

MUNICIPAL ADVISORY COMMITTEE MEETING

KEYSTONE BUILDING 8N1 AND MICROSOFT TEAMS ·· OCTOBER 29, 2024



Pennsylvania
Department of Transportation

AGENDA

- **Welcome and Updates – Chris Metka** 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
 - Federal Highways Administration – Yathi Yatheepan
 - Legislative Update – David Lapadat
 - Municipal Services Fiscal Office – Kristen Sims
 - Electric Vehicles – Derrick Herrmann
- **Presentations**
 - EV Charging Over Sidewalks – Jeff Young 2:00-2:15
 - Bridge Strikes – Doug Tomlinson 2:15-2:30
 - Nighttime Visibility – Bill Houpt/Scott Evans 2:30-2:45
- **Other Discussion and Next Meeting** 2:45-3:00
- **Adjournment – Chris Metka** 3:00



WELCOME AND UPDATES

Chris Metka



MRO UPDATE

- “PennDOT Connects” Municipal Outreach, Training and Technical Assistance
 - Local transportation and land use planning
 - New 3-Year contract initiated with PSATS
 - Resources
 - Planning Assistance
 - Transportation Planning
 - Land Use Planning
 - Identifying and Applying for Funding
 - Identifying Key Stakeholder and Agencies
 - Monthly Newsletter
 - Tech Sheets
 - Webinars on planning topics (drop-ins)
 - Municipal Outreach Sessions (Spring)
 - Steering Committee (Quarterly)



MRO UPDATE

- LTAP Courses 2024-2025
 - Maintenance Courses
 - **New** - Pipes and Culvert Replacement/Installation
 - **Major Update** - Asphalt Roads Common Maintenance Problems (will be renamed)
 - Safety Courses — *All updates*
 - ADA
 - Active Transportation
 - Speed Limits
 - Ped/Crosswalks
 - Curves on Local Roads
 - Intro to Traffic Studies
 - Pavement Markings
 - Traffic Calming



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**
 - Sophie Eyer
 - Frank Mazza



UPDATES

- **Department of Community and Economic Development (DCED)**
 - Lisa Mroszczyk Murphy
- **Federal Highways Administration**
 - Yathi Yatheepan
- **Legislative Update**
 - Dan Lapadat
- **Municipal Services Fiscal Office**
 - Kristen Sims
- **Electric Vehicles**
 - Derrick Herrmann





Pennsylvania
**Department of Community
& Economic Development**

Office of Community Planning

OCP VISION



Pennsylvania
Governor's Center for
Local Government Services

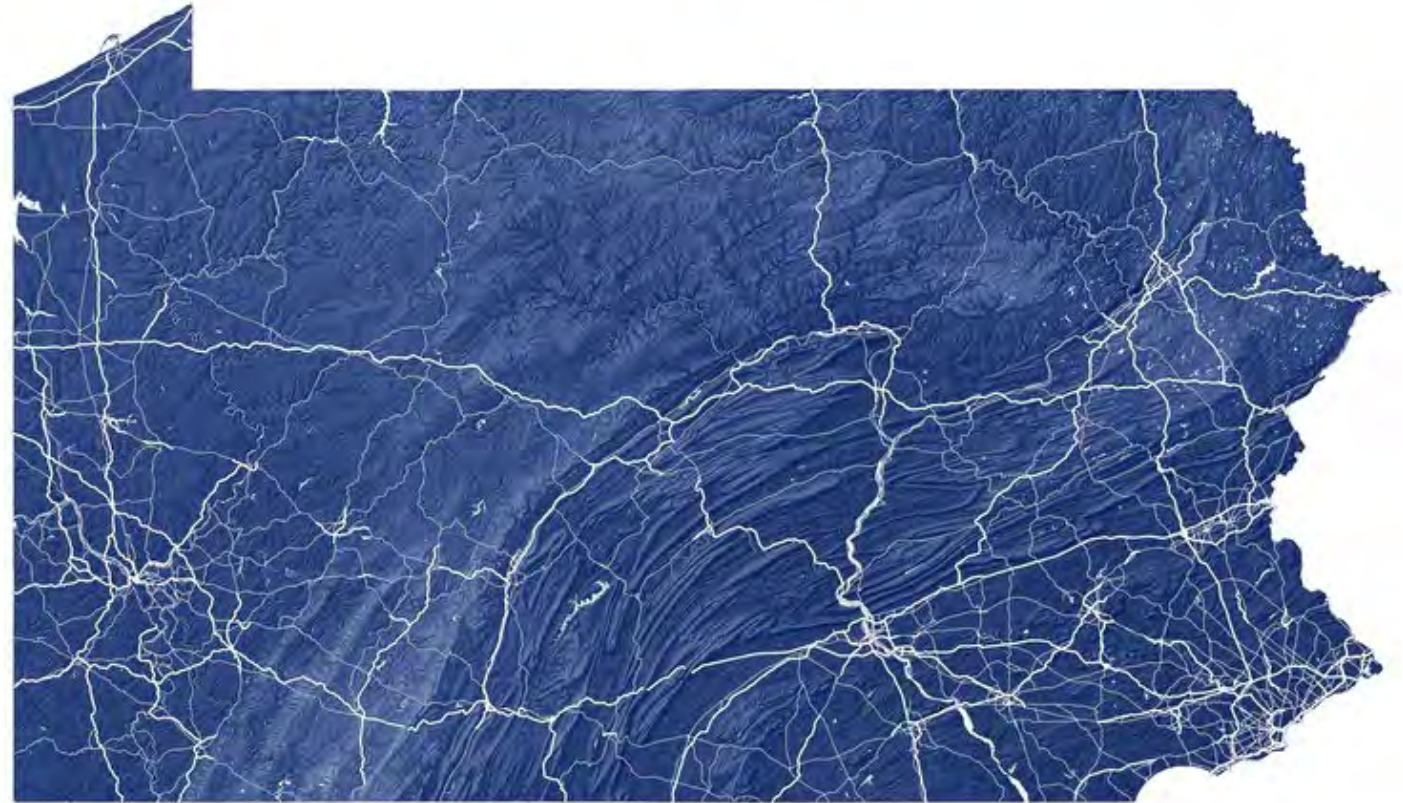
To foster vibrant communities through education, collaboration, and innovative local and regional planning



our roadmap or blueprint for the work we do

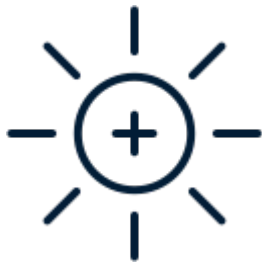
4 Goals

18 Actions



Goal 1

Enhance current services for a more holistic approach.



- 1.1 Evaluate and update educational resources
- 1.2 Evaluate and maintain website
- 1.3 Organize and maintain electronic file storage
- 1.4 Promote and develop need-related training
- 1.5 Explore and expand opportunities to present at conferences
- 1.6 Enhance communications
- 1.7 Review services and streamline processes
- 1.8 Explore opportunities for special projects
- 1.9 Create and maintain a listing of project documents and consultants as a resource

Goal 2

Become leaders and liaisons for planning and development.



- 2.1 Understand and explore federal programs that align with our mission
- 2.2 Understand state agencies and lead collaboration
- 2.3 Develop partnerships with planning-related organizations
- 2.4 Develop an understanding of the general state of planning across PA
- 2.5 Launch an incentive program to promote planning best practices
- 2.6 Develop a talent and knowledge pipeline
- 2.7 Draft and launch an Office of Community Planning roadshow

Goal 3

**Develop subject
matter experts in
target areas.**



Identify and develop areas of expertise

Goal 4

Provide visible and effective stewardship of administration priorities.



Review current priorities for prioritization and implementation

PA DEPARTMENT OF COMMUNITY & ECONOMIC DEVELOPMENT

Office of Community Planning

DIRECTOR

Ted S. Martin

MANAGER- WEST

Daniel Wade Carpenter

NORTHWEST

Joy Fronzoli

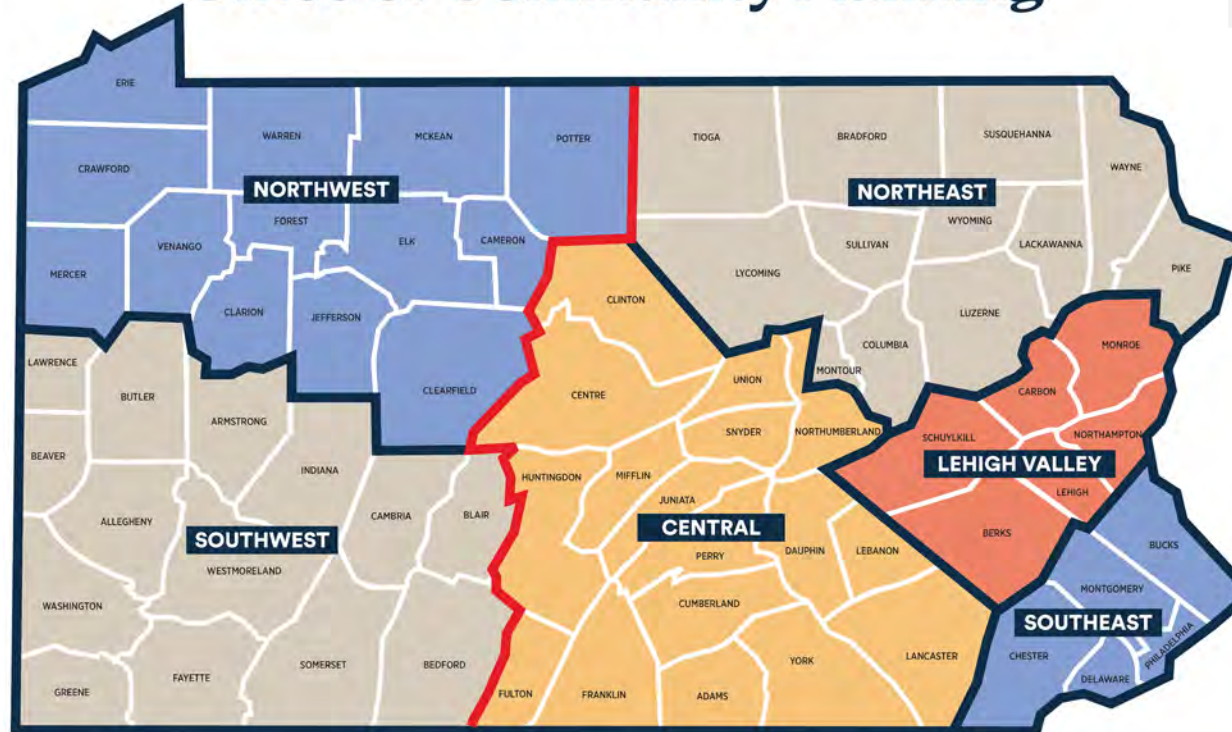
John McGranor

SOUTHWEST

Katie Wickert

Stephanie Edwards

Molly Sarver, AICP



MANAGER- EAST

Lisa Mroszczyk Murphy, AICP

NORTHEAST

Chris Chapman

Rachael Hobbs

LEHIGH VALLEY

Isabella Fiume

SOUTHEAST

Isabella Fiume

CENTRAL

Rachel Reznick

Nick Cannistraci

COVERAGE BY COUNTY- WEST



Pennsylvania
Governor's Center for
Local Government Services

Northwest

*Cameron, Clearfield,
Elk, Jefferson, Potter*

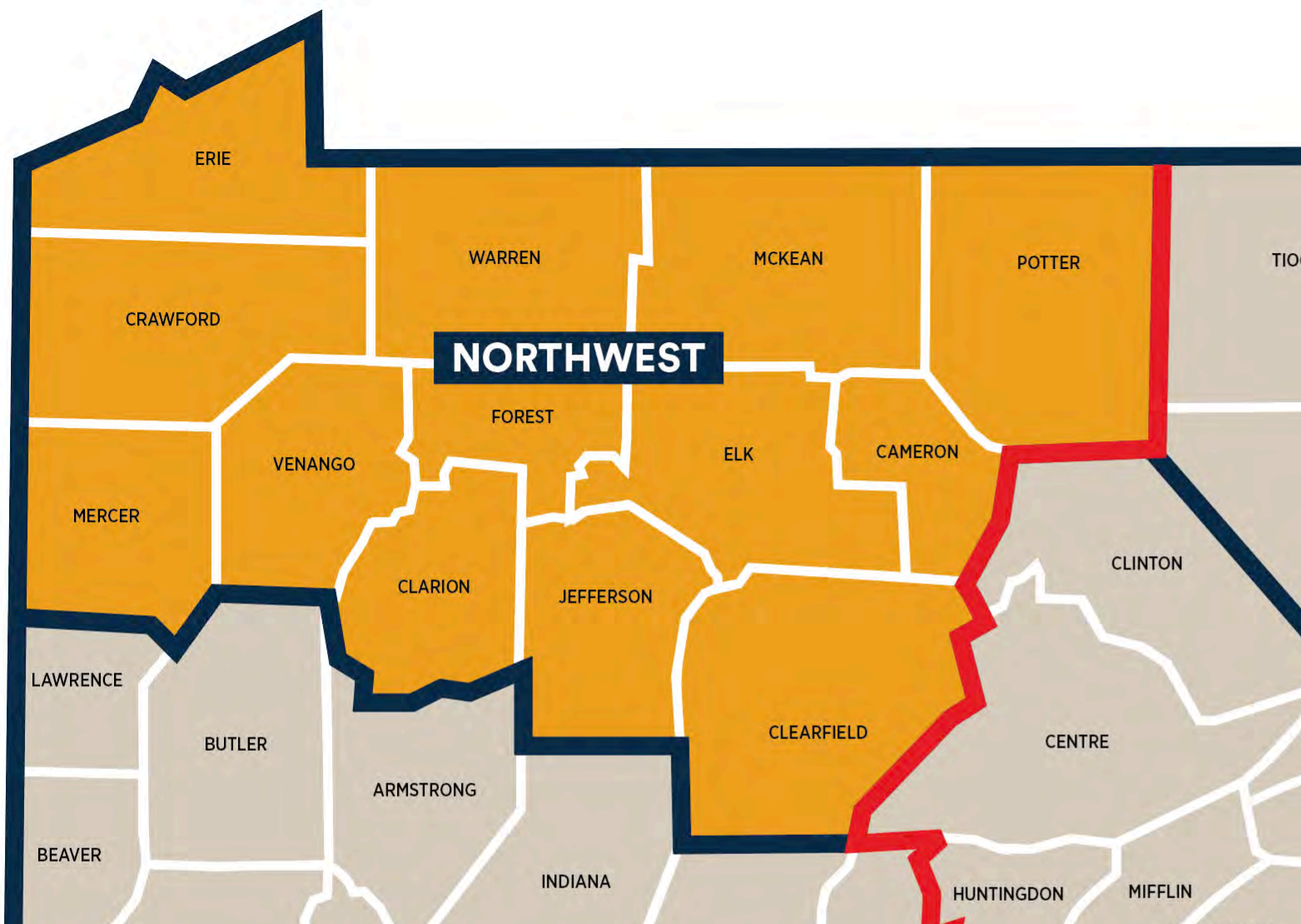
John McGranor

*Crawford, Erie, Forest,
McKean, Warren*

Joy Fronzoli

*Armstrong, Butler,
Clarion, Lawrence,
Mercer, Venango*

Katie Wickert



COVERAGE BY COUNTY- WEST



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Local Government Services

Southwest

*Allegheny, Beaver,
Fayette, Greene,
Washington*

Stephanie Edwards

*Bedford, Blair, Cambria,
Indiana, Somerset,
Westmoreland*

Molly Sarver



COVERAGE BY COUNTY- EAST



Northeast

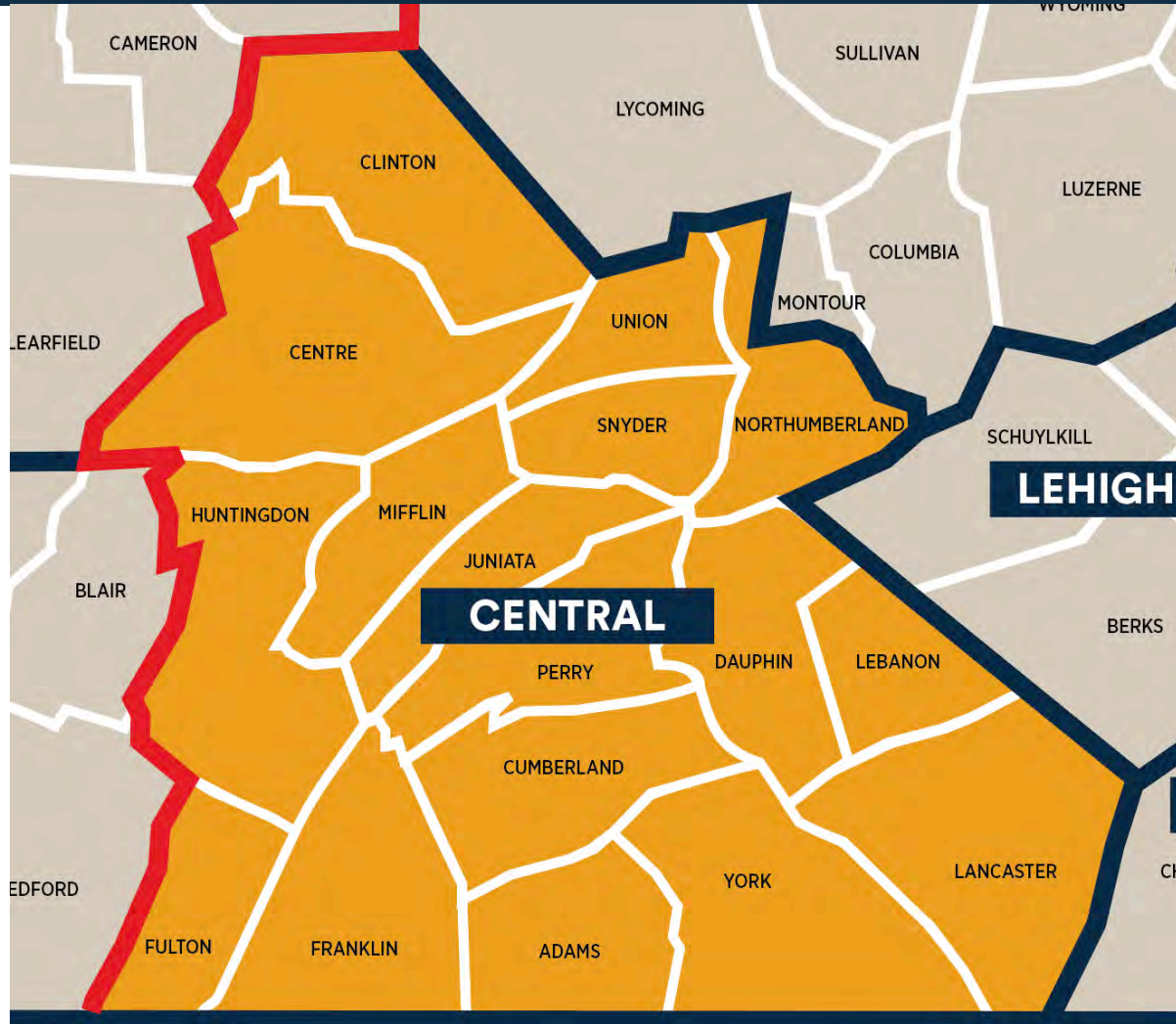
Bradford, Lycoming
Sullivan, Susquehanna
Tioga, Wyoming
Chris Chapman

Wayne, Pike,
Lackawanna, Luzerne,
Columbia, Montour
Rachael Hobbs

COVERAGE BY COUNTY- EAST



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Central

*Fulton, Franklin,
Cumberland, Perry,
Juniata, Mifflin,
Huntington, Centre,
Clinton*

Rachel Reznik

*Adams, York,
Lancaster, Lebanon,
Dauphin, Snyder,
Northumberland, Union*

Nick Cannistraci



COVERAGE BY COUNTY- EAST



Southeast

*Chester, Delaware,
Philadelphia,
Montgomery, Bucks*
Isabella Fiume



COVERAGE BY COUNTY- EAST



Lehigh Valley

*Monroe, Carbon,
Schuylkill, Berks,
Lehigh, Northampton*
Isabella Fiume



STAFF SUBJECT MATTER EXPERTS



Comprehensive Plans



Land Use / Zoning / SALDOs



Transportation



Parks / Trails / Recreation



Stormwater



Housing & Blight



Solar & Agriculture



Historic Preservation



Main Streets



GIS & Technology

Initial contact with
assigned regional
planner who will arrange
SMEs as needed.

MUNICIPAL ASSISTANCE PROGRAM (MAP)



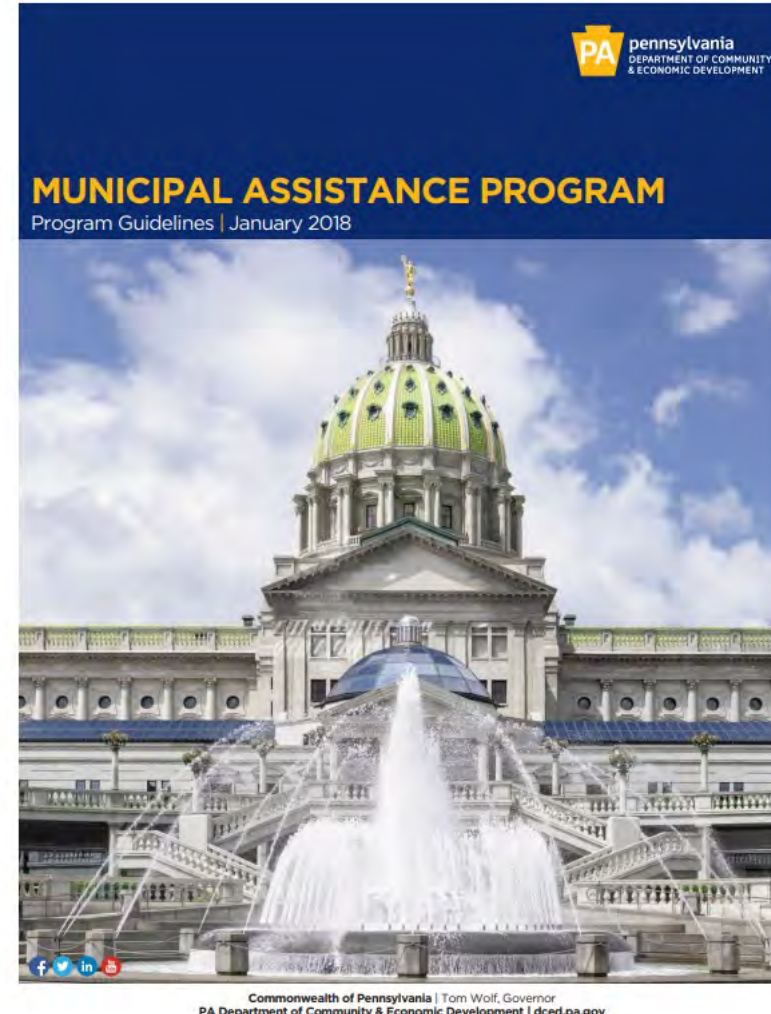
Pennsylvania
Governor's Center for
Local Government Services

2023 MAP RECAP

- 36 projects
- 23 counties
- \$1,688,659 in funding

FALL MAP AWARDS *pending*

SPRING REVIEW *March 1, 2025*



OCP ROADSHOW



Pennsylvania
Governor's Center for
Local Government Services

- Early Spring 2025
- Regional introductions
- Dates & locations TBD



STATE LAND USE & GROWTH REPORT



Pennsylvania
Governor's Center for
Local Government Services

- State Planning Board
- County and municipal planning director survey
- Policies and recommendations



STATE LAND USE AND GROWTH MANAGEMENT REPORT

"A comprehensive land use and growth management report to be prepared by the Center for Local Government Services and which shall contain information, data, and conclusions regarding growth and development patterns in this commonwealth and which will offer recommendations to the commonwealth agencies for coordination of executive action, regulation, and programs."

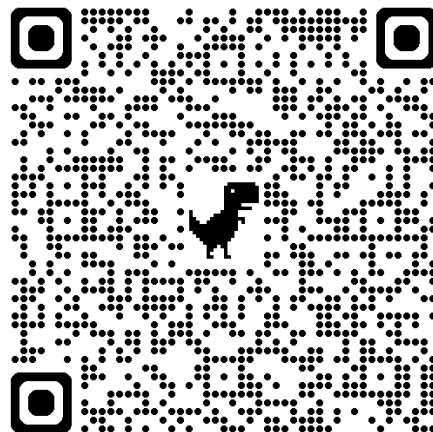
– Pennsylvania Municipalities Planning Code, Section 107

HOUSING ACTION PLAN



Pennsylvania
Governor's Center for
Local Government Services

- On September 12, 2024, Governor Josh Shapiro signed Executive Order 2024-03
- Directs DCED, in collaboration with other agencies and stakeholders, to develop a comprehensive Housing Action Plan



dced.pa.gov/housing-and-development/pennsylvania-housing-action-plan/

CONTACT US

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Pennsylvania
Department of Community
& Economic Development

Office of Community Planning

how can we help?

dced.pa.gov



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

Yathi Yatheepan, P.E.

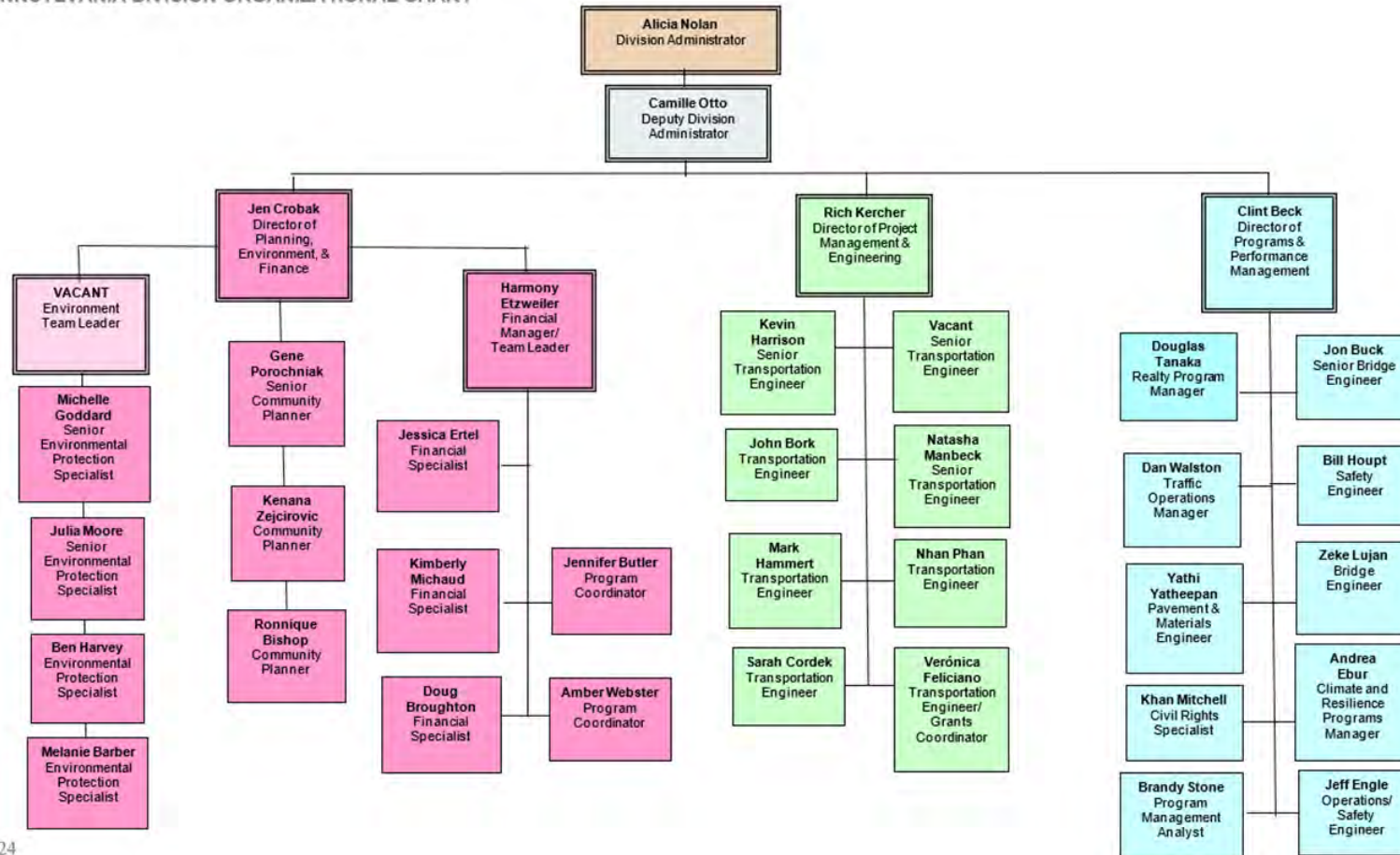
**Pavement and Materials Engineer/Research and
Innovation Coordinator
FHWA PA Division**

FHWA PA Division



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

FHWA PENNSYLVANIA DIVISION ORGANIZATIONAL CHART



October 2024

Discretionary Grants Program Fall 2024 Snapshot



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

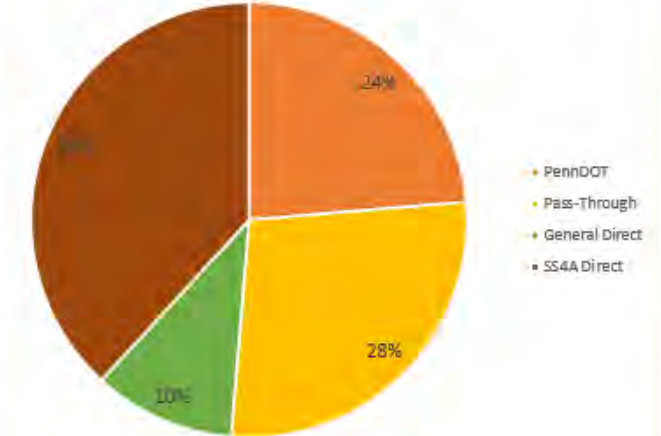
- New Grants Added:
 - 3 Congestion and Fueling Infrastructure (CFI) Grants
 - Total Awarded: \$11.4M
 - 9 Safe Streets 4 All (SS4A) Grants
 - Total Awarded \$28.8M
- Total Awarded since the Summer Snapshot: \$40.2M
- 48% of our Discretionary Grant Program is managed by local government and entities other than PennDOT.

Grant Program	No. Active Projects	Total Awarded (\$M)	Total Cost (\$M)
ADCMS	1	3.9	4.9
ADS	1	8.4	11.9
ATCMTD	2	13.6	31.5
BIP	2	501.5	1239.5
BUILD	4	90.5	264.6
CARSI 1	1	3.3	3.3
CARSI 2	1	15.0	15.0
CFI	3	11.4	11.4
EVCRAA	1	5.0	5.0
INFRA	3	96.9	577.9
MEGA	2	220.3	373.3
NAE	3	161.5	161.5
NSBP	1	0.4	0.5
PROTECT	2	21.0	21.0
RAISE	8	162.8	279.7
RCP	3	5.2	8.5
RURAL	1	69.0	452.2
SMART	3	5.7	5.7
TIGER 7	1	10.3	36.4
TIGER 8	2	24.0	25.3
TIGER 9	1	12.0	43.3
WCPP	1	0.8	1.1
Grand Total	47	1442.6	3573.4

SS4A Program	No. Active Projects	Total Awarded (\$M)	Total Cost (\$M)
2022 - A	8	3.0	3.7
2022 - I	2	42.7	53.4
2023 - P&D	6	1.5	1.9
2023 - I	2	26.3	33.5
2024 - P&D	9	12.4	15.4
2024 - I	2	16.8	21.1
Grand Total	29	102.7	128.9

Total Discretionary Grant Projects	76	\$1,545	\$3,702
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Recipient Distribution





Resources



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

- <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>



LCTM Funding Information

State DOTs via Request for Applications (RFA)

- RFA closed on June 10, 2024
- Up to \$1.2B for State DOTs

Non-State DOTs via Notice of Funding Opportunity (NOFO)

- NOFO available on Grants.gov
- Up to \$800M for non-State DOTs



NOTE: All funds must be obligated by September 30, 2026, and are available for expenditure through September 30, 2031.



Eligible Recipients for the NOFO



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

- Unit of 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





Eligible Projects



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

- Funds available for use on Title 23 construction projects:
 - Federal-aid highways
 - Tribal transportation facilities
 - Federal lands transportation facilities
 - Federal lands access transportation facilities
- Funds may be used for activities required to develop a process to demonstrate that materials:
 - meet the standard of ‘substantially lower embodied carbon’
 - are appropriate for use on eligible construction projects
- **NOTE**: Funds shall not be used for projects that result in additional travel through lanes for single occupant passenger vehicles. See 23 U.S.C. 179(b)(4)(C).



Examples of Eligible Activities



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

Examples of Eligible Activities

Categories of Activities

Low Carbon Transportation
Materials Identification Process
Development



Use of Eligible Materials on
Construction Projects



Process for Substantially Lower
Carbon



LCTM Quality Assurance and LCTM
Specifications



Construction Project Identification



Use of LCTM on Construction Projects



Resources



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

- LCTM website: www.fhwa.dot.gov/lowcarbon/
- NOFO is available at: Grants.gov
- Email: FHWALowCarbonMaterials@dot.gov

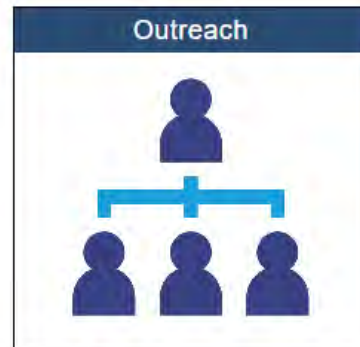
- ✓ Informational videos
- ✓ FAQs
- ✓ Fact Sheets
- ✓ Link to EPA Interim Determination
- ✓ Technical Resources



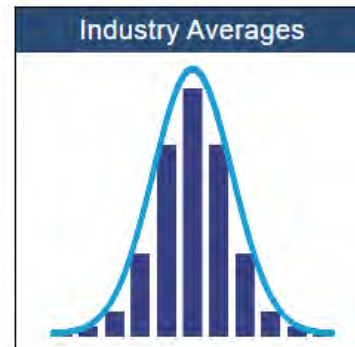
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U.S. Department of Transportation
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<https://www.fhwa.dot.gov/innovation/>



U.S. Department of Transportation
Federal Highway Administration



LOW CARBON
TRANSPORTATION
MATERIALS



Stay Tuned.....



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

Every Day Counts Round 8 (EDC-08) will start in
January/February 2025.

LEGISLATIVE UPDATE

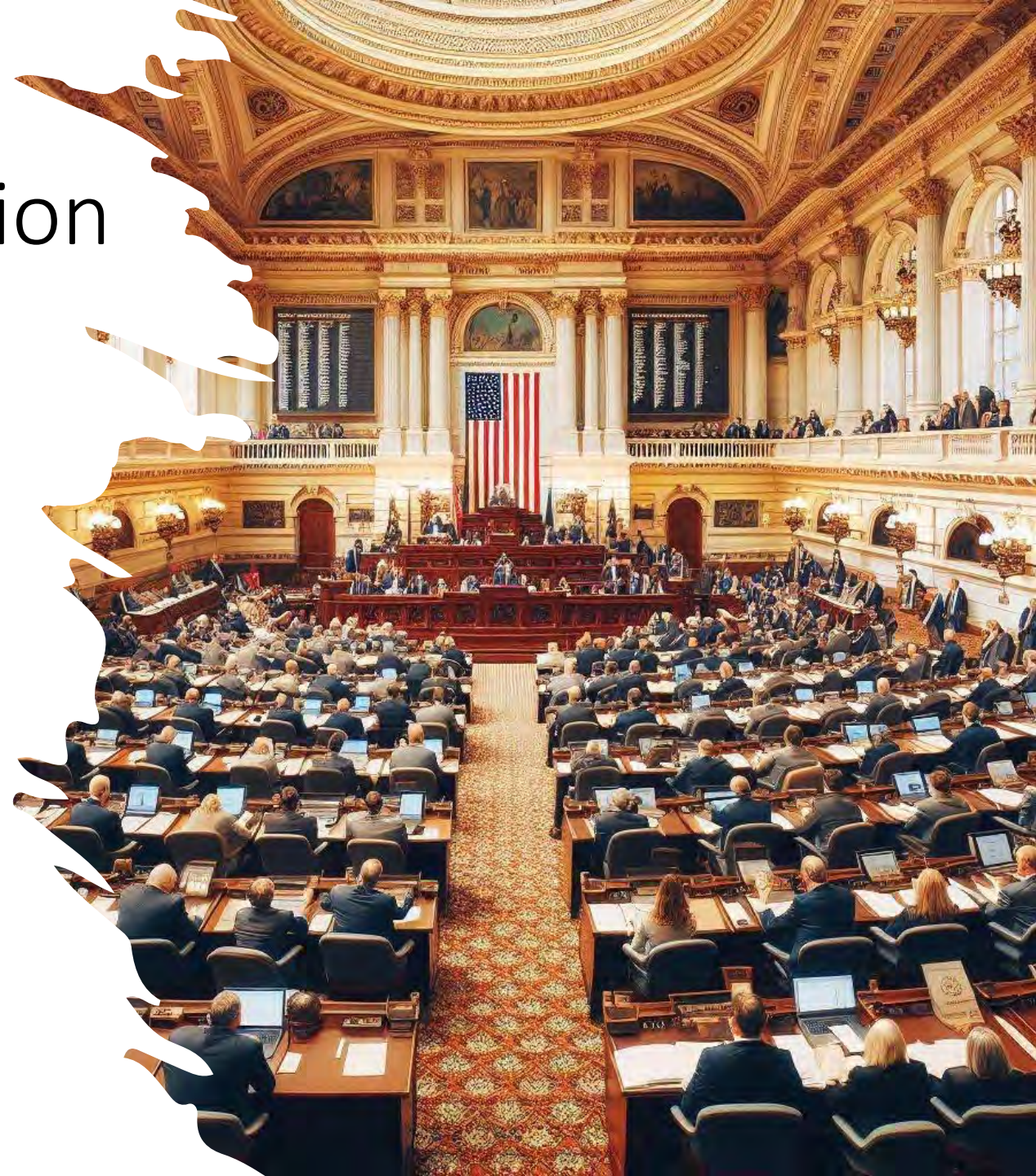
DAVID LAPADAT · OCTOBER 29, 2024



Pennsylvania
Department of Transportation

Noteworthy PA Legislation

- SB 656 – EV Road User Charge
- SB 1118 – Community Service
- HB 1338 – Illegal ATV enforcement on roadways
- HB 1833 – DBBV
- HB 2218 – Shared Electric low-speed scooter program.



MUNICIPAL SERVICES FISCAL OFFICE UPDATE

KRISTEN SIMS · OCTOBER 29, 2024



Pennsylvania
Department of Transportation

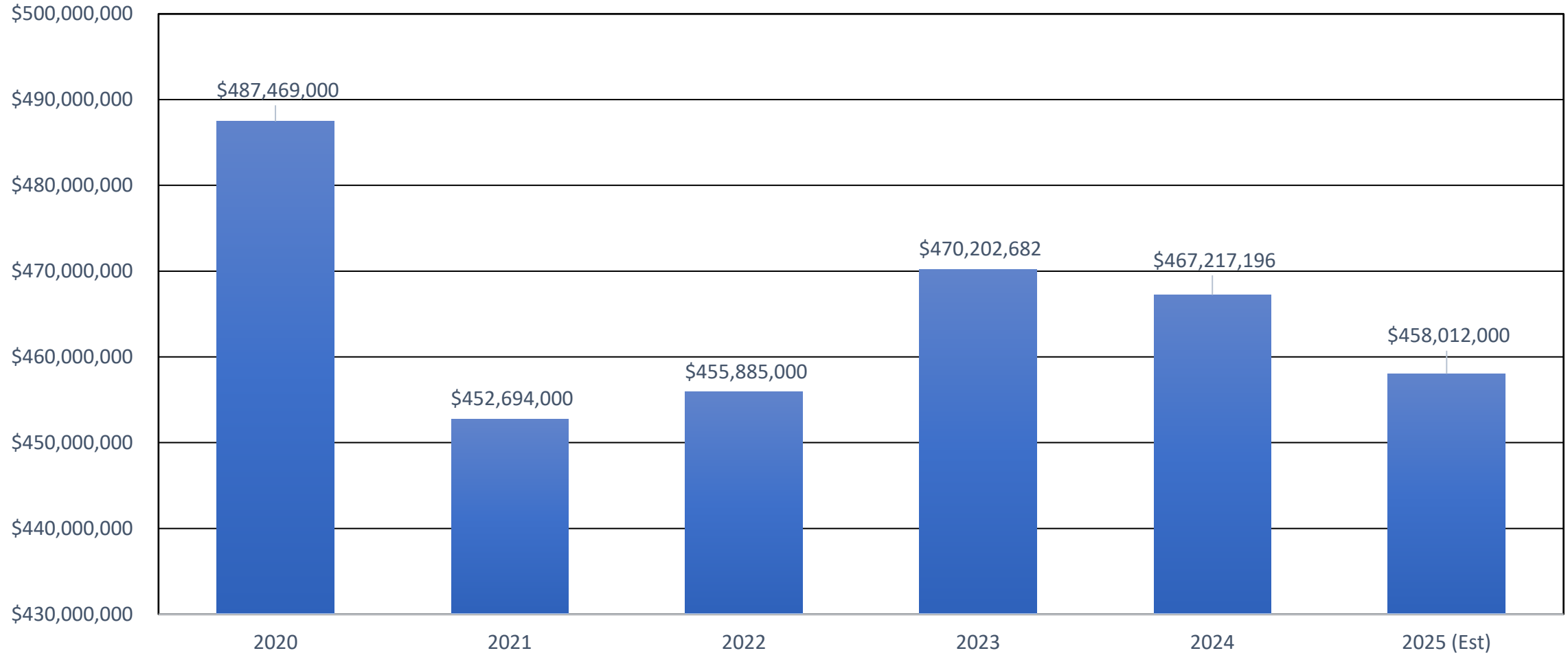
MLF ALLOCATIONS

- 2024 MLF allocation - \$467,217,196
 - \$2,985,486 (0.6%) increase
- As of October 28, 2024 - \$417,262,660 released to 2,513 municipalities
 - Payments released as municipalities become certified



MLF ALLOCATION HISTORY

Municipal Liquid Fuels History



PRIOR MLF ALLOCATIONS

- 2023 MLF allocation - \$470,202,682
 - \$14,317,682 (3.1%) increase
 - As of October 18, 2024 - \$468,260,624 released to 2,543 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



SENATE BILL 656 OF 2024

- Electric Vehicle/Hybrid Vehicle Fees
 - Will be distributed exactly as the current gas tax

Summary of Revenue Distribution	
MLF Non Restricted	\$ 3,922,023.90
Maintenance	2,302,857.14
Construction	1,142,857.14
Municipalities	1,563,363.12
Bridges	371,428.57
County/Forestry Bridges	57,142.86
PA Turnpike	400,000.00
County Liquid Fuels Tax Fund	84,483.12
Turnback	77,922.08
Local Bridge	77,922.08
Total	10,000,000.00



ANY
QUESTIONS
?



NEVI ROUND 2

2024 FALL MAC MEETING

DERRICK HERRMANN, P.E. • • OCTOBER 29, 2024



Pennsylvania
Department of Transportation

COMMUNITY FRAMEWORK



**Corridor
Connections**

\$10-15M



**Community
Charging**

\$75-80M



**Critical
Investments**

\$5-10M



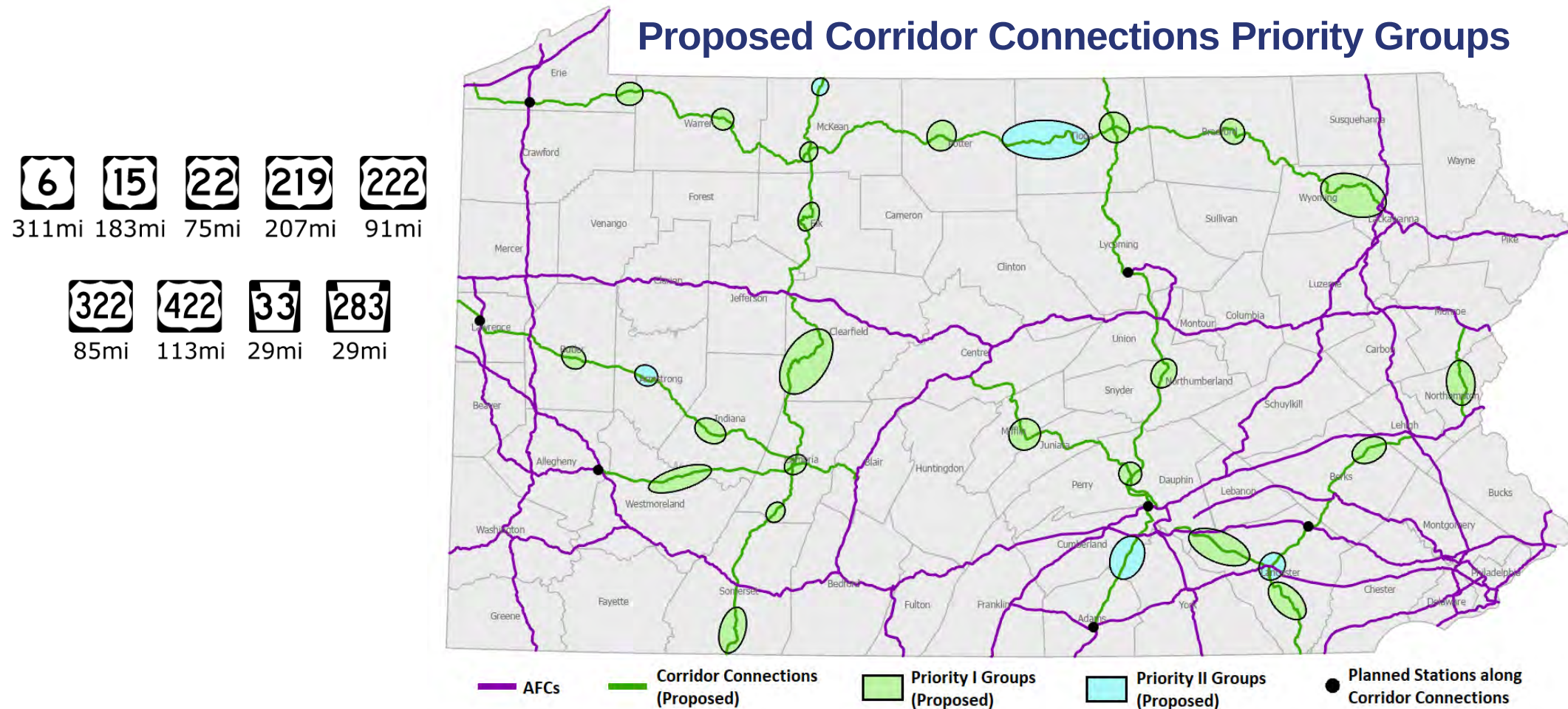
**EV
Workforce**

\$4-6M



CORRIDOR CONNECTIONS: \$10-15 MILLION

- The goal of Corridor Connections is to fill long-distance travel route gaps.
- Each “bubble” in the map below is a portion of roadway where PennDOT will seek to fund a charging station along the roadway.

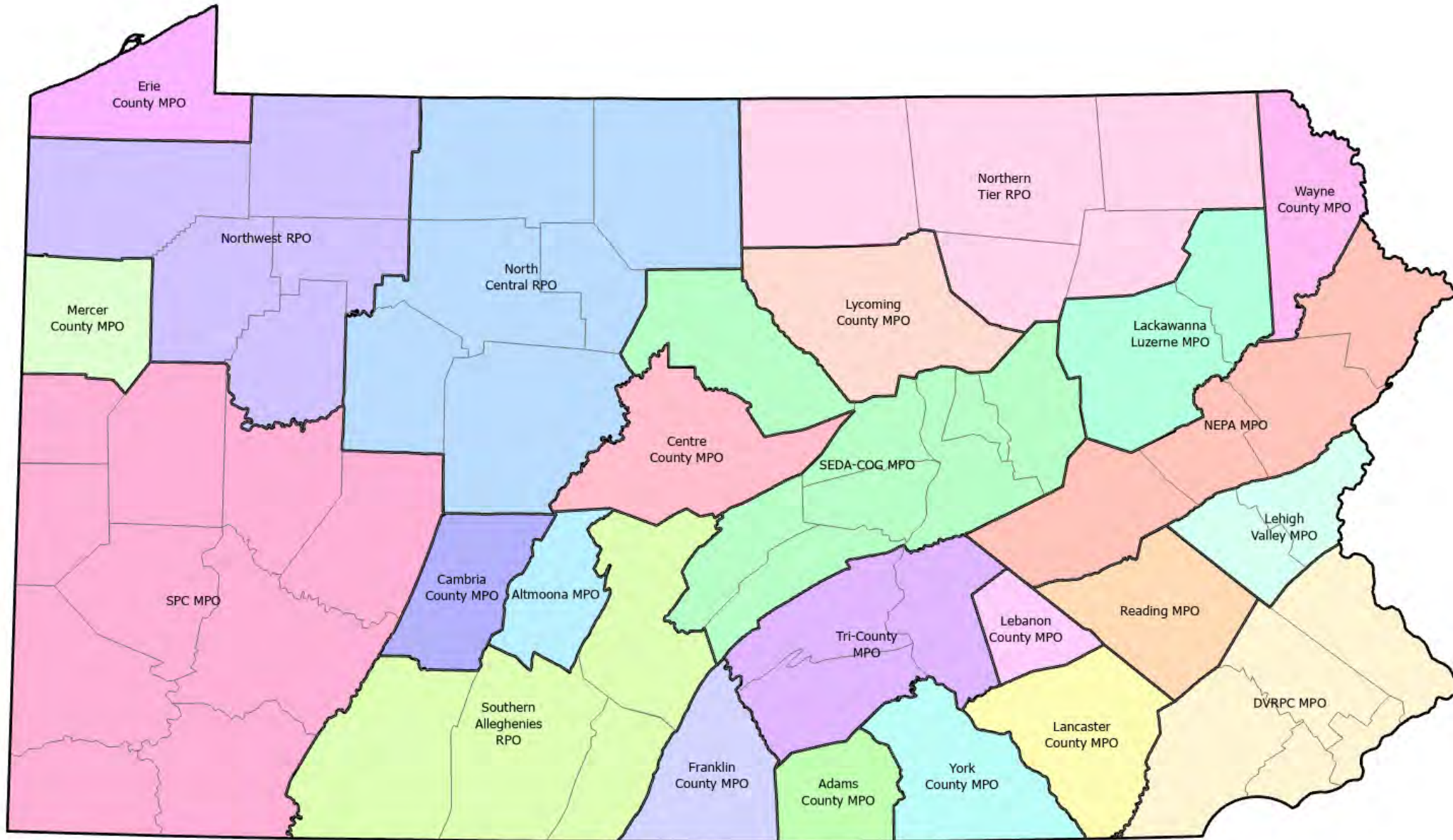


COMMUNITY CHARGING: \$75-80 MILLION

- The goal of the Community Charging Focus Area is to improve charging access within communities.
- Through a public survey, and via community engagement performed by local transportation planning agencies, PennDOT is gathering feedback on:
 - Charging station features (i.e. accessibility, affordability, safety, etc.)
 - Charging location types (i.e. on-street in downtowns, destinations, etc.)
 - Charging station locations (i.e. specific towns or neighborhoods)
- Local charging station priorities will be incorporated into the competitive funding opportunities



TRANSPORTATION PLANNING AGENCIES



COMMUNITY CHARGING: \$75-80 MILLION

TSMO Region	Planning Partner	Planned Funding (%)	Planned Funding Amount	Planned Regional Funding (%)	Planned Regional Funding Amount
Western	SPC MPO Allegheny County	18 - 20% 9.4 - 11%	\$14 - 16 M \$7.5 - 8.5 M	22 - 25%	\$17 - 20 M
	Northwest RPO	1.5 - 2.3%	\$1.2 - 1.8 M		
	Erie County MPO	1.7 - 2.4%	\$1.3 - 1.9 M		
	Mercer County MPO	0.9 - 1.4%	\$0.7 - 1.1 M		
Central	SEDA-COG MPO	2.2 - 2.9%	\$1.7 - 2.3 M	8.2 - 9.4%	\$6.5 - 7.5 M
	North Central RPO	1.3 - 1.9%	\$1.0 - 1.5 M		
	Southern Alleghenies RPO	1.0 - 1.5%	\$0.8 - 1.2 M		
	Northern Tier RPO	0.9 - 1.4%	\$0.7 - 1.1 M		
	Blair County MPO	0.5 - 0.8%	\$0.4 - 0.6 M		
	Cambria County MPO	0.7 - 1.0%	\$0.5 - 0.8 M		
	Centre County MPO	1.2 - 1.8%	\$0.9 - 1.4 M		
	Lycoming County MPO	0.4 - 0.7%	\$0.3 - 0.5 M		
Eastern	Lehigh Valley MPO	4.4 - 5.7%	\$3.5 - 4.5 M	28 - 33%	\$22 - 26 M
	Lackawanna Luzerne MPO	3.7 - 4.7%	\$2.9 - 3.7 M		
	Tri-County MPO	3.7 - 4.7%	\$2.9 - 3.7 M		
	Lancaster County MPO	3.2 - 4.2%	\$2.5 - 3.3 M		
	NEPA MPO	3.2 - 4.2%	\$2.5 - 3.3 M		
	Berks County MPO	2.8 - 3.7%	\$2.2 - 2.9 M		
	York County MPO	2.8 - 3.7%	\$2.2 - 2.9 M		
	Franklin County MPO	0.8 - 1.3%	\$0.6 - 1.0 M		
	Lebanon County MPO	1.0 - 1.5%	\$0.8 - 1.2 M		
	Adams County MPO	0.5 - 0.8%	\$0.4 - 0.6 M		
	Wayne County	0.3 - 0.5%	\$0.2 - 0.4 M		
Southeastern	DVRPC MPO Philadelphia County	34 - 42% 18 - 23%	\$27 - 33 M \$14 - 18 M	35 - 40%	\$28 - 32 M



COMMUNITY CHARGING: \$75-80 MILLION

	2024		2025		AFC FBO				
	Q3	Q4	Q1	Q2	Q1	Q2	Q3	Q4	Q4+
1. Program Development and Outreach									
2. Community Charging Use Rankings and Community Priority List Development									
3A-B. Community Charging Funding Opportunity – Development									
3C-E. Community Charging Funding Opportunity – Release and Selections									
4. Post-Selection Activities									
5. Follow-Up Rounds as Funding Remains									

No.	Community Charging Initiative Type	Priority Scale
DVRPC – I0001	On Street Charging in Downtowns	1



No.	Communities (Zip Code, City, County, Description)
DVRPC – C0001	Downtown Norristown, Montgomery County



HOW CAN MUNICIPALITIES BE INVOLVED?

- Work through your local transportation planning organization
- Identify potential projects by providing priorities for:
 - Charging initiative type, i.e.:

Example Community Charging Initiatives

On-Street Charging in Downtowns

Parking Lots in Cities and Towns

Multi-Unit Dwelling Charging Solutions

Destination Charging (e.g., parks, recreation, events)

Planning Partner specific focus areas

- Engage community groups and residents
- Send projects types and locations back to the MPO/RPO



CRITICAL INVESTMENTS: \$5-10 MILLION

- The goal of the Critical Investments Focus Area is to fund important charging locations and types that may not be adequately addressed in the other focus areas.
- Examples could include:
 - EV charging stations for commercial medium- and heavy-duty vehicle charging
 - EV charging stations at PennDOT park-and-ride facilities
 - EV charging stations at state owned public facilities (e.g., state parks, CareerLink locations)



EV WORKFORCE: \$4-6 MILLION

- PennDOT is currently exploring methods to support EV charging workforce development to train or upskill workers to be able to enter the fields related to EV charging.
- Leading workforce funding areas include:
 - Supporting EVSE technician certification programs
 - Community and technical college training programs
 - Physical cybersecurity training programs
 - Purchasing or renting equipment to supply to training programs



COMMUNITY FRAMEWORK



**Corridor
Connections**

\$10-15M



**Community
Charging**

\$75-80M



**Critical
Investments**

\$5-10M



**EV
Workforce**

\$4-6M



PRESENTATIONS

- **EV Charging Over Sidewalks**
 - Jeff Young
- **Bridge Strikes**
 - Doug Tomlinson
- **Nighttime Visibility**
 - Bill Houpt
 - Scott Evans



GUIDANCE FOR MUNICIPALITIES TO MANAGE ON-STREET, OVER- THE-CURB EV CHARGING



THE CHALLENGE

- EV ownership is growing rapidly
- Many residents lack off-street parking
 - Public charging facilities still limited
 - Permanent sidewalk chargers not always possible
- Drivers may not know how to safely run cords over sidewalks but are doing it anyway!
 - Hazard for pedestrians, wheelchair users, strollers



Image: An electric vehicle charging cord lays across a PA residential sidewalk without a cover. The cord must be covered to comply with federal accessibility regulations and to ensure sidewalk safety for all users.



ROLES

- PennDOT's maintenance responsibility is from curb to curb
- Sidewalks primarily managed by municipalities
- Municipalities can develop guidelines for safe, accessible charging in the right-of-way (ROW)

Best Practices for Electric Vehicle Charging in the Public Right-Of-Way Prepared by the City of Pittsburgh Department of Mobility and Infrastructure

Best Practices for Electric Vehicle Charging in the Public Right-Of-Way

Prepared by the City of Pittsburgh Department of Mobility and Infrastructure

Purpose: This document conveys the best practices for residents charging electrical vehicles in the public parking lane using a Level 1 charger. Vehicles and charging equipment are subject to all provisions in City Code including violations, fees and fines where provisions are violated.

Applicability: At this time, the City does not issue permits for equipment or vehicle parking related to EV charging in the ROW. Residents are encouraged to charge their vehicle on private property wherever possible. Use of an EV charger in the ROW does not reserve the parking space for any specific vehicle or resident. Guidelines are provided for reference only. The City makes no guarantees or warranty about the information provided.

Level 1 EV Charging in the ROW Best Practices:

Do's	Do-Not's
• Do use a cord cover. Cords should not present a tripping hazard or barrier to sidewalk accessibility. See next section for additional practices. • Do store all equipment on private property when not in use. • Do ensure that chargers comply with National Electric Code.	• Do not block access to any curb cut, transit stop, fire hydrant, or crosswalk. • Do not violate permit or other parking restrictions. All local parking regulations, remain unchanged and shall be followed. • Do not install signage insinuating the restriction or privatization of street parking.

Cord Covers:

Cord covers must cover the full width of the sidewalk. The cord cover must be stable and secure and not easily moved with any typical sidewalk use.

For cord covers under 1/2" in height:

If the total height of both the cord and ramp does not exceed 1/4 inch, then the ramps on either side must not exceed a steepness of 50% grade or a 1:2 gradient.

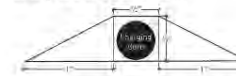


FIGURE 1. CROSS-SECTION OF RAMP REQUIREMENTS FOR UP TO 1/2 INCH

For cord covers greater than 1/2" in height:

- The ramp shall be no steeper than an 8.3% grade or 1:12 gradient (for example, a one-inch-high cord cover should have ramps that extend at least one foot)
- A 3' x 5' clear landing on the sidewalk must be on either side of the ramp



FIGURE 2. CROSS-SECTION OF RAMP REQUIREMENTS FOR OVER 1/2 INCH HEIGHT. RAMPED SIDE ON A TOTAL HEIGHT OF 1 INCH



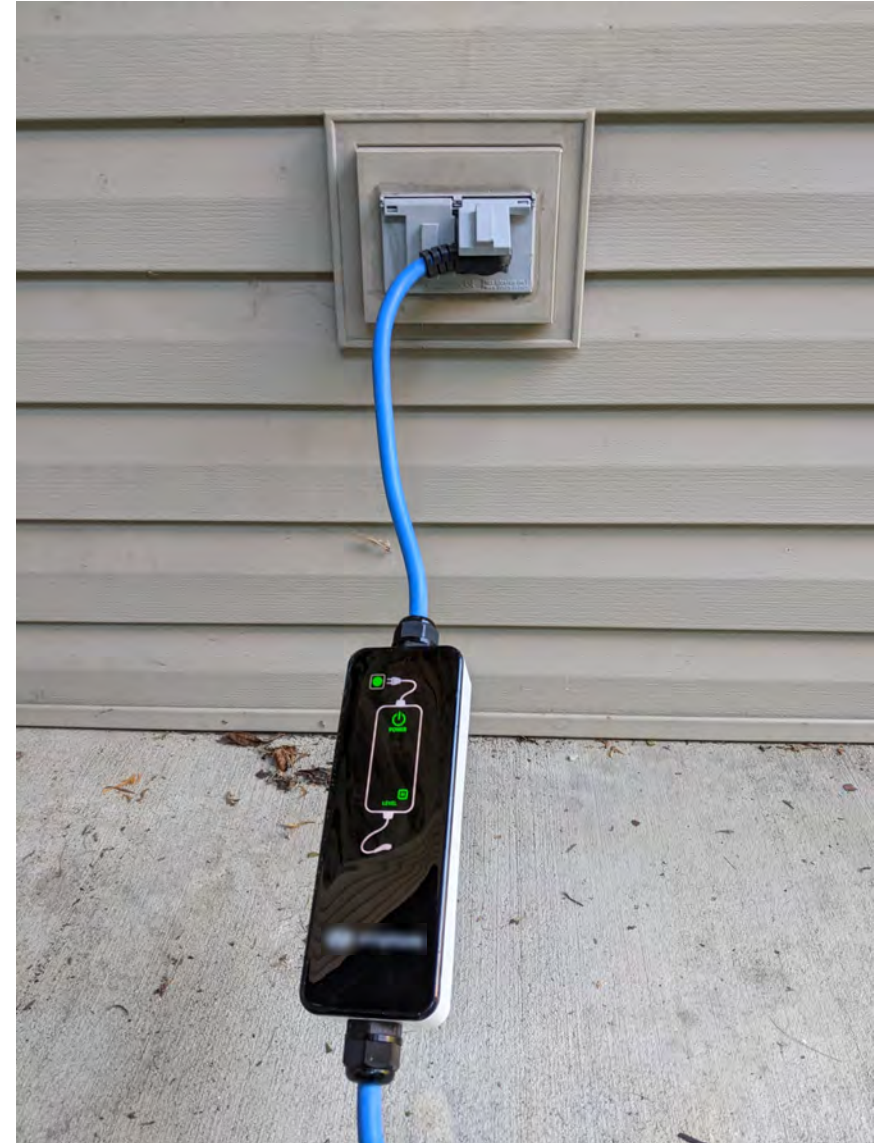
FIRST STEPS

- Federal and state laws do not prohibit properly managed ROW charging
- Local restrictions on cords crossing the sidewalk may apply
 - Update ordinances, zoning, or permits if appropriate
 - Refer to Municipalities Planning Code (MPC) as necessary
- Consider local conditions:
 - Historic areas
 - Presence or absence of sidewalks
 - Off-street parking availability
 - HOAs with their own rules



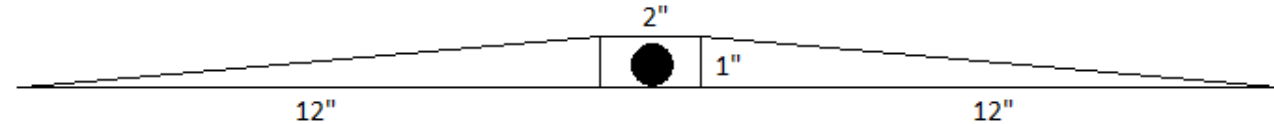
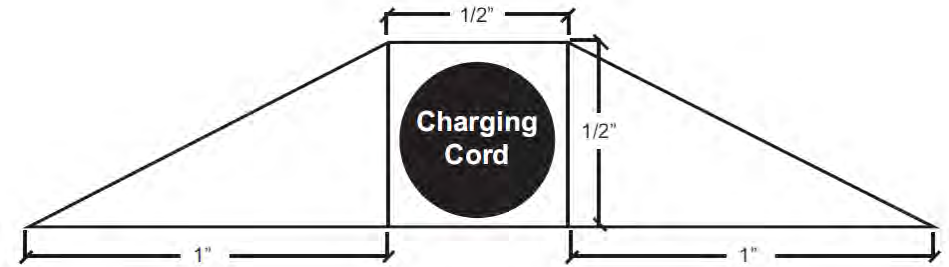
MANAGING CHARGING CORDS

- Focus on Level 1 charging:
 - **Standard wall outlet**, 120 V, up to 20A service, max 1.9kW output
- Cords should run along the ground and be covered when crossing sidewalks
 - Remove cord and cover when not in use
- To avoid fire and shock risks:
 - Review manufacturer directions and warnings
 - Avoid extension cords unless advised by an electrician



CORD COVER REQUIREMENTS

- Cord cover must be stable and span the full sidewalk width
- Must meet Americans with Disabilities Act (ADA) requirements:
 - **Height up to ½ inch:**
 - Slope max 50% grade (1 inch rise per 2 inches run)
 - **Height of ½ inch to 6 inches:**
 - Slope max 8.3% grade (1 inch rise per 12 inches run)
 - Level transition parallel to the sidewalk surface at least one inch wider than the height of the cover
 - **Taller than 6 inches not allowed**



PREVENTING MISUSE

- Charging setups must NOT
 - Reserve parking or imply a space is reserved
 - Cross travel lanes, including bike lanes
 - Involve parking on sidewalks, including for electric motorcycles
 - Block a curb cut, transit stop, fire hydrant, or crosswalk
 - Cross the sidewalk if a garage or driveway is available
- Municipalities may establish penalties for violations



COMMUNICATION

- Include the topic in community meetings
- Distribute informational materials
- Use social media
- Clearly communicate how violations will be handled



QUESTIONS?

Email: ra-pdevcorridors@pa.gov



Pennsylvania
Department of Transportation

Pa. Turnpike bridge in North Huntingdon safe for traffic after strike by truck, official says



PATRICK VARINE | Thursday, Aug. 17,

Repairs to Queen Street bridge damaged by strikes, to get underway this month: PennDOT



Teresa Boeckel
York Daily Record

Repairs needed after truck strikes 1800s-era covered bridge in Lancaster County

by: James Wesser, Evan Popalis
Posted: Nov 21, 2023 / 12:25 PM EST
Updated: Nov 21, 2023 / 04:15 PM EST

Addressing Bridge Strikes

Douglas Tomlinson, PE

Pennsylvania DOT

Chief, Highway Safety and Traffic Operations

dtomlinson@pa.gov

Reportable Bridge Strikes

➤ Crash Records

- ✓ 2020 – 41
- ✓ 2021 – 54
- ✓ 2022 – 73
- ✓ 2023 – 60



Bridge Strikes



National Efforts

THE EASTERN
TRANSPORTATION
COALITION



National Efforts - Delaware



Community Photos



National Efforts – North Carolina



11 FOOT 8 VIDEOS

[About 11foot8](#) ▾[FAQ](#)[Raising 11foot8](#)[Store](#)[Feed the Canopener](#) ▾[Licensing](#)

07/15/2023 11foot8 +8, 2023

Boxtruck crash sprays debris at the 11foot8+8 bridge

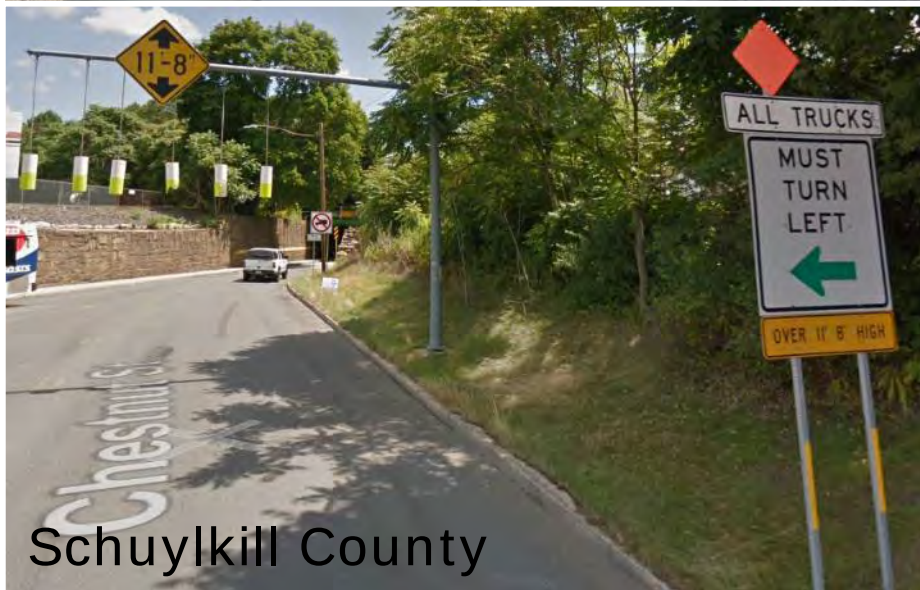
Only the second crash this year at the 11foot8 bridge, but on July 6 a box truck driver ignored the warning signals and hit the crash beam of the Canopener bridge. Pieces of the roof were scattered all over the road! This was crash # 178 since 2008.

[Read More »](#)

Pennsylvania Efforts



Rishel Bridge
Northumberland County

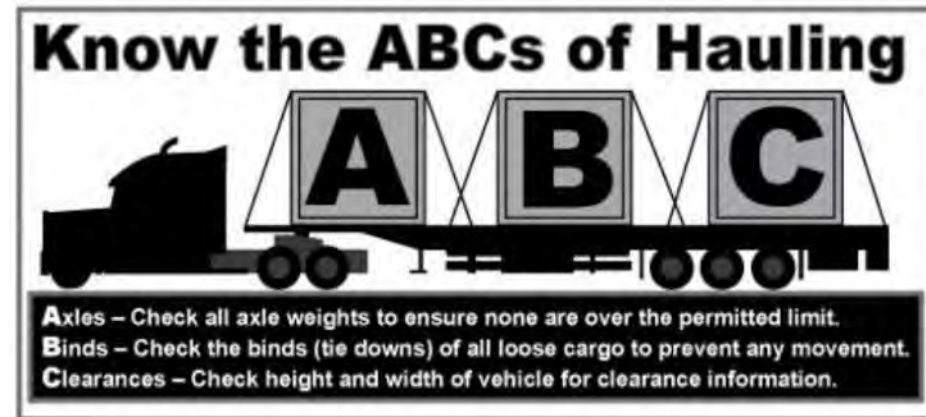
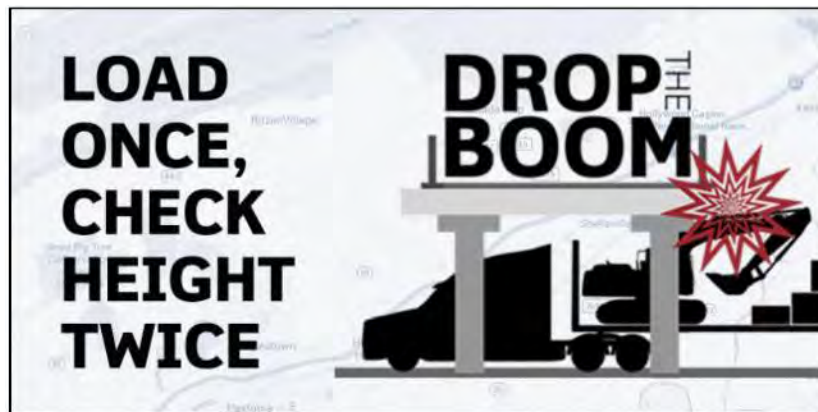


Schuylkill County

Building on previous work

➤ Recommendations from 2016

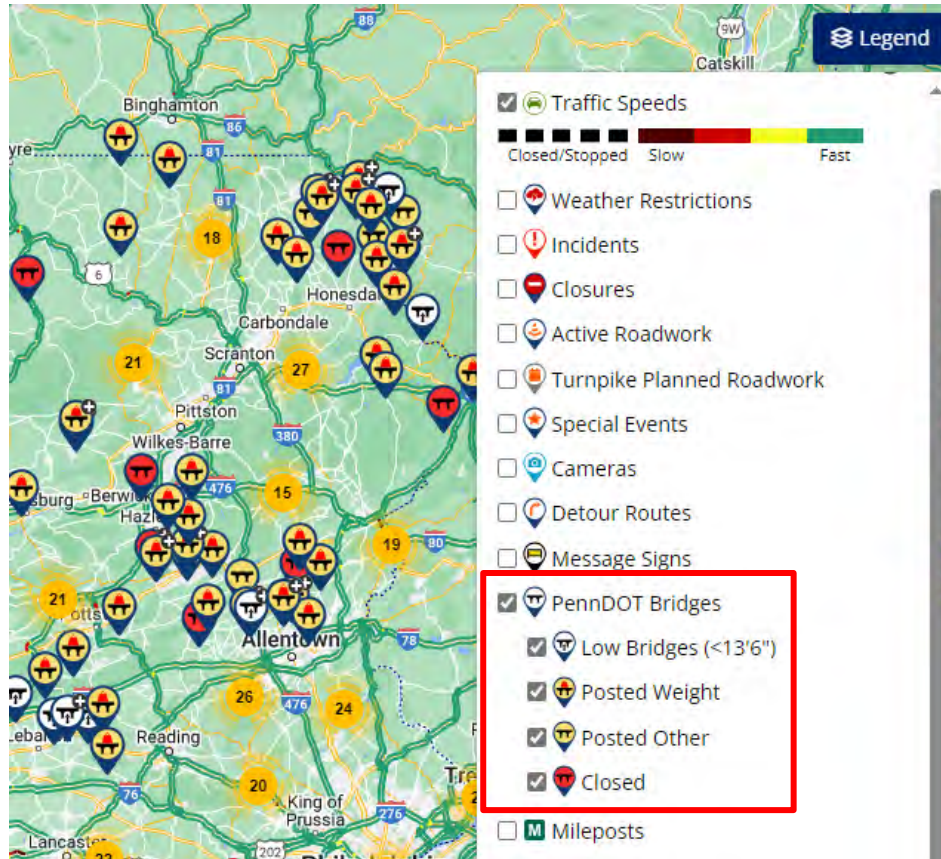
- ✓ Educational materials
- ✓ Industry partnerships
- ✓ 511PA low-clearance mapping
- ✓ Risk Assessment / AAR of bridge strikes



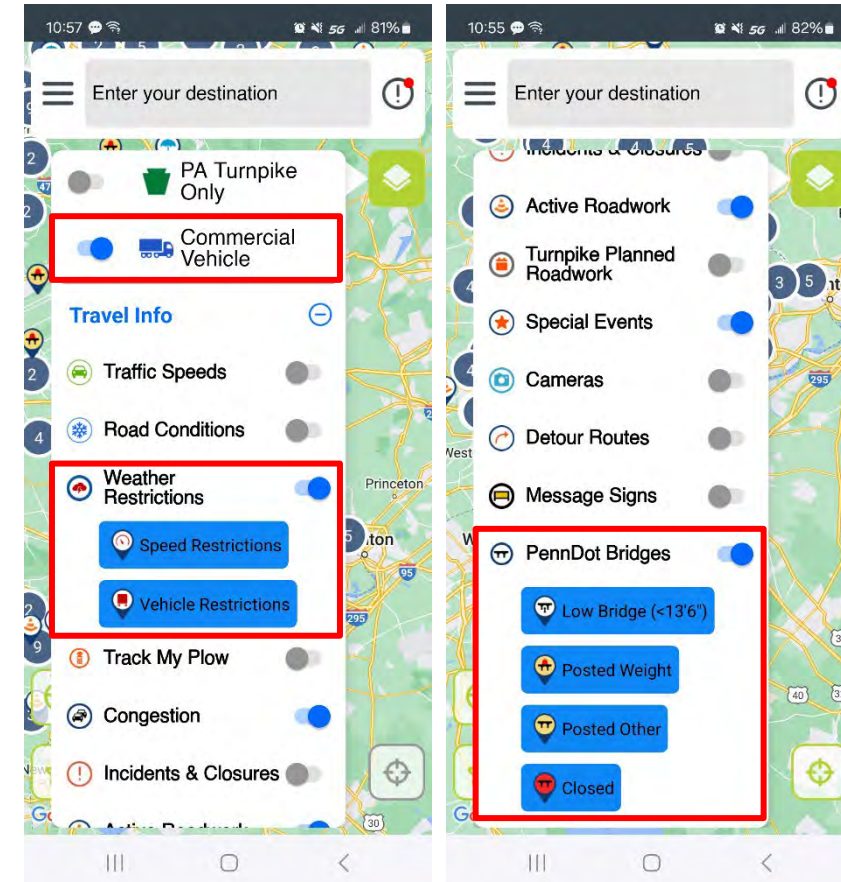
511PA – Commercial Vehicle Info



Website



Mobile App



After Action Reviews

➤ AAR Concept

Tier	Damages	Agency Evaluation	Technological Preventative Measures
1	Minor Scrape or Gouge	• No Evaluation Necessary	• N/A
2	Large Scrape or Gouge	• Evaluate Existing Signing	• Add Signing Or Relocate Existing Signing As Needed
3	Multiple Scrapes or Gouges	• Evaluate Existing Signing	• Add Signing Or Relocate Existing Signing As Needed • Install Larger Signing • Consider Installing "Question" Signs • Consider Installing Pavement Markings • Consider Installing Bridge Markings • Consider Installing Overheight Vehicle Detection System
4	Severe Impact or Collision	• Evaluate Existing Signing • Evaluate Response by Emergency Crews (Fire, Police & EMS)	• Add Signing Or Relocate Existing Signing As Needed • Install Larger Signing • Consider Installing "Question" Signs • Consider Installing Pavement Markings • Consider Installing Bridge Markings • Consider Installing Overheight Vehicle Detection System
5	Multiple Severe Impacts or Collisions	• Evaluate Existing Signing • Evaluate Response by Emergency Crews (Fire, Police & EMS) • Develop Report	• Add Signing Or Relocate Existing Signing As Needed • Install Larger Signing • Install Overheight Vehicle Detection System • Consider Installing "Question" Signs • Consider Installing Pavement Markings • Consider Installing Bridge Markings

Next Steps

- **Continue understanding of the issue**
 - ✓ Operator trends, location types, etc.
- **Identify potential strategies**
 - ✓ Education and Awareness
 - ✓ Technology
 - Map and navigation apps
 - Drivewyze
 - 511PA
 - ✓ Engineering
 - ✓ Operations
 - ✓ Enforcement
 - Targeted enforcement and media campaigns
 - Legislative measures (NY working to increase points)
- **Determine funding opportunities**
- **Identify potential pilot locations**



Questions?

NIGHTTIME VISIBILITY

Nighttime visibility for Safety

An EDC 7 Safety Initiative



U.S. Department of Transportation
Federal Highway Administration

Bill Houpt, P.E.
Safety Engineer – FHWA PA Division Office
717.221.3411
William.Houpt@DOT.gov



Disclaimers

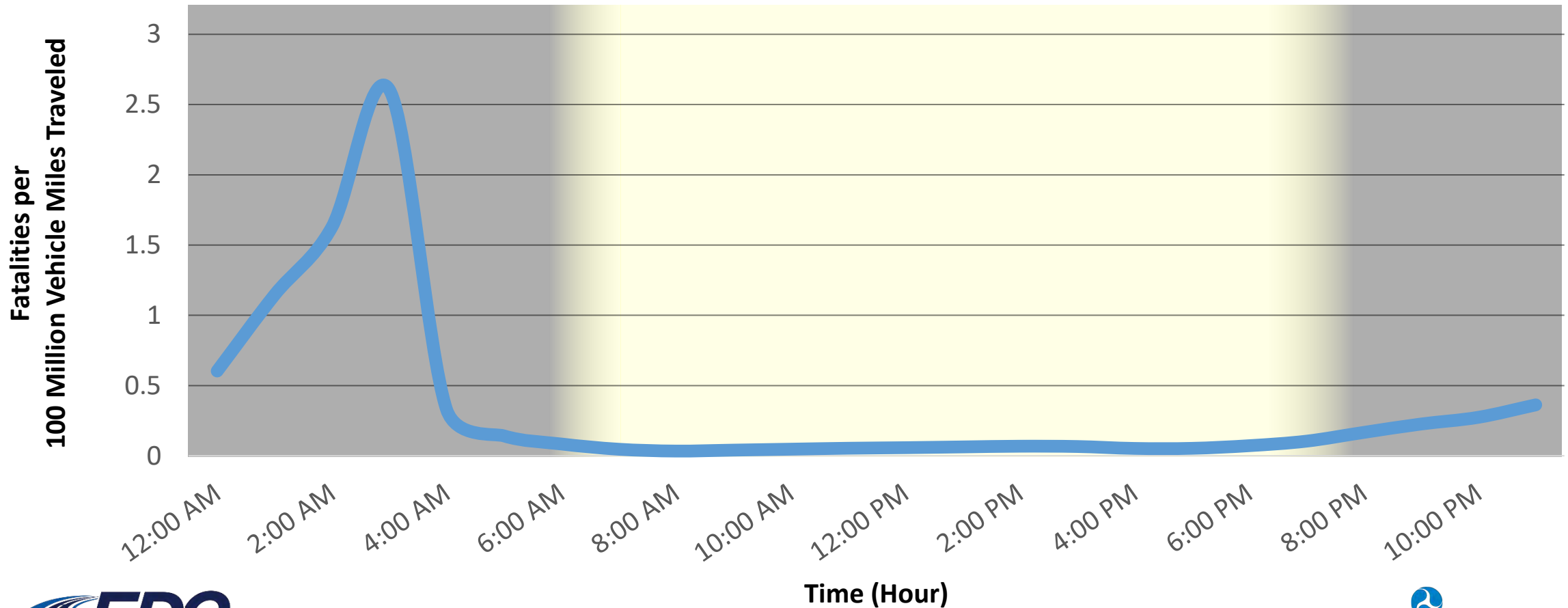
Except for any statutes or regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind the States or the public in any way. This presentation is intended only to provide information regarding existing requirements under the law or agency policies.

The U.S. Government does not endorse products or manufacturers. Trademarks or manufacturers' names appear in this presentation only because they are considered essential to the objective of the presentation. They are included for informational purposes only and are not intended to reflect a preference, approval, or endorsement of any one product or entity.

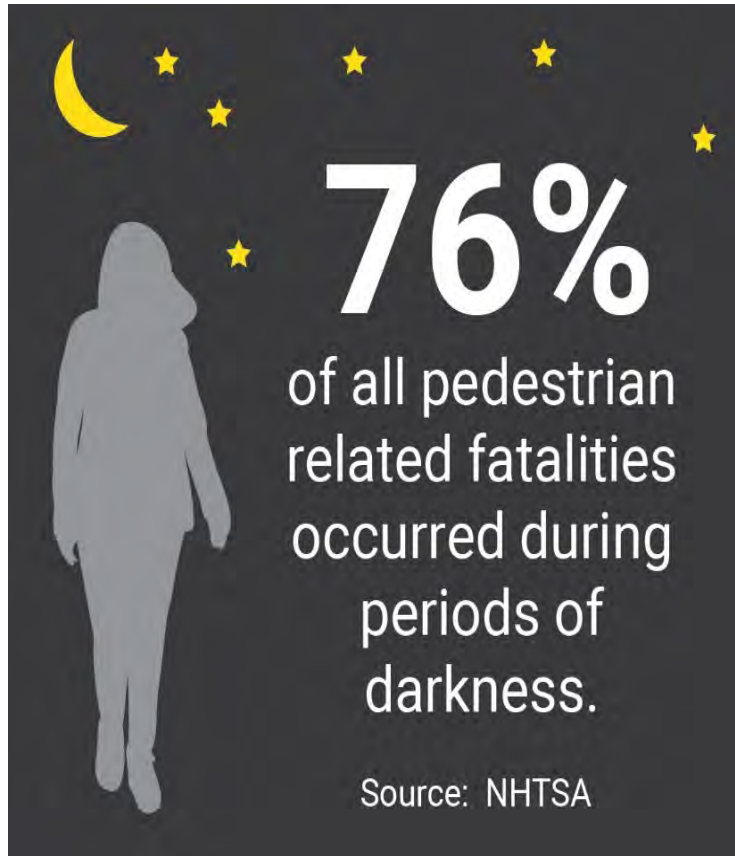
Unless otherwise indicated, FHWA is the source for all images in this presentation.

The Problem: Nighttime vs. Daytime Fatality Rates

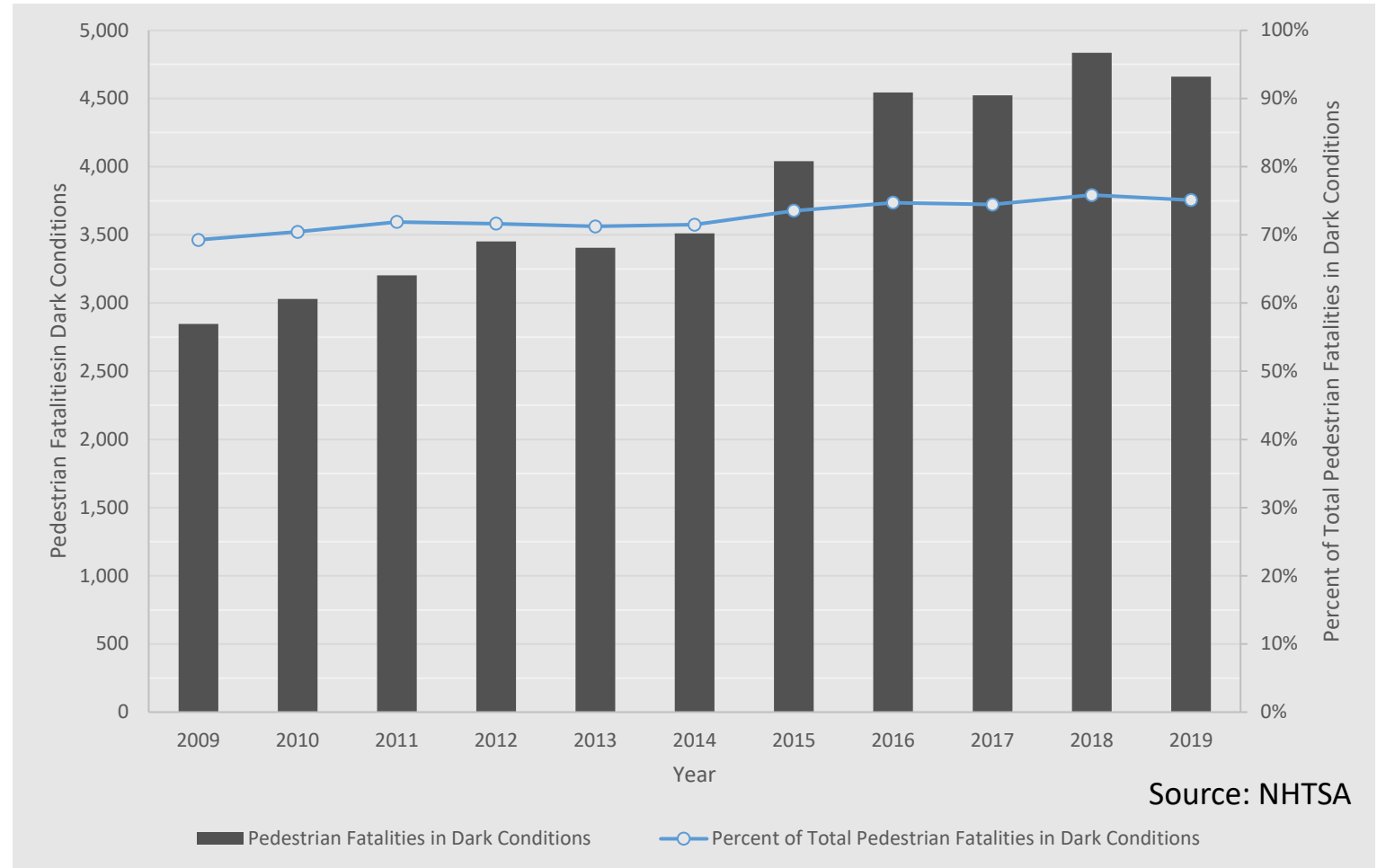
Fatality Rate per 100 Million VMT by Hour (2015-2019)



Pedestrian Fatalities in Dark Conditions



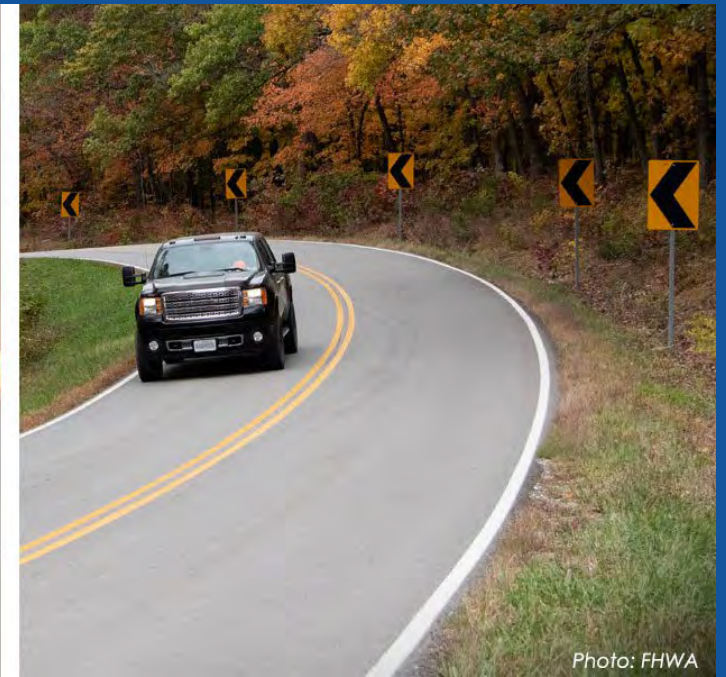
Graphic. Infographic for nighttime pedestrian fatalities.



Dark condition pedestrian fatalities/year and dark condition pedestrian fatalities/year as a percentage of total pedestrian fatalities

Figure 5 [Pedestrian Lighting Primer \(dot.gov\)](https://www.fhwa.dot.gov/pedestrian/pedprimer/)





EDC-7 Nighttime Visibility for Safety Initiative

Enhancing Nighttime visibility along corridors, intersections, and pedestrian crossings can help reduce fatalities. This initiative promotes traffic control devices and properly designed lighting to improve safety for all users

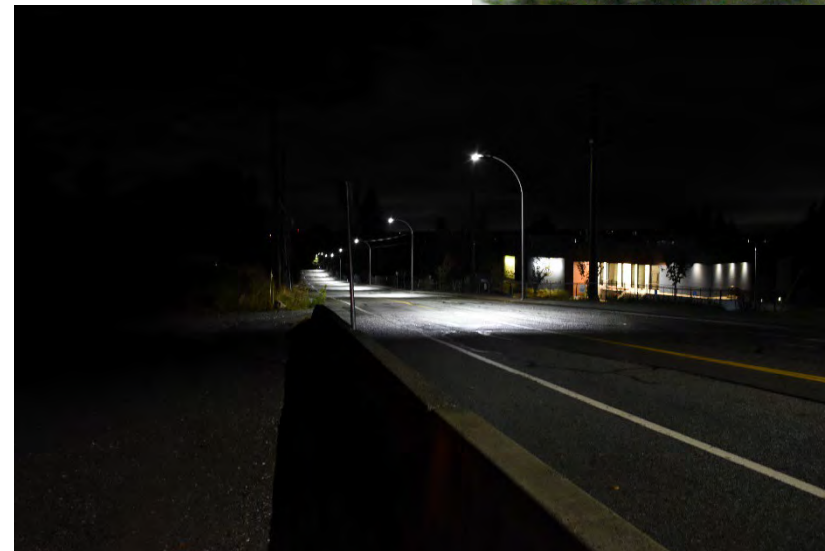
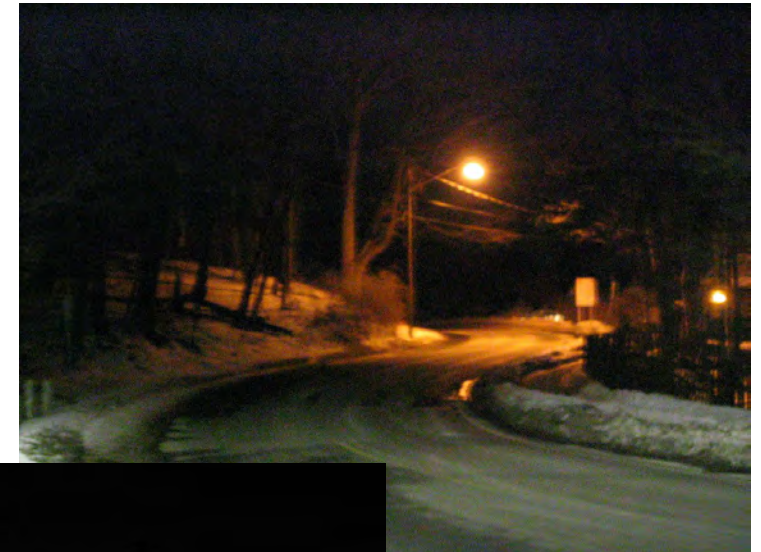


Roadway Departure

Increase Nighttime Visibility for Safety: Roadway Departure

- Range of practice:
 - Focused improvements at locations with known crash history and/or travel ways for roadway departure benefits
 - Enhanced conspicuity of traffic control devices
 - Installation of lighting for curves
 - Maintain Minimum Retro-reflectivity

Source: WSP



Roadway Departure Benefits

- Horizontal curve delineation enhancements using chevrons (16- to 25-percent reduction)
- Edge and center line markings (24-percent reduction)
- Fluorescent sheeting for warning signs (18-percent reduction)
- Other enhancements like retroreflective raised pavement markers and delineators



Additional treatments that enhance conspicuity may be appropriate

- Bigger signs
- Doubling-up
- Fluorescent yellow prismatic sheeting
- Overhead placement
- Warning beacon
- Reflectorized posts
- Others in [MUTCD 2A.15](#)

Data Sources: <https://highways.dot.gov/safety/proven-safety-countermeasures/enhanced-delineation-horizontal-curves> and CMF Clearinghouse CMF ID 101

Why is Pavement Marking Retro-reflectivity Important?

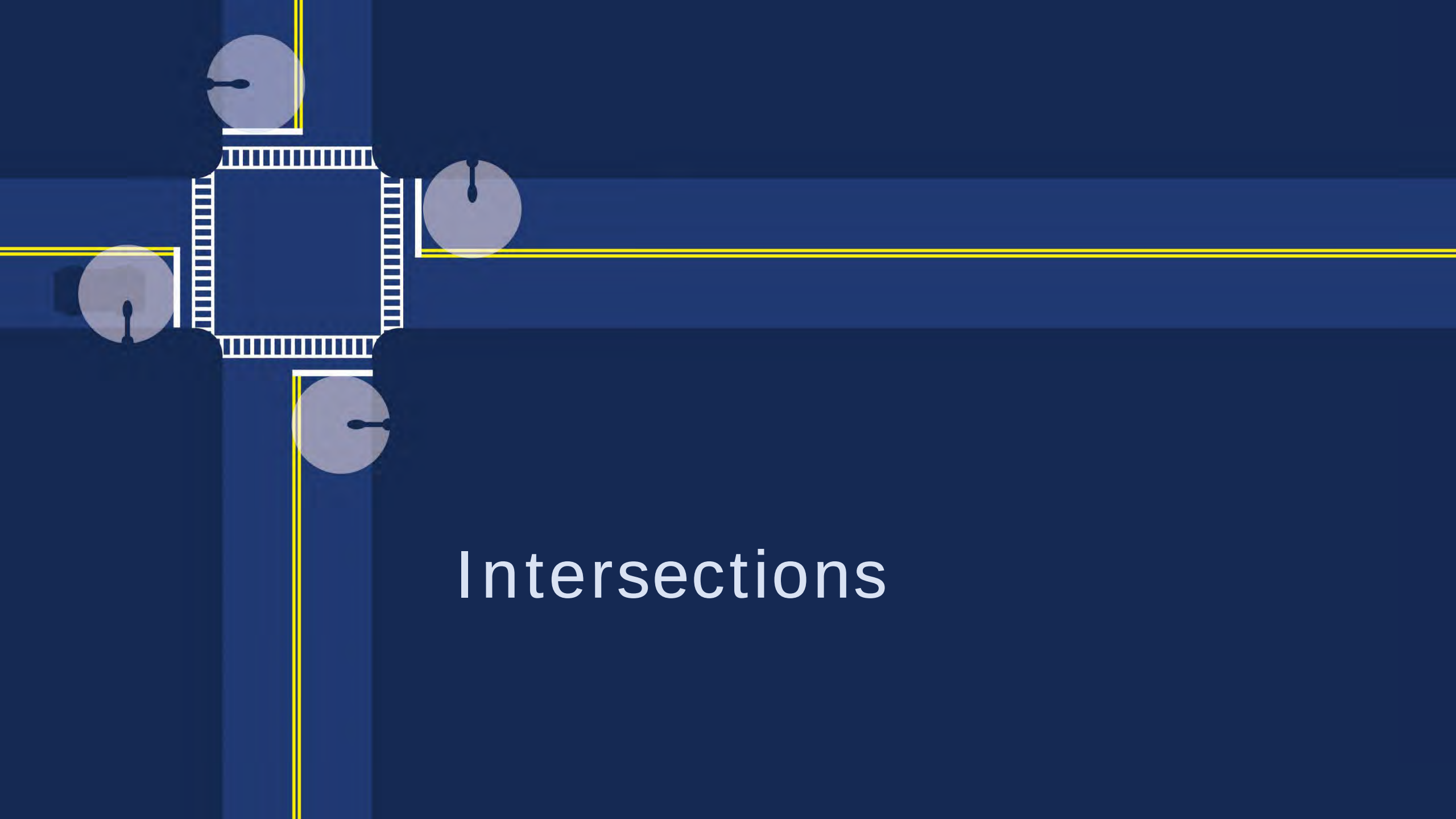
Visibility is critical for nighttime driving

Daytime - many cues available



Nighttime - few cues remain





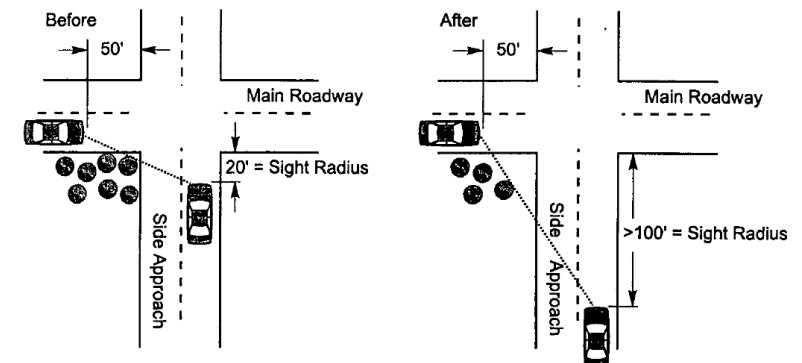
Intersections

Increase Nighttime Visibility for Safety: Intersections

- Range of practice (examples):
 - Enhanced conspicuity of traffic control devices
 - Install luminaire at candidate rural intersections
 - Improve intersection sight distance with geometric improvement
 - Remove obstructions and maintain sight triangles in order to see traffic control and other road users
 - Restrict parking near intersections
 - Install well-designed lighting at intersections with a pattern of nighttime crashes (rear-end, right-angle and turning crashes)
 - Installation of signalized midblock crossings and other lighting/TCDs at locations with high benefit (near schools, parks, locations with higher activity during periods of darkness)



Source: WSP



Intersection Benefits

- Retroreflective backplates for signals can reduce crashes by 15-percent.
- Properly designed lighting at rural and urban intersections can reduce nighttime crashes by up to 38 percent.
- Adequate intersection lighting can help reduce pedestrian fatalities by 42-percent.
- Improved visibility with improved sight distance reduces crashes.

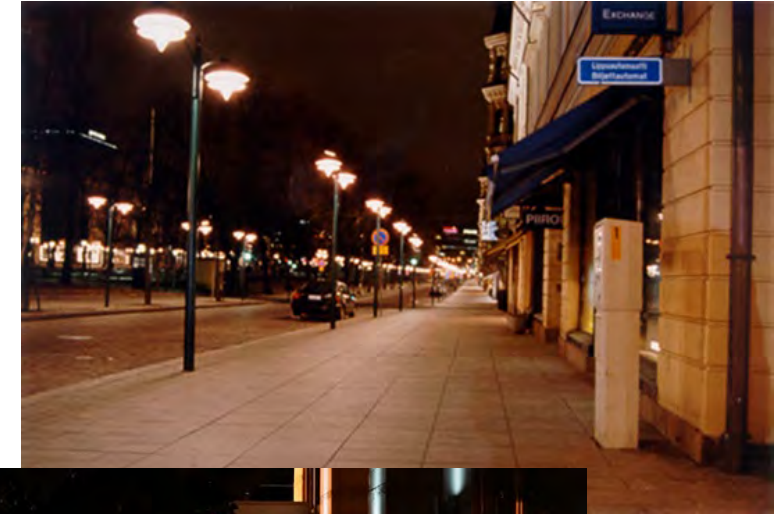
Traffic Signal Enhancements

- Use 12-inch signal indications
- Add supplemental signal heads
- Add retroreflective borders to backplates



Increase Nighttime Visibility for Safety: Bicyclists and Pedestrians

- Range of practice:
 - Enhanced conspicuity of traffic control devices
 - Geometric enhancements to enhance visibility for pedestrians and other road users.
 - Install well-designed lighting to enhance safety and security for pedestrians.
 - Enhanced visibility at midblock crossings by incorporating those recommended under STEP



Source: WSP



Pedestrians/ Bicyclists

Pedestrian & Bicyclist Benefits

- Crosswalk visibility enhancements for pedestrians, such as those in STEP, can reduce pedestrian crashes up to 47-percent!
- Advance markings and signs make it safer for people to cross a road.
- Improved pedestrian lighting design at intersections and mid-block crossings provide safer experiences at activity centers like schools, transit stops, and entertainment venues.

Source: WSP



STEP - Crosswalk Visibility Enhancements and Rectangular Rapid Flashing Beacon (RRFB)

This example combines curb extensions, high-visibility markings, overhead lighting, and in-street signs on a two-lane roadway.



Intersection Lighting **42%**
**Reduction in Nighttime
Pedestrian Crashes**



47% Reduction in
Pedestrian Crashes



STEP - Pedestrian Hybrid Beacon (PHB) and Leading Pedestrian Interval (LPI)

55% Reduction in Pedestrian Crashes



13% Reduction in Pedestrian-Vehicle Crashes

EDC 7 Nighttime Visibility for Safety Approach

- Apply cost-effective and proven lighting and traffic control device countermeasures with known safety benefits to reduce fatalities for all road users.
- Target visibility improvements in close proximities to **activity locations such as schools, parks, transit stops, sports complexes, and entertainment (urban core)**
- Use a focused approach to enhance visibility in three key areas: Intersections, Pedestrians and bicyclists and Roadway departures
- Influence State policy on improving nighttime traffic control devices and lighting in strategic locations.



Tools & Resources

- Proven Safety Countermeasures [Proven Safety Countermeasures | FHWA \(dot.gov\)](#)
- Past EDC Initiatives
 - STEP (Safe Transportation for Every Pedestrian) [Safe Transportation for Every Pedestrian \(STEP\) | FHWA \(dot.gov\)](#)
 - FoRRRwD (Focus on Reducing Rural Roadway Departures) [Focus on Reducing Rural Roadway Departures | FHWA \(dot.gov\)](#)
- **Opportunities: Virtual and on-site technical support including workshops and training, webinars, peer exchanges, tools, guides, checklists, etc.**
- Resources
 - FHWA Lighting Handbook 2023 [FHWA Lighting Handbook 2023 | FHWA \(dot.gov\)](#)
 - Pedestrian Lighting Primer [Pedestrian Lighting Primer \(dot.gov\)](#)
 - NCHRP - Report 940, Solid State Roadway Lighting Design Guide (design and research volumes) [NCHRP Research Report 940 – Solid-State Roadway Lighting Design, Volume 1: Guidance \(trb.org\)](#)
 - NCHRP REPORT 968 - LED Roadway Lighting: Impact on Driver Sleep Health and Alertness [LED Roadway Lighting: Impact on Driver Sleep Health and Alertness | Blurbs New | Blurbs | Publications \(trb.org\)](#)
 - NCHRP Synthesis Report Project 575 Lighting Practices for Isolated Rural Intersections [Lighting Practices for Isolated Rural Intersections | The National Academies Press](#)

*Find Additional Resources at:
EDC-7: Nighttime Visibility for Safety
(https://www.fhwa.dot.gov/innovation/everydaycounts/edc_7/nighttime_visibility.cfm)*

Thank you!

Questions or Comments?



U.S. Department of Transportation
Federal Highway Administration

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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) .



WINTER MEETING: JANUARY 30, 2025

1:00-3:00 PM
Microsoft Teams

Draft Topics:

- Local Bridge Bundling
 - Agility Program
 - Turnbacks



ADJOURNMENT



Pennsylvania
Department of Transportation