

MUNICIPAL ADVISORY COMMITTEE MEETING

MICROSOFT TEAMS ·· JANUARY 18, 2024

AGENDA

- **Welcome, Updates and Introduction:**
Executive Deputy Secretary Larry Shifflet and Deputy Secretary for Planning Kristin Mulkerin **1:00-1:05**
- **Updates** **1:05-2:10**
 - Municipal Associations
 - Pennsylvania State Association of Township Supervisors
 - Pennsylvania State Association of Boroughs
 - Pennsylvania Municipal League
 - Pennsylvania State Association of Township Commissioners
 - County Commissioners Association of Pennsylvania
 - Federal Highway Administration – Veronica Feliciano
 - Department of Community and Economic Development – Honey Stempka
 - Municipal Research and Outreach – Chris Metka
 - Municipal Services Fiscal Office – Kristen Sims
 - Strategic Development and Implementation – Kevin Tobias
 - Electric Vehicles – Natasha Fackler
 - Multimodal – Dave Bratina
 - Local Traffic Count and Highway Transfer Turnback Programs – Zac Kopinetz
 - Legislative Update
- **Break – 5 Minutes** **2:10-2:15**
- **Presentations**
 - Pennsylvania’s Master Plan for Older Adults – Kevin Hancock **2:15-2:30**
 - Traffic Operations: 11th Edition of the MUTCD, Outdoor Advertising Control, Mid-Block and Trail Crossing Policy, and Traffic Calming Update – Bob Pento/Jason Bewley **2:30-2:45**
 - TAC Truck Parking Study – Tom Phelan **2:45-3:00**
 - Automated Red Light Enforcement (ARLE) Program Update – Steve Gault **3:00-3:15**
- **Next Meetings/Adjournment** – Chris Metka **3:15**



WELCOME, UPDATES, AND INTRODUCTION

EXECUTIVE DEPUTY SECRETARY LARRY SHIFFLET

DEPUTY SECRETARY FOR PLANNING KRISTIN MULKERIN

MUNICIPAL ASSOCIATION UPDATES

- **Pennsylvania State Association of Township Supervisors**
 - Joe Gerdes
 - Holly Fishel
- **Pennsylvania State Association of Boroughs**
 - Ron Grutza
 - Ed Troxel
 - Logan Stover
- **Pennsylvania Municipal League**
 - Amy Sturges
 - Kaitlin Errickson
- **Pennsylvania State Association of Township Commissioners**
 - Ed Black
- **County Commissioners Association of Pennsylvania**
 - Melissa Gates

FHWA UPDATE

VERONICA FELICIANO · JANUARY 18, 2024

Discretionary Grants Program 2024 Snapshot

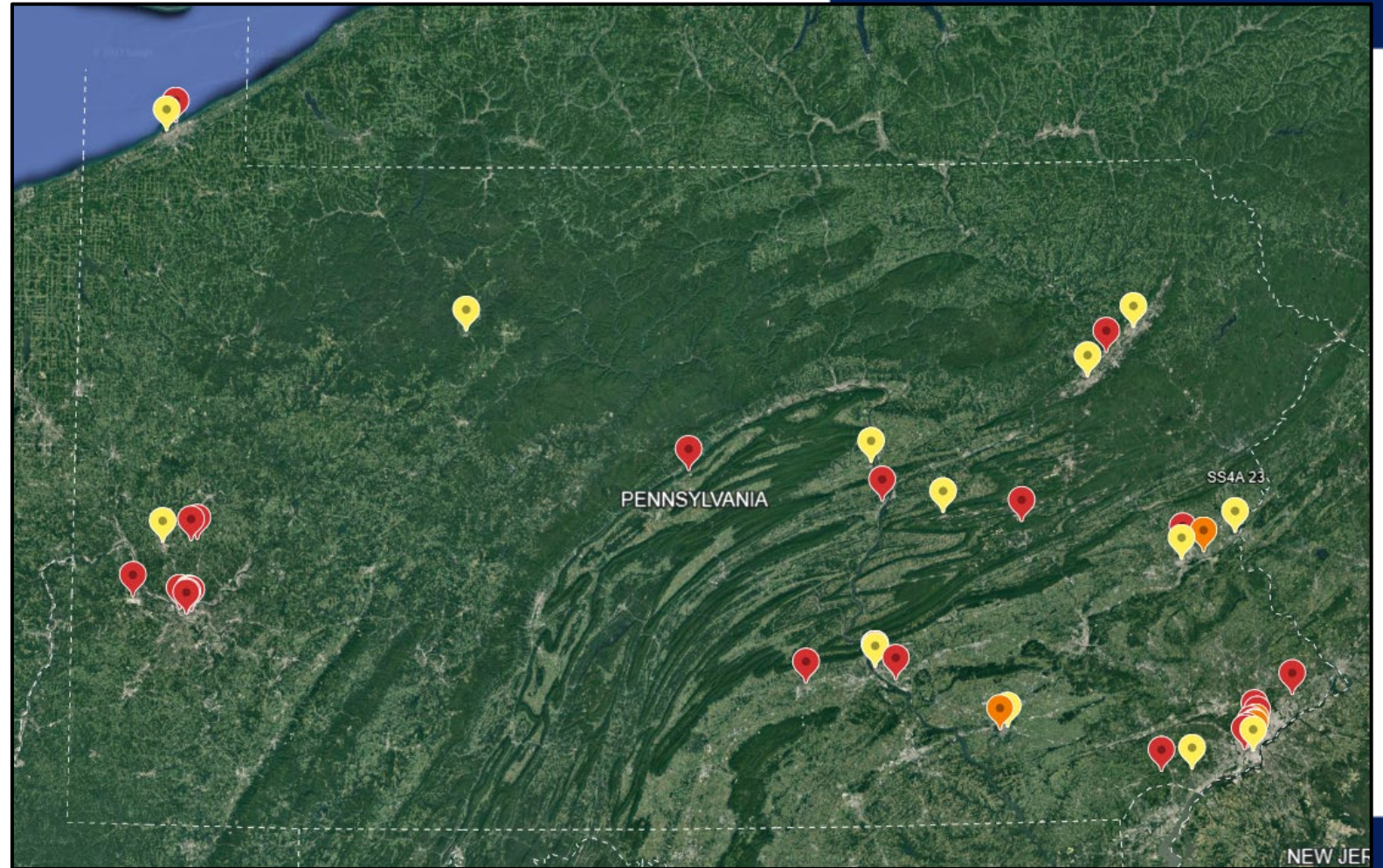


U.S. Department of Transportation
Federal Highway Administration

Grant Program	No. Active Projects	Total Awarded (\$ Million)	Sum of Total Project Cost (\$ Million)
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	84.69	243.3
CARSI 1	1	3.3	3.3
CARSI 2	1	15	15
INFRA	2	56.1	173.4
MEGA	1	78	136.1
NSBP	1	0.4	0.4
RAISE	5	101.48	131.97
RCP	2	3.23	5.19
RURAL	1	69	416.2
SMART	1	2	2
TIGER 7	1	10.27	36.35
TIGER 8	2	24	25.25
TIGER 9	1	12	43.3
WCPP	1	0.84	0.84
Grand Total	29	485.92	1274.11

SS4A Program	No. of Active Projects	SS4A Award Amount (\$Million)	SS4A Total Cost (\$Million)
Implementation	4	69.01	86.88
Planning and Demonstration	14	4.488	5.615
Grand Total	18	73.50	92.495

Total Discretionary Grant Projects	47	\$559.42	\$1,366.61
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General Discretionary Grants
 SS4A Planning and Demonstration
 SS4A Implementation



U.S. Department of Transportation
Federal Highway Administration

Notice of Funding Opportunities (NOFOs)

Open NOFOs

- Bridge Investment Program (BIP) – Small and Large
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) Grant – also known as ATTAIN
- Accelerated Innovation Deployment (AID)
- Saving Lives with Connectivity: Accelerating V2X Deployment grant

Upcoming NOFOs

- Prioritization Process Pilot Program
- Active Transportation Infrastructure Investment Program (ATIIP) Program
- Innovative Finance and Asset Concession Grant Program
- Low-Carbon Transportation Material Grants
- Safe Street for All (SS4A)



U.S. Department of Transportation
Federal Highway Administration

Resources

- <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>
- <https://www.transportation.gov/grants/dashboard>
- <http://billaunchpad.com/nofo>
- <https://www.volpe.dot.gov/project-delivery>
- <https://www.transportation.gov/dot-navigator>

DCED UPDATE

HONEY STEMPKA ·· JANUARY 18, 2024

THE “EMERGING” OFFICE OF COMMUNITY PLANNING REGIONAL MAP

NORTHWEST

Honey Stempka

Joy Fronzoli

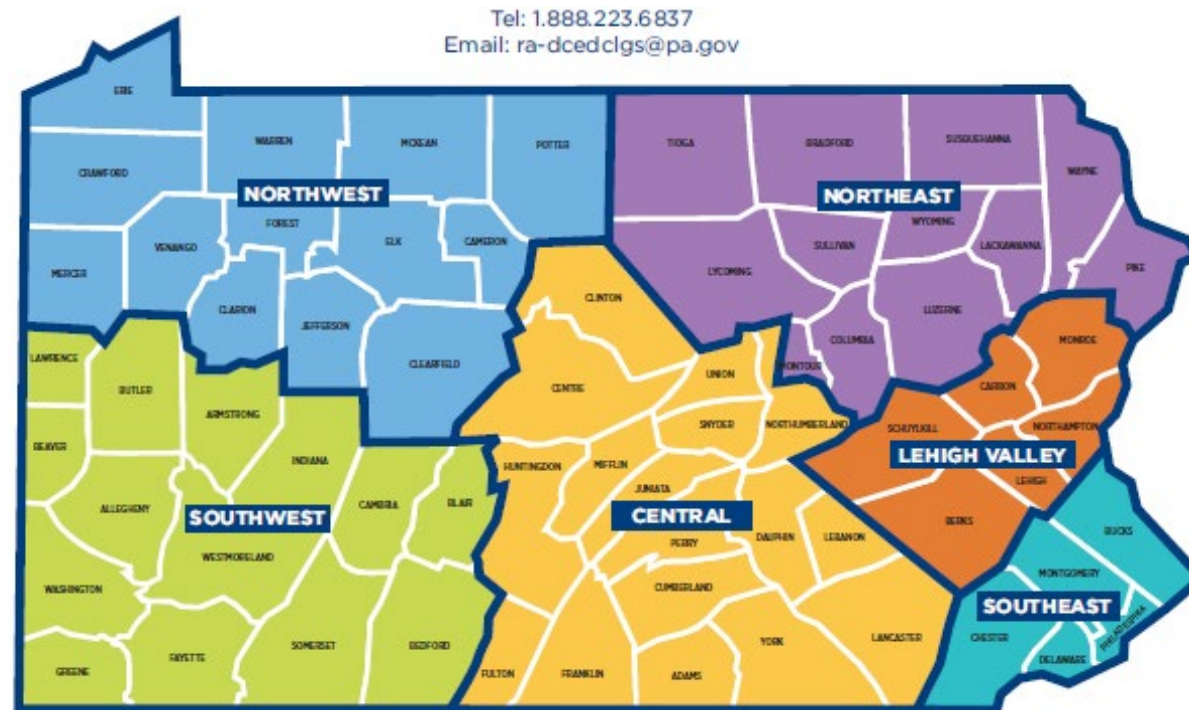
John McGranor

SOUTHWEST

Honey Stempka

Katie Wickert (as
of 02/05)

TBD



NORTHEAST

Lisa Mroszczyk Murphy

Chris Chapman

Rachael Hobbs

LEHIGH VALLEY

Lisa Mroszczyk Murphy

Zach Gulden

CENTRAL

Lisa Mroszczyk Murphy

Rachel Reznick

Nick Cannistraci

SOUTHEAST

Lisa Mroszczyk Murphy

Zach Gulden

PENNDOT UPDATES

MUNICIPAL RESEARCH AND OUTREACH

CHRIS METKA · JANUARY 18, 2024

PENNDOT CONNECTS

- 2024 PennDOT Connects Municipal Outreach
 - Resources for municipalities/peer exchange
 - District Focus – Staff that assist municipalities
 - PA Department of Health – Resources and Funding
 - DCED and DCNR providing videos

Registration coming soon!

District	Meeting Format	Date	Time	Facility
District 1	Virtual	April 24 th	9:00-11:00 AM	<i>Virtual</i>
District 2	In-Person/Hybrid	March 25 th	1:00-3:00 PM	District 2 Office
District 3	Virtual	May 29 th	1:00-3:00 PM	<i>Virtual</i>
District 4	In-Person/Hybrid	May 7 th	9:00-11:00 AM	District 4 Office
District 5	In-Person/Hybrid	May 16 th	1:00-3:00 PM	District 5 Office
District 6	Virtual	April 22 nd	1:00-3:00 PM	<i>Virtual</i>
District 8	In-Person/Hybrid	May 14 th	9:00-11:00 AM	District 8 Office
District 9	Virtual	May 15 th	9:00-11:00 AM	<i>Virtual</i>
District 10	In-Person/Hybrid	<i>Confirming</i>	<i>Confirming</i>	District 10 Office
District 11	Virtual	March 28 th	1:00-3:00 PM	<i>Virtual</i>
District 12	In-Person/Hybrid	March 27 th	1:00-3:00 PM	District 12 Office



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

funding
stormwater



PENNDOT CONNECTS

- Recorded Training – 2024
 - Parking Considerations
 - Tax Incremental Financing
 - Traditional Neighborhood Development
- Drop-Ins - Recent Examples
 - Revitalizing Spaces: Exploring Adaptive Reuse
 - Highway Occupancy Permits (HOPs) for Municipalities
 - Pursuing Transportation Grant Funding
- Tech Sheets
- On Demand Planning Assistance
 - Phone/Email
 - On Site

[PennDOT Connects Webpage](#)



growth and development
improving safety
multimodal transportation
what is pennDOT connects
community character
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stormwater



LTAP – NEW CLASSES IN DEVELOPMENT

- Trucks on Local Roads: Issues and Solutions
 - Pilot – February 6th
- Geographic Information Systems (GIS)
 - Pilot – *Already held*
- Drones Basics
 - Pilot – February 20th
- School Transportation Management
 - Pilot – March 20th



What classes would you like to see?



LTAP WEBSITE UPDATES

- New Update January 17th
 - Build a Better Mousetrap Innovation Challenge button/page
- New Pages and Descriptions
 - Webinars
 - Drop-In Sessions

Build a Better Mousetrap Innovation Challenge

Recognizing Innovative Inventions and Improvements from Municipalities

Show Off Your Road Crew's Innovative Gadgets and Ideas by Entering the Build a Better Mousetrap Innovation Challenge

Has one of your employees recently built an innovative gadget or come up with a better way to do a job? If so, now is the time to show it off by entering the **Build a Better Mousetrap Innovation Challenge**.

LTAP is looking for innovations such as the development of tools and equipment to modifications to processes that increase safety, reduce costs, or improve efficiency or the quality of transportation. Technological innovations and unique use of new tools such as drones, apps, computers, smart phones, tablets, etc., are welcome.

If you have an innovation to share with other municipalities, submit your entry form by the **first Friday in March**. The LTAP Advisory Committee – a group made up of your peers – will judge the entry on recognized importance/ impact, originality, applicability to others, cost effectiveness, time savings, agency or community benefit, and the overall quality of the application. The top entries will be chosen in March and recognized at the annual conference of the winners' respective municipal associations.

The top entries will be submitted to the national Build a Better Mousetrap recognition program. Winners of the national program will be announced at the annual LTAP national conference in the summer.



Show Us Today!

Through **Show Us Today!**, a municipality can provide some basic information to LTAP and receive feedback and potential support with the application process.

Just send the following to LTAP:

- ✓ Municipality, County
- ✓ Contact Name, Phone, and Email
- ✓ Name for Innovation
- ✓ Brief Description
- ✓ A Photo or Video – More are welcome!

The screenshot displays the Pennsylvania Department of Transportation's Local Technical Assistance Program (LTAP) website. The header includes the state logo and navigation links for Home, LTAP Tools, Help, and Sign In or Sign Up. The main content area features six green buttons: 'My Training Schedule', 'My Technical Assistance Requests', 'My User Data and Roads Scholar Status', 'Register for Training', 'Request Technical Assistance', and 'Resources and Technical Information'. A banner below these buttons states 'All services are free to municipalities'. The 'LTAP Programs' section includes links for 'About LTAP', 'Roads Scholar Program', 'LTAP Resources', 'Training Descriptions', and 'Why do I need an Account?'. The 'Training Descriptions' link is active, showing a list of informational videos, newsletters, tech sheets, webinars, and drop-in sessions. The 'Drop-In Sessions' section highlights a session titled 'MYTHS OF RECYCLED ASPHALT PAVEMENT (RAP)' scheduled for Thursday, December 7, 2023. The right sidebar features a 'Build a Better Mousetrap Innovation Challenge' logo and a list of 'Upcoming Training' sessions, including 'STORMWATER CONTROL MEASURES O&M (RS2-M36-B2) VIRTUAL, PA' on January 17, 'SPEED LIMITS AND SPEED MANAGEMENT (RS2-S18-D1) VIRTUAL, PA' on January 19, 'STORMWATER CONTROL MEASURES O&M (RS2-M36-B2) ERIE, PA' on January 22, 'GEOGRAPHIC INFORMATION SYSTEM (GIS) BASICS (RS-M40-B1) VIRTUAL, PA' on January 23, 'ACTIVE TRANSPORTATION FOR PA COMMUNITIES (RS2-S22-D1) VIRTUAL, PA' on January 24, and 'ROAD SAFETY AUDIT (RS2-S30-D1) VIRTUAL, PA' on January 26.



MUNICIPAL SERVICES FISCAL OFFICE

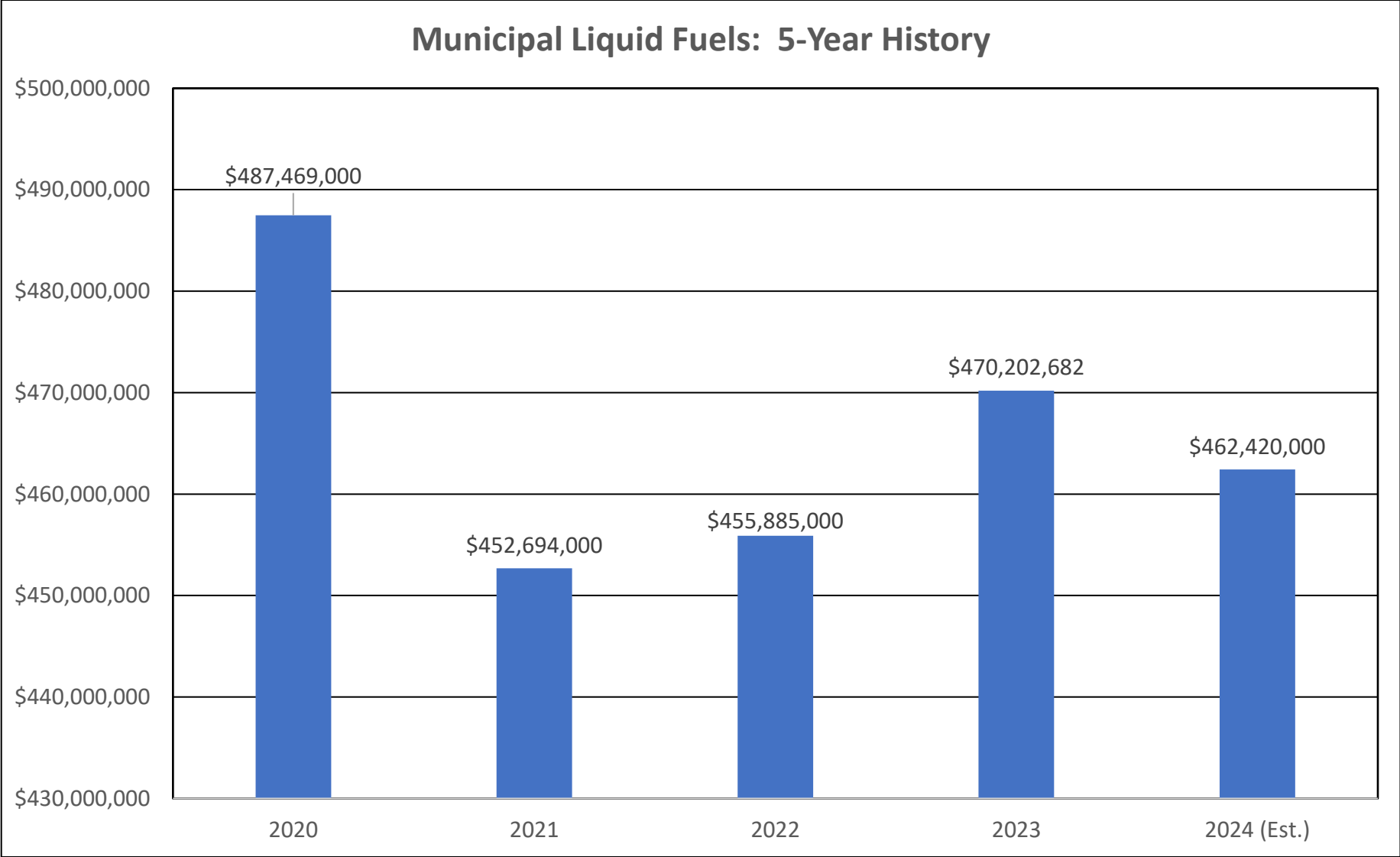
KRISTEN SIMS · JANUARY 18, 2024

2023 MLF ALLOCATION

- 2023 MLF allocation - \$470,202,682
 - 2022 MLF allocation - \$455,885,000
 - \$14,317,682 (3.1%) increase
- As of January 11, 2024 - \$466,942,301.17 released to 2,518 municipalities
 - Payments released as municipalities become certified



MLF ALLOCATION HISTORY



PRIOR MLF ALLOCATION

- 2022 MLF allocation - \$455,885,000
 - As of January 11, 2024 - \$454,141,484.02 released to 2,539 municipalities
 - One municipality has CRP blocks
 - Allocation will lapse June 30, 2024
 - Certified letters will be mailed in April 2024



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 (2 on hold)
 - Act 89 to eligible counties (61) - \$4,682,000 (2 on hold)
 - \$5 Fee for Local Use to counties who have passed the required ordinance (26) - \$20,401,445 (2 on hold)



Questions?



STRATEGIC DEVELOPMENT AND IMPLEMENTATION OFFICE

KEVIN TOBIAS · JANUARY 18, 2024

ELECTRIC VEHICLES

NATASHA FACKLER · JANUARY 18, 2024

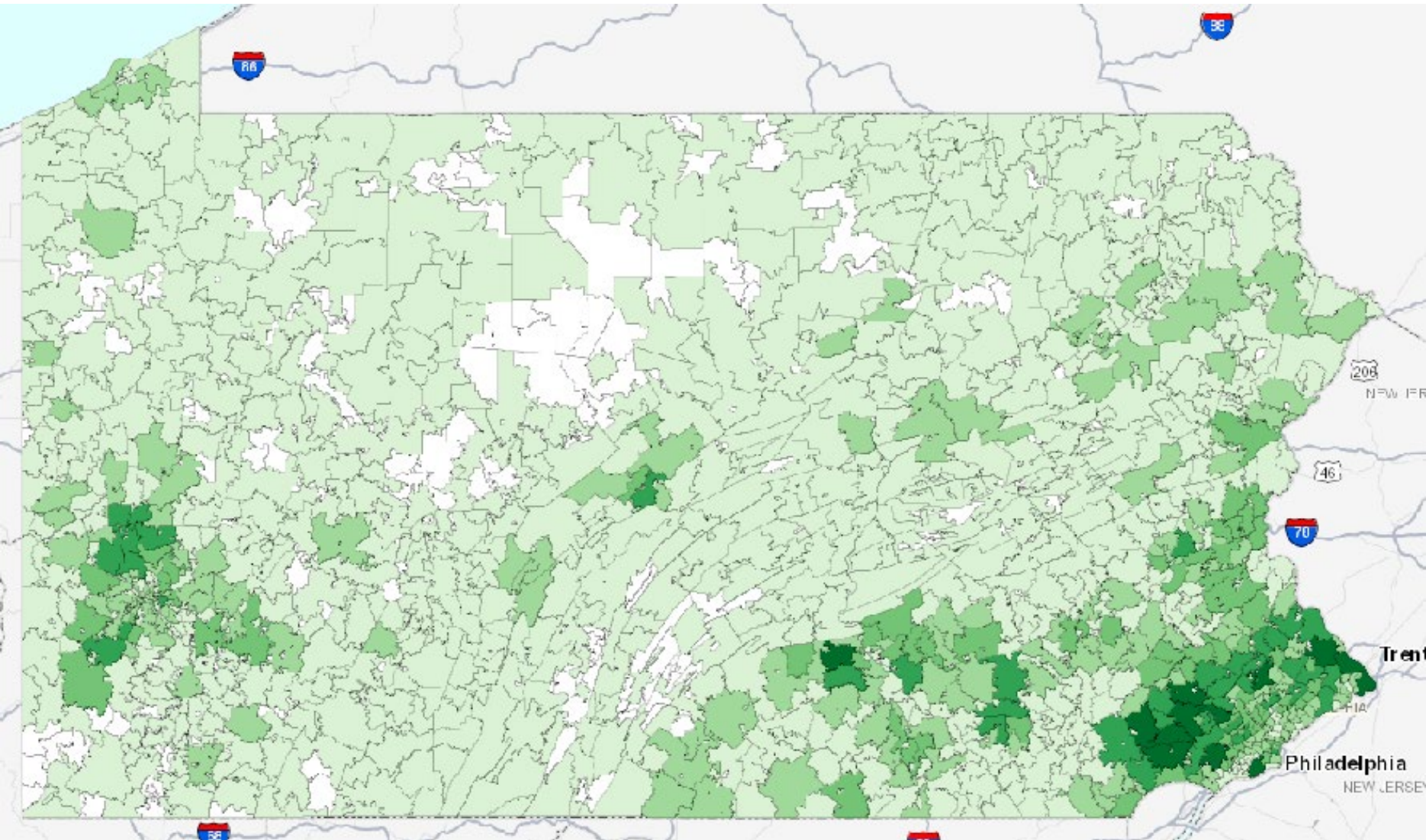
EV REGISTRATIONS IN PA

Fuel type	12/29/2023	Percent Increase since March 7, 2023
BEV	61,794	41.3%
PHEV	35,575	49.2%
HEV	270,262	21.9%
Fuel Cell	1	0.0%
Total	367,632	27.1%

Source: PennDOT registration database

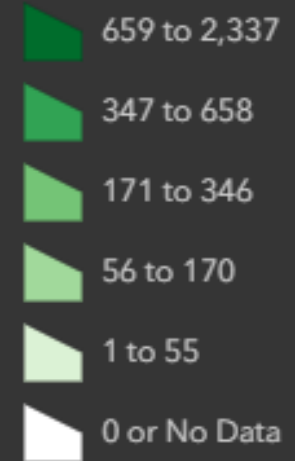


EV REGISTRATIONS IN PA



Vehicle Registrations by ZIP Code

Total Electric Fuel Vehicles



[PennDOT EV Registrations Interactive Map](#)



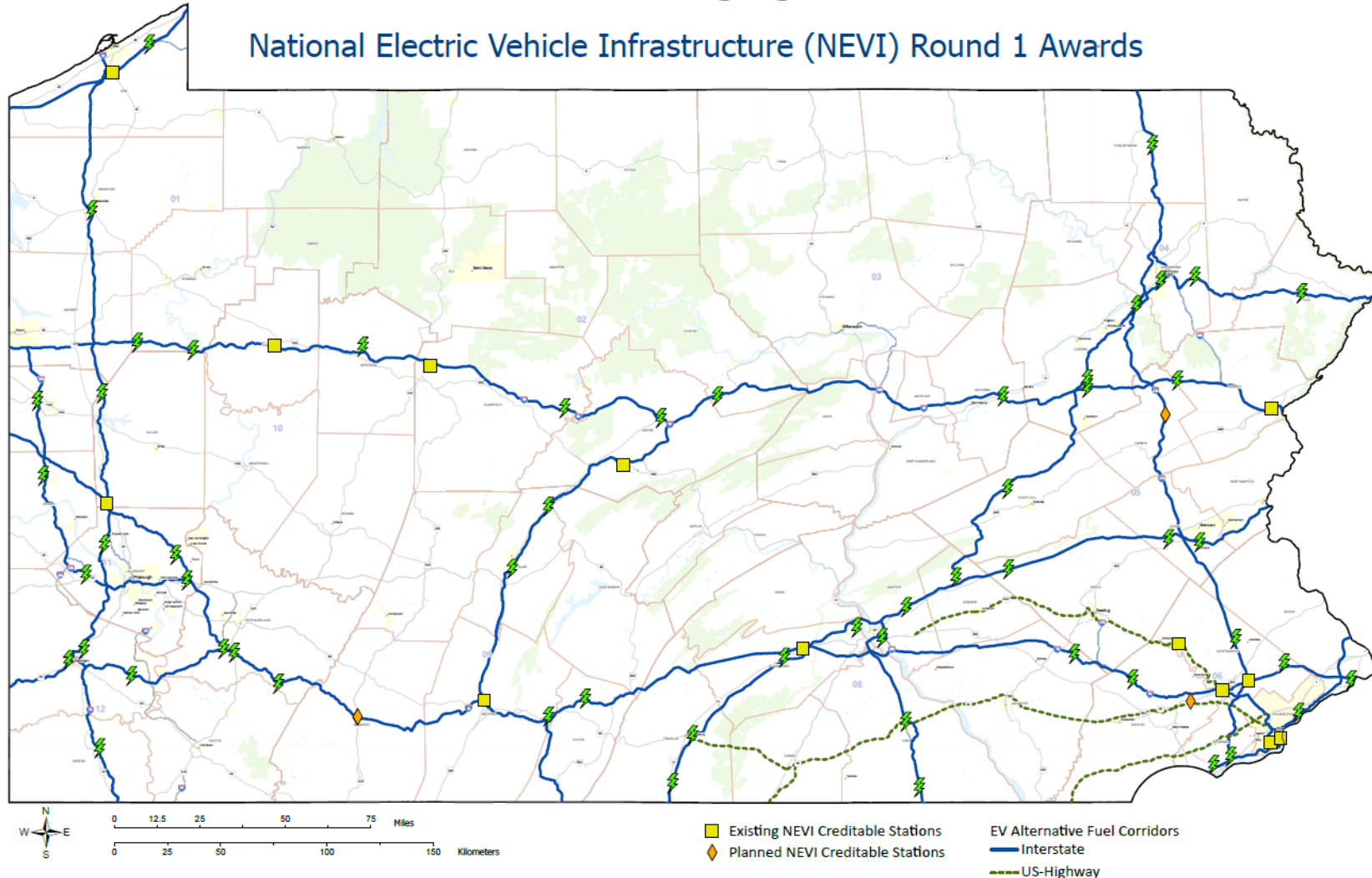
PENNDOT NEVI ROUND 1 CONDITIONAL AWARDS

ROUND 1 CONDITIONAL AWARDS



Electric Vehicle Charging Stations 2023

National Electric Vehicle Infrastructure (NEVI) Round 1 Awards



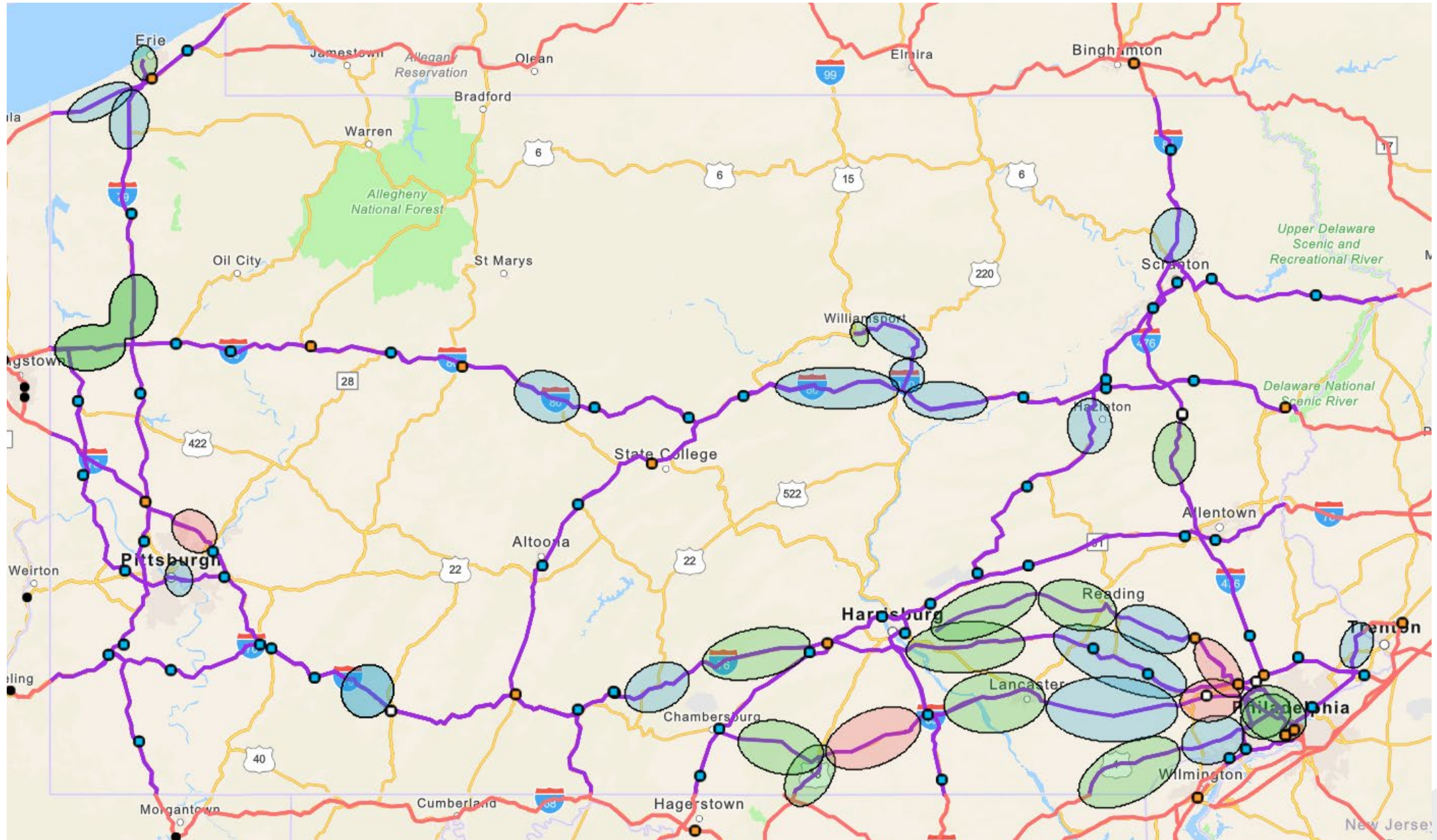
- 56 projects within 37 counties
- \$34.8 million
- 24 projects in or within ½ mile of a Disadvantaged Community
- Typical Project Timeline 18-24 months

ROUND 1A TIMELINE

Activity	Date
Draft Priority Locations map released	October 3, 2023
Community outreach events (6)	October-November 2023
Networking event	November 13, 2023
Funding Opportunity released	November 13, 2023
Priority Locations map finalized	November 13, 2023
Deadline to submit technical questions	December 4, 2023
eGrants system opens for online proposals	December 11, 2023
Submit utility form to electric utility	Mid-November 2023 to Mid-January 2024
Deadline to submit online proposals	January 26, 2024, at 5:00 PM EST 
PennDOT proposal review	February-April 2024
Conditional award notifications	May 2024
PennDOT NEPA process	May-July 2024
Agreement execution; notice to proceed	August-September 2024



ROUND 1A PRIORITY LOCATIONS



CONTACT INFORMATION

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

PennDOT's Multimodal Transportation Fund



DAVID J. BRATINA JANUARY 18, 2024

MTF TIMELINE

- Application Window: September 25, 2023 – November 13, 2023
- Central Office Review: November 14, 2023 – December 31, 2023
- Correct Deficiencies & Review: January 1, 2024 – February 23, 2024
- Prepare applications for Reviews: February 26, 2024 – March 8, 2024
- CO, District, and MPO/RPO reviews: March 8, 2024 – May 17, 2024
- Develop List of Recommendations: May 20, 2024 – June 14, 2024
- Award Announcement: July 2024



LOCAL TRAFFIC COUNT AND HIGHWAY TRANSFER TURNBACK PROGRAMS

ZAC KOPINETZ · JANUARY 18, 2024

LOCAL TRAFFIC COUNTS

- Model Inventory of Roadway Elements (MIRE)
- Local Road Network
 - 74,884 miles
- Local Road Traffic Count Locations
 - 175,900 sites
- Local Count Program
 - 14,790 sites collected in 2022 and 2023
 - 8,017 sites scheduled for 2024 collection



TURNBACK PROGRAM

- The Highway Transfer (Turnback) Program has implemented a reimbursement agreement.
- FY 2023-24
 - 9 new turnback projects currently ongoing



LEGISLATIVE UPDATE

DAVID LAPADAT · JANUARY 18, 2024

PA Legislative Process Overview

- Any legislator can propose a bill.
- The bill must pass the standing committee, Appropriations Committee, and be considered on three separate days in the entire chamber.
- Amendments are voted on and a single version must pass identical versions of the bill
- The bill will become a law once after 10 days or once it is signed.
- Session lasts for two years
- 102-26-1



Transportation

- Design Build Best Value (HB 1833) – Passed House
- Electric Vehicles (SB 656) – In House Appropriations
- Automated Enforcement
 - School Bus Stop Arm (SB 851 – Act 19 of 2023)
 - Work Zones (HB 1284 – Act 38 of 2023)
 - Speed Enforcement/Roosevelt Blvd (HB 1284 – Act 38 of 2023)
 - School Zones (HB 1284 – Act 38 of 2023)
- State Police from Motor License Fund



5 MINUTE BREAK

PRESENTATIONS

- **Pennsylvania's Master Plan for Older Adults** – Kevin Hancock
- **11th Edition of the MUTCD, Outdoor Advertising Control, Mid-Block and Trail Crossing Policy, and Traffic Calming Update** – Bob Pento/Jason Bewley
- **TAC Truck Parking Study** – Tom Phelan
- **Automated Red Light Enforcement (ARLE)** – Steve Gault



PENNSYLVANIA'S MASTER PLAN FOR OLDER ADULTS

KEVIN HANCOCK ·· JANUARY 18, 2024



pennsylvania
DEPARTMENT OF AGING



Aging Our Way, PA

Age
and

Overview of Aging Our Way, PA

- On May 25, 2023, Governor Shapiro signed Executive Order (EO) 2023-09 – Pennsylvania Master Plan for Older Adults. This EO directed the Pennsylvania Department of Aging and partners to evaluate issues facing older Pennsylvanians to support the development of Aging Our Way, PA. The plan has been recently renamed Aging Our Way PA.
- This plan is meant to cover a 10-year time period from 2024 to 2034 and includes goals, objectives, and initiatives that promote the health, well-being, and quality of life of Pennsylvania's older adult and disabled populations. The plan is to be designed to prepare the Commonwealth to deal with the continual changes associated with these demographic groups. The design of the plan is meant to allow for fluidity and change as needs change. The goals, objectives and initiatives will need to be adapted as we work toward a better Commonwealth for our aging and disabled population.
- The Governor initiated this planning process because we are a state that already has a large older adult and adult with disability population and that population is growing faster than any other demographic. Pennsylvania's service system and infrastructure are not currently able to support these large numbers of older adults according to many stakeholders and service providers. This challenge to capacity mandates a strategic approach to address gaps and to understand where those gaps present the greatest risk to the health, well being, and quality of life for older adults in the Commonwealth.
- Stakeholders, including older adults, caregivers, care partners, and individuals engaged in supporting these populations, were asked to identify what should be included as priorities for the plan. The Governor's appointed steering committee as well subject matter experts in topics related to the older adult experience used this information to articulate plan strategies and initiatives to be completed over the next 10 years.

Development Process

In addition to direct engagement with stakeholders, the plan development process involved all levels of government and partners in the private sector involved in older adult programming to consider implementation requirements for identified strategies and measure for success. These government and private sector partners included, but were not limited to:

- County and local government representatives
- Members of the Pennsylvania General Assembly and their staff
- Federal partners
- Members of the Executive Branch of State Government specifically those that are engaged with services and programs that intersect with older adults and adults with disabilities.
- Regional or statewide providers of transportation, housing, healthcare, LTSS, recreation, employment services, volunteer coordination, social engagement, behavioral health services, communication, and information distribution
- Subject matter experts in issues related to diversity, equity and health equity, inclusion, social participation and engagement, housing and homelessness, home maintenance, nutrition, safety, emergency management, pedestrian and disability access and mobility, library services, voting, and outdoor recreation.

Stakeholder Engagement

Direct Stakeholder Engagement

- In Person and Virtual Listening Sessions
- Written responses via web form, email submission, and submission of written responses via comment cards.

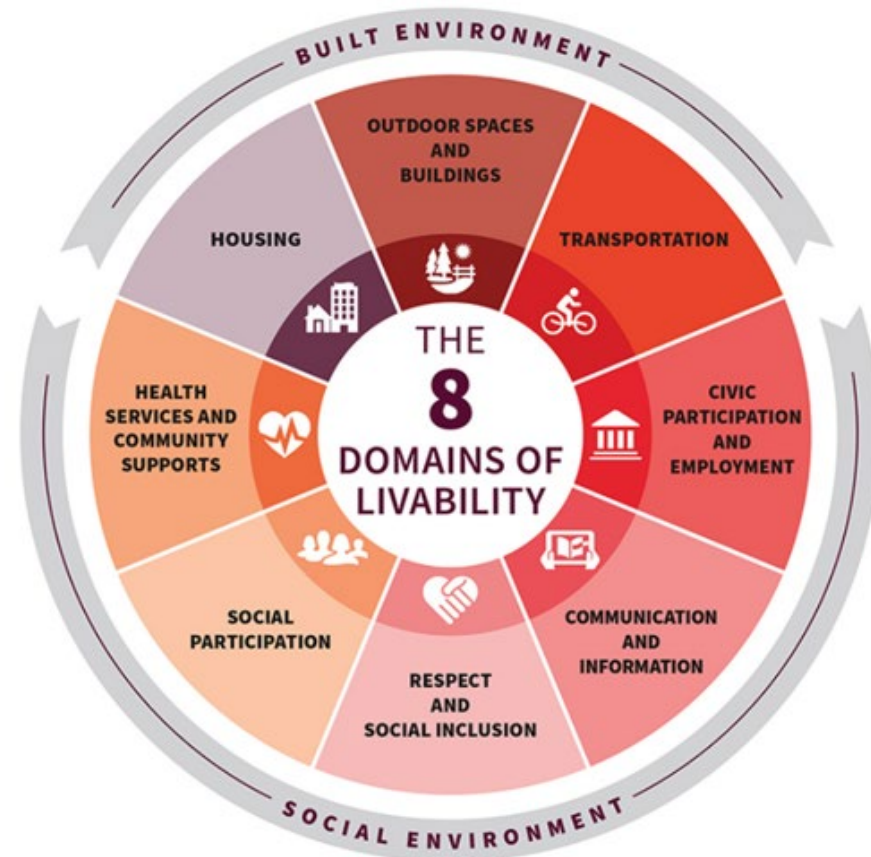
Needs Assessment Survey

- Random, representative sample of 900 older adults or caregivers
- Distributed survey using community-partner networks

Stakeholder
Priorities for the
Plan

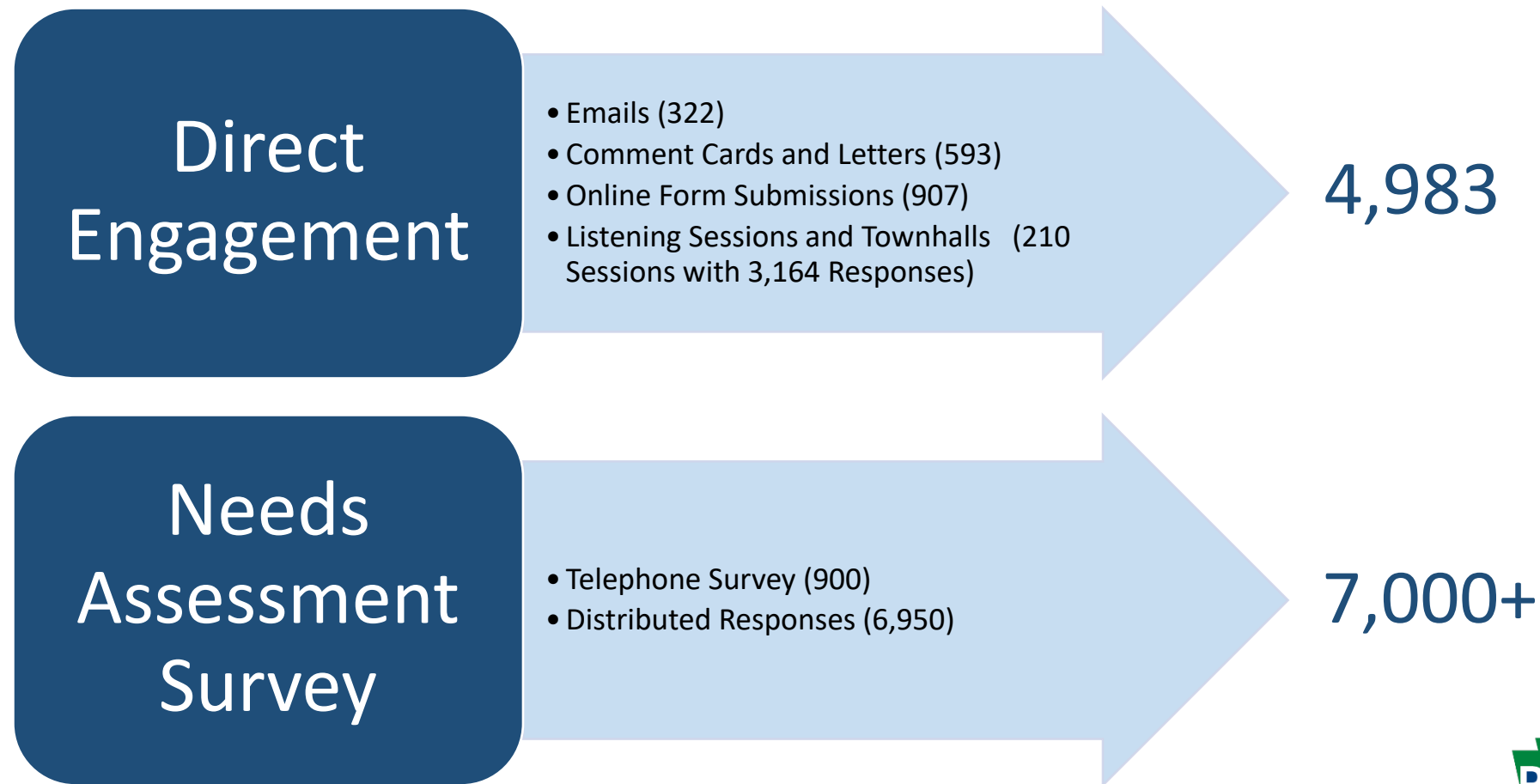
AARPs' Domains of Age-Friendly Communities

Our discussion today will focus on the Domains for Age-Friendly Communities developed by the World Health Organization and adapted for the United States by AARP. These 8 domains provide a framework to further analyze and understand comments and input from engaged stakeholders. These domains allow for a holistic understanding of aging in our communities.



Stakeholder Engagement

Through the network of Area Agencies on Aging (AAAs), we held at least one listening session in every county in the Commonwealth.



Plan Roadmap

The stakeholder engagement process identified a roadmap to guide the implementation of plan strategies and initiatives. These initiatives are designed to be specific and measurable actions to direct resources that address the barriers faced by older adults and include policy proposals, new programs or program changes, research proposals, proposed new and changed legislation, or funding requests, to support each strategy. The key focuses of this roadmap are:

- **Unlocking Access:** Initiatives will focus on equitable, affordable, and available options and opportunities that older adults may choose from for healthy and engaged lives, regardless of ability; socioeconomic status; racial, ethnic, linguistic, or cultural backgrounds; or geographical location.
- **Aging in Community:** Initiatives will remediate barriers that prevent older adults from remaining in their own homes, maintaining familiar surroundings, staying connected to their communities, and living in secure dwellings.
- **Gateways to Independence:** Initiatives will promote older adults' safe, convenient, and autonomous use of transportation and unhindered mobility.
- **Caregiver Supports:** Initiatives will build a comprehensive catalogue of supports and enhancements that provide caregivers with help at home, respite, training, and navigations tools.
- **Education & Navigation:** Initiatives will lead a pervasive, coordinated network of community and academic partners to raise public awareness of services for older adults, provide information that reaches everyone and is understandable by all, ensure timely and streamlined connection to assistance with any need, and resolve the challenging problems that older adults face in their daily lives.

Tactics by Priority

Each priority includes strategies and tactics.

The strategies identified are critical approaches to guide the implementation of each priority.

The tactics are specific and measurable actions to direct resources that address the barriers faced by stakeholders, including policy proposals, new programs or program changes, research proposals, proposed new and changed legislation, or funding requests, to support each strategy.

Unlocking Access

- 9 Strategies
- 28 Tactics

Aging in Community

- 12 Strategies
- 50 Tactics

Gateways to Independence

- 8 Strategies
- 27 Tactics

Caregiver Supports

- 3 Strategies
- 15 Tactics

Education and Navigation

- 7 Strategies
- 57 Tactics

Draft Tactics Related to Municipalities

Aging in Community:

- Create or expand community planning and action grants and technical assistance opportunities to coordinate funding and resources for community infrastructure projects such as sidewalk repairs, transit stops, parking enhancements, and lighting.
- Encourage more localities to seek out AARP Age-Friendly designations and consider the designation in funding decision.
- Complete an analysis of existing sidewalk inventories in the Commonwealth, establish a statewide sidewalk data standard, and identify a funding source to perform and maintain a sidewalk quality map that will inform and prioritize future investments.
- Support PennDOT's Strategic Highway Safety Plan to support older adult driving, pedestrian, bicycle and transit safety.
- Prioritize funding for sidewalks in Department of Community and Economic Development (DCED) grant programs.
- Develop a plan to expand affordability of dementia-friendly communities.
- Spread and fund Shared Housing and Research Exchange (SHARE) model to additional counties and expand the model to more populations including veterans and reentrants.

Draft Tactics Related to Municipalities

Aging in Community (Continued):

- Advocate for legislation that requires higher-density options, such as Accessory Dwelling Units (ADUs) or Elder Cottage Housing Opportunities (ECHOs), to be considered in local zoning and planning regulations.
- Propose tax-related changes which would make housing more affordable for older adult homeowners.
- Conduct research to identify priority communities in need of strategic recreation investments to increase available green spaces.
- Use data to prioritize communities without access to recreation areas and partner with county/local planners to improve access.
- Expand and fund innovative, unique, and creative models to expand housing opportunities.
- Develop and promote the creation of easy trail loops in community and state parks.

Draft Tactics Related to Municipalities

Education and Navigation:

- Offer and Promote ageism and ablism education and training for all employers conducting business in Pennsylvania.
- Expand education and training between public partners, community organizations, and stakeholders on alternative voting methods such as emergency ballot requests and mail-in ballots.
- Launch a campaign targeting local officials regarding housing needs, options available, successful initiatives, lessons learned, and zoning reforms that would allow for more diversity in housing options.
- Improve and increase the network of local community partners, organizations and places where older adults often look for resources, to enhance their awareness and connection to the Aging Network.
- Expand awareness of protocols for emergency communication, including in multiple languages and accessible formats, such as a dedicated helpline or text message alerts, to keep older adults informed during crises.
- Create a document for community partners that guides local implementation of Aging Our Way, PA and the development of local collaboration efforts.

Draft Tactics Related to Municipalities

Gateways to Independence:

- Advocate for increase coordination, through local development authorities, zoning, or other mechanisms, between retirement and older adult living developments in exurban and rural areas such that proximity to a community hospital and fixed route bus service is required.
- Conduct an evaluation and develop toolkits for county/municipal governments with best practices and issue any policy initiatives or funding ideas, with the goal to maintain and increase public transit services as well as fill in gaps with new and alternative ideas.
- Evaluate the inclusion and engagement of older adults and people with disabilities in Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) to advance aging and disability equity.
- Increase awareness and utilization of the PennDOT Local Technical Assistance Program (LTAP), one of 52 LTAP centers across the nation (one in each state, Puerto Rico and one regional center serving Tribal communities).
- Collaborate with the Pennsylvania Broadband Development Authority (PBDA) to expand broadband access to rural Pennsylvanians by implementing the PBDA Digital Equity Plan.
- Expand models that support aging in community by supporting the development of independent and “visitable” living communities of various kinds to ensure that older adults at various income levels have options for downsizing or rightsizing their housing.

Draft Tactics Related to Municipalities

Unlocking Access:

- Expand models that support aging in community by supporting the development of independent and “visitable” living communities of various kinds to ensure that older adults at various income levels have options for downsizing or rightsizing their housing.
- Explore temporary housing options for older adults with complex medical needs who are transitioning from homelessness or institutional settings to permanent housing.
- Expand accessible voting sites that allow for disabled older adults to participate in all elections.

Questions?

TRAFFIC OPERATIONS

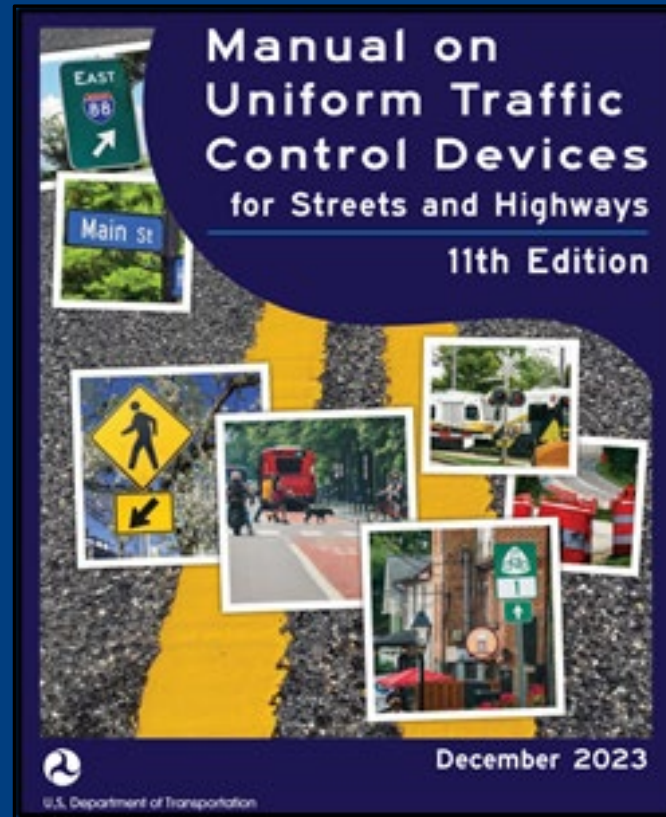
ROBERT PENTO, P.E. AND JASON BEWLEY, P.E. – JANUARY 18, 2024

TOPICS

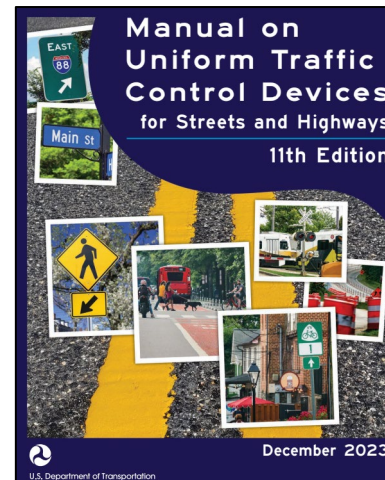
- 11th Edition of the MUTCD
- Outdoor Advertising Control/Illegal Signs
- Mid-Block and Trail Crossing Policy
- Traffic Calming Policy



11TH EDITION OF THE MUTCD



MUTCD HISTORY



2023



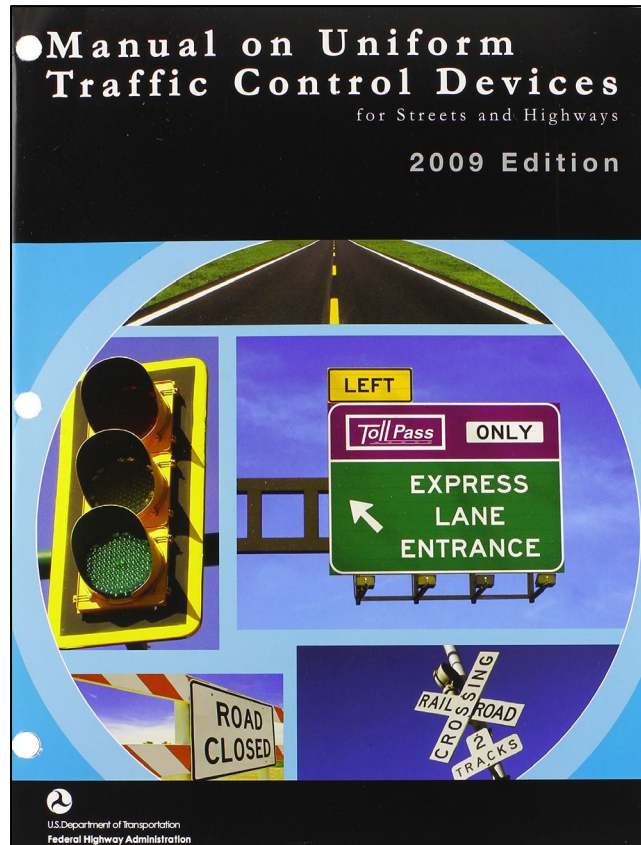
RULEMAKING MILESTONES

Dec. 14, 2020:	Notice of Proposed Amendments posted
May 15, 2021:	Public comment docket closed
Dec. 19, 2023:	Final Rule published
Jan. 18, 2024:	Final Rule becomes effective
Jan. 2028, 2032...	MUTCD v12, v13 to be issued

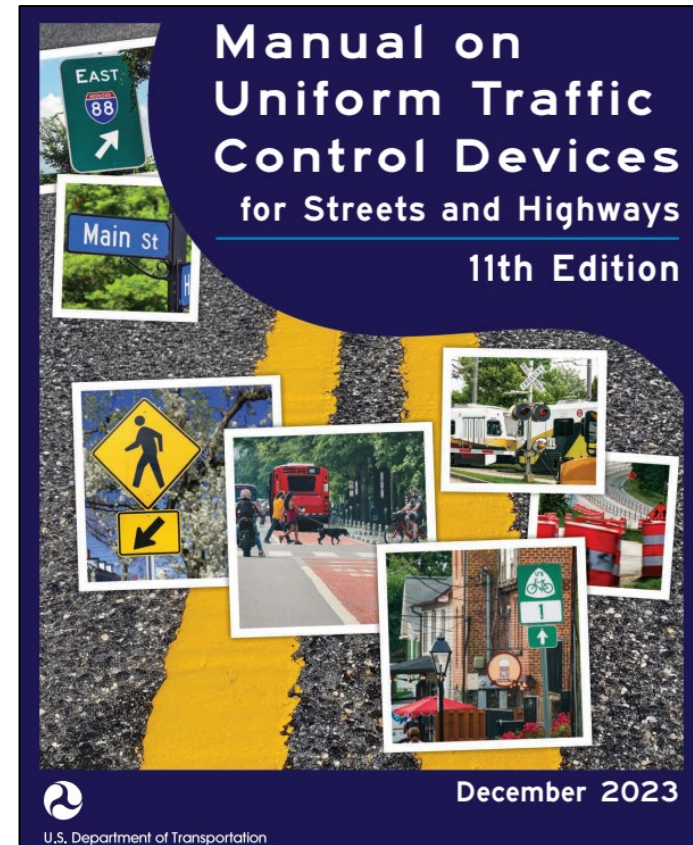
Source: <https://mutcd.fhwa.dot.gov/>



MUTCD EXPANSION



2009
864 pages



2023
1161 pages



GENERAL FHWA COMPLIANCE DATE

By Jan. 18, 2026: Adopt MUTCD via FHWA approval

Three options:

- Adopt national MUTCD in totality

- Develop State MUTCD

- Develop State Supplement to MUTCD

- PA choice by regulation, 67 Pa Code § 212



NOTABLE CHANGES

MUTCD Section/Topic

Impact

1B.05 Experimentation

Adds new process, streamlining option

1D.03 Engineering Judgment

Clarifies roles of engineer, inc. study prep. and review needs

2B.21-25 Speed Limits

Adds some parameters, but little change to existing processes

2L.02 Applications of CMS

Changes CMS hierarchy and PII postings for AMBER alerts

2L.07 Safety Campaign Messages (CMS)

Clarifies rules for safety messages



NOTABLE CHANGES

MUTCD Section/Topic

Impact

3C Crosswalk Markings

Clarifies and adds many TS&L requirements, VRU-sensitive

3H.03 Aesthetic Treatments

Clarifies requirements such as appropriate colors and patterns

4 Signals and 6 TTC

Adds more VRU-protection for accessibility features

4C Signal Warrants

Changes warrants to guidance, crash warrants revisited to be more-local



NOTABLE CHANGES

MUTCD Section/Topic

Impact

4I Accessible Ped Signals

Changes APS requirements, inc. VRU

4J Ped Hybrid Beacons

Changes warrants

4F.19 EVP

Changes requirements, more VRU-sensitive

4H Bike Signals

Significant changes, VRU context, extends to lane and staging TS&L

5 Automated Vehicles

Major additions to accommodate technology changes



FEDERAL CONFORMANCE

23 CFR § 655.603 *Standards*: "...Where State...Supplements are required, they shall be in substantial conformance with the national MUTCD. Substantial conformance means that the...**Supplement shall conform as a minimum to the Standard statements** included in the national MUTCD."

MUTCD v11 Chapter 1.C.01 Definitions: "Standard—a statement of **required, mandatory, or specifically prohibitive practice** regarding a traffic control device. **In limited, location-specific cases, the results of a documented engineering study (see Section 1D.03) might indicate a deviation** from one or more requirements of a Standard provision to be appropriate. All Standard statements are labeled, and the text appears in bold type. The verb "shall" is typically used. The verbs "should" and "may" are not used in Standard statements. Standard statements are sometimes modified by Option statements.



NEW COMPLIANCE DATES

Table 1B-1. Target Compliance Dates Established by the FHWA

MUTCD Section(s)	Subject Area	Specific Provision	Compliance Date
2B.64	Weight Limit Signs	Paragraph 14 - requirement for additional Weight Limit sign with the advisory distance or directional legend in advance of applicable section of highway or structure	5 years from the effective date of this edition of the MUTCD
2C.25	Low Clearance Signs (W12-2)	Paragraph 1 - Required posting of the Low Clearance Advance (W12-2) sign in advance of the structure	5 years from the effective date of this edition of the MUTCD
2C.25	Low Clearance Signs (W12-2a, W12-2b)	Paragraph 8 - Recommended posting of Low Clearance Overhead (W12-2a or 12-2b) signs on an arch or other structure under which the clearance varies greatly	5 years from the effective date of this edition of the MUTCD
3A.05	Maintaining Minimum Retroreflectivity	Implementation and continued use of a method that is designed to maintain retroreflectivity of longitudinal pavement markings (see Paragraph 1 of Section 3A.05)	September 6, 2026
8B.16	High-Profile Grade Crossings	Paragraphs 3 and 7 - Recommended installation of Low Ground Clearance and/or Vehicle Exclusion signs and detour signs for vehicles with low ground clearances that might hang up on high-profile grade crossings at locations with a known history	5 years from the effective date of this edition of the MUTCD
8D.09 through 8D.12	Highway Traffic Signals at or Near Grade Crossings	Assessment and determination of appropriate treatment to achieve compliance (preemption, movement prohibition, pre-signals, queue cutter signals)	10 years from the effective date of this edition of the MUTCD

Source: MUTCD v11



PA ADOPTION

67 Pa Code § 212.2 Adoption of Federal standards

(a) *General provisions.* "...Department hereby adopts the MUTCD, as published by the Federal Highway Administration. The MUTCD is adopted in its totality except where this chapter clearly indicates that it is not being adopted, or that additional warrants or criteria are being provided."

(b) *Modification of Federal statutes, regulations or provisions.* "...if the MUTCD is amended or modified by the Federal Highway Administration, the amendment will take effect on the effective date specified by the Federal Highway Administration unless the Department publishes a notice in the *Pennsylvania Bulletin* stating that the amendment or modification will not apply."

NOTE: [PA Bulletin notice was posted Jan. 6, 2024 \(Click for link\)](#)



TASKS FOR PENNDOT

- Ensure compliance with federal requirements
- Review Publication 212 format and content
- Review and track changes to pubs, standards, and forms
- Collaborate with stakeholders during transition period

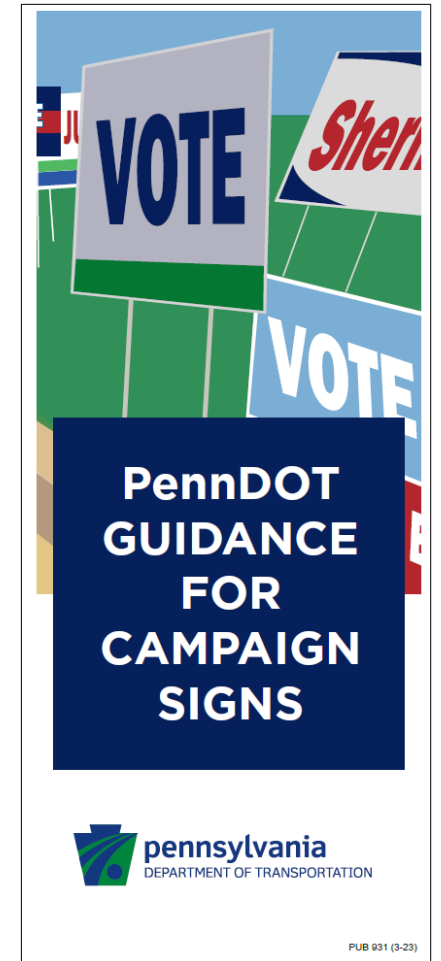


OAC/ILLEGAL SIGNS UPDATE



STATUS

- Policy update in effect July 19, 2023
 - Increased emphasis on identifying and removing illegal signs in ROW
 - Documenting ID and removal for FHWA reporting
- Resources
 - [Outdoor Advertising Control website](#)
 - [OAC Outreach Guide \(Pub. 930\)](#)
 - [ROW Encroachment and Outdoor Adv. Brochure](#)
 - [Guidance for Campaign Signs](#)



Pub. 23, Chapter 11 - Sign Removal Priority

1. Signs that pose an immediate safety hazard
2. Signs attached to the Department's official traffic control devices
3. Signs that imitate Department approved traffic signs
4. Nuisance objects (small temporary signs)
5. All other encroaching signs



MID-BLOCK AND TRAIL CROSSING POLICY AND TRAFFIC CALMING POLICY UPDATES

MID-BLOCK AND TRAIL CROSSING POLICY

- Background

- Establish guidance to standardize use of traffic control devices at midblock crosswalks and trail crossings on state and local roads
- Create clear procedures for requesting, installing, and maintaining midblock crosswalks and trail crossings

- Status

- Draft policy issued for review in Fall 2023 and comments addressed
- Need to review for compliance with MUTCD 11th Edition
- Expect to issue in Spring 2024
- Coordinate with LTAP on training and awareness



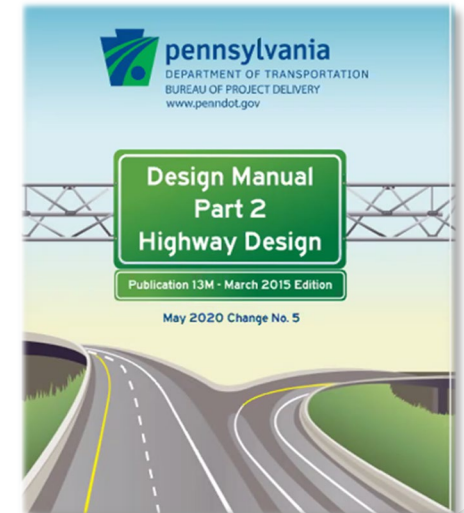
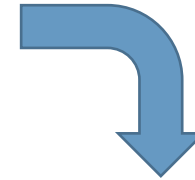
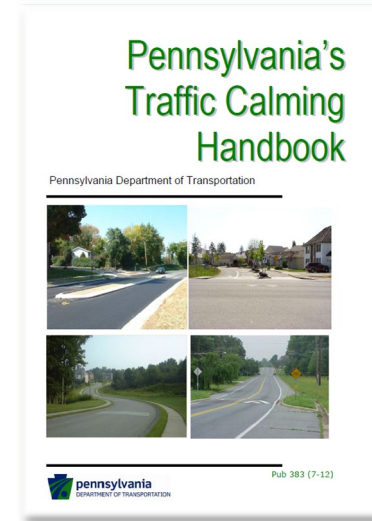
TRAFFIC CALMING POLICY

- Background

- Replace Pub. 383 Traffic Calming Handbook with DM 2 Chp. 18 Traffic Calming.
- Includes decision tools, toolbox for each countermeasure, updated TE form and implementation flowchart.

- Status

- Draft policy vetted through internal DM2 team process in 2023
- Draft policy will **soon** be issued for statewide review including external stakeholders.
 - Check for compliance with MUTCD 11th Edition
 - Will include information video to orient reviewers
- Expect to issue in 2024 date TBD
- Coordinate with LTAP on training and awareness



TAC TRUCK PARKING STUDY: FINAL PRESENTATION

TOM PHELAN · JANUARY 18, 2024

PRESENTATION AGENDA

- Truck Parking: the Safety Perspective
- TAC Study: Prioritizing Truck Parking Needs in PA by Corridor
- Location Criteria for New & Expanded Truck Parking Capacity
- Study Recommendations
- Municipal Role in Addressing Truck Parking

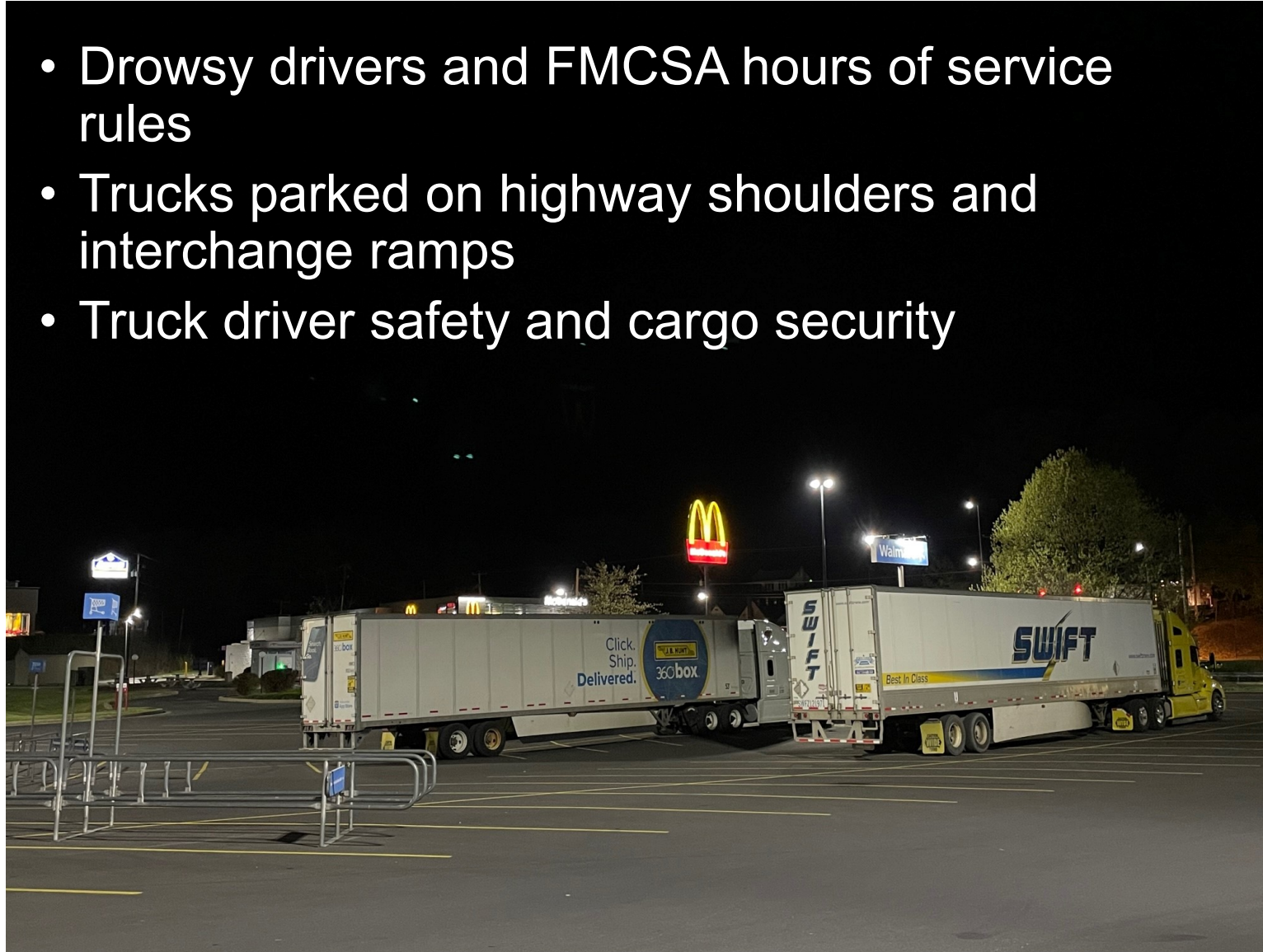
The TAC report – *Expanding Truck Parking in Pennsylvania* – can be found here:

<https://talkpatransportation.com/stay-informed/tac-studies>



USDOT SAFETY PRIORITIES

- Drowsy drivers and FMCSA hours of service rules
- Trucks parked on highway shoulders and interchange ramps
- Truck driver safety and cargo security



CORRIDOR PRIORITIZATION

TIER I CORRIDORS

- I-76 from US-1 to I-95 in Philadelphia
- I-78 from Exit 49 (PA-100) to PA-NJ State Line
- I-79 from Ohio River to Exit 76 (PA Turnpike)
- I-81 from Carlisle to Susquehanna River
- I-81 from I-83 to I-78
- I-83 from US-322 to I-81
- I-95 in Philadelphia Area
- PA Turnpike (I-76) from Exit 57 (US-22) to Exit 75 (I-70)
- PA Turnpike (I-76) from Exit 298 (I-176) to Norristown (I-476)
- PA Turnpike (I-276) from Valley Forge (I-76) to I-95



POTENTIAL LOCATIONS

LOCATION CRITERIA

Table 5: Potential Truck Parking Site Evaluation Criteria

Evaluation Criteria	Description
Parcel Size	10 acres or more (acreage)
Designated Networks	5 miles or less from a prioritized highway corridor (NHFN, NHS) (Y/N)
Compatible Zoning	Zoned industrial or commercial (Y/N)
Industrial Park	Located in an existing or planned industrial park (Y/N)
Existing Truck Parking Facilities	Located adjacent to an existing truck parking facility, expansion of existing, or under construction (N/Existing/Expansion/Under Construction)
Brownfield	Brownfield redevelopment opportunity (Y/N)
Community Impact	Location is in proximity to local schools, daycare, neighborhoods, or environmental justice communities (per EPA's EJ Screen) (Y/N)
Access via CUFC/CRFC	Location is accessible to NHFN/NHS via CUFC/CRFC (Y/N)
Property Ownership	Property ownership (Public/Private)



FACILITY TYPES

Table 2: Types and Uses of Truck Parking Facilities

Parking Activity	Facility Type			
	Rest Area	Truck Stop	Industrial Park*	Emergency Parking Site
Long-Term Rest	X	✓	OK	X
Short-Term Parking	✓	OK	OK	X
Staging	OK	OK	✓	X
Emergency Operations	OK	✓	OK	✓

✓ = Ideally suited for this type of parking activity

X = Not suited for this type of parking activity

OK = Not ideally suited, but can be used if conditions allow

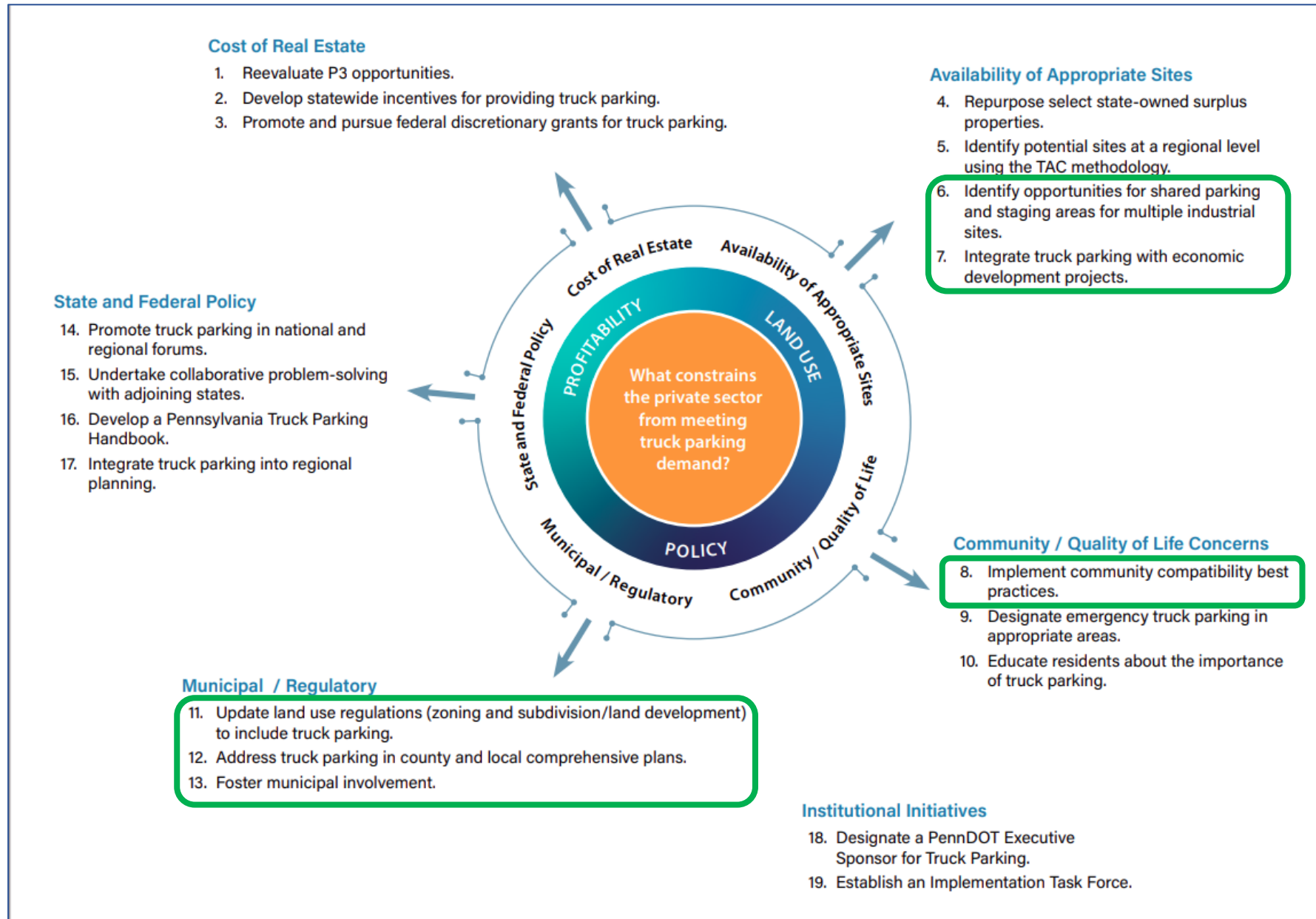
*Industrial parks are ideally suited for parking activity associated with local deliveries.

Source: PennDOT Center for Program Development and Management



RECOMMENDATIONS & BEST PRACTICES

RECOMMENDATIONS



UPPER MACUNGIE TWP.

§27-601: Required Number of Parking Spaces

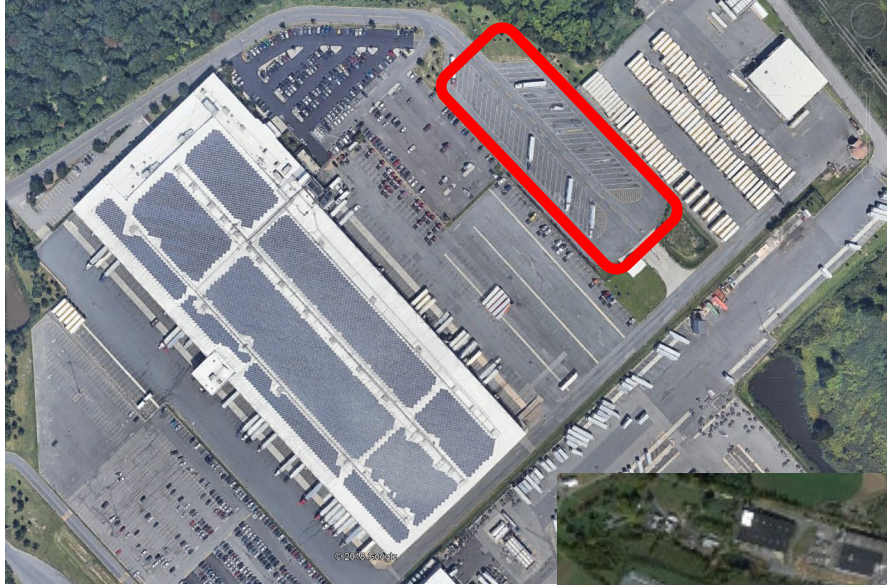
- Use Code E covers industrial uses, including warehousing, distribution, manufacturing, and truck terminals
- Parking space requirement: *1 per 1.2 employee, based upon the maximum number of employees on site at peak period of times (including any overlapping shifts) **plus one (1) ten-foot by eighty-foot (10' x 80') truck staging parking space for every two (2) loading docks.***

§27-603: Design Standards for Off-Street Parking

Subsection (F)(3): ***Provide amenities within the warehouse structures, such as, but not limited to, a lounge for the operators of tractor/trailer motor vehicles, rest room facilities and the dispensing of food and beverages. The size of the lounge shall have a proportionate relationship with the number of loading docks provided for the warehouse operation which shall equate to 10% of the number of loading docks but, in any event, no less of an area needed to accommodate five seats. This lounge area facility shall be in addition to similar facilities provided for on-site employees.***



CASE STUDIES



DISCUSSION

AUTOMATED RED LIGHT ENFORCEMENT (ARLE) PROGRAM UPDATES



AUTOMATED RED LIGHT ENFORCEMENT FUNDING PROGRAM

- Established by Act 123 of 2002 (and later amendments)
- ARLE Funding Program began in 2010
- Funding generated from net revenue of fines collected through ARLE Systems in Philadelphia
- Focus on improving highway safety and mobility

Round	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Apps	300	307	269	131	226	194	140	143	134	116	123	141	155	103
Awarded	128	27	47	32	41	22	27	41	50	40	16	28	36	39
Grant Funding*	\$17.3	\$3.0	\$4.6	\$9.2	\$6.3	\$5.7	\$6.0	\$11.5	\$15.4	\$13.1	\$8.2	\$12.9	\$15.1	\$13.3

*Millions

Preliminary, subject to final approval

<http://www.dot.state.pa.us/Portal%20Information/Traffic%20Signal%20Portal/FUNDARLE.html>



ARLE ELIGIBILITY

- Red light cameras are the funding source, not what grants need to be used for
- Safety and mobility projects at a relatively low cost
 - Bicycle and pedestrian improvements
 - Roadway safety, mobility and capacity upgrades
 - Local Technical Assistance Program (LTAP) projects
 - Traffic signal improvements
- Eligible applicants
 - Local authorities (counties, municipalities, and other local boards or bodies having authority to enact laws relating to traffic)
 - Metropolitan Planning Organizations (MPOs)
 - Rural Planning Organizations (RPOs)
 - County Planning Organizations
 - Commonwealth agencies



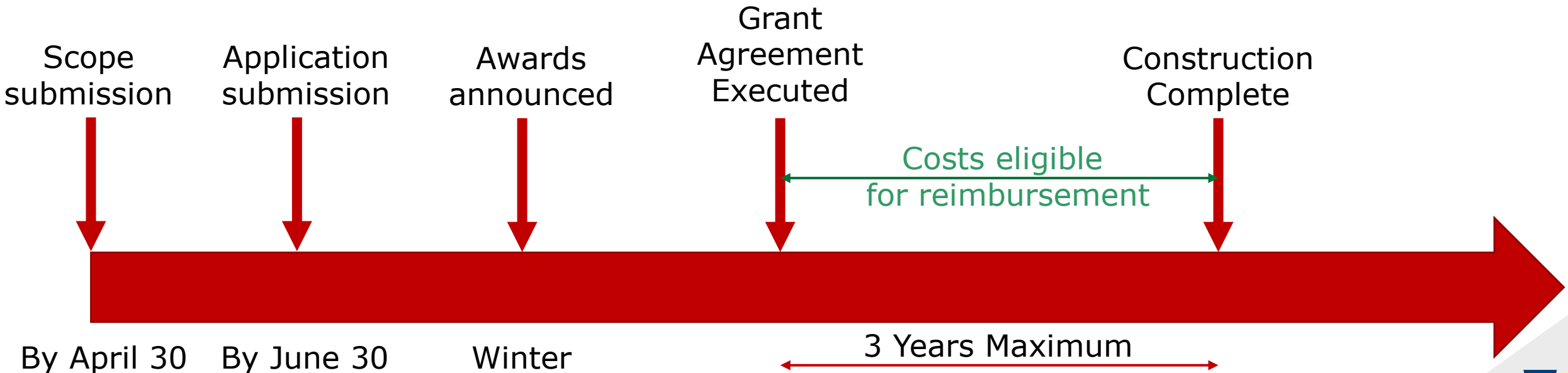
INELIGIBLE PROJECTS

- Private developer HOP responsibilities
- Large projects that extend beyond purpose and intent of ARLE Funding Program
 - New roads, bridges
 - Interchanges
 - Decorative street appurtenances
 - Standard preventative or response maintenance



PROJECT DELIVERY & TIMELINE

- Reimbursable costs
 - After date of fully executed reimbursement
 - Through construction completion (max 3 years after agreement executed)
- All invoices must be submitted to PennDOT within 3 months after PennDOT's acceptance of the project




PRE-APPLICATION SCOPING FORM

- Confirm eligibility
- Preliminary screening of project relative to competitive scoring criteria
- Identify necessary work to include in cost estimate
- Introduced in 2019, **mandatory beginning in 2023**
- Fillable form on ARLE website
- Submit via email to ARLE@pa.gov by April 30

Open Save Print

(03-23)

 **pennsylvania**
DEPARTMENT OF TRANSPORTATION
www.penndot.pa.gov

**ARLE FUNDING PROGRAM
PRE-APPLICATION SCOPING FORM**

A - PROJECT OVERVIEW

DISTRICT 1-0	COUNTY Crawford	PRIMARY MUNICIPALITY Athens Township
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PROJECT NAME

PROJECT TYPE (CHECK ONE)

☐ Access Management ☐ Advanced Technology and ITS ☐ Alignment ☐ Bicyclists ☐ Delineation ☐ Highway Lighting
☐ Intersection Geometry ☐ On-Street Parking ☐ Pedestrians ☐ Railroad Grade Crossings ☐ Roadside ☐ Roadway
☐ Shoulder Treatments ☐ Signs ☐ Speed Management ☐ Intersection Traffic Control ☐ Traffic Signal Modernization
☐ Traffic Signal Adaptive System ☐ Traffic Signal Battery Backup Upgrade ☐ Traffic Signal Detection Upgrade
☐ Emergency Preemption System ☐ LED Upgrade (Signals or Flash Signs) ☐ Isolated Signal(s) ☐ Signal System Installation

PROJECT DESCRIPTION (INCLUDE NARRATIVE TO DESCRIBE THE PROJECT SCOPE OF WORK)

PROJECT JUSTIFICATION (BRIEFLY EXPLAIN WHY THIS PROJECT IS BEING NOMINATED AND THE EXPECTED BENEFITS)

POTENTIAL IMPROVEMENTS (BRIEFLY DESCRIBE POTENTIAL IMPROVEMENTS UPON PROJECT COMPLETION)

ADDITIONAL INFORMATION (DESCRIBE ANY ADDITIONAL INFORMATION THAT HELPS TO JUSTIFY THE PROJECT)

B - CRASH MODIFICATION FACTOR

Purpose: The crash modification factor (CMF) identifies the anticipated safety benefits of the proposed project. For example, a CMF of 0.975 indicates a countermeasure is expected to reduce the indicated type of crashes by 2.5%. Projects with a lower CMF (higher crash reduction) will score more points in the safety evaluation for the ARLE Funding Program. The CMF Clearinghouse website (<http://www.cmfclearinghouse.org/>) contains thousands of studies on safety benefits of various types of projects. Use the CMF Clearinghouse website to identify the countermeasure which is most closely aligned with your proposed project by entering search terms, and enter the information for the most relevant study below.



FULL APPLICATION SUBMISSION

- Electronic Single Application for Assistance (ESA or eGrants)
 - Originally developed by DCED
 - Many municipalities use for grants with other Commonwealth agencies
- Step-by-step instructions with screenshots in ARLE Program Guidelines on ARLE website
- Application window open June 1 – June 30 annually
 - Extended to the following Monday if June 30th falls on a weekend



APPLICATION REVIEW/AWARD

- Scoring & ranking by Bureau of Operations
 - Project Benefits
 - District Ranking
 - Other Department Priorities
 - Local and Regional Impact
 - Previous Project Results
 - Maintenance and Operations
 - Cost Sharing
- Awards determined by Selection Committee
 - Four PennDOT executive members
 - Four City of Philadelphia members
- Committee uses scoring as a guide, but can choose any project based on majority vote



PROJECT BENEFITS

- Largest component of project score
 - 67 Pa. Code §233.8(d)(2) – anticipated safety benefits
 - 67 Pa. Code §233.8(d)(3) – estimated cost
 - 67 Pa. Code §233.8(d)(5) – results of similar types of projects
- Considers project benefit/cost ratio
- Project benefit
 - Crash Modification Factor (CMF) for dominant project countermeasure derived from [CMF Clearinghouse](#)
 - Change in crashes = Observed crashes * (1 – CMF)
 - Weighted crash cost calculated with PennDOT average costs for fatal, suspected serious injury, suspected minor injury crashes
 - Benefit = Change in crashes * Weighted crash cost
- Project cost = requested grant funding



PROJECT BENEFITS → SCOPING REVIEW

- $B/C > 1.0$
 - Eligible and benefit exceeds grant cost
 - Good project
- $0 < B/C < 1$
 - Meets eligibility requirements, but less competitive
 - Grant request exceeds estimated safety benefits
 - Suggestions:
 - Reduce costs not directly attributable to safety benefits
 - Provide or increase matching funds
- $B/C \leq 0$
 - Eligible, but not competitive (doesn't address a safety issue)
 - One or both of the following apply:
 - No records of fatal/injury crashes at the project location in past 5 years
 - No demonstrated safety benefit with published CMF
 - If no crash history, consider a different location



KEYS TO A BENEFICIAL PROJECT

- Do something which has a demonstrated safety benefit
 - Search CMF Clearinghouse for benefits
- Pick a location which has an existing crash issue
 - 5 most recent years of crash data are used for scoring
 - Most benefits at a location with a fatal crash in the last 5 years
 - Property damage only (PDO) crashes are given “no safety benefit” as part of ARLE scoring
- Make the grant cost effective
 - Higher grant request \$\$ reduces B/C ratio
 - Reduce project cost
 - Provide matching funds to lower the grant request



SUBSCRIBE FOR UPDATES

- Notices for application periods
 - Posted on Traffic Signal Portal: www.dot.state.pa.us/signals
 - Published in *Pennsylvania Bulletin*
- Subscribe for updates
 - Subscription link on Traffic Signal Portal

Get direct updates and latest news, enter your email.

Subscribe



ARLE PROGRAM CONTACTS

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- **Bill Gross**
 - Consultant, ARLE & GLG Programs
 - c-bigross@pa.gov



SPRING MEETING: APRIL 25, 2024

In Person Preferred

**1:00-3:00 PM @ Keystone Building 8N1 &
via Microsoft Teams**

Draft Topics:

Drones for Transportation Use

PA Dirt and Gravel Roads

PA Association of Asphalt Materials Applicators (PAAMA)

SUMMER MEETING: JULY 11, 2024

Virtual

1:00-3:00 PM via Microsoft Teams

Draft Topics:

Your topic here

TBD

TBD

TBD