

# MUNICIPAL ADVISORY COMMITTEE MEETING

MICROSOFT TEAMS ·· JULY 11, 2024

# AGENDA

- **Welcome and Updates – Deputy Secretary Kristin Mulkerin** 1:00-1:05
- **Updates** 1:05-2:00
  - Municipal Association Updates
    - Pennsylvania State Association of Township Supervisors
    - Pennsylvania State Association of Boroughs
    - Pennsylvania Municipal League
    - Pennsylvania State Association of Township Commissioners
    - County Commissioners Association of Pennsylvania
  - Department of Community and Economic Development – Lisa Mroszczyk Murphy
  - Municipal Research and Outreach – Chris Metka
  - Municipal Services Fiscal Office and FHWA Form 536 – Kristen Sims
  - Highway Transfer (Turnback) Program – Zac Kopinetz
  - Electric Vehicles – Colton Brown
  - Legislative Update – David Lapadat
- **Presentations**
  - Local Bridges Inspection, Maintenance, and Funding – Jonathan Moses 2:00-2:15
  - Buy America Update – Matt Briggs 2:15-2:30
  - Post and Bonding – Halley Cole/Benjamin Harlan 2:30-2:45
- **Other Discussion and Next Meeting** 2:45-3:00
- **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
- **County Commissioners Association of Pennsylvania**
  - Melissa Gates
  - Frank Mazza

# UPDATES

- **Department of Community and Economic Development (DCED)**
  - Lisa Mroszczyk Murphy
- **Municipal Research and Outreach**
  - Chris Metka
- **Municipal Services Fiscal Office**
  - Kristen Sims
- **Turnbacks**
  - Zac Kopinetz
- **Electric Vehicles**
  - Colton Brown
- **Legislative Update**
  - Dan Lapadat



Pennsylvania  
Department of Community  
& Economic Development

# “Emerging” Office of Community Planning: An Overview

## GOVERNOR'S CENTER FOR LOCAL GOVERNMENT SERVICES (GCLGS)

- Office within the PA Department of Community & Economic Development (DCED)
- One-stop-shop for local government officials.
- Technical and financial assistance to support the performance of duties to meet everyday demands, solve problems, and utilize best management practices.





## GCLGS: COMMUNITY PLANNING DIVISION

- Municipal Assistance Program (MAP)
- Technical assistance
- Training modules and seminars
- Statewide land-use reports





## “EMERGING” OFFICE OF COMMUNITY PLANNING

- Expansion of current services
- Strategic planning in progress
- “OCP Roadshow” *early 2025 TBD*
- Increased interagency coordination



# OFFICE OF COMMUNITY PLANNING REGIONAL MAP

## DIRECTOR

Ted S. Martin

## MANAGER- WEST

Daniel Wade Carpenter

## NORTHWEST

Joy Fronzoli

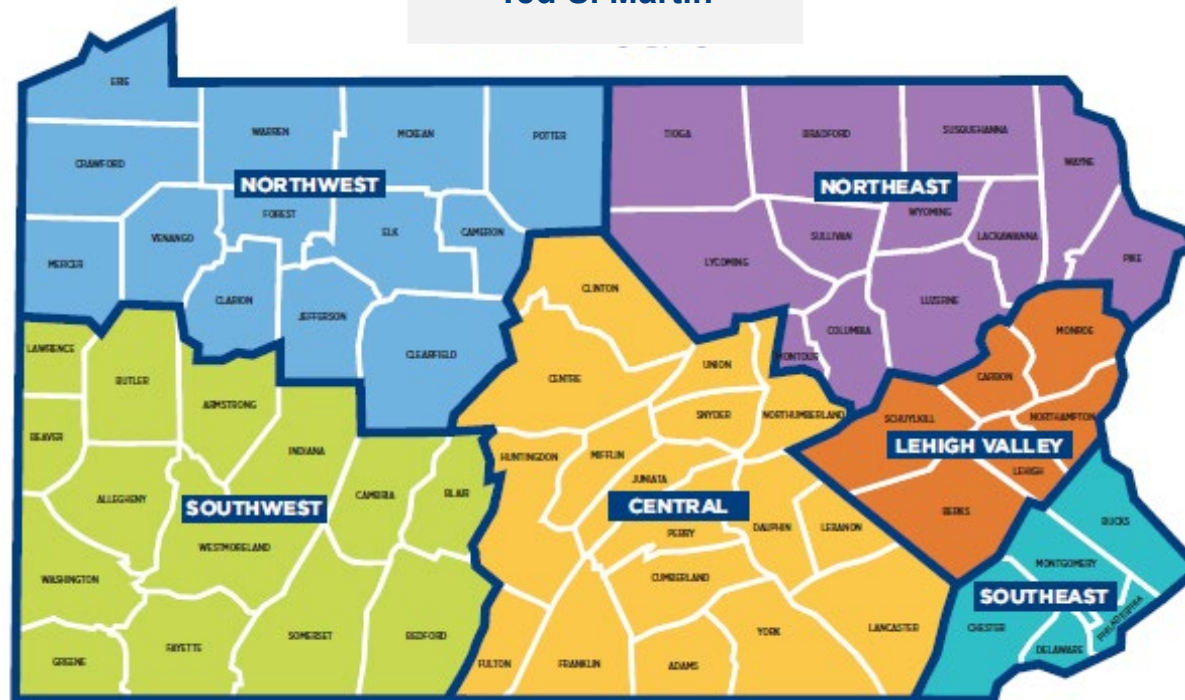
John McGranor

## SOUTHWEST

Katie Wickert

Stephanie Edwards

Vacant



## MANAGER- EAST

Lisa Mroszczyk Murphy, AICP

## NORTHEAST

Chris Chapman

Rachael Hobbs

## LEHIGH VALLEY

Vacant

## SOUTHEAST

Vacant

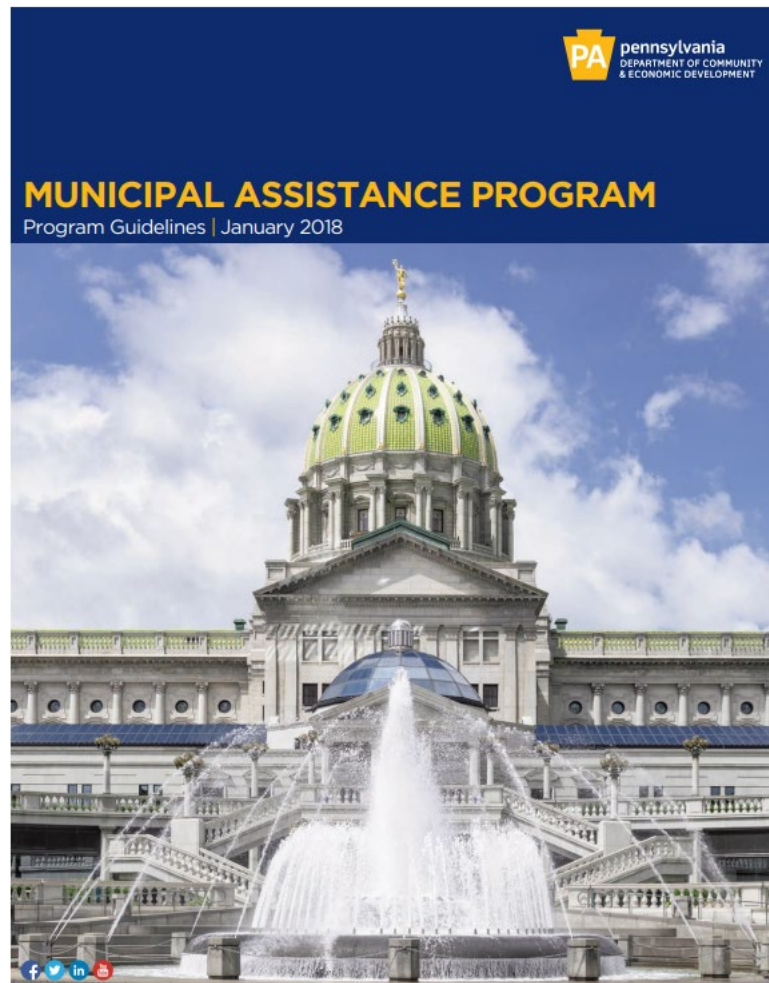
## CENTRAL

Rachel Reznick

Nick Cannistraci



# MUNICIPAL ASSISTANCE PROGRAM (MAP)



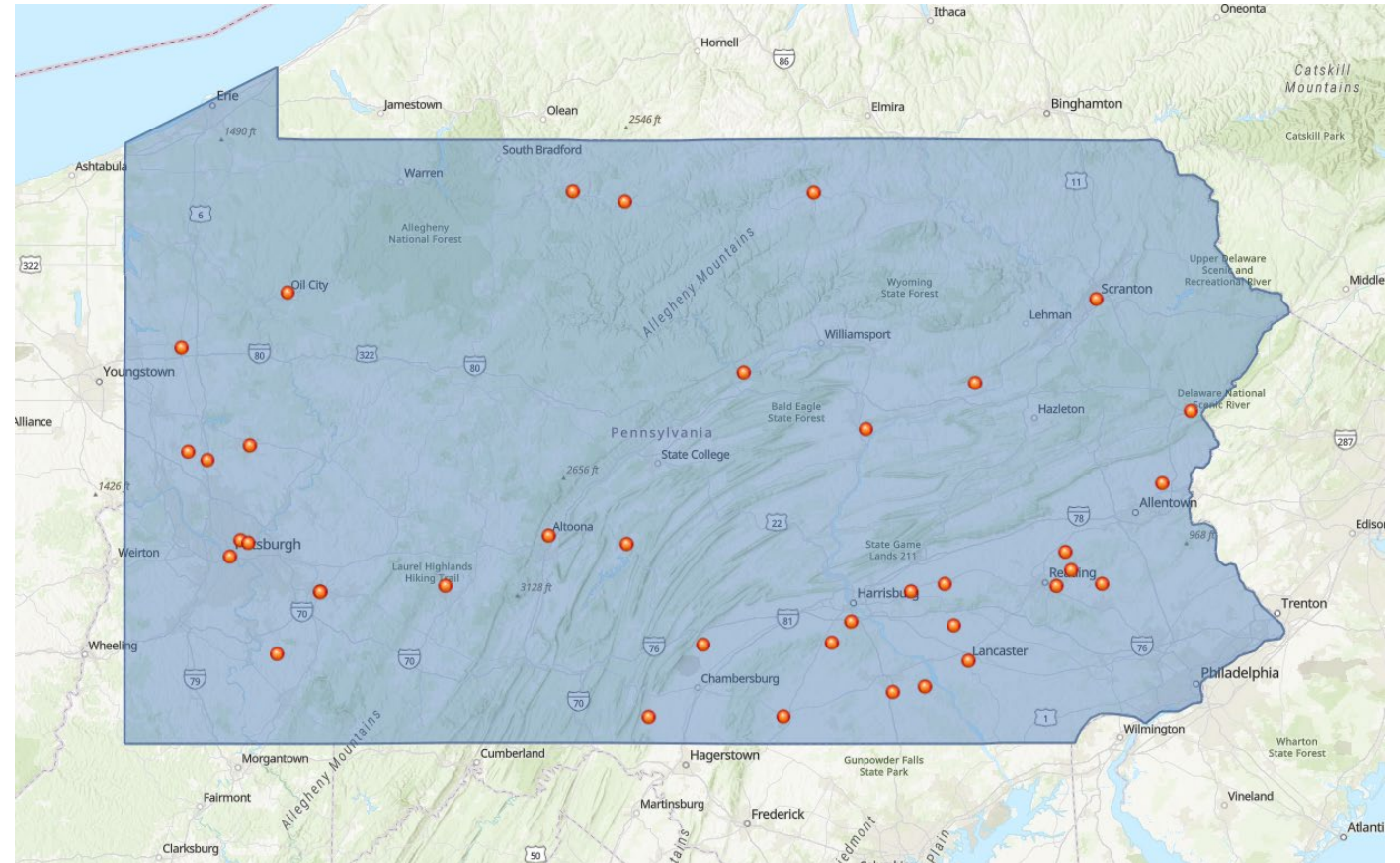
- **Planning** – comprehensive plans, multi-municipal plans, zoning ordinances, updates, revitalization plans
- **Shared Services** – provides a service/benefit to more than one municipality
- Matching grant funds up to a **50% match** of eligible costs

For more information visit:

<https://dced.pa.gov/programs/municipal-assistance-program-map/>

## MUNICIPAL ASSISTANCE PROGRAM (MAP)

- During his first year in office, Governor Shapiro secured a \$1.5 million increase — nearly 266 percent — in MAP funding.
- 2023: 36 projects, spread across 23 counties in Pennsylvania, will receive a total of \$1,688,659 in MAP funding.



# PA GETS IT DONE

## A Ten-Year Strategic Plan for Economic Development in Pennsylvania

2024-2033

**PENNSYLVANIA  
GETS IT DONE.**



### **Invest In Our Economic Growth To Compete.**

**Accelerate Pennsylvania's job growth rate, becoming a top 15 state in job creation.**  
*(currently 41st)<sup>9</sup>*



### **Make Government Work at the Speed of Business.**

**Become a Top 10 State for Business.**  
*(currently 15<sup>th</sup>)<sup>10</sup>*



### **Open Doors of Opportunity for all Pennsylvanians.**

**Become a Top 10 State in Median Wage Growth.**  
*(currently 35th)<sup>11</sup>*



### **Innovate to Win.**

**Increase the number of startups in high growth industries by 1,100 over ten years, bringing our share of startups up from 6.6% to 10% in these industries, and becoming a leader among peer states for entrepreneurial growth.<sup>12</sup>**



### **Build Vibrant And Resilient Regions.**

**Achieve equitable regional growth, and increase job creation, wages, and labor force participation in every region of the Commonwealth.**



# PA GETS IT DONE

## PRIORITY SECTORS

### Positioning Pennsylvania for future success.

We are placing a statewide emphasis on five priority sectors to focus our efforts to develop attractive sites, update our economic development toolkit, and create workforce programs for next-gen workers.

These have been included as part of our [Ten-Year Strategic Plan for Economic Development in Pennsylvania \(2024-2033\)](#).

We know that to compete in today's global economy, Pennsylvania must invest in our economic growth to create a stronger Commonwealth for our residents, workers, and businesses. Our strategy charts a path forward for achieving those goals.



**Agriculture.**



**Energy.**



**Life Sciences.**



**Manufacturing.**



**Robotics & Technology.**



Pennsylvania

**Department of Community  
& Economic Development**

**Lisa Mroszczyk Murphy, AICP  
Planning Manager, Office of Community Planning**

# PENNDOT UPDATES

# MUNICIPAL RESEARCH AND OUTREACH

CHRIS METKA ·· JULY 11, 2024

# MRO UPDATE

- 2024 PennDOT Connects Municipal Outreach
  - 11 District Sessions
  - 470 attendees





# MRO UPDATE

## 2024 PennDOT Connects Municipal Outreach

District	Location	Date	Recording Link
District 1	Virtual	April 24 <sup>th</sup>	<a href="#">District 1 - Outreach Session Recording</a>
District 2	District 2 Office	March 25 <sup>th</sup>	<a href="#">District 2 - Outreach Session Recording</a>
District 3	Virtual	May 29 <sup>th</sup>	<a href="#">District 3 - Outreach Session Recording</a>
District 4	District 4 Office	May 7 <sup>th</sup>	<a href="#">District 4 - Outreach Session Recording</a>
District 5	District 5 Office	May 16 <sup>th</sup>	<a href="#">District 5 - Outreach Session Recording</a>
District 6	Virtual	April 22 <sup>nd</sup>	<a href="#">District 6 - Outreach Session Recording</a>
District 8	District 8 Office	May 14 <sup>th</sup>	<a href="#">District 8 - Outreach Session Recording</a>
District 9	Virtual	May 15 <sup>th</sup>	<a href="#">District 9 - Outreach Session Recording</a>
District 10	District 10 Office	May 28 <sup>th</sup>	<a href="#">District 10 - Outreach Session Recording</a>
District 11	Virtual	March 28 <sup>th</sup>	<a href="#">District 11 - Outreach Session Recording</a>
District 12	District 12 Office	March 27 <sup>th</sup>	<a href="#">District 12 - Outreach Session Recording</a>



# MRO UPDATE

- PennDOT Connects Resources
  - Recent Drop-Ins
    - Stormwater Planning ABCs for Municipalities (*this morning*)
    - Grant Policy for Municipal Funding
    - Planning for Trucks in Your Community

[PennDOT Connects Webpage](#)

[Request Transportation or Land Use Planning Assistance](#)



growing 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 (*Virtual Class Dates*)
  - Trucks on Local Roads: Issues and Solutions (*August 15<sup>th</sup>*)
  - Geographic Information Systems (*August 6<sup>th</sup>*)
  - Drones for Municipal Transportation Use (*July 23<sup>rd</sup>*)
  - School Transportation Management (*August 21<sup>st</sup>*)



# **MUNICIPAL SERVICES FISCAL OFFICE UPDATE**

KRISTEN SIMS · JULY 11, 2024

# MLF ALLOCATIONS

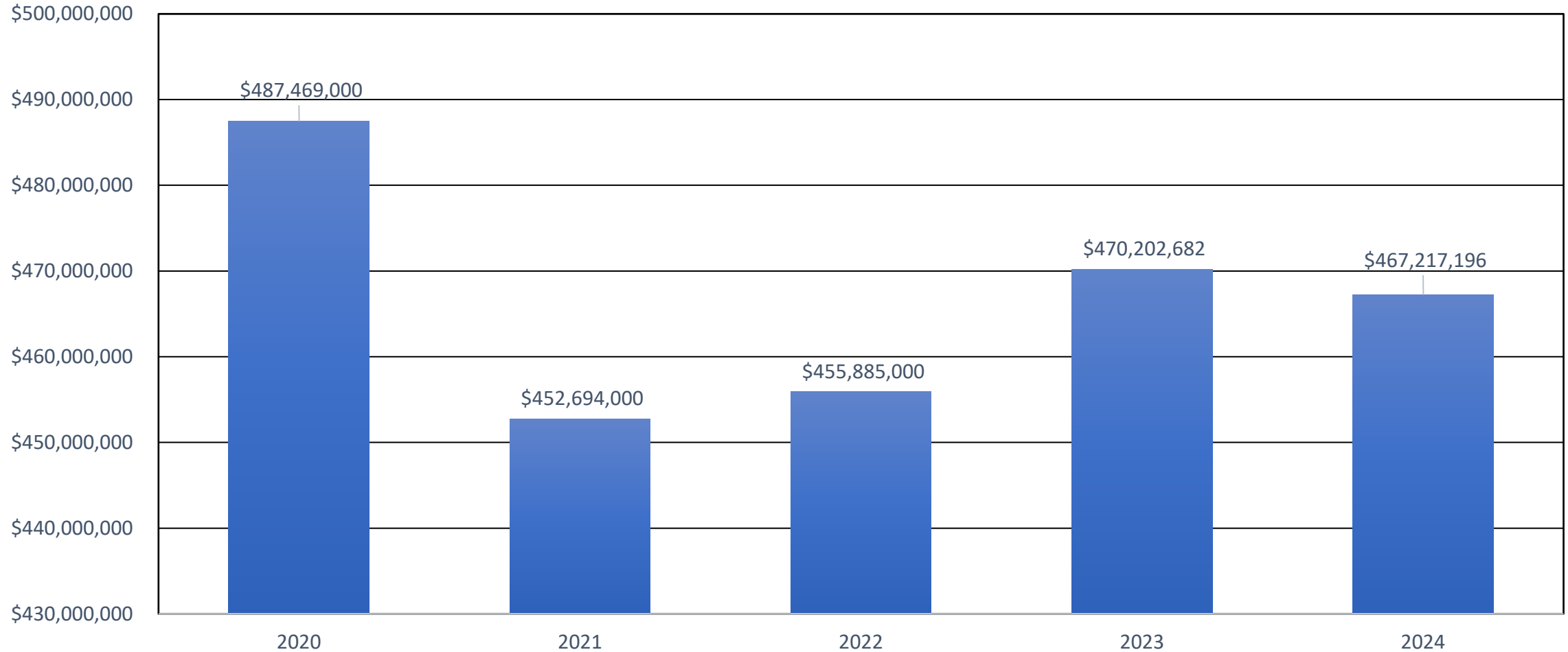
- 2024 MLF allocation - \$467,217,196
  - \$2,985,486 (0.6%) increase
- As of July 8, 2024 - \$413,955,829 released to 2,479 municipalities
  - Payments released as municipalities become certified





# MLF ALLOCATION HISTORY

Municipal Liquid Fuels 5 Year History



# PRIOR MLF ALLOCATIONS

- 2023 MLF allocation - \$470,202,682
  - \$14,317,682 (3.1%) increase
  - As of July 8, 2024 - \$468,158,279 released to 2,540 municipalities
  - Payments released as municipalities become certified
- 2022 MLF allocation – \$ 455,885,000
  - \$3,191,000 (0.7%) increase
  - As of June 30, 2024 - \$454,686,510 released to 2,553 municipalities
  - Allocation lapsed June 30, 2024
  - Two municipalities did not turn in required documentation and funds were never released



# JUNE 2024 ALLOCATIONS

- The following payments were made on June 1, 2024
  - State Police Fines and Penalties to eligible municipalities - \$3,300,569 (\$2,879,533 to municipalities, \$421,036 to PSP for cadet classes)
  - County Liquid Fuels Tax Fund to all counties - \$13,814,324 (7 on hold)
  - Act 89 to eligible counties (61) - \$4,681,000 (5 on hold)
  - \$5 Fee for Local Use to counties who have passed the required ordinance (26) - \$17,691,760 (4 on hold)



# AUGUST 2024 ALLOCATION

- 2024 Act 13 Allocation to Counties
  - \$15,947,773
  - To be paid August 15, 2024



# FHWA FORM 536

- Due date now will be June 15 of each year
  - Therefore, no form this year
  - Site will open after March 1, 2025 allocation
- FHWA has informed PennDOT that this is a requirement for municipalities and counties
- Listings of who did and did not submit the form are required to be submitted with the Commonwealth-wide form
  - FHWA has indicated that they will contact those that do not submit



ANY  
QUESTIONS  
?





# **HIGHWAY TRANSFER (TURNBACK) PROGRAM**

ZAC KOPINETZ · JULY 11, 2024

# TURNBACK PROGRAM

## 2024 Project Season

- \$2,396,259.02 in supplemental cost funding approved
- Projects per District:
  - 1-0: 2
  - 3-0: 2
  - 4-0: 2
  - 6-0: 2
  - 10-0: 5
  - 11-0: 5
  - 12-0: 1
- New projects are being planned accordingly, depending on funding availability.



# ELECTRIC VEHICLES

COLTON BROWN ·· JULY 11, 2024

# LEGISLATIVE UPDATE

DAVID LAPADAT · JULY 11, 2024

# PRESENTATIONS

- **Local Bridges Inspection, Maintenance and Funding** – Jonathan Moses
- **Buy America Update** – Matt Briggs
- **Posting and Bonding** – Halley Cole/Benjamin Harlan



# **LOCAL BRIDGES INSPECTION, MAINTENANCE, AND FUNDING**

JONATHAN MOSES ·· JULY 11, 2024



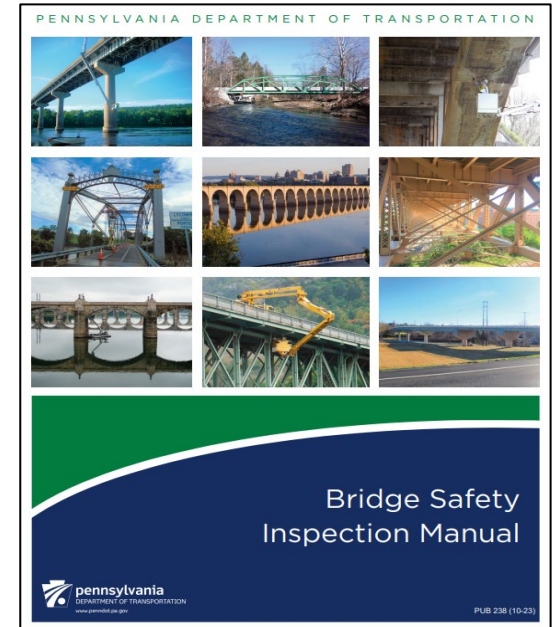
# PRESENTERS

- PennDOT Bureau of Bridge – Bridge Inspection Section
- Jonathan Moses, P.E. – Assistant Chief Bridge Engineer - Inspection



# NBIS INSPECTION FREQUENCY

- DEPARTMENT OF TRANSPORTATION:  
§650.313 of the NBIS (§650.513 of the NTIS)  
requires that each state...
  - Provide an inspection organization capable of performing inspections, preparing reports, and determining ratings in accordance with NBIS/NTIS. In PA, the Department of Transportation was named and empowered to perform these duties as necessary for all public road bridges greater than 20' in length through Act 44 of 1988.
- Publication 238 – Bridge Safety Inspection Manual



# INSPECTION FREQUENCY

- Chapter 2.3. – Types of Bridge Safety Inspections
  - Initial Inspection
  - Routine Inspection (Generally 24- or 48-Month Intervals)
  - Damage Inspection (As Needed Frequency)
  - In-Depth Inspection (scheduled in addition to a Routine Inspection, generally at a longer interval)
  - Special Inspection (Frequency Interval Varies)
  - Underwater & Non-Redundant Steel Tension Members (NSTM)



# INSPECTION FREQUENCY

- Chapter 2.3. – Types of Bridge Safety Inspections
  - Initial Inspection
    - The first inspection of a new or existing structure, as it becomes part of the structure inventory. Additionally, major reconstruction of structures may also require an Initial Inspection to document more extensive modifications of the structure's type, size, or location.
    - Within 3 Months of Bridge Opening to Traffic
  - Routine Inspection (Generally 24- or 48-Month Intervals)
    - All Routine Bridge Inspections shall be performed in accordance with MBE Section 4.2 as supplemented by Section IE 4.2 of Publication 238





# INSPECTION FREQUENCY

Initial Inspection Photo



Routine Inspection Photo



# INSPECTION FREQUENCY

- Chapter 2.3. – Types Inspections (Cont.)
  - Damage Inspection (As Needed Frequency)
    - Damage Inspections are performed following extreme weather-related events, earthquakes, fires, explosions, vandalism and vehicular/marine traffic crashes
  - In-Depth Inspection (scheduled in addition to a Routine Inspection, generally at a longer interval)
    - An In-Depth Inspection is a close-up detailed inspection of one or more elements or functional systems above or below the water level, using visual or nondestructive evaluation techniques as required to identify any deficiencies not readily detectable using Routine Inspection procedures. Hands-on inspection may be necessary at some locations.





# INSPECTION FREQUENCY

Damage Inspection Photo



Routine Inspection Photo



# INSPECTION FREQUENCY

- Chapter 2.3. – Types Inspections (Cont.)
  - Special Inspection (Frequency Interval Varies)
    - The determination of an appropriate Special Inspection interval should consider the nature, severity and extent of the known deficiency, as well as age, traffic characteristics, public importance, and maintenance history.
    - Special Inspections are used to monitor posted bridges; poor, serious and critical condition ratings; bridges with severe scour issues or known high priority maintenance recommendations and fulfill the need for more frequent inspections



# INSPECTION FREQUENCY

- Chapter 2.3. – Types Inspections (Cont.)
  - Underwater & Non-Redundant Steel Tension Members (NSTM)
    - An NSTM inspection shall always coincide with a Routine or Special Inspection
    - NSTMs require a hands-on inspection of NSTMs, details and connections to discover cracking, section loss and deterioration.
    - An underwater inspection consists of the inspection of the underwater portion of a bridge substructure and the surrounding channel, which cannot be inspected visually at low water by wading or probing, generally requiring diving or other appropriate techniques.



# INSPECTION FREQUENCY

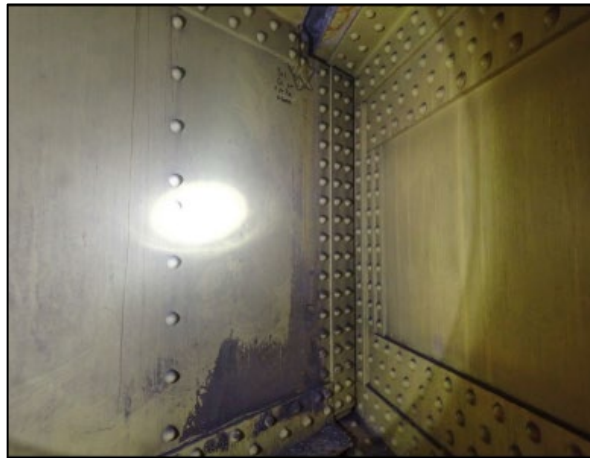
## Underwater Inspection Photos



**Photo 8** – North Main Pier, Near face; Typical condition



**Photo 10** – North Main Pier, below waterline; Typical 1/16" D scaling



NSTM Inspection Photo



# BRIDGE WEIGHT LIMITS

- Publication 238 – Chapter 4.3 - Bridge Posting Evaluations
  - Each highway bridge is to be evaluated for its ability to safely carry each of the bridge posting vehicles as part of each bridge safety inspection
  - The posting evaluation must include a recommendation about the need for a bridge restriction that would be governed under PA Vehicle Code § 4902(a)
    - Restrictions based on the condition of the bridge.
    - Recommended bridge restrictions may consist of a posted bridge weight limit, a “One Truck at a Time” restriction, or a combination of both.
    - Closure of a bridge is the most severe weight posting.





# BRIDGE WEIGHT LIMITS

- Publication 238 – Chapter 4.3 - Bridge Posting Evaluations (Cont.)
  - The bridge posting evaluation is the justification for imposing a § 4902(a) restriction and is to be maintained as a part of the permanent bridge record.
  - A licensed Professional Engineer must prepare the bridge posting evaluation
- Posting “Bridge Weight Limit” sign installations have installation date requirements per Federal Highway regulations and PennDOT Policy
  - New weight limit signs (from a revised load rating engineering analysis) are required to be installed within 30 Calendar Days - Federal
  - Missing or Illegible weight limit signs need installed within 30 Calendar Days - inspection finding-PennDOT



# BRIDGE WEIGHT LIMITS

Typical 30-Day Repair Item (Missing, Damaged, Illegible)



Photo: Damaged Bridge Weight Limit Posting Signage



# CRITICAL & HIGH PRIORITY MAINTENANCE ITEMS

- **Critical** -Priority 0 (**7-Day** Repair or Mitigation of safety concern) or **High Priority** 1 (Maximum **6 Month** Repair) priorities for maintenance activities are defined as having deficiencies that threaten either the structural integrity of the bridge (or other structures) or public safety
- Damaged or missing vertical clearance or load limit signs are examples where there may be no immediate structure safety problem, but where public safety is compromised, and action is required to reinstall necessary signage within 30 calendar days.



# CRITICAL & HIGH PRIORITY MAINTENANCE ITEMS

- For **Non-Department** bridges (including those owned by municipalities, counties and other agencies), critical or high priority maintenance needs pose the same possible threats to public safety.
- In the Department's overarching role and responsibilities for the safety of public highway bridges:
  - PennDOT must take additional steps to see that the local bridge owner has had the public safety issues fully explained to them along with the need to take appropriate action to mitigate or correct them.



# CRITICAL & HIGH PRIORITY MAINTENANCE ITEMS

- The standard Scopes of Work for bridge safety inspection agreements require the Inspector to notify the owner of such critical deficiencies and conduct a meeting (if necessary) to discuss all critical structural and safety related deficiencies.
- As part of the meeting to discuss these critical deficiencies, the Consultant shall prepare a Plan of Action (POA) in coordination with the local owner





# CRITICAL & HIGH PRIORITY MAINTENANCE ITEMS

- Priority 0 - Critical Priority Maintenance Item Repair:

Reinforced Concrete Deck Hole (view from underside of deck)





# CRITICAL & HIGH PRIORITY MAINTENANCE ITEMS

- Priority 0 - Critical Priority Maintenance Item Repair:

Reinforced Concrete Deck Hole – Repaired - Under & Top Side Views



# CRITICAL & HIGH PRIORITY MAINTENANCE ITEMS

- Priority 1- High Priority Maintenance Item Repair:

## Abutment Foundation and Stem Concrete Underpinning

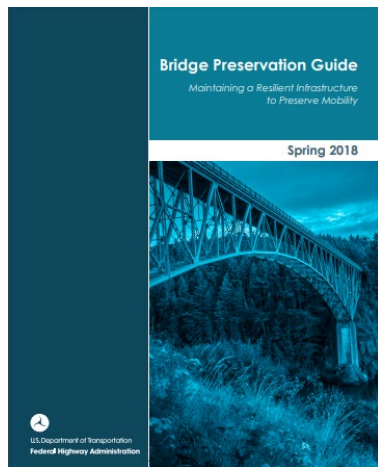


Near abutment. Note the abutment has been underpinned and a reinforced concrete apron has been installed.



# ASSET MANAGEMENT

- Asset management is defined as a “strategic and systematic process of...
  - ...operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based on quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions
  - These actions will achieve and sustain a desired state of good repair over the life cycle of the assets at a minimum practicable cost.



*Reference U.S. DOT - FHWA Spring 2018 Bridge Preservation Guide*  
[FHWA Bridge Preservation Guide](#)



# BRIDGE PRESERVATION

- Bridge preservation is defined as actions or strategies that...
  - Prevent, delay, or reduce deterioration of bridges or bridge elements;
  - Restore the function of existing bridges; keep bridges in good or fair condition; and
  - Extend their service life. Preservation actions may be cyclic or condition-driven
- State departments of transportation (DOTs), local agencies, and other bridge owners face significant challenges in addressing the needs of their aging infrastructure.

*Reference: U.S. DOT - FHWA Spring 2018 Bridge Preservation Guide*



# FOLLOW-UPS

- Due to limited funds and increased competition for funds among highway assets, bridge owners are challenged to cost effectively preserve and maintain their bridges to support overall highway mobility.
- The “worst-first” approach to bridge management by focusing only on replacing poor bridges while ignoring the maintenance needs of good and fair bridges is inefficient and cost-prohibitive in the long term.
- A successful bridge program seeks a balanced approach to preservation and rehabilitation/ replacement.
  - Bridge owners are striving to be more strategic by adopting and implementing systematic processes for bridge preservation as an integral component of their overall asset management

*Reference: U.S. DOT - FHWA Spring 2018 Bridge Preservation Guide*





# PREVENTATIVE MAINTENANCE ACTIVITIES

- Cyclical PM activities for consideration for implementation on good and fair condition bridges and components are:
  - Bridge cleaning and/or washings: Cleaning of decks, joints, drains, superstructure, and substructure elements slows the deterioration of concrete and steel elements that would otherwise be accelerated by debris, bird droppings, and contaminants
  - Deck Expansion Joint cleaning & replacement: Maintain joints to keep chloride and water from deteriorating bearings and beams
  - Deck sealers: Deck sealers protect the reinforcing steel from corrosion by stopping or minimizing the intrusion of water and chloride through the concrete





# PREVENTATIVE MAINTENANCE ACTIVITIES

- Condition-based maintenance activities that may be considered by bridge owners for implementation on fair condition bridges...
  - Concrete Deck Repairs
  - Deck Overlays (thin polymer epoxy, asphalt with waterproof membrane, Latex Modified Concrete overlays)
  - Bearing Restoration (cleaning, lubrication, resetting, replacement of fixed or expansion beam bearings)
  - Scour Countermeasure (Installation of designed rock scour protection for Piers / Substructure)



# BRIDGE REPAIR/REPLACEMENT FUNDING

- PennDOT and FHWA have developed a new, in-depth Local Project Delivery Manual (**Publication 740**), to assist local project sponsors, project managers, and interested stakeholders in successfully delivering locally-sponsored transportation projects.
- In general, for a project to be advanced with **federal funds**, it must be on the **STIP/TIP**. For projects to utilize **state funding**, it must be on the **TIP and TYP**.
  - In addition, bridge projects must also be included in the Bridge Bill. In 1982, legislation established a program (the “Bridge Bill”) to replace or rehabilitate functionally obsolete and structurally deficient bridges. To utilize state bridge funding, a bridge structure is required to be specifically listed within the legislation.



# NON-TIP LOCAL BRIDGE FUNDING RESOURCES

- Due to the demand for federal funds, there are other state and local bridge funds that are made to local governments to expedite and advance local bridge projects.
- State and local funds are made available through different funding channels such as competitive grant programs, bridge infrastructure loans, and disbursement of fees to local governments.
- Funding programs:
  - County and Municipal Liquid Fuels Allocations
  - Multimodal Transportation Funds
  - PennDOT Pennsylvania Infrastructure Bank
  - County Act 13 Funds for At-Risk Bridges
  - Community Development Block Grants
  - PA Dirt, Gravel and Low Volume Road Maintenance Program
  - Historic Truss Bridge Management
  - PA Infrastructure Bank (PIB)
  - \$5 Fee for Local Use



# BRIDGE REPAIR/REPLACEMENT FUNDING

## ENHANCING LOCAL PROJECT DELIVERY

PennDOT and the Federal Highway Administration (FHWA) have developed a new, in-depth Local Project Delivery Manual (Publication 740), to assist local project sponsors, project managers, and interested stakeholders in successfully delivering locally-sponsored transportation projects. Publication 740 provides a more detailed and informative description of local project delivery processes and timeframes to improve project development and delivery.

## WHAT DO I NEED TO KNOW?

This brochure provides an overview of the required and/or recommended processes for delivering local projects utilizing federal and/or state funding. This will assist local project sponsors in familiarizing themselves with the appropriate processes, requirements and procedures for improved project management and completion. Ultimately this will save time, increase the occurrence of complete and accurate submissions and ensure efficient use of available funding.

Local project sponsors coordinate with a variety of organizations to propose projects for consideration. To assess the applicability of a project, contact your local PennDOT district office for guidance and information on getting started.

Please note that Publication 740 does not address projects using Liquid Fuels funds. For information on Liquid Fuels funding, please refer to PennDOT's Publication 9 that outlines the policies and procedures for the administration of the County Liquid Fuels Tax and the Liquid Fuels Tax Act 655 (for municipalities).

In addition, Publication 740 does not specifically address the Transportation Alternatives Program (TAP), authorized under the federal legislation, MAP-21; which provides funding for projects such as pedestrian, bicycle facilities or community improvement activities. For more information on the TAP program, please contact your local PennDOT district office at the number provided on the back of this brochure.

To access PennDOT's available publications, including Publication 740, visit [www.pennndot.gov](http://www.pennndot.gov), then select "FORMS, PUBS & MAPS".

## RECOMMENDATIONS ON MOVING FOWARD

Local projects that utilize state and/or federal funding must meet the requirements of Publication 740.

When a local project sponsor enters into a Project Reimbursement Agreement with PennDOT to obtain state and/or federal funding, the project must proceed to construction. The Reimbursement Agreement will remain in effect for three years with the possibility of an extension following detailed justification.

Please note that if no activity occurs within the three year timeframe, the Reimbursement Agreement will be terminated and the local project sponsor may need to repay state and/or federal funds that were provided.

PennDOT recommends that local project sponsors utilize firms or individuals that are familiar with or have previous experience with PennDOT's processes and procedures.

## INTERESTED IN LEARNING MORE?

PennDOT's knowledgeable staff is available to help you get started!

Contact the local district office near you:



**District 1**  
814-678-7015

**District 2**  
814-765-0410

**District 3**  
570-368-8686

**District 4**  
570-963-4010

**District 5**  
610-871-4113

**District 6**  
610-205-6661

**District 8**  
717-772-0778

**District 9**  
814-696-7100

**District 10**  
724-357-2806

**District 11**  
412-429-5004

**District 12**  
724-439-7340

## PennDOT's Local Project Delivery Brochure

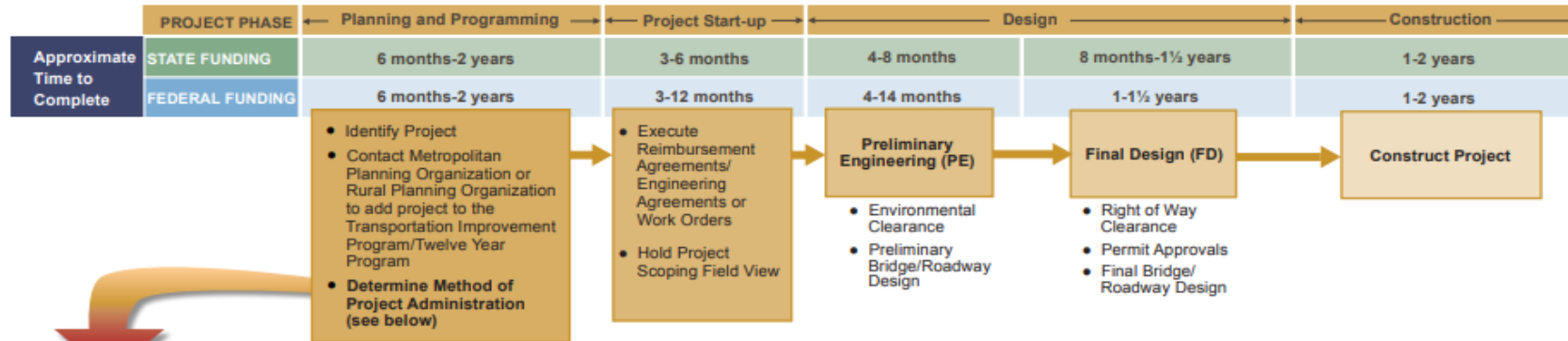
An overview of the  
Local Project Delivery Process



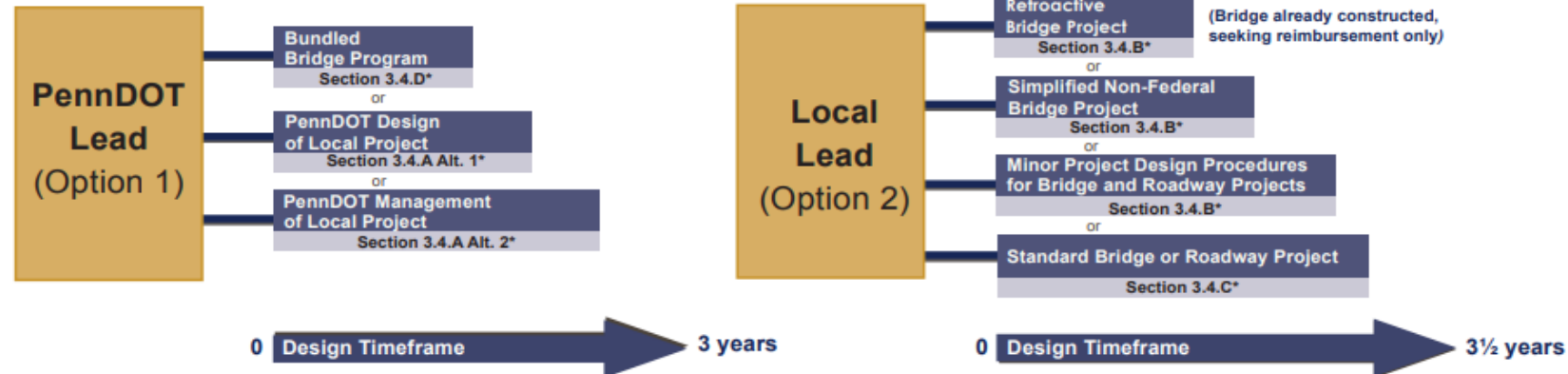


# BRIDGE REPAIR/REPLACEMENT FUNDING

## General Project Development Flowchart - Locally Sponsored Projects



### Options for Project Administration



\* Refer to Publication 740, Chapter 3 for explanation of administration options.

### Factors that can Impact a Schedule

- Historic Bridges
- Parks/Recreational Areas
- Archaeology
- Utilities
- Right of Way Acquisitions
- Endangered Species
- Railroad Involvement
- Waterway Permitting



# QUESTIONS





Update

# BUY AMERICA IMPACTS

MAC Meeting

MATTHEW BRIGGS - NPI SECTION CHIEF  
BUREAU OF CONSTRUCTION AND MATERIALS  
THURSDAY, JULY 11, 2024

# BUY AMERICA UPDATE

- “Buy America preference only applies to articles, materials, and supplies that are consumed in, incorporated into, or affixed to an infrastructure project.”
- “For the purposes of this guidance, an article, material, or supply should only be classified into *one* of the following categories: (1) iron or steel; (2) a manufactured product; or (3) a construction material. ...an article, material, or supply should not be considered to fall into multiple categories.”
- Any waivers from these requirements must be in writing and meet the requirements...
  - Very extensive process – Ideally as a last resort, this process could be used
  - **Long lead-time and still wouldn't be any guarantees it would be granted**



# BUY AMERICA UPDATE

The Act requires the following Buy America preference:

- All **iron and steel** used in the project are produced (from the initial melting stage through the application of coatings) in the United States.
- All **manufactured products** used in the project are produced in the United States. This means the manufactured product was manufactured in the United States, and the cost of the components of the manufactured product that are mined, produced, or manufactured in the United States is greater than 55 percent of the total cost of all components of the manufactured product
- All **construction materials** are manufactured in the United States. This means that all manufacturing processes for the construction material occurred in the United States.



# MANUFACTURED PRODUCTS

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

AGENCY: Federal Highway Administration [FHWA], DOT.

23 CFR Part 635

Buy America Requirements

48 FR 53099

November 25, 1983

ACTION: Final rule.

SUMMARY: The Federal Highway Administration (FHWA) is amending its Buy America regulation to implement procedures required by section 165 of the Surface Transportation Assistance Act (STAA) 1982 (Pub. L. 97-424). Section 165 provides with exceptions that funds authorized for Federal-aid highway projects may not be obligated unless the steel, cement, and manufactured products used in such projects are produced in the United States. The amendments are based on a review of comments received in response to an interim final rule (January 17, 1983) (48 FR 1946) and to amendments to that interim final rule (May 26, 1983) (48 FR 23631) which were issued to temporarily implement section 165. The final rule provides for application of the revised Buy America provisions to steel and cement regardless of project cost. The waiver exempting manufactured products other than steel and cement contained in the January 17, 1983, interim final rule is retained.

EFFECTIVE DATE: The final rule is effective December 27, 1983.

## 1983 Waiver for Manufactured Products

- ☐ *“Active”*
- ☐ *Re-evaluation  
Required*
- ☐ *Coordination with  
AASHTO*



# MANUFACTURED PRODUCTS

- ...items that consist of **two or more of the listed materials** that have been combined together through a manufacturing process, and items that include **at least one of the listed materials combined with a material that is not listed** through a manufacturing process, **should be treated as manufactured products**, rather than as construction materials.
- ...the last two manufacturing steps with that process.



# CONSTRUCTION MATERIALS

- The IIA finds that “**construction materials**” include an article, material, or supply— other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives — that is or consists primarily of:
  - non-ferrous metals (*examples: aluminum, copper, brass*);
  - plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables);
  - glass (including optic glass);
  - lumber; or
  - drywall





# CONSTRUCTION INSPECTION

## Minimizing the Impacts to PennDOT Inspection

- Eliminate Any Confusion – “Keep It Simple”
- QPL / Bulletin 15 Listing = Buy America Compliant
- Adjusted our Existing Project Certification (CS-4171) Forms
- \*\*Monitor/Coordinate with FHWA on Future Updates and Revisions



# DEPARTMENT CERTIFICATION

☐ #1 Manufacturer, Fabricator, Coater, Precaster

☐ #2 Distributor, Supplier or \*Private Label Company

Listed in E  
Bulletin #

8. By signing this document, you are certifying that this product meets the Build America, Buy America Act requirements and conforms to Section 106.11 of Publication 408.

I certify that the ab  
best of my knowled  
the product(s) liste

8.

NAME (print) :

TITLE:

COMPANY NAME :

SIGNATURE :

DATE:

*By Responsible Company Official*

9.

List company that sold you the material(s) documented above:

(Complete if you checked Block # 2 on line # 7, otherwise leave blank.)

*(Company Name)*

CS-4171 (3-19)



**pennsylvania**

DEPARTMENT OF TRANSPORTATION

[www.penndot.gov](http://www.penndot.gov)

## CERTIFICATE OF COMPLIANCE



# CURRENT STATUS – JULY 2024

## BABA Required All Waivers to be Re-Evaluated - Including the Manufactured Products Waiver

- Notice of Proposed Rulemaking
- FHWA Headquarters Resolution
- Ongoing Bulletin 15 Evaluation
- New Products will be Buy America Compliant during the Application Process

DEPARTMENT OF TRANSPORTATION  
Federal Highway Administration  
AGENCY: Federal Highway Administration [FHWA], DOT.  
23 CFR Part 635  
Buy America Requirements  
48 FR 53099  
November 25, 1983  
ACTION: Final rule.  
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EFFECTIVE DATE: The final rule is effective December 27, 1983.



# DEPARTMENT RESOURCES

## Pennsylvania Steel Products Procurement Act / FHWA Buy America

This web page addresses questions concerning both the Pennsylvania Steel Products Procurement Act (Act 3) and FHWA Buy America and provides clarification on the acceptance and certification of steel products on PennDOT construction projects.

### Pennsylvania Steel Products Procurement Act (Act 3):

**Act 3 applies to every public works project, which includes PennDOT projects.**

*Use or furnish only steel products produced in the United States in the performance of the contract or any subcontract.*

## Frequently Asked Questions and Answers

[Act 3 / Buy America FAQs & Answers](#)

**Submit new questions to be answered by PennDOT via email to**

[PASteelProcurementAct@pa.gov](mailto:PASteelProcurementAct@pa.gov)

As new questions are answered they may be loaded to the FAQs List.

<https://www.fhwa.dot.gov/construction/cqit/buyam.cfm>

[https://www.penndot.pa.gov/ProjectAndPrograms/Construction/PA\\_Act3/pages/default.aspx](https://www.penndot.pa.gov/ProjectAndPrograms/Construction/PA_Act3/pages/default.aspx)



Update

# BUY AMERICA IMPACTS

Any Questions?

Thank you!

MUNICIPAL ADVISORY COMMITTEE

PROGRAM INTRODUCTION & OVERVIEW

# POSTED AND BONDED PROGRAM

Halley Cole, P.E.  
Chief, Pavement Testing &  
Asset Management

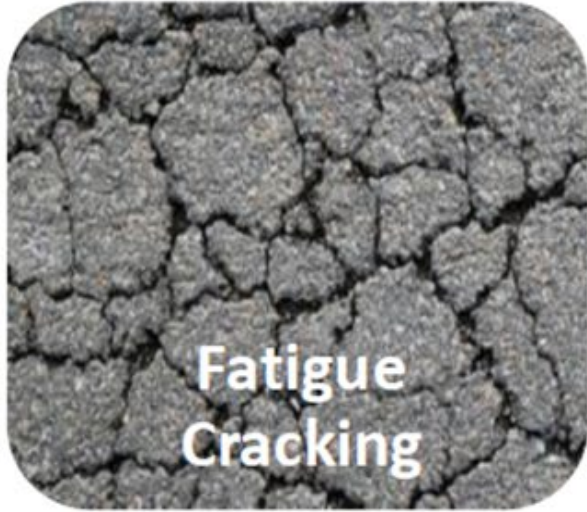
[halcole@pa.gov](mailto:halcole@pa.gov)

July 11, 2024





# ILLEGAL HAULING & ROADWAY DAMAGE



# PROGRAM HISTORY

- Older secondary and rural highways not designed to support the traffic currently in use and permitted by law
- Posted & Bonded program established so haulers exceeding posted weight limits are financially responsible for excess maintenance on roads they use
- The program existed for 30 years and accelerated due to a boom in Unconventional Oil & Gas since 2007

## Benefits

- ✓ Protects and preserves the roadway structural integrity
- ✓ Ensures those responsible for excess damage pay for the repairs
- ✓ Allows all vehicles, including those exceeding posted weight limits, simultaneous use of the roadway system

# LAW, REGULATION, AND POLICY



## Law

### Law

- PA Vehicle Code 75 CS §4902(a)

## Regulation

### Regulation

- 67 Pa Code, Chapter 189 – Hauling in Excess of Posted Wt. Limits
- 67 Pa Code, Chapter 190 – Letter of Local Determination

## Policy

### Policy

- PennDOT Pub 23, Chapter 15 – Weight Restrictions on Posted Highways
- PennDOT Pub 221 – Posting and Bonding Procedures For Municipal Highways

# PENNDOT VS MUNICIPAL POSTING



## PENNDOT

- Posting Authority for state-owned roadways
- Follows guidance set in Publication 23, Chapter 15
- Legislation already established to add new postings
- Can issue Letters of Local Determination (LoLD)

## MUNICIPALITY

- Posting Authority for local roadways
- Follows guidance set in Publication 221
- Ordinance required to post a new roadway
- Unable to issue LoLD unless ordinance is passed. Can alternatively issue Municipal Local Traffic Letter

# STEP BY STEP POSTING PROCESS



**STEP 1:** Conduct a Traffic and Engineering Study



**STEP 2:** Consider a Seasonal Posting or Find Alternative Routes



**STEP 3:** Adopt a Local Ordinance (if applicable)



**STEP 4:** Advertise a Notice of Posting to Public



**STEP 5:** Contact Known Hauling Users



**STEP 6:** Provide Notifications to Law Enforcement



**STEP 7:** Erect Weight Limit Signs

# Questions, Answers & Resources



**PennDOT Municipal  
Services Representatives**

[https://www.penndot.pa.gov/  
Doing-Business/LocalGovernment/  
MunicipalServicesRepresentatives](https://www.penndot.pa.gov/Doing-Business/LocalGovernment/MunicipalServicesRepresentatives)



**PennDOT Publication 221**

[https://bit.ly/PostedBonded-  
Pub221](https://bit.ly/PostedBonded-Pub221)



**PA Local Technical  
Assistance Program**

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

Phone: 1-800-FOR-LTAP

Email: LTAP@pa.gov



# 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) .



# FALL MEETING: **TUESDAY** OCTOBER 29, 2024

1:00-3:00 PM

*In-Person Preferred*

Keystone Building 8N1 and Microsoft Teams

## Draft Topics:

- Lighting/Nighttime Visibility
  - Bridge Strikes
  - TBD

# ADJOURNMENT