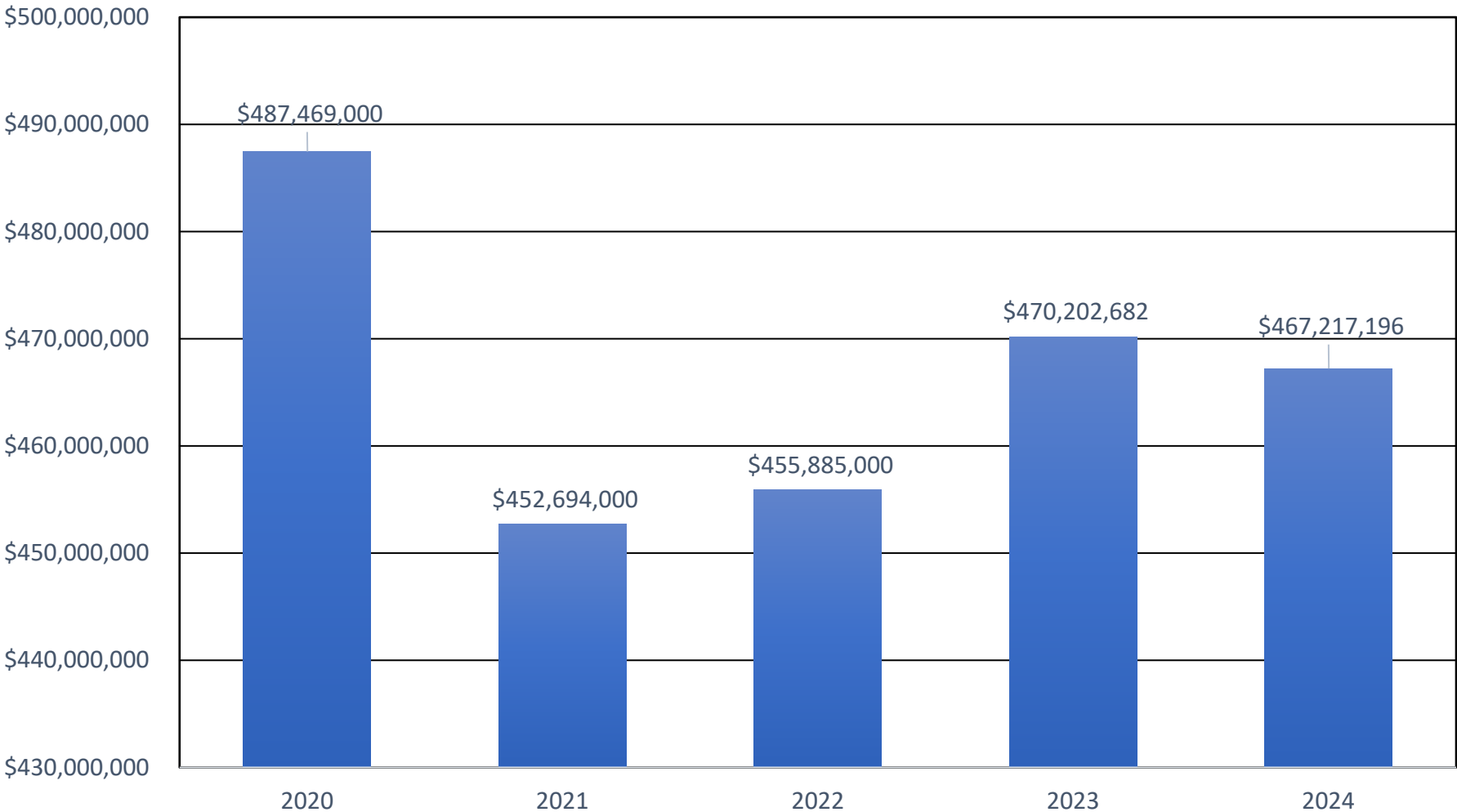
MLF ALLOCATIONS

- 2024 MLF allocation - \$467,217,196
 - \$2,985,486 (0.6%) increase
- As of April 22, 2024 - \$399,645,424 released to 2,394 municipalities
 - Payments released as municipalities become certified



MLF ALLOCATION HISTORY

Municipal Liquid Fuels 5 Year History



MLF ALLOCATIONS

- 2023 MLF allocation - \$470,202,682
 - \$14,317,682 (3.1%) increase
 - As of April 22, 2024 - \$467,940,231 released to 2,533 municipalities
 - Payments released as municipalities become certified
- 2022 MLF allocation – \$ 455,885,000
 - \$3,191,000 (0.7%) increase
 - Nine 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, 2024 – certified letters are being drafted and will be sent soon to notify them of this



DECEMBER 2023 PAYMENTS

- The following payments were made on December 1, 2023
 - State Police Fines and Penalties to eligible municipalities - \$3,409,584 (\$2,975,445 to municipalities, \$434,139 to PSP for cadet classes)
 - County Liquid Fuels Tax Fund to all counties - \$14,204,538 (3 on hold)
 - Act 44 to eligible counties (61) - \$5,000,000 (1 on hold)
 - Act 89 to eligible counties (61) - \$4,682,000 (1 on hold)
 - \$5 Fee for Local Use to counties who have passed the required ordinance (26) - \$20,401,445 (1 on hold)



PAYMENT UPDATES

- Paper checks no longer issued
- If no MLF/CLF, etc., payments will be rejected
- WWW.BUDGET.PA.GOV/SERVICES/FORVENDORS



Direct Deposit & e-
Remittance



FUTURE ALLOCATIONS

- Approximate 2% decrease each year
 - 2025 - \$467,218,000
 - 2026 - \$454,490,000
 - 2027 - \$444,607,000
 - 2028 - \$433,390,000
 - 2029 - \$423,999,000



Questions?



TURNBACKS

ZAC KOPINETZ ·· APRIL 25, 2024

TURNBACK PROGRAM

FY 2023-24 Budget

- \$8,779,215.81 in rehabilitation funding approved
- \$4,666,279.48 in supplemental cost funding approved
- 5.871 miles turned back
- Projects per District:
 - 1-0: 1
 - 3-0: 2
 - 4-0: 2
 - 6-0: 1
 - 10-0: 8
 - 11-0: 5
- New projects will be planned accordingly for FY 2024-25, or later, depending on funding availability





PENNDOT ELECTRIC VEHICLE UPDATES

**MAC MEETING
APRIL 25, 2024**

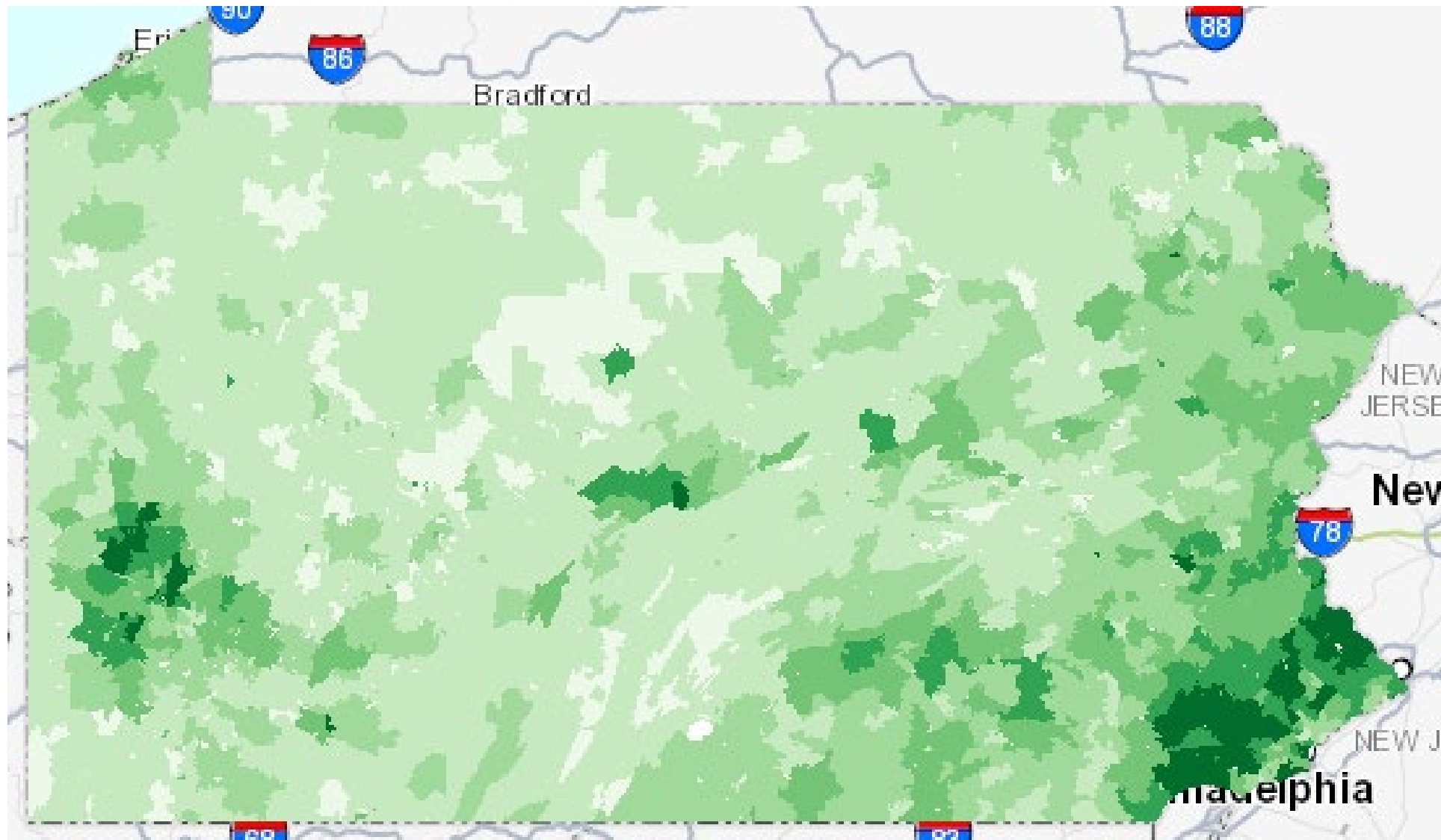
EV REGISTRATIONS IN PA

Fuel type	3/29/2024	Percent Increase since March 7, 2023
BEV	66,104	51.2%
PHEV	39,850	67.2%
HEV	286,154	29.1%
Fuel Cell	1	0.0%
Total	392,109	35.6%

Source: PennDOT registration database

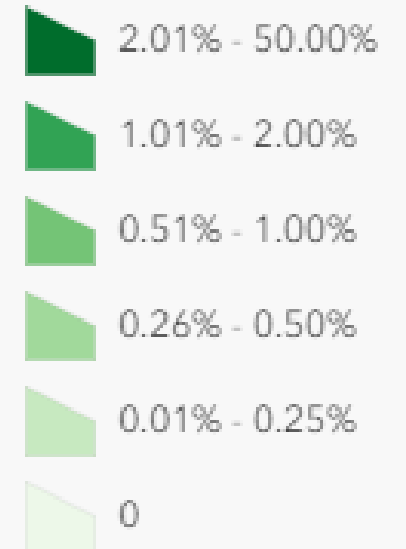


EV REGISTRATIONS IN PA



Registrations by ZIP Code

Percent Electric Vehicles



[PennDOT EV Registrations Interactive Map](#)



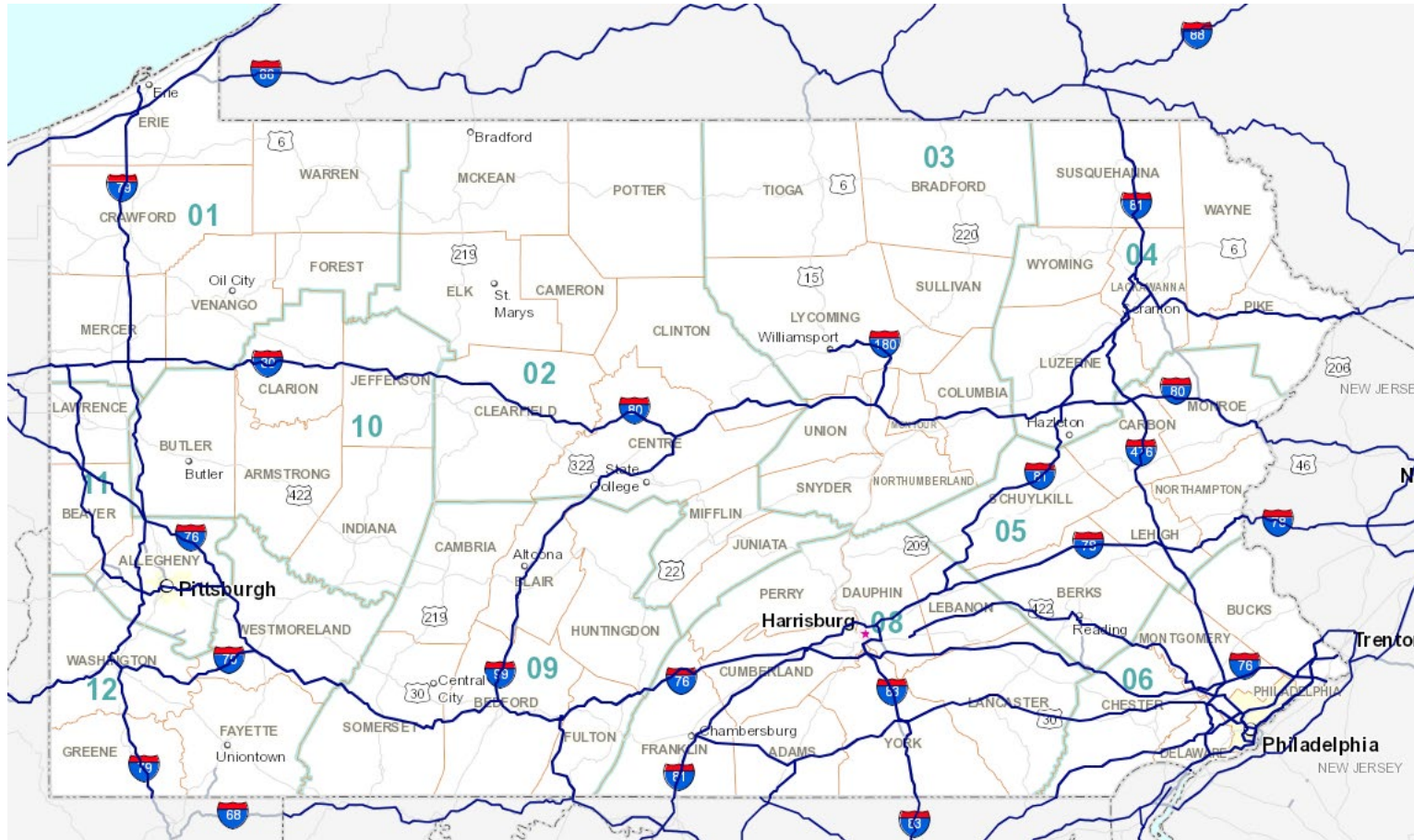
NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI)

OVERVIEW OF PA'S NEVI FORMULA PROGRAM



- Provides PA \$171.5 million over 5 years for electric vehicle (EV) infrastructure
- Pennsylvania Round 1 NEVI Program
 - Opened on January 6, 2023, and conditional awards announced on August 14, 2023
- Pennsylvania Round 1A NEVI Program
 - Opened on November 13, 2023, and conditional awards announced on April 4, 2024
- Pennsylvania Round 1B NEVI Program
 - Opened on April 22, 2024, and proposals due on July 10, 2024
- Two years of NEVI state plans have been submitted and approved
- The plan is an evolving document updated annually

EV ALTERNATIVE FUEL CORRIDORS



- PennDOT has nominated corridors over 7 rounds - includes interstates and portions of US 30, US 15, Route 1, and Route 422 - over 1,800 miles of roadway
- NEVI funding must be applied to AFCs until a “**Build-Out**” certification by FHWA

YEARS 1-2 CHARGING FOCUS

DC Fast Charging

Public

4 ports

CCS Connectors

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

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

How to Charge Your EV



Charge Time



Charging Locations

Level 1

3.5 - 6.5 miles
Per Hour

Residential,
Workplace

Level 2

14 - 35 Miles
Per Hour

Residential,
Workplace,
Destinations

DC Fast Charge

200+ miles
Per Hour

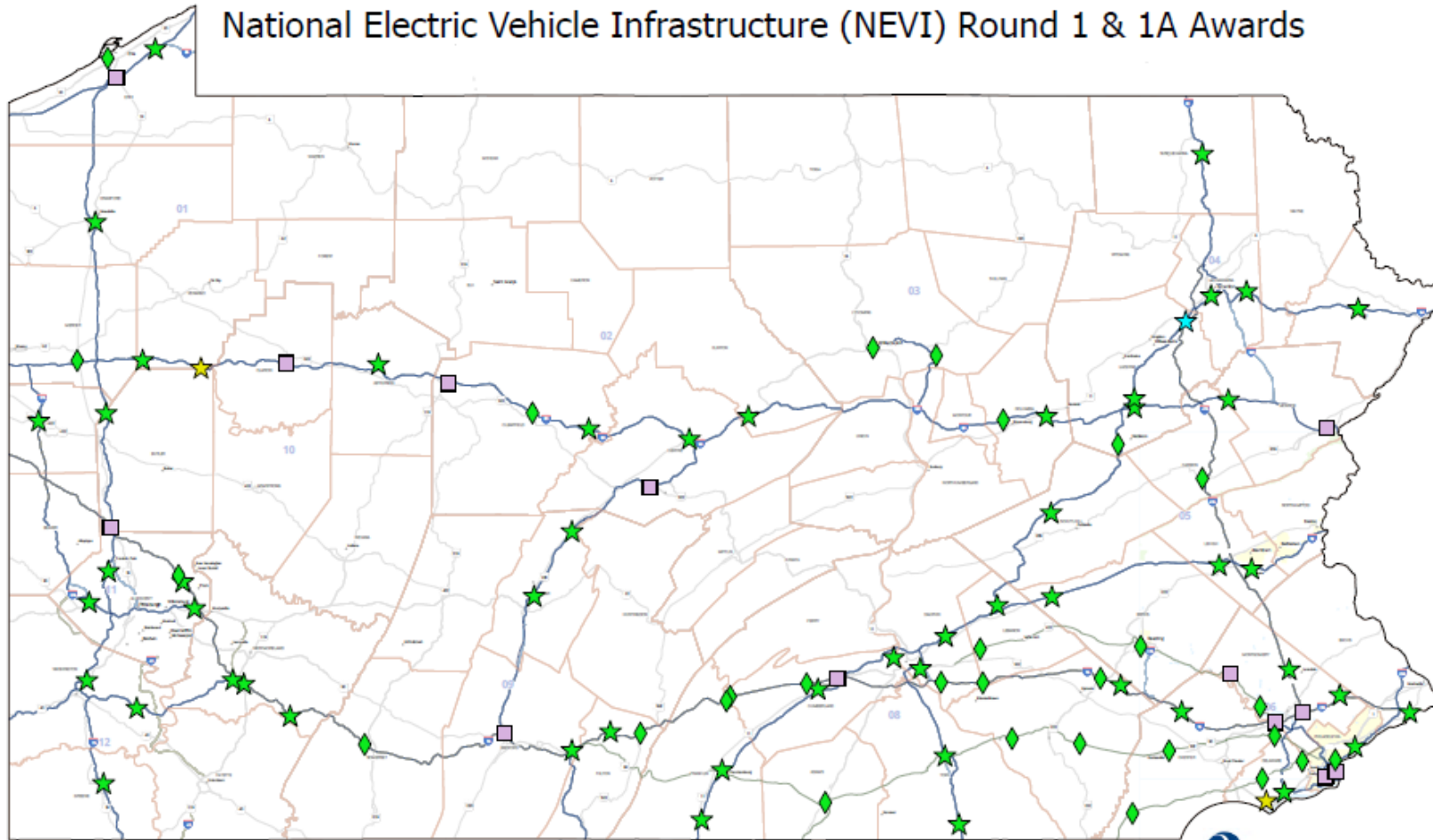
Highways,
Communities,
Destinations



ROUND 1 & ROUND 1A ACTIVE PROJECTS

Electric Vehicle Charging Stations 2024

National Electric Vehicle Infrastructure (NEVI) Round 1 & 1A Awards



- 83 projects within 41 counties
- \$52.9 million
- 36 projects in or within 1/2 mile of a Disadvantaged Community
- Typical Project Timeline 18-24 months

Round 1 Station Status
★ Planned
★ In Progress
★ Operational

Round 1A Station Status
◆ Planned

EV Alternative Fuel Corridors
— Interstate
— US Highway

Other Funding Sources
■ Operational (NEVI Creditable Station)

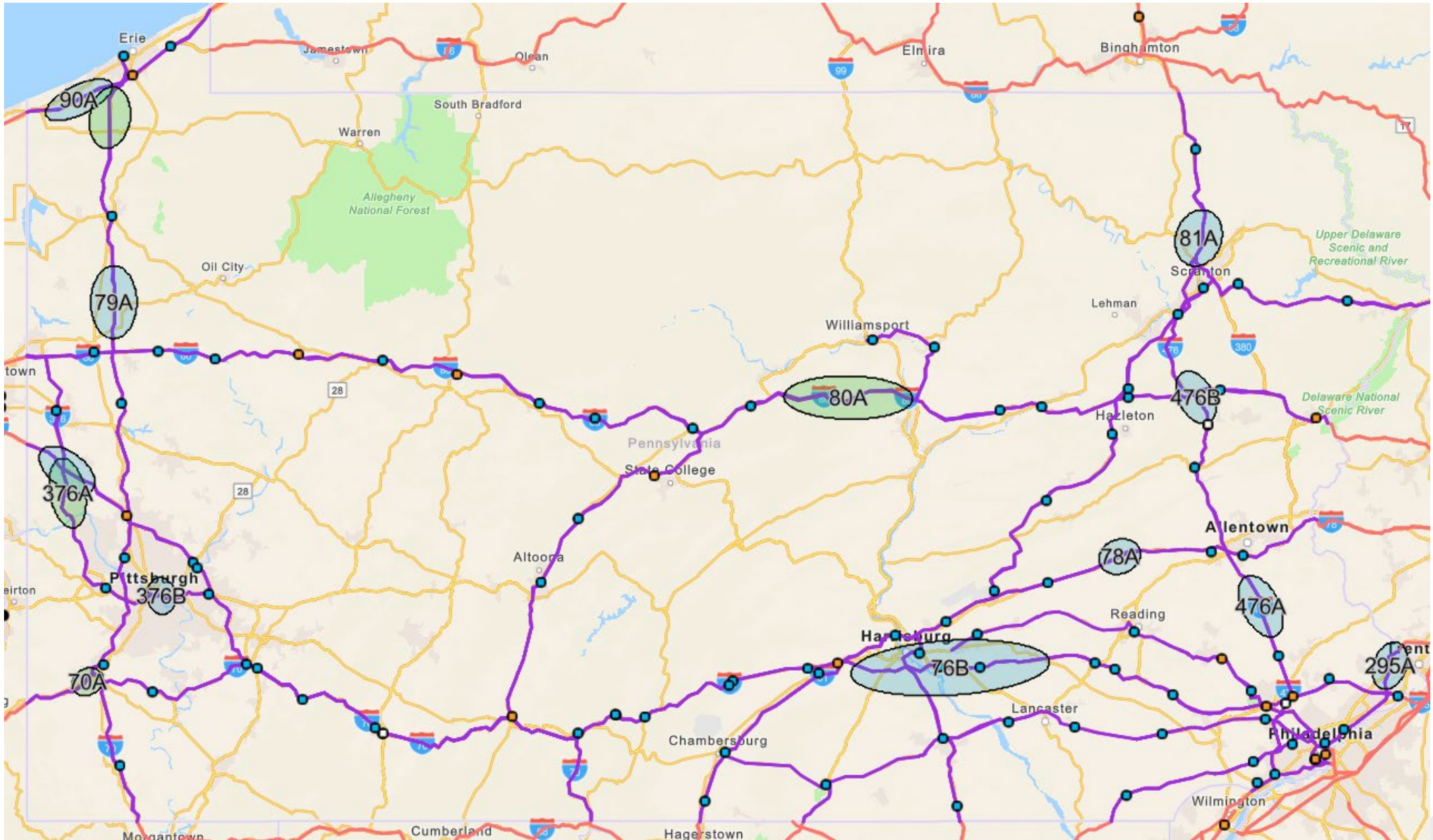
U.S. Department of Transportation
Federal Highway Administration

pennsylvania
DEPARTMENT OF TRANSPORTATION

pennsylvania
DEPARTMENT OF ENVIRONMENTAL
PROTECTION

pennsylvania
DEPARTMENT OF TRANSPORTATION

ROUND 1B PRIORITY LOCATIONS



WHAT'S NEXT

- NEVI Round 1B
 - Fill gaps that remain after Round 1 and Round 1A
- Round 2 – Community Buildout
 - Approximately \$100 million available
 - Planning starting now
 - Anticipated to commence in 2026 or 2027
 - Community and stakeholder engagement continues to develop the program.
- EV Charging Reliability and Accessibility Accelerator Program (RAA)
 - Anticipate running a program similar to NEVI
 - There are 293 eligible charging ports at 174 locations in Pennsylvania
 - Anticipate that between 20 and 50 sites will receive an award.
- DOE E-Construction Equipment Grant

EV EDUCATION AND FEEDBACK

- Throughout the NEVI program PennDOT has engaged with stakeholders and communities
 - A summary of the Fall 2023 community outreach sessions and outcomes can be found on PennDOT's [NEVI Resources](#) webpage.
- PennDOT is currently developing a guidance document for local governments to ensure safe level 1 charging over public sidewalks.
- An online EV training for first and second responders can be found at <https://gmevfirstrespondertraining.com/onlinetraining/>.
- SAE International has released a brand-neutral certification program for charging station technicians. For more details visit [SAE EVSE Technician Certification](#).

RESOURCES

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

CONTACT INFORMATION

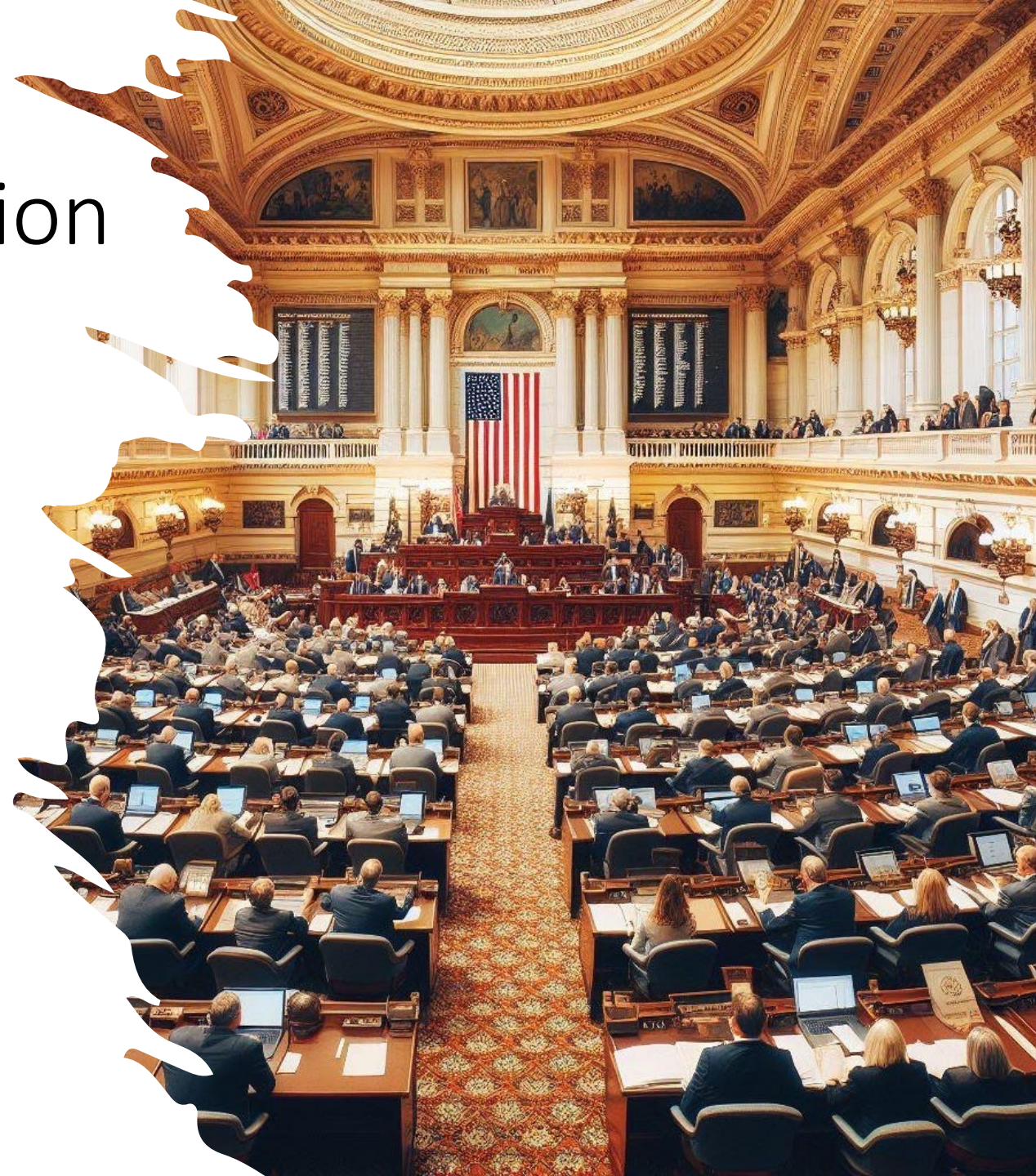
PENNDOT EV TEAM CONTACT:
RA-PDEVCORRIDORS@PA.GOV

LEGISLATIVE UPDATE

DAVID LAPADAT ·· APRIL 25, 2024

Noteworthy PA Legislation

- SB 37 – Distracted Driving Phone Use
- SB 656/HB 2184 - \$125 EV Road User Charge.
- SB 799 – Counties can use MLF distributions for both county and municipal owned bridges
- HB 1833 – DBBV
- HB 2218 – Shared Electric low-speed scooter program.
- E-Scooter Co-Sponsorship



5 MINUTE BREAK

PRESENTATIONS

- **PAAMA** – Rex Eberly
- **Drones** – Brian Walter
- **PA Dirt, Gravel, and Low Volume Roads Program** – Mike Bloser
- **HOP Improvements and School Bus Side Stop Arm Automated Enforcement** – Mike Dzurko and Brad DiCola



PAAMA

REX EBERLY ·· APRIL 25, 2024

Higher Traffic Volumes

Rising Construction Costs

Reduced Liquid Fuels Funding

Carbon Reduction Mandates



How Do You Manage Your Road Network?

PAAMA Believes That a Pavement Preservation and Recycling Strategy is the Answer

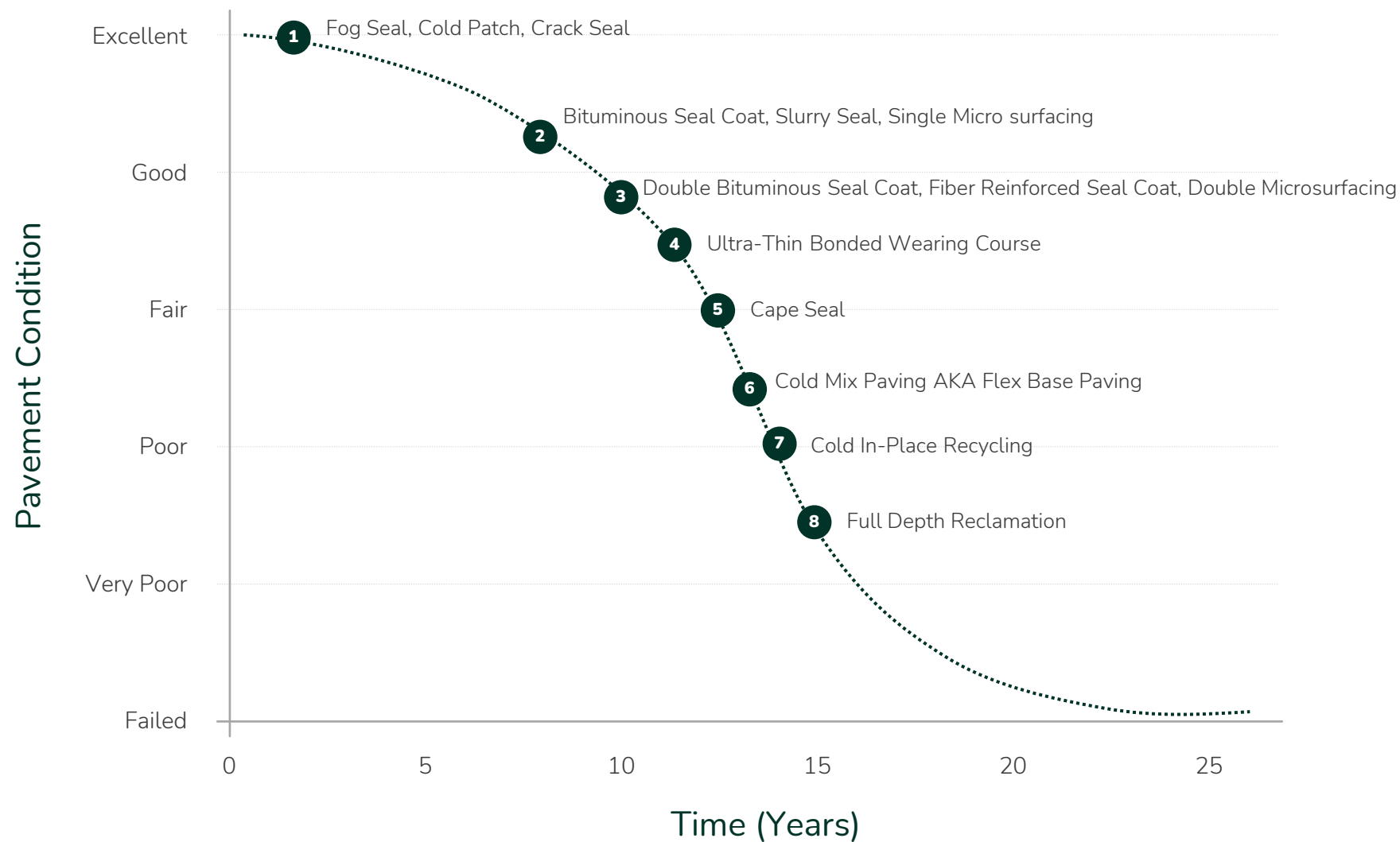
Keep Good Roads in Good
Condition and Reuse Materials
You've Already Purchased



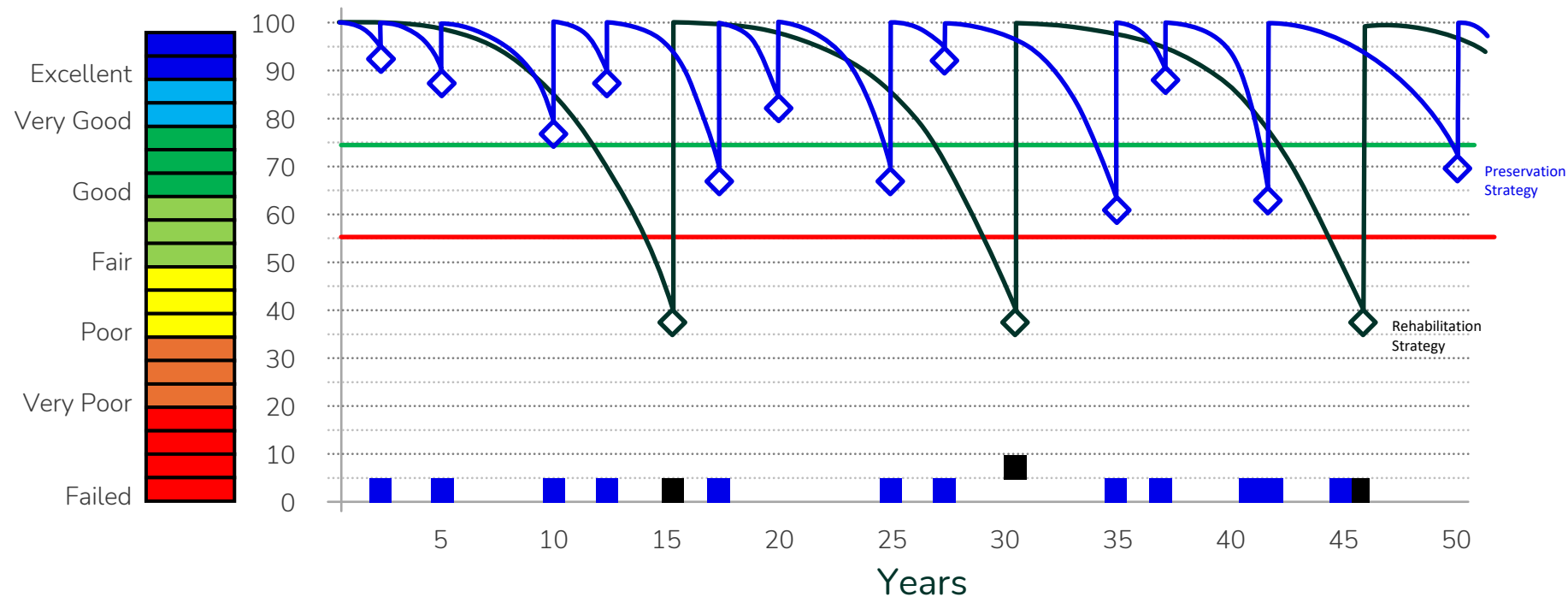
PAAMA is a professional organization comprised of road maintenance and paving contractors as well as emulsion producers, engaged in the application of liquid bituminous products, along with material suppliers, engineers, consultants and testing laboratories from Pennsylvania and surrounding states.

PAAMA promotes the continued usage of Cold In-Place Asphalt Recycling, Full Depth Reclamation, Soil Stabilization, Cold Mix Paving, Ultra-Thin Friction Course, Micro-Surfacing, Slurry Seal, Chip Seal, Crack Seal, Fog Seal and application of Tack and Prime coats at state and municipal levels as well as in the private sector.

PAAMA Processes Keep Good Roads in Good Condition



Preservation vs. Rehabilitation



Preservation Strategy

Years 2, 12, 27, 37	Fog Seal w/ Crack Seal
Year 5, 45	Bituminous Seal Coat w/ Crack Seal
Years 10	Micro surfacing (double) w/ crack seal
Years 17, 35	Cape Seal (Bit. Seal w/ Micro)
Year 25	Ultra Thin Bonded Wearing Course.

TOTAL COST / SY OVER 50 YEARS • \$72.00

Rehabilitation Strategy

Years 15	FDR plus 4" Hot Mix Overlay
Years 30	FDR plus 4" Hot Mix Overlay
Years 45	FDR plus 4" Hot Mix Overlay

TOTAL COST / SY OVER 50 YEARS • \$120.00

PAAMA Guidance on Pavement Preservation



Includes basic information on Pavement Preservation
theory and processes

Download today or view at WWW.PAAMA.ORG/HOME

Stay tuned for our PAAMA Guidance on Recycling and Rehabilitation

SAVE THE DATE
PAAMA 2024 CONFERENCE
OCTOBER 29 AND 30
HARRISBURG DOWNTOWN HILTON



THANK YOU!



PENNDOT'S UNMANNED AERIAL SYSTEMS INITIATIVE



BRIAN WALTER ·· APRIL 25, 2023

Agenda

Background

Department use cases

Recommendations

Current initiatives

How to get started

Next steps

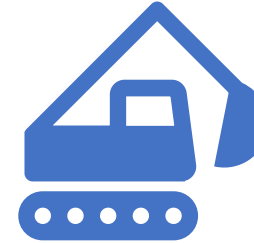


Background



Department Steering Committee

First Meeting: July 2019



7 Key Focus Areas

Survey

Bridge Inspection

Incident Management

Miscellaneous (Construction, Traffic and Training)

Human Resources

IT

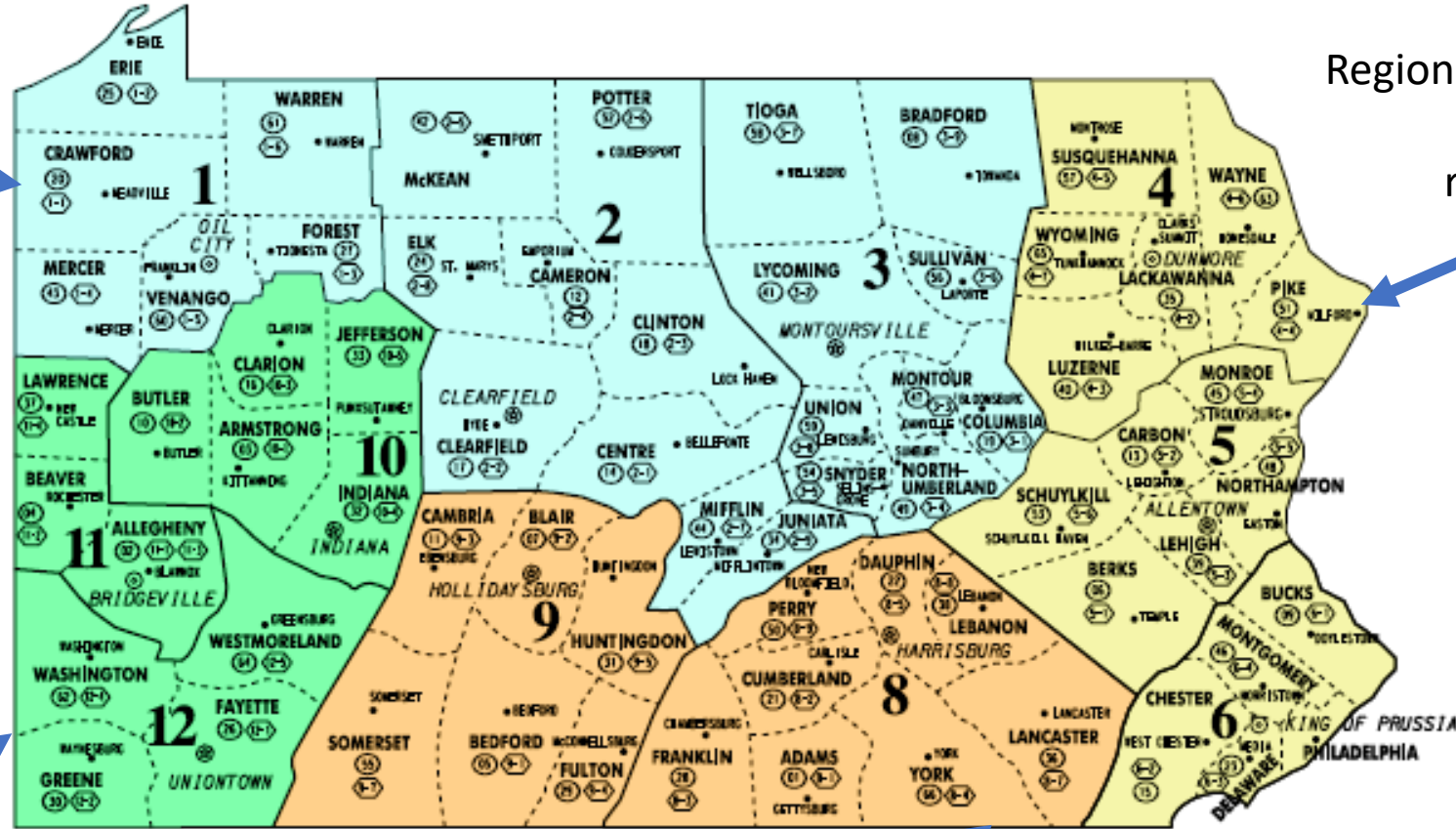
Communications



UAS Flight Coordinators

Region 1: Districts 1, 2 & 3
Vincent Mazzocchi
vmazzocchi@pa.gov

Region 4: Districts 4, 5 & 6
Rex Alfes
ralfes@pa.gov



Region 2: Districts 10, 11 & 12
Kevin Lira
klira@pa.gov

Region 3: Districts 8, 9 & Central Office
J Brian Walter
jwalte@pa.gov



PennDOT Use Cases

- Bridge Inspection
- Survey
- Quantification of materials at stockpiles
- Construction Inspection – Progress of projects, earthwork
- Incident Management – Slides in District 3 and 11



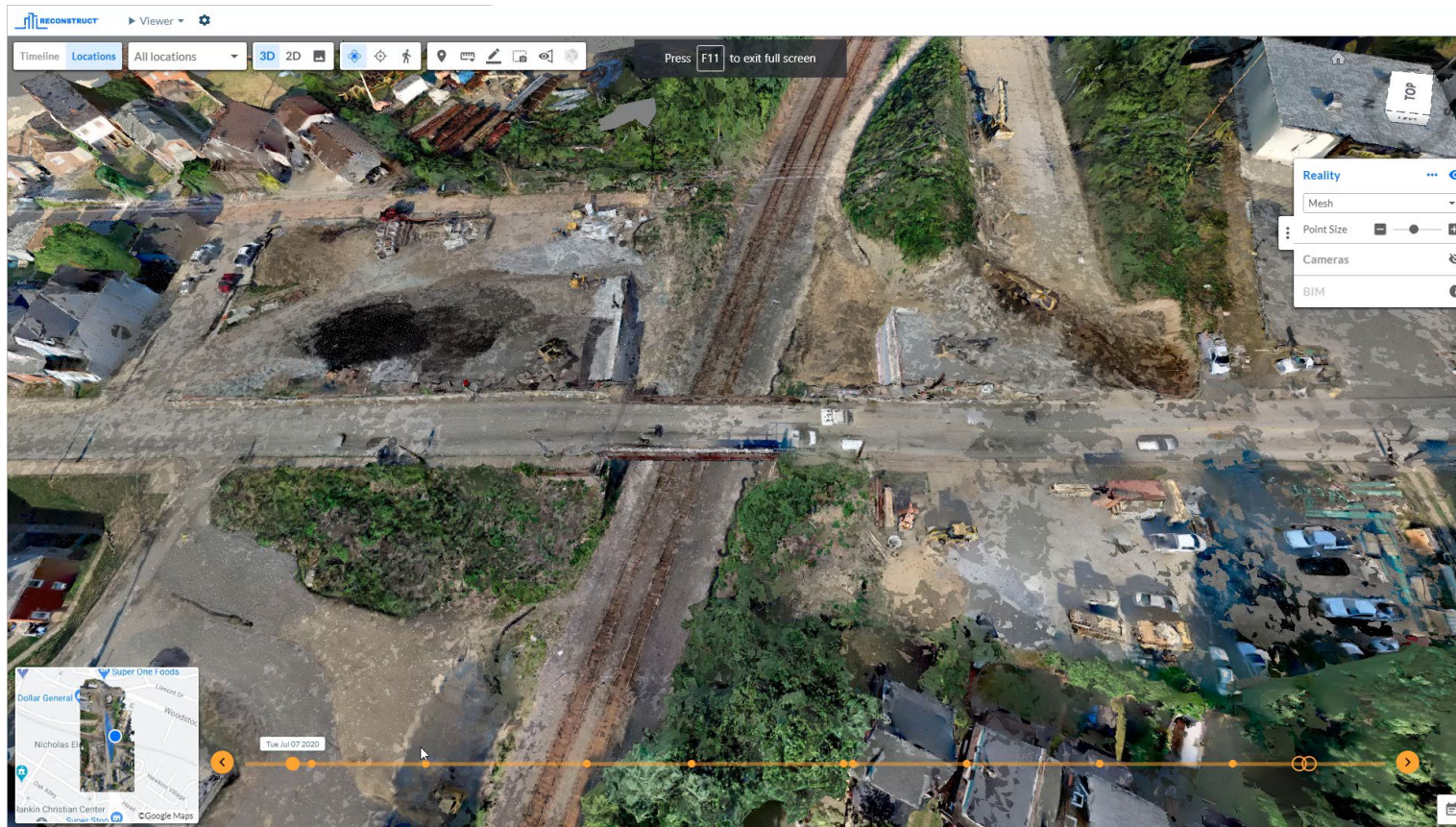
Survey

- Captures additional spatial and 3D data
- Accuracy with RTK drone
- Modeling software for dtm creation
- Safety



Construction

- Opportunities for usage:
 - Emergency Inspection/Surveys
 - As-Builts, Stockpiles, Contour work
 - Capturing Project Photos, Time Lapse



Bridge Inspection

- Additional pilot training needed – flights can be complex
- Opportunity for safer inspections
- Rapid response in an emergency
- Clarify planning process – efficiency is key

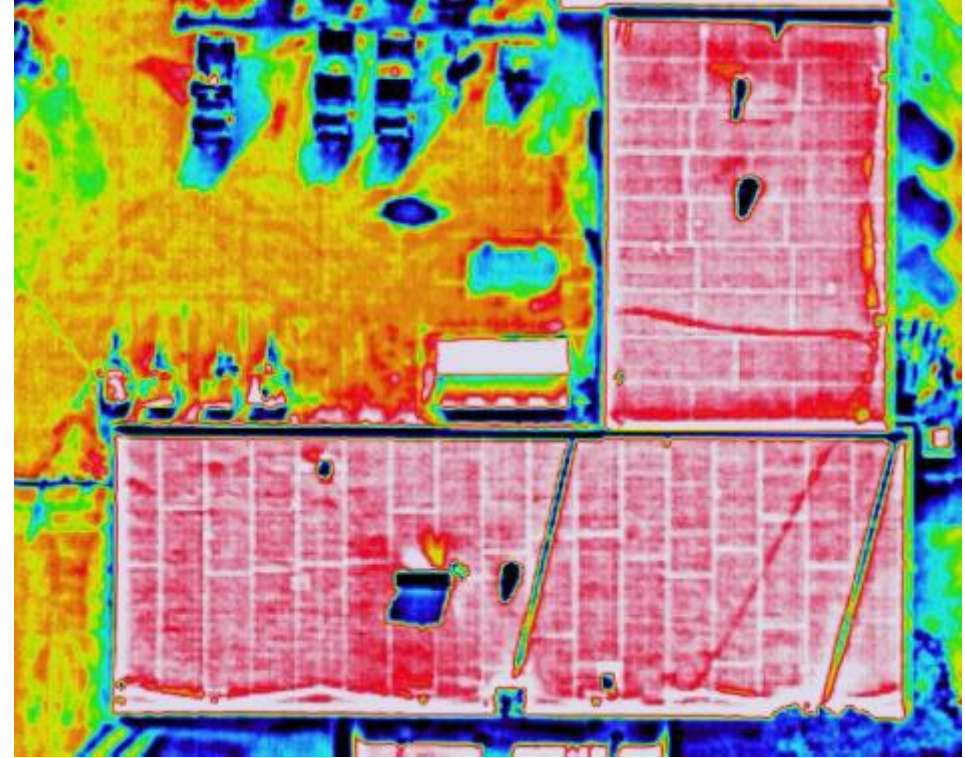


Incident Management

- Draft UAS Management Plan developed
- Situational assessment at incidents or planned events
 - Traffic incidents
 - Flood extent
 - Infrastructure damage
 - Other events with impacts to traffic mobility



UAS Thermography



Thermal Roof Scans



Current Initiatives



Department Training
Development



UAS data storage



Publication Updates



Standard language for
position descriptions



How to get started...

Consultant vs. In-house



Staff recruitment



Training



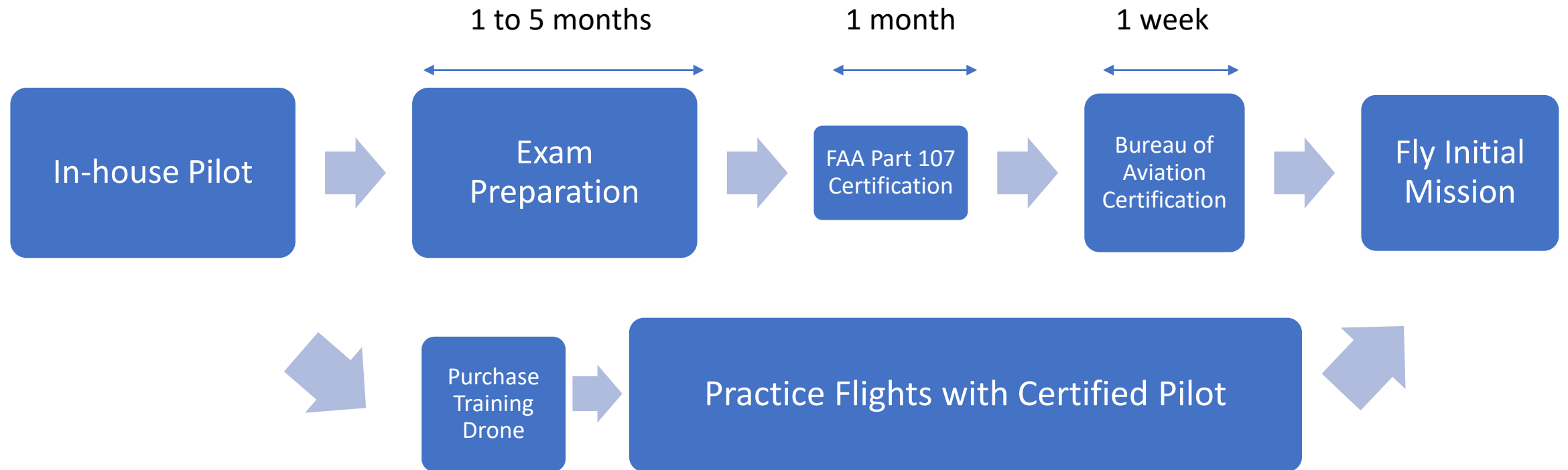
Recommended fields to start



Equipment Purchases



Anticipated Rollout Timeframe



Overall, approximately 7 months from start to finish



Consultant vs. In-House

- Consultant Pilots
 - Part 107 Certified
 - Require PennDOT Certification
 - Available to fly Department Projects
 - Average hourly rate: \$75/hr
 - Average for project management, piloting and post processing
 - Other costs such as lodging, per diems and mileage may also apply



Equipment Purchases



Staff Recruitment

- Up to 3 staff to start
- Volunteer
- Expectations of being a pilot
 - May be called out for Emergency Projects



Recommended Field to Start

Project
Photos/Videos

Survey/Incident
Response

Bridge
Inspection

PEMA Response



PA Dirt, Gravel, and Low Volume Road Program

Penn State Center for
Dirt and Gravel Road
Studies

Steve Bloser

smb201@psu.edu



Before

After

06

DGLVR Program

- **Program Purpose**
- Program Structure
- Opportunities for PA Municipalities



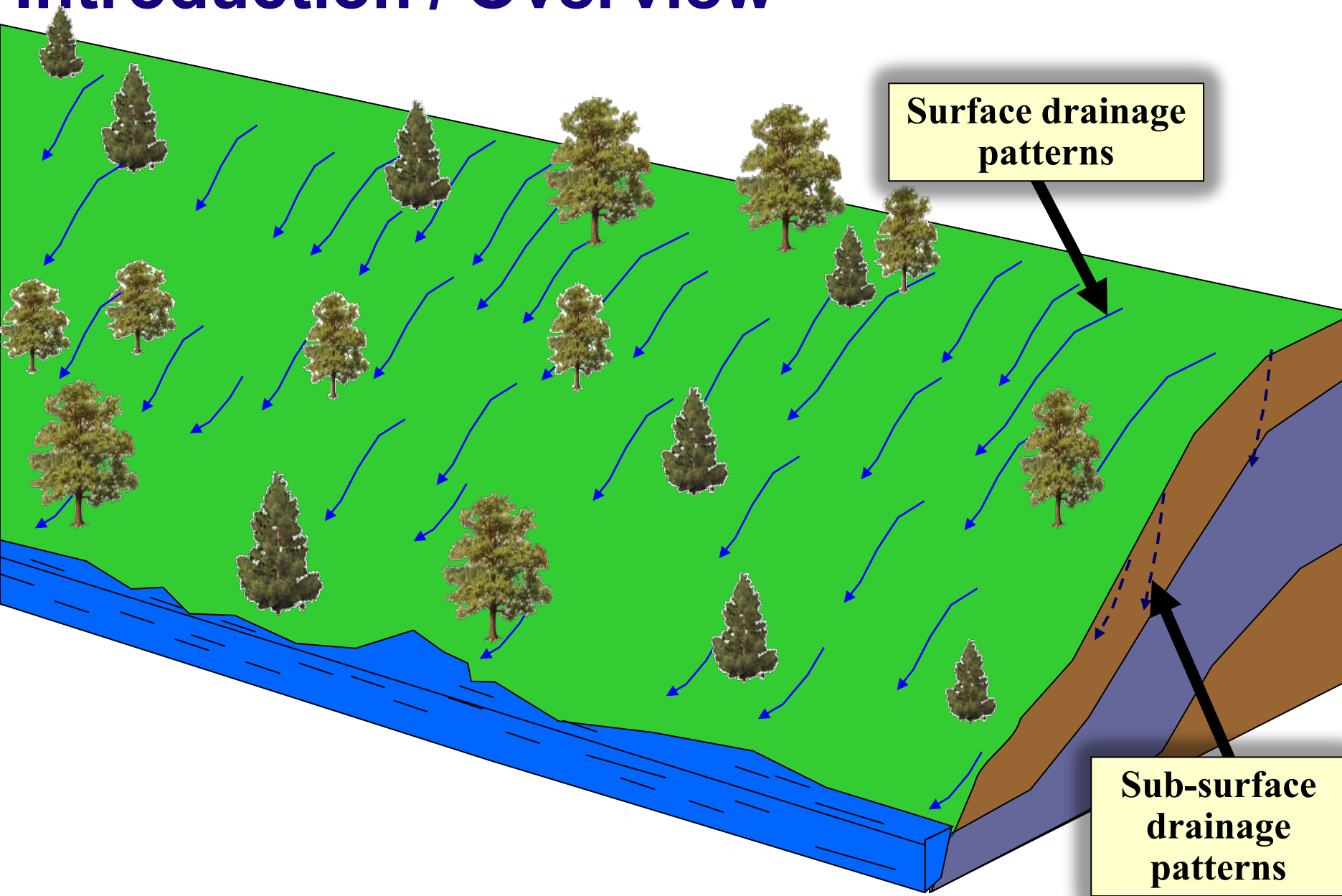
What is the DGLVR Program?

Pennsylvania's Dirt, Gravel, and Low Volume Road Maintenance (**DGLVR**) Program provides education, technical assistance, and **grant funding** to local public-road-owning entities throughout the state. Initially funded in 1997 at \$4 million annually, the Program was expanded in 2014 to dedicate \$20 million to unpaved roads and \$8 million to paved low volume roads (LVRs) traveled by fewer than 500 vehicles per day. **The Program's goal is to implement Environmentally Sensitive Maintenance Practices aimed at reducing the environmental impacts of public roads while reducing long-term maintenance costs.**

**Better
Roads,
Cleaner
Streams**

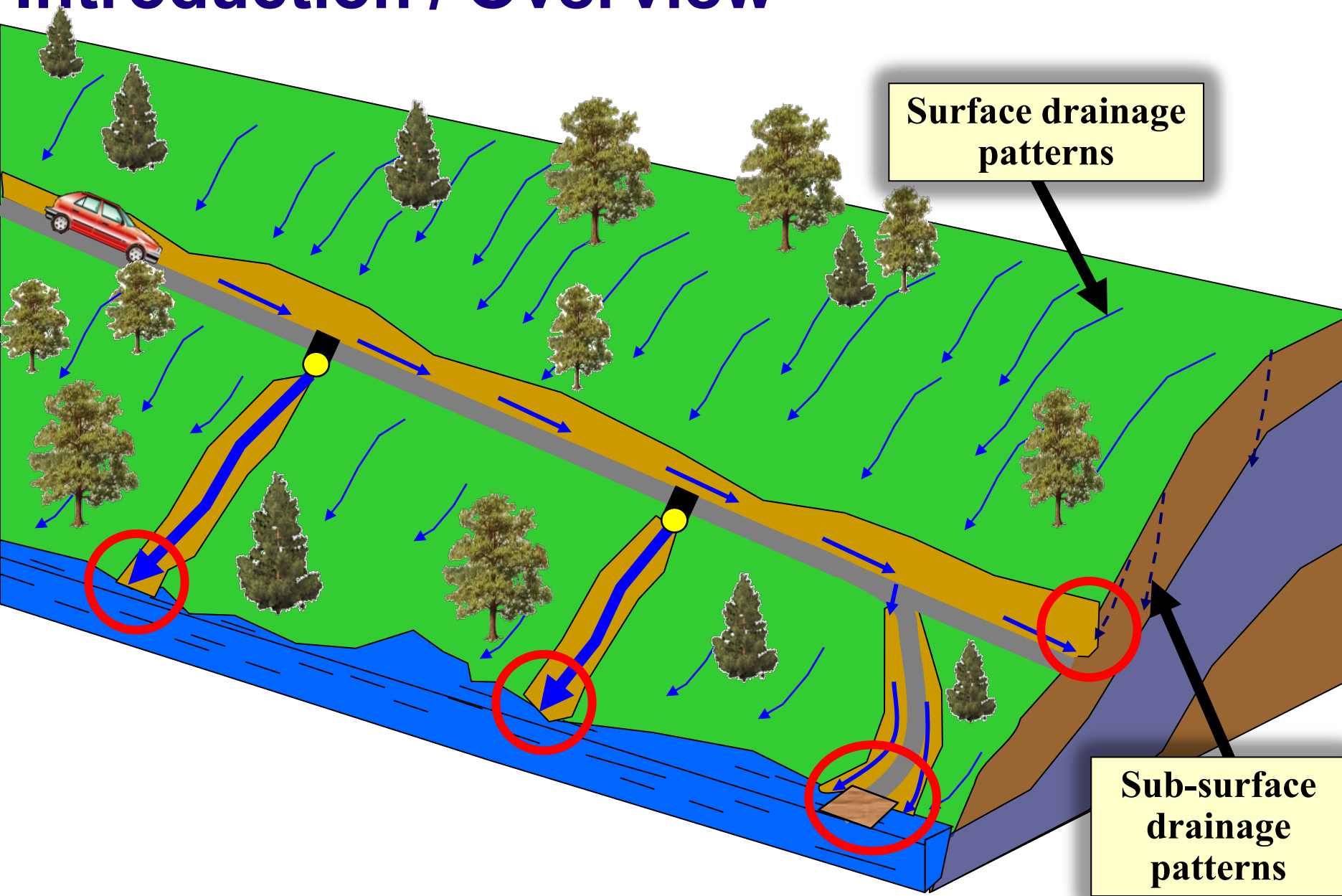


Introduction / Overview



Natural
Drainage

Introduction / Overview



Road
Interrupted
Drainage

Environmental Impacts of Road Runoff





Environmental Impacts of Road Runoff

Environmental Impacts of Road Runoff



Environmental Impacts of Road Runoff



Cornell Local Roads Program

Environmental Impacts of Road Runoff



Environmental Impacts of Road Runoff



Environmental Impacts of Road Runoff



Cornell Local Roads Program

Environmental Impacts of Road Runoff

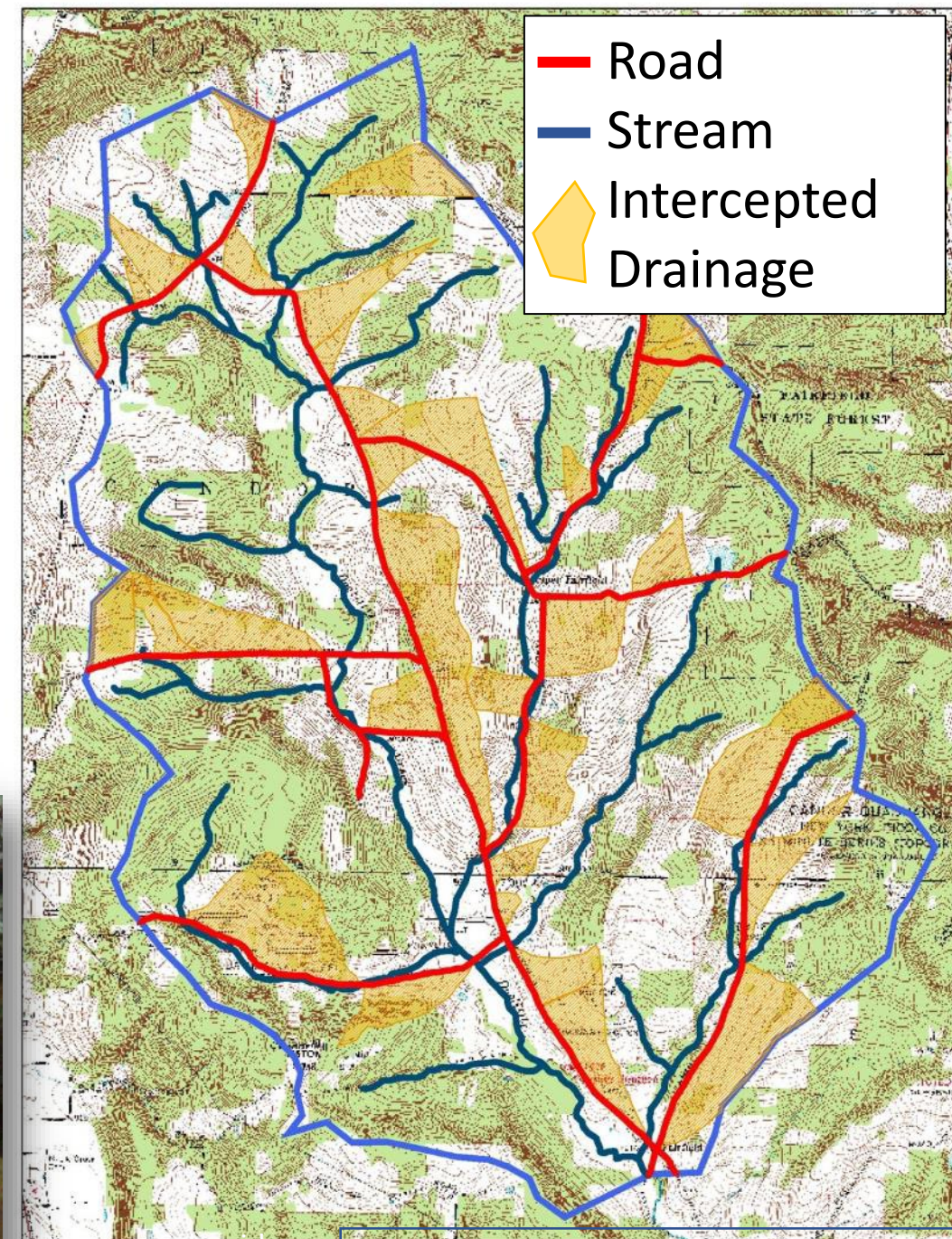


Environmental Impacts of Road Runoff



Environmental Impacts of Road Runoff

- Road ditches can intercept up to $\frac{1}{4}$ of a watershed
- Increase stream flooding
- Funnel sediment/nutrients from adjacent land uses



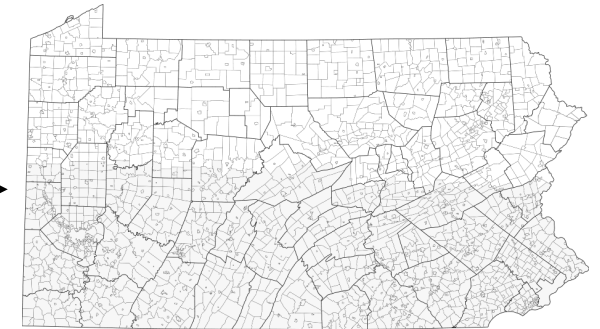
PA Dirt, Gravel, and Low Volume Road Program

- Created in 1997
- \$5 Million annual allocation 1997-2014
- **\$35 Million annual allocation 2014-2023**
- Fund “**Environmentally Sound Maintenance**” to reduce pollution and improve public roads.
- Funds specific projects, “supplementary” to regular road maintenance funds.

\$35M Annually DGLVR Program

State Conservation Commission – County Conservation Districts – Individual Municipalities

\$28M



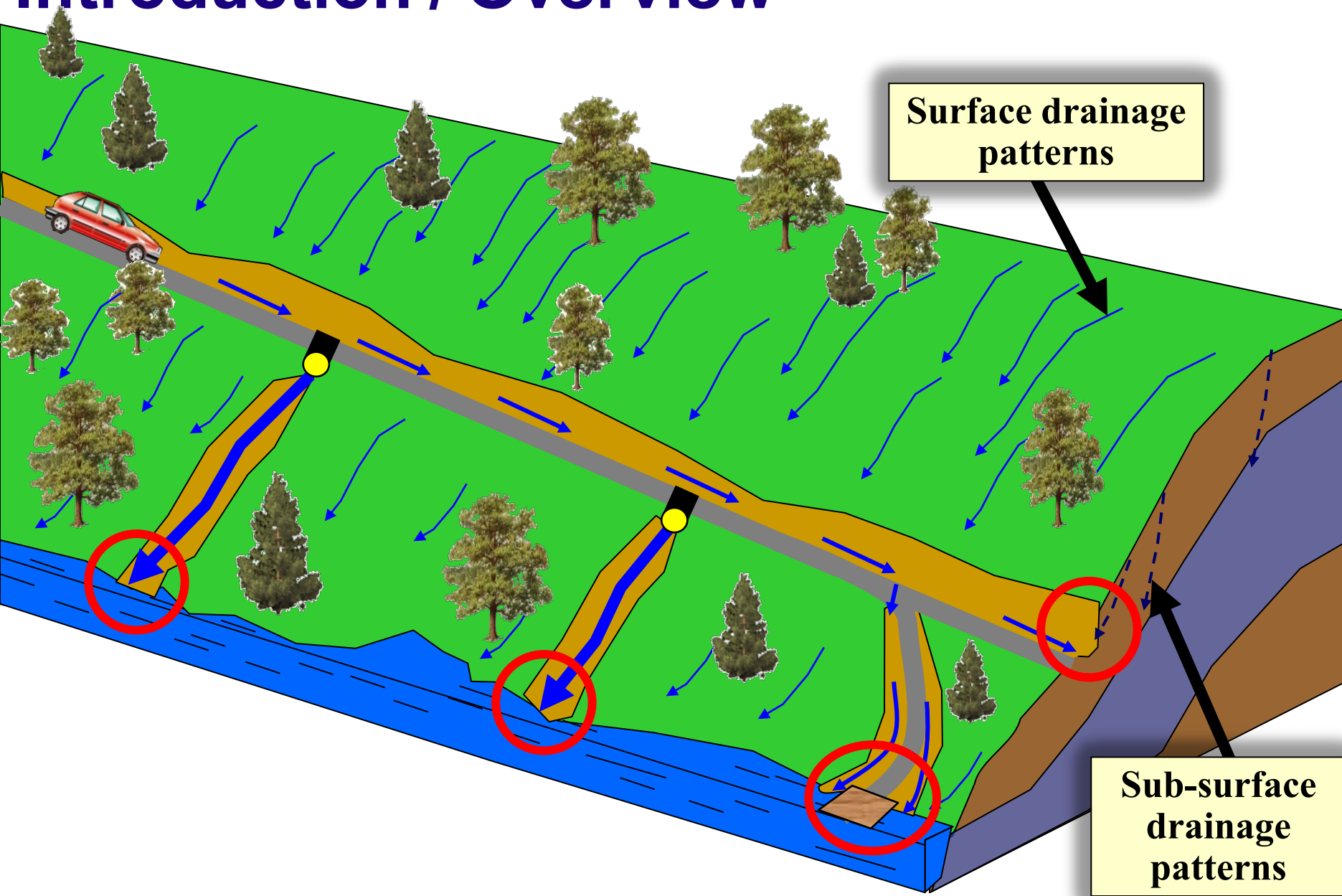
\$20M for Unpaved Roads - \$8M for Paved Low Volume Roads (<500ADT)

\$7M



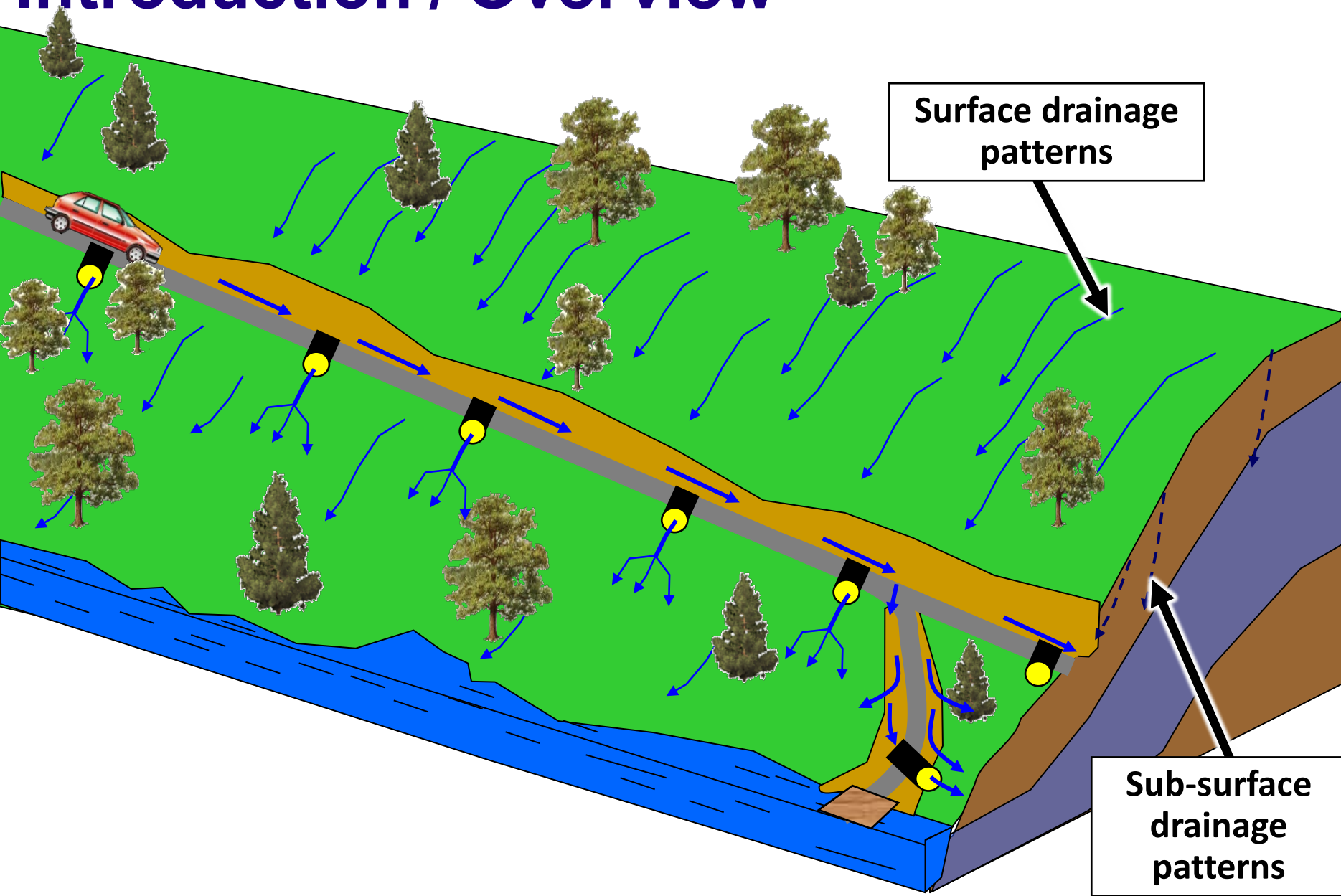
\$4.5M Forestry - \$2.5M for State Parks

Introduction / Overview



Road
Interrupted
Drainage

Introduction / Overview



“Simplified”
fix to
Restore
Natural
Drainage

Actual project
examples to come

Sample Projects

Extensive road fill, sheet flow and new crosspipes

Before



After



2016 DnG Project in
Bradford County:
\$107K Spent, \$14 in kind

Sample Projects

Wetland created to treat road ditch drainage before stream

DnG Project in Centre County:
\$12K Spent, \$19 in kind



Sample Projects

Road shifted away from stream. Bank armoring and in-stream flow controls

Elk County
\$60K Grant, 52K In-kind

Before



After



Sample Projects

Base improvement

New surface

10+ new pipes

Wayne County
\$92K grant, \$17K in-kind



Sample Projects

Constantly eroding ditch replaced with bioswale above storm sewer

Montgomery County,
Webber Road
\$24K Spent, \$2K in kind

Before



After



Sample Projects

Two new bridges

Opened up 11+ miles of native trout habitat.

Tioga County
\$259K grant, \$156K in-kind



DGLVR Program

- Program Purpose
- **Program Structure**
- Opportunities for PA Municipalities



PA Public Gravel Roads: BASICS

UNPAVED PA Road Miles

18,700 miles Municipal (twp)

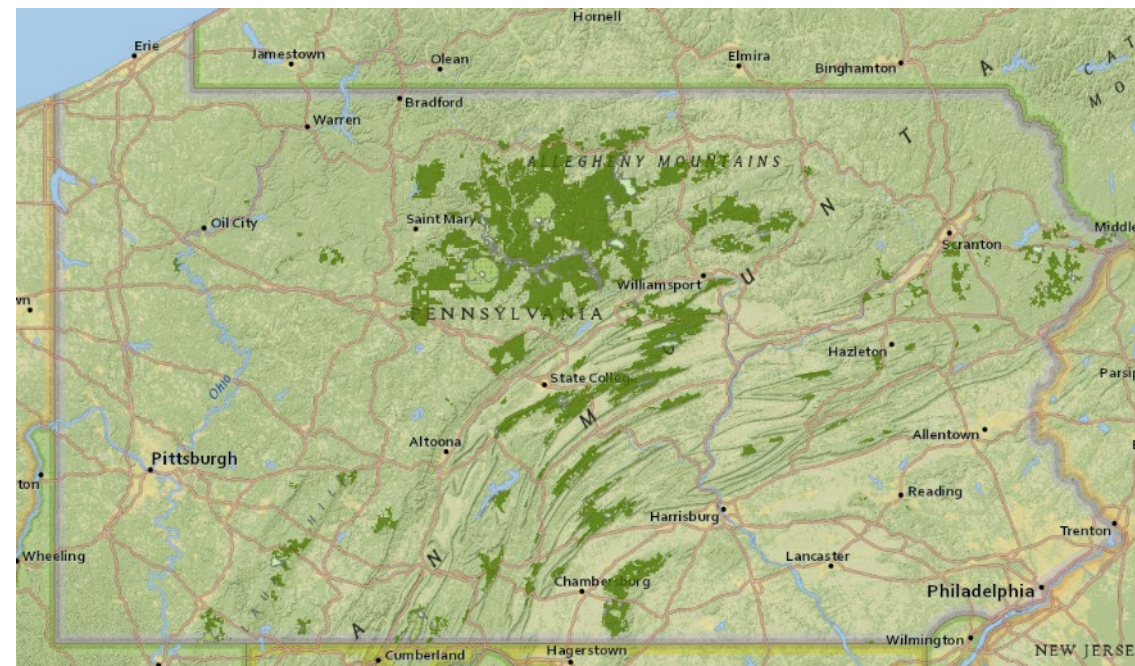
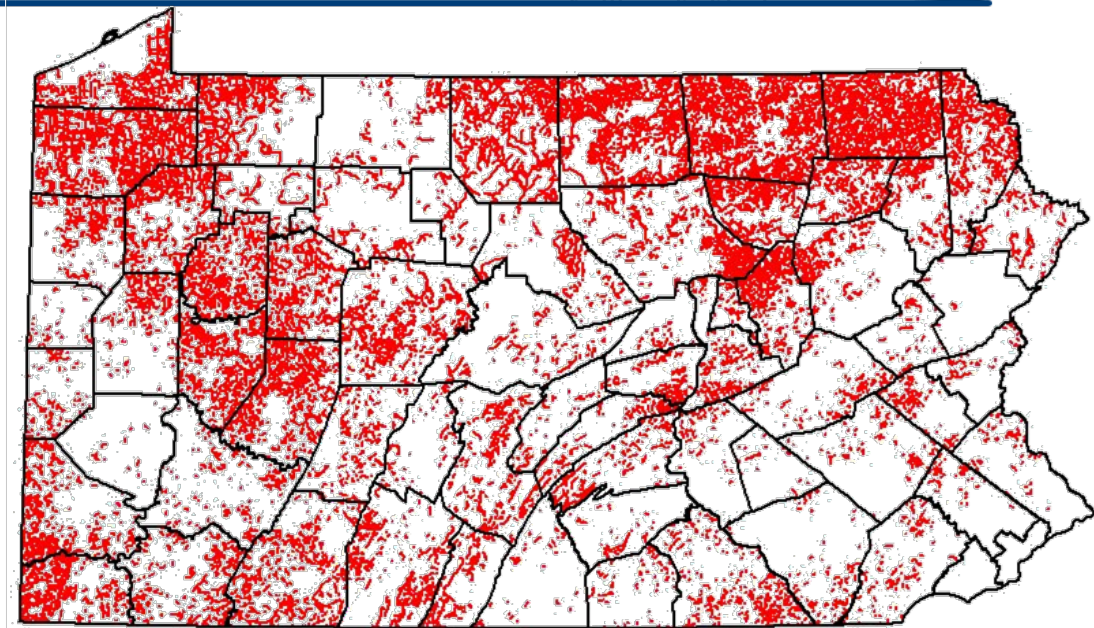
3,000+ miles DCNR

800 miles ANF

? 400 miles PennDOT

400 miles PGC

~23,500 unpaved public road miles



DGLVR Program

\$28 Million Annual Grant Program: started in 1997, funding increase and addition of paved low volume Roads in 2014

Focuses on Environmentally Sensitive Maintenance Practices

- Reduce sediment and erosion
- Reduce long term maintenance costs

State: State Conservation Commission

County: Conservation Districts

Local: Municipal (92% twp, 6% borough, 1% city)

DGLVR
Program
Structure

DGLVR Program Structure

State: State Conservation Commission

- Administers statewide program.
- Allocates money to Conservation Districts.
- Develops statewide Program policy
- Quality Assurance Quality Control process.



\$



County: Conservation Districts

Local: Municipal (92% twp, 6% borough, 1% city)

DGLVR Program Structure

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\$



County: Conservation Districts

- Administer Program at county level.
- Receive money based on roads & worksites.
- Work with applicants to develop work plans.
- Provide grants to successful applicants
- Conduct inspection after work is completed.
- Keep records and report to State annually.



\$



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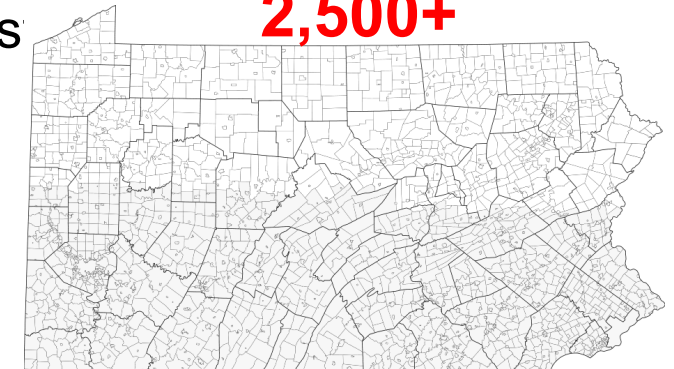
\$



Local: (92% twp, 6% borough, 1% city) Mus

- “ESM Certified” within last 5 years.
- Apply to Conservation District for funding.
- Enter into contract with Conservation District.
- Complete project work or hire sub-contractors.

2,500+



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- Administers statewide program.
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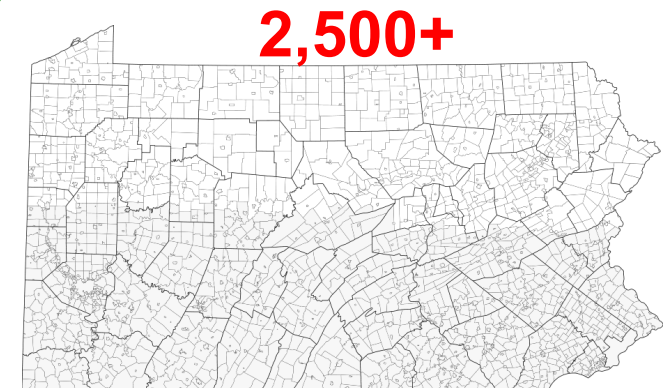
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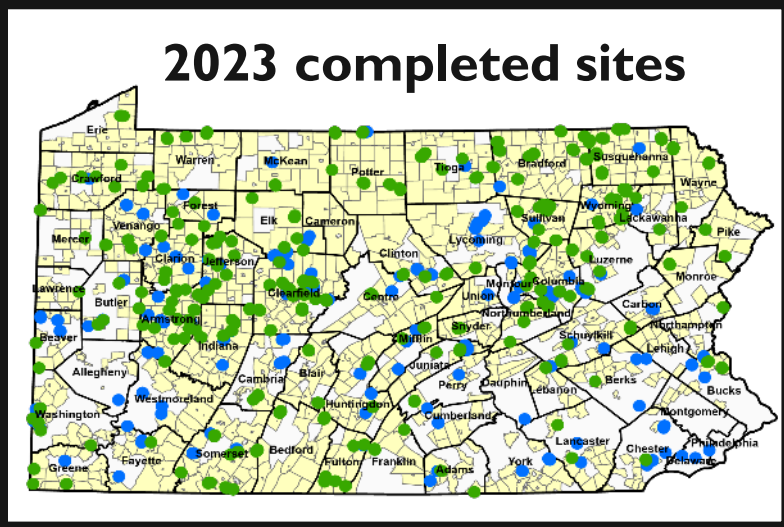
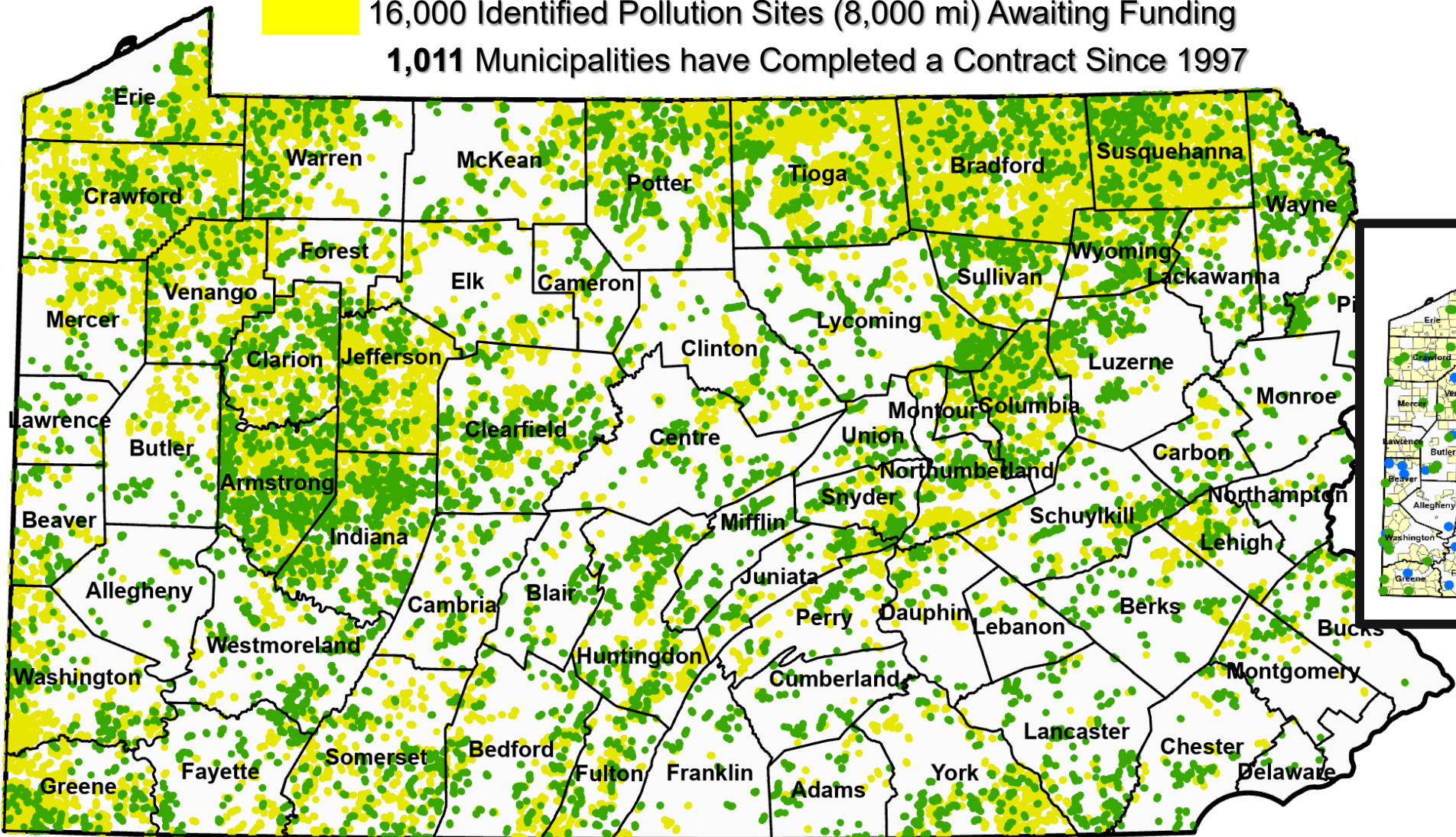
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PSU Dirt
and Gravel
Road
Center

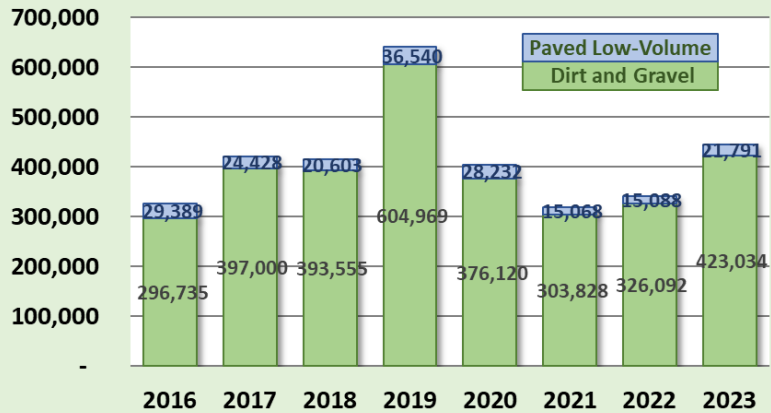
DGLVR Program

- 7,000 Completed Contracts (3,000 mi) since 1997
- 16,000 Identified Pollution Sites (8,000 mi) Awaiting Funding
- 1,011 Municipalities have Completed a Contract Since 1997



DGLVR Program

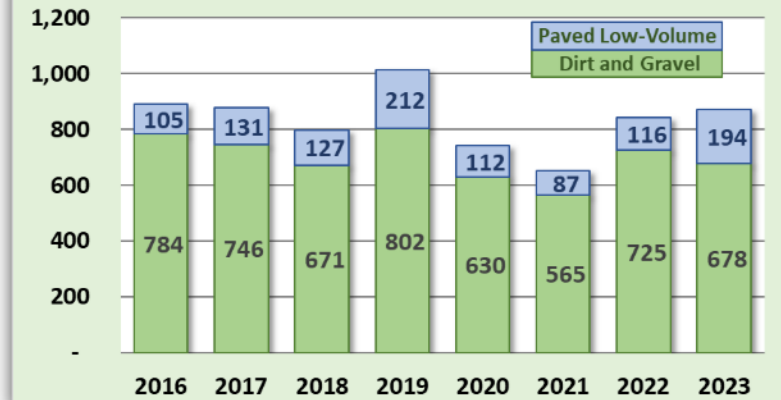
Road Fill (Tons)



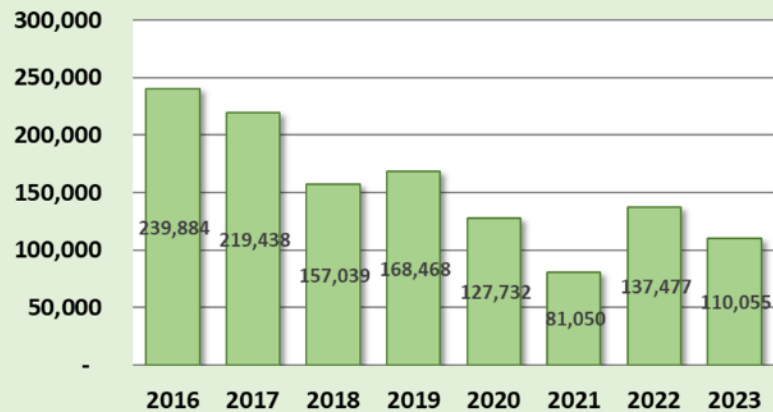
Underdrain (Miles)



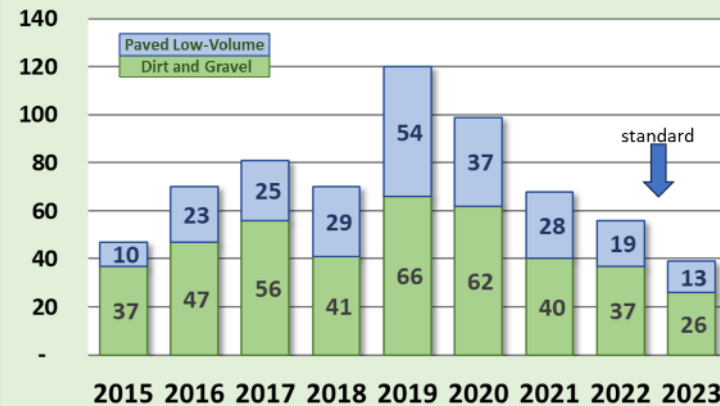
New Crosspipes Installed (#)



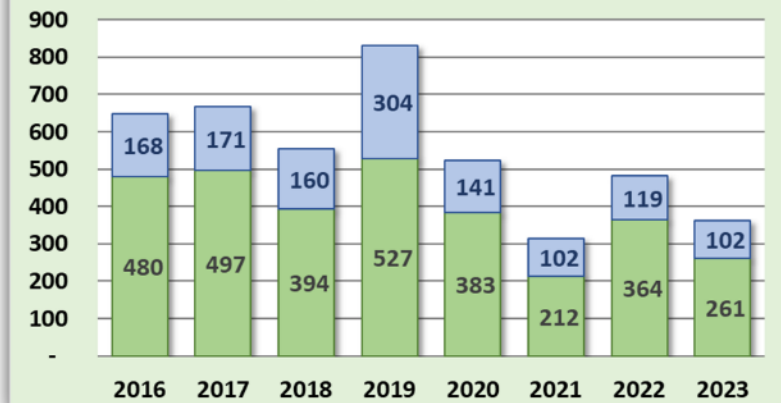
DSA Placed (Tons)



Stream Xings Replaced



Crosspipes Replaced



DGLVR Program


- Program Purpose
- Program Structure
- **Opportunities for PA Municipalities**




- **\$28 million available annually to local municipalities**
 - \$20 million unpaved roads
 - \$8 million Paved low volume roads
- **All PA public municipalities welcome.**
 - Need to attend a 2-day training to become eligible for funding for 5 years. (12 around the state each year)
 - Simple grant application process to Conservation District
- With local turnover, it still amazes how many municipalities don't know about available funding

- **\$28 million available annually to local municipalities**
 - \$20 million unpaved roads
 - \$8 million Paved low volume roads
- **First point of contact: Local Conservation District**
- **Local Control:**
 - CDs administer Program within 66 of 67 PA counties
 - Priorities, grant cycles, policies, and funding levels differ greatly between counties.

www.dirtandgravelroads.org



PennState
Center for Dirt and Gravel Road Studies



HOMEPA PROGRAM RESOURCESGENERAL RESOURCESEDUCATION/TRAININGNEWS & EVENTSBOFCENTER

SCC Program Overview

Conservation Districts


Program Resources

QA/QC

Low Volume Roads

Advisory Workgroups

Products



Latest News

Updated: New Hire Guide

Updated New Hire Guide for new Conservation District employees. Download the ...

Proposed Policy Updates


Upcoming Events


ESM Training: Armstrong County

APR 24

Visit the ESM Course page for detailed information. Register for this training here.

Quick Links

Annual Workshop

CDGRS Mapper

State: State Conservation Commission

- Administers statewide program.
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\$



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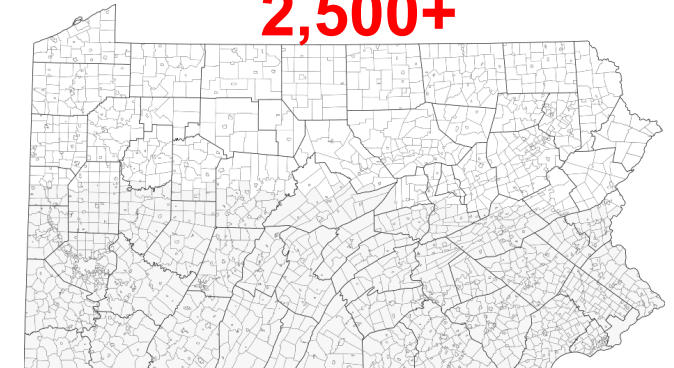


Local: (92% twp, 6% borough, 1% city)

Boroughs, cities, and state agencies also eligible

- Must be “ESM Certified” within last 5 years.
- Apply to Conservation District for funding.
- Enter into contract with Conservation District.
- Complete project work or hire sub-contractors.

2,500+



QUESTIONS?

Steve Bloser
PSU Dirt and Gravel
Road Center
smb201@psu.edu

HOP IMPROVEMENTS AND SCHOOL BUS SIDE ARM AUTOMATED ENFORCEMENT

MIKE DZURKO AND BRAD DICOLA ·· APRIL 25, 2024

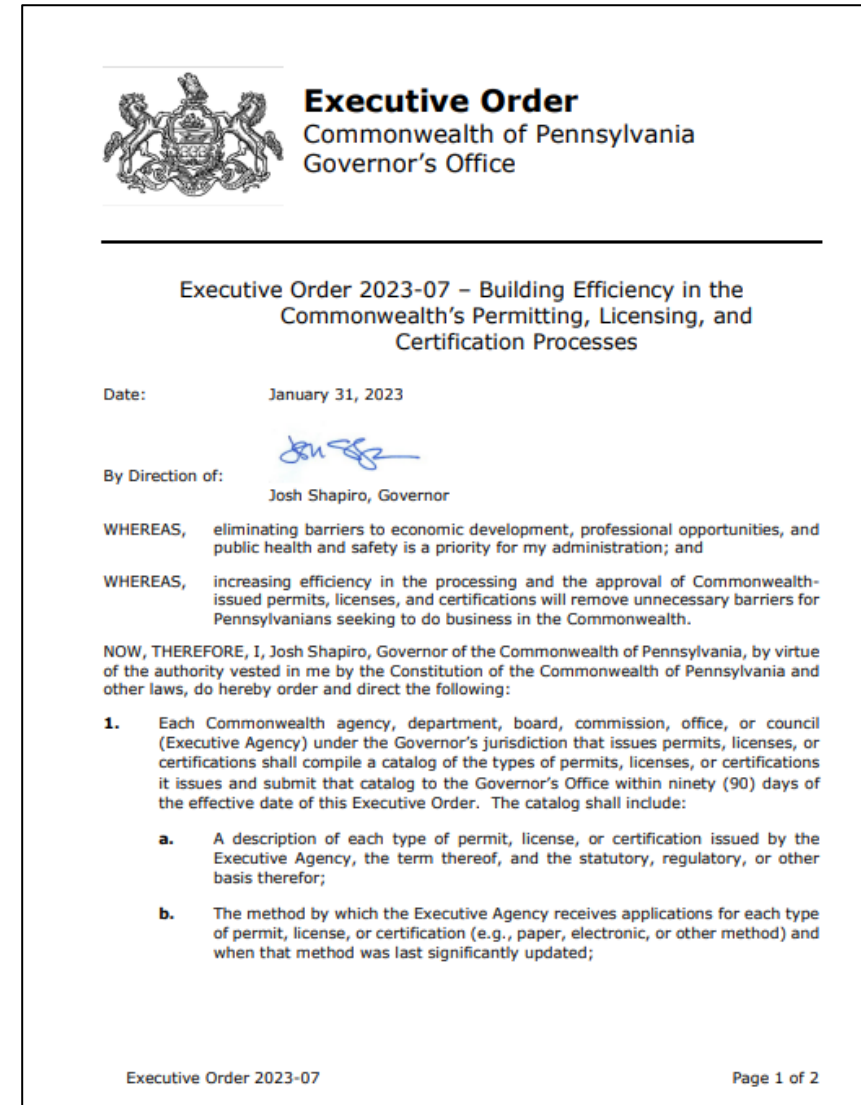
Highway Occupancy Permit Improvement Program

Spring 2024 MAC Meeting

April 25, 2024

HOP IMPROVEMENT PROGRAM – EXECUTIVE ORDER 2023-07

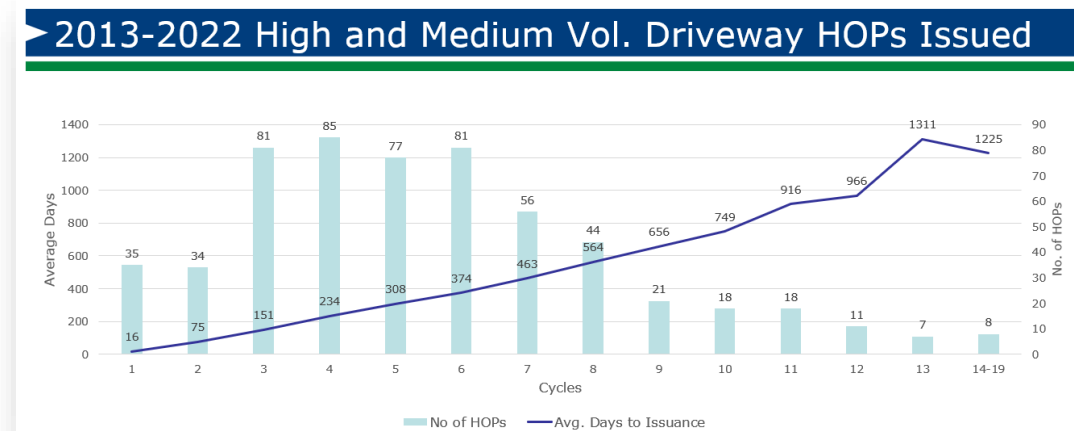
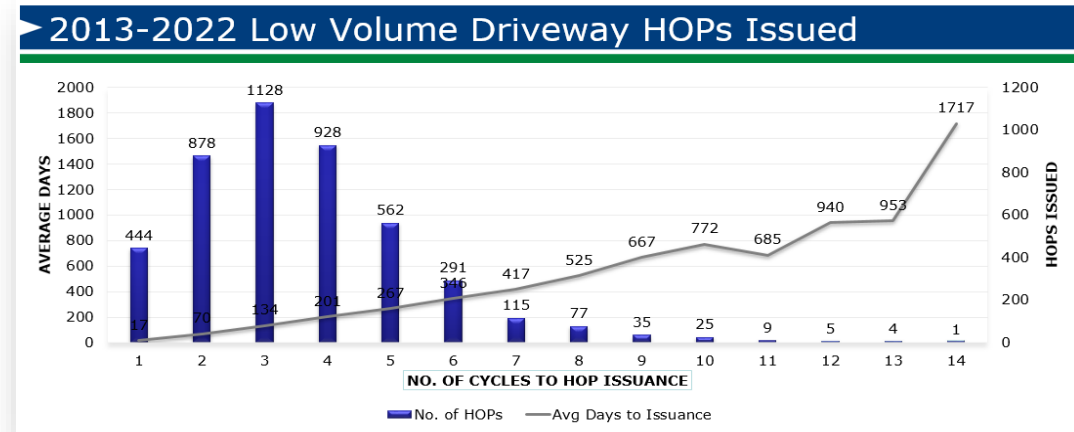
- Established to:
 1. Eliminate Barriers to Economic Development and
 2. Increase the efficiency in processing Permits
- Office of Transformation and Opportunity (OTO) created
- PennDOT Highway Occupancy Permit (HOP) Improvement Team created to discuss and implement efficiency improvements.



HOP IMPROVEMENT PROGRAM – OFFICE OF TRANSFORMATION AND OPPORTUNITY (OTO)

Focus on Commercial Driveways and Impacts to Economic Development

- *How do we reduce the Timeline to Issuance?*
- *How do we reduce the number of cycles to review?*
- *Identify all improvements and who is accountable for those improvements?*



HOP IMPROVEMENT PROGRAM – GOALS AND OBJECTIVES

Enhance Customer Service

Provide HOP applicants with clear, accessible, and timely communication throughout the permitting process.

Standardize Review Expectations

Help applicants reliably anticipate and accommodate PennDOT's expectations and preferences, regardless of District.

Improve HOP Submission Quality

Empower HOP applicants to reliably submit plans and studies that meet PennDOT's expectations.



Promote Accountability Across All HOP Process Stakeholders

Share responsibility for processing, reviewing, and approving permit applications among all involved PennDOT staff.

Improve Electronic Permitting System (EPS)

Improve the user experience within EPS for both internal and external users.

Foster a Culture of Partnership Between PennDOT and Applicants

Facilitate constructive relationships between PennDOT and applicants that are built on collaboration and shared benefit.



HOP IMPROVEMENT PROGRAM – STREAMLINING THE PROCESS



HOP IMPROVEMENT PROGRAM – ON THE HORIZON



ON THE HORIZON



Enhancing Customer Service

Creating a sense of partnership between PennDOT, municipalities, and applicants throughout the permitting process.

Traffic Impact Study Improvements

Improving the current Traffic Impact Study guidelines and process to allow for quicker agreement on mitigation measures and eliminate unnecessary barriers.

HOP Plans & Administration Improvements

Optimizing the review of submissions and streamlining the administrative aspects of the permitting process.

Improving User Experience

Updating the ePermitting System (EPS) to provide a more user-friendly experience for PennDOT reviewers, municipalities, and applicants.



PRESENTER

Presenter:

Michael Dzurko, PennDOT Highway Occupancy Permit
Program Manager

Mdzurko@pa.gov



SCHOOL BUS SIDE STOP SIGNAL ARM ENFORCEMENT SYSTEMS



MAC MEETING
APRIL 25, 2024

CONCEPT

School Bus Side Stop Signal Arm Enforcement Systems



→ Illegal bus pass

→ Camera Image

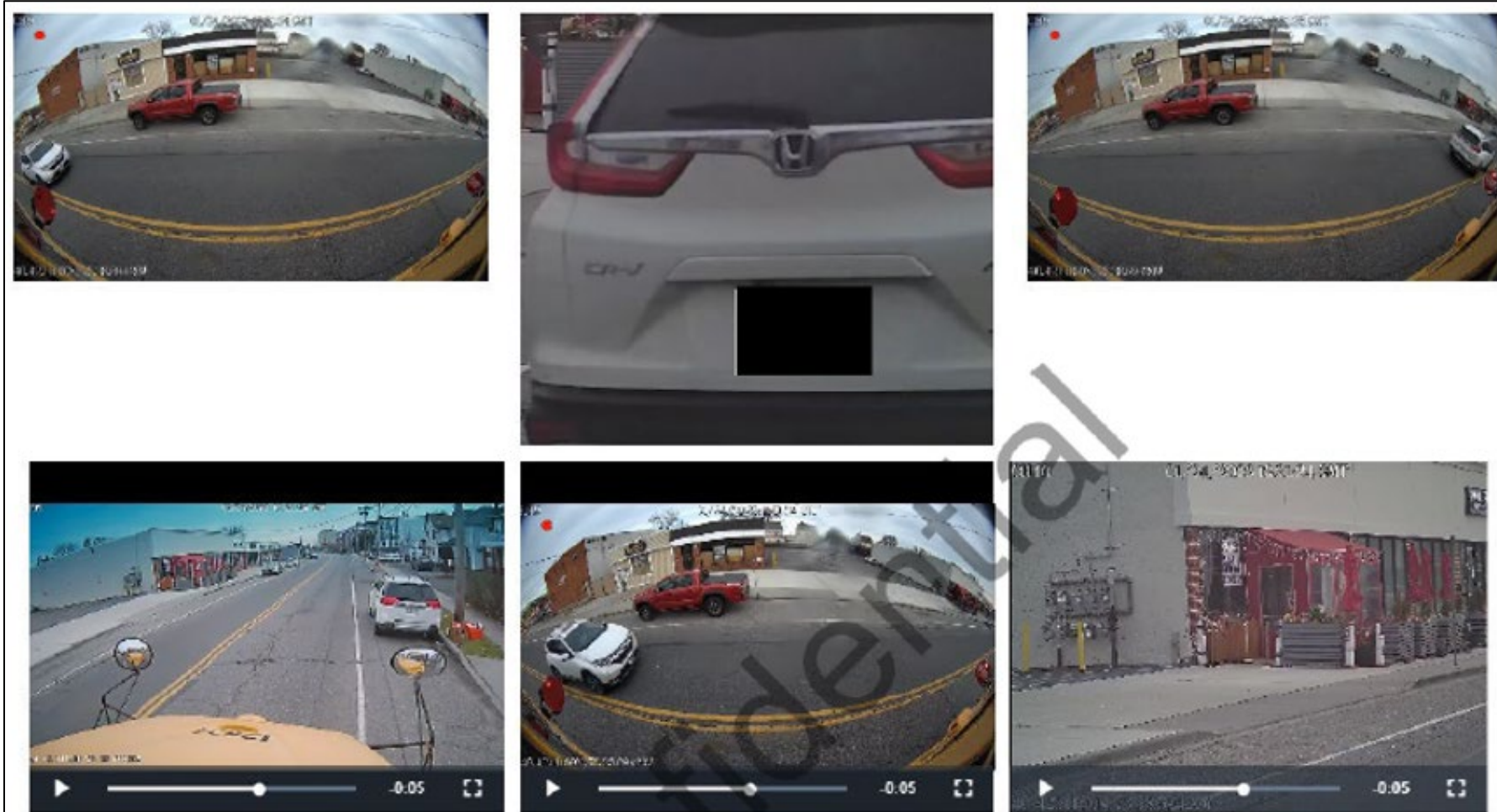


→ Civil Penalty

→ Payment or Contestation



SAMPLE IMAGES



SAMPLE IMAGES FOR TRAINING PURPOSES ONLY



PROGRAM ENTITIES

School Entity: School District, Area Career & Technical School, Intermediate Unit, Charter School, Regional Charter School or Cyber Charter School

System Administrator (Vendor): Company who may act on behalf of School Entity to:

- Install, operate & maintain the electronics or
- Administer the enforcement and contest records

Primary Police: Municipal police (if present), PSP or School Entity Police Department

Hearing Officers: PennDOT Office of Chief Counsel staff



CONTESTATION PROCESS

1. Police Certification
2. Notice of Violation
3. Request for Hearing
4. Administrative Hearing
 - A. Virtual (Most Common) or In-Person
5. Hearing Disposition
 - A. Liable or Not Liable
6. District Magistrate, Rare
 - A. Registered Owner Responsible for Court Costs



CIVIL PENALTY

1st Offense (No Warning) – \$300 Fine

- \$250 to school entity
- \$25 to primary police
- \$25 to PennDOT School Bus Safety Grant Program (in development)
 - School bus safety, education and training
 - Bus driver endorsement, CDL or permit
 - School entities, municipalities and bus contractors are eligible



TIMELINE AND NEXT STEPS

2023-12-22	Law effective
2024-02-17	New temporary regulation effective - 67 Pa Code §171b
2024-04	Materials Distributed to School Districts
2024-05	Contestation Hearings Begin
2024-TBD	Initiation of School Bus Safety Grant Program
2024-06-30	Individual School Reports Due
2024-12-31	Statewide Report Due to Legislature



PROGRAM INFORMATION

PennDOT School Bus Safety Website:

<https://www.dmv.pa.gov/Driver-Services/School-Bus-Drivers/Pages/School%20Bus%20Safety.aspx>



BUS SAFETY PROGRAM QUESTIONS?

JASON C. BEWLEY, P.E.
HIGHWAY SAFETY AND TRAFFIC OPERATIONS DIVISION
JBEWLEY@PA.GOV

BRADLEY DICOLA, P.E., PTOE
RK&K (CONSULTANT SUPPORT)
BDICOLA@RKK.COM

FOLLOW-UPS

- PDF of all PowerPoint slides
- Updates document
 - Quick updates not discussed during MAC Meeting
 - PennDOT and Partner Agencies



Municipal Advisory Committee Meeting April 25, 2024 Updates

FEDERAL HIGHWAYS ADMINISTRATION (FHWA)

A presentation was provided by Yathi Yatheepan. This is a brief introduction of FHWA Grants initiative and Low Carbon Transportation Material grants.

DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT (DCED)

No updates at this time.

HIGHWAY TRANSFER (TURNBACKS) PROGRAM

A presentation was provided by Zac Kopinetz.

STRATEGIC DEVELOPMENT AND IMPLEMENTATION

The AV Municipal Guidebook has been completed and is listed as Pub 487 and is on the PennDOT website. The office will continue to seek new methods to reach out to municipalities to inform them of the guidebook and answer any questions they may have. We most definitely will seek the assistance of PennDOT Connects to help in this effort. Other projects that we continue to work on include the Automated Driving System (ADS) Demonstration Grant and Connected Vehicle to Everything (CV2X) connectivity. The Department just received a nearly \$1 million grant to fund this endeavor: the design of PennDOT, Pennsylvania Turnpike Commission and Regional Industrial Development Corporation (RIDC) PennSTART test track in Westmoreland County, and our purchase of PennDOT's Automated Truck Mounted Attenuator (ATMA) .



SUMMER MEETING: JULY 11, 2024

Virtual

1:00-3:00 PM via Microsoft Teams

Draft Topics:

- Posting and Bonding of Roads
 - MUTCD Update
- Emergency response for EVs, impacts, planning
 - Lighting/Nighttime Visibility

ADJOURNMENT