

MUNICIPAL ADVISORY COMMITTEE MEETING

MICROSOFT TEAMS • • JANUARY 30, 2025



Pennsylvania
Department of Transportation

- **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
 - Municipal Research and Outreach Update – Chris Metka
 - Legislative Update – David Lapadat
 - Municipal Services Fiscal Office – Kristen Sims
 - Highway Administration Update
 - Electric Vehicles – Colton Brown
 - New Driver Work Zone Safety – Brian Crossley
 - PennDOT Streetery Guide – Doug Tomlinson
 - 12-Year Program Update – Dan Keane
- **Presentations**
 - Local Bridge Bundling – Austin Daily and Britt Bassett **2:00-2:15**
 - Agility Program – Bob Snyder **2:15-2:30**
 - HOP Improvement Update – Mike Dzurko **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

JANUARY 30, 2025



Pennsylvania
Department of Transportation

MUNICIPAL ASSOCIATION UPDATES

- **Pennsylvania State Association of Township Supervisors**
 - Joe Gerdes
 - Holly Fishel
 - Brian Rengert
- **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

- **Municipal Research and Outreach**
 - Chris Metka
- **Legislative**
 - David Lapadat
- **Municipal Services Fiscal Office**
 - Kristen Sims
- **Highway Admin**
 - Colton Brown
 - Brian Crossley
 - Doug Tomlinson
- **12-Year Program Survey**
 - Dan Keane



MUNICIPAL RESEARCH AND OUTREACH

CHRIS METKA • • JANUARY 30, 2025



Pennsylvania
Department of Transportation

MRO UPDATE

- PennDOT Connects 2025 Municipal Outreach Sessions
- Topics
 - Transportation and Land Use Development Planning Resources
 - Planning and funding assistance (onsite or virtual)
 - Newsletters
 - Recorded Training
 - OneMap Demonstration
 - Local Bridge Inventory
 - Attendees' questions about PennDOT Connects, their District or specific projects



MRO UPDATE

District	Meeting	Date	Time	Facility	Facility and Registration Link
District 1	Hybrid	April 28th	1:00-3:00 PM	District 1 Office	PennDOT District 1 & Virtual
District 2	Hybrid	May 1st	9:00-11:00 AM	District 2 Office	PennDOT District 2 & Virtual
District 3	Virtual	May 12th	9:00-11:00 AM	Virtual	All Virtual
District 4	Hybrid	April 8th	9:00-11:00 AM	District 4 Office	PennDOT District 4 & Virtual
District 5	Hybrid	March 27th	1:00-3:00 PM	District 5 Office	PennDOT District 5 & Virtual
District 6	Virtual	April 14th	9:00-11:00 AM	Virtual	All Virtual
District 8	Virtual	March 26th	9:00-11:00 AM	District 8 Office	All Virtual
District 9	Virtual	April 1st	1:00-3:00 PM	Virtual	All Virtual
District 10	Hybrid	April 15th	1:00-3:00 PM	District 10 Office	PennDOT District 10 & Virtual
District 11	Virtual	March 25th	1:00-3:00 PM	Virtual	All Virtual
District 12	Hybrid	April 9th	1:00-3:00 PM	District 12 Office	PennDOT District 12 & Virtual

Find your PennDOT District: <https://www.pa.gov/agencies/penndot/regional-offices.html>

MRO UPDATE

- LTAP Courses 2025
 - Maintenance Courses
 - *New* – Drainage Pipes and Culvert Replacements
 - *Major Update* - Asphalt Road Maintenance
(Previously *Asphalt Roads Common Maintenance Problems*)
 - Safety Courses – *All updates*
 - ADA
 - Active Transportation
 - Speed Limits
 - Ped/Crosswalks
 - Curves on Local Roads
 - Intro to Traffic Studies
 - Pavement Markings
 - Traffic Calming



LEGISLATIVE UPDATE

DAVID LAPADAT • • JANUARY 30, 2025



Pennsylvania
Department of Transportation

Legislative Priorities

Gained Insurance Reporting

Require insurance companies to report the issuance of new vehicle insurance policies within 24 hours to the Department. HB 1534 last session

Parking Separated Bike Lanes

Parking Separated Bike Lanes (PSBLs) would provide physical separation from motor vehicle traffic. HB 291 this session.

Highway Transfer Program

Increase the per mile maintenance rate for the transfer of state roadways identified as functionally local roadways to municipalities in which the roads are located. Redistribute or increase the amount given to the State Highway Transfer Restoration Restriction Account.

Radar/LiDAR

Pennsylvania is the only state that prevents municipal police departments from using radar for speed enforcement. SB 459 last session

Ignition Interlock

Change existing Ignition interlock law complexity by creating one Ignition Interlock Driver License (IIDL) and discontinue the current two IIDL process, among other changes.

Insurance Minimums?

MUNICIPAL SERVICES FISCAL OFFICE

KRISTEN SIMS ·· JANUARY 30, 2025



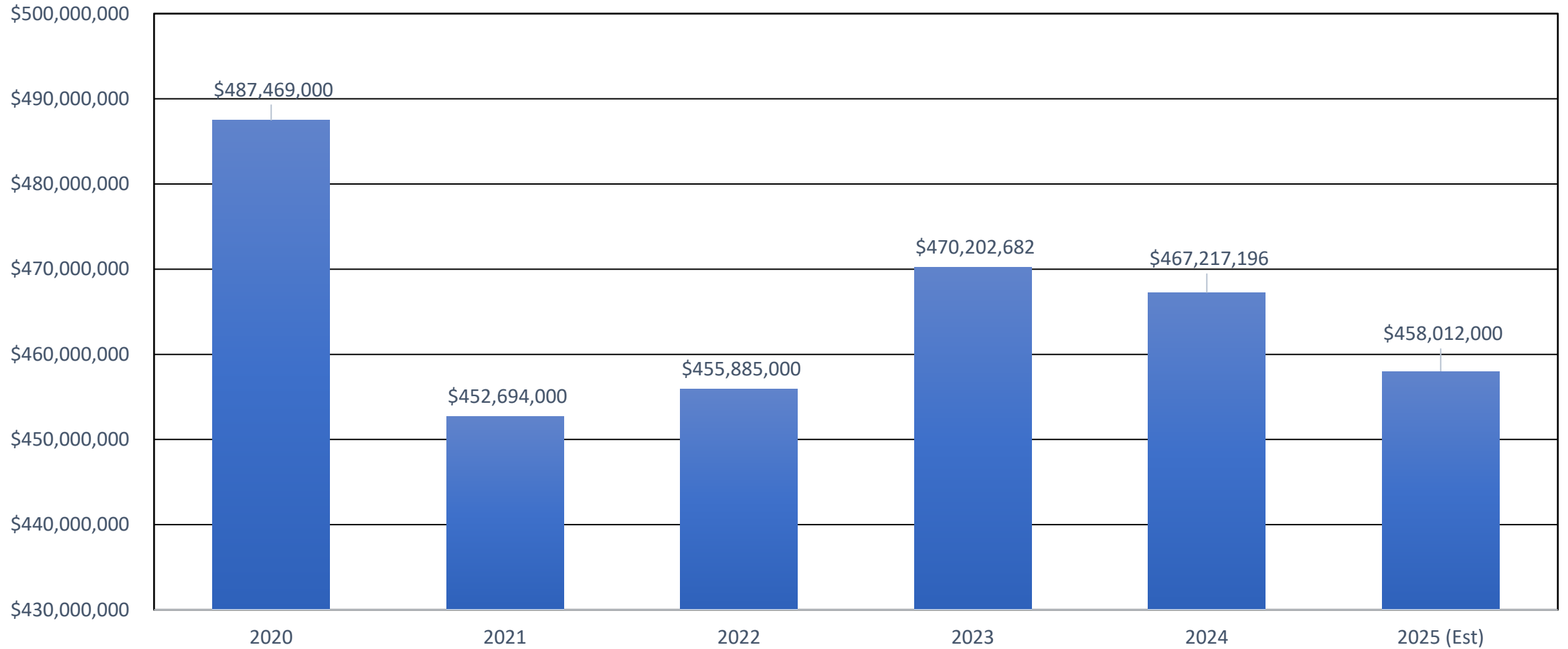
Pennsylvania
Department of Transportation

MLF ALLOCATIONS

- 2024 MLF allocation - \$467,217,196
 - \$2,985,486 (0.6%) increase
- As of January 24, 2025 - \$462,903,513 released to 2,525 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 January 24, 2025 - \$468,405,749 released to 2,547 municipalities
 - Payments released as municipalities become certified
 - Funds will lapse June 30, 2025

DECEMBER 2024 ALLOCATIONS

- The following payments were made on December 1, 2024
 - State Police Fines and Penalties to eligible municipalities - \$2,770,637 (\$2,418,584 to municipalities, \$352,053 to PSP for cadet classes)
 - County Liquid Fuels Tax Fund to all counties - \$13,268,638 (5 on hold)
 - Act 44 to eligible counties (61) - \$5,000,000 (1 on hold)
 - Act 89 to eligible counties (61) - \$4,640,000 (1 on hold)
 - \$5 Fee for Local Use to counties who have passed the required ordinance (26) - \$19,771,795

FHWA FORM 536

- Form will be due to PennDOT June 15, 2025
- Site should open up in mid to late April
- Mandatory per FHWA
- Listing on municipalities/counties that did/did not submit form is to be provided to FHWA

ANY
QUESTIONS
?

HIGHWAY ADMIN UPDATES

- **Electric Vehicles**
 - Colton Brown
- **New Driver Work Zone Safety**
 - Brian Crossley
- **PennDOT Streeter Guide**
 - Doug Tomlinson

JANUARY 30, 2025



Pennsylvania
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ELECTRIC VEHICLES

COLTON BROWN • • JANUARY 30, 2025



Pennsylvania
Department of Transportation

NEW DRIVER WORK ZONE SAFETY

BRIAN CROSSLEY • • JANUARY 30, 2025



Pennsylvania
Department of Transportation



BROUGHT TO
YOU BY:



pennsylvania
DEPARTMENT OF TRANSPORTATION



WORK ZONE SIGNS (WORK AREA AND CONSTRUCTION ZONE SIGNS)

Work Zone Signs are normally diamond shaped, like warning signs, but they are orange with black lettering instead of yellow with black lettering. These signs identify maintenance, construction or utility areas where workers or equipment may be on or near the roadway. Stay alert and slow down when you see these signs.



Turn on your headlights when traveling through a work zone, no matter what time of day. This is the law for **all** posted work zones, not just for active ones. Using your headlights makes your vehicle more visible to other traffic as well as to highway workers. If you are pulled over by police for a traffic violation in a work zone and your vehicle's headlights are not turned on, you will be fined an additional \$25.



These **WORK ZONE** signs are placed at the beginning and end of an active work zone. An active work zone is the portion of a work zone where construction, maintenance or utility workers are on the roadway, or on the shoulder of the highway next to an open travel lane.



ROAD WORK AHEAD
This sign informs you there is road work ahead and also cautions you to slow down.



LANE CLOSED AHEAD
This sign tells you a particular lane will be closed at a specified distance ahead.



WORKERS AHEAD
Workers may be on or are very close to the roadway, so take special care when traveling through the area.



FLAGGER AHEAD (ROAD CONSTRUCTION AHEAD)
The sign to the left shows a flagger is controlling traffic ahead. As shown to the right, flaggers use **STOP** and **SLOW** paddles or a red flag to signal you to stop or slow down. Pay special attention to flaggers when approaching and traveling through a work zone.



ROAD CLOSED FLOODING
This sign informs you that the road ahead is closed due to flooding. You must use an alternate route. Refer to Chapter 3 about what to do if you encounter a flooded roadway.

**DID YOU KNOW?**

Highway workers have forms to report motorists who speed or drive unsafely in work zones to the police, who may then issue a ticket, resulting in fines and points.

ELECTRIC ARROW PANELS

Large electronic flashing arrow panels (move/merge right or left) placed in the roadway or mounted on vehicles advise approaching motorists of lane closures. Begin your merge well in advance of the sign. An arrow panel displaying either of the messages shown in the figure to the far right (caution) indicates there is a work area ahead next to the travel lane. Drive with extra caution.

**CHANNELING DEVICES**

Barrels, tubes, cones and vertical panels are all devices used in work zones to guide you through changing traffic patterns and keep you away from hazards associated with road work.

**GUIDE SIGNS**

Guide signs provide information about intersecting roads, help direct you to cities and towns, and show points of interest along the highway. Guide signs also help you find hospitals, service stations, restaurants and motels. Usually these signs are horizontal rectangles.

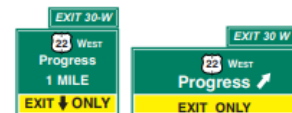
HIGHWAY/EXPRESSWAY GUIDE SIGNS

The following three signs are examples of highway and expressway guide signs. They are green with white letters. Most highway and expressway signs are posted the same way. For example, there is usually one advance sign which is followed by another advance sign. The third sign then is posted at the exit. Several signs are necessary because the high speed and heavy traffic on highways can cause drivers to miss seeing a single sign. Also, motorists may need to make one or more lane changes to exit.

**EXIT NUMBERS**

Exit numbers correspond with the mile markers. This change allows motorists to quickly calculate distances between exits, e.g., the distance between Exit 95 and Exit 20 is 75 miles.

If a yellow panel with the message **EXIT ONLY** is on a highway sign, the lane below the sign will not continue through the interchange; instead, the lane will go off of the road to form a ramp. If you are in a lane posted with an **EXIT ONLY**, you may change lanes, or you must exit the highway if you stay in this lane.

**SPECIAL CIRCUMSTANCES AND EMERGENCIES**

The following pages give you information about how to drive safely and reduce your risk of crashing in these special circumstances – in highway work zones, at railroad crossings, and when you encounter pedestrians, cyclists, trucks, buses or emergency vehicles – and when you must deal with road rage and various driving emergencies.

Information about special events and emergencies is useful for motorists to plan their trip. A motorist may choose to avoid undesirable delays, or even potentially unsafe roadway conditions, by checking media, such as www.511PA.com to see if their trip route is clear before they depart.

WORK ZONES

Work zones are areas with construction, maintenance or utility work activities and are identified with orange channelizing devices, such as cones, or other temporary traffic control devices. You may encounter a flagger directing traffic and wearing reflective clothing. Warning signs, advance warning vehicles, or variable message boards may be placed a minimum of 200 feet approaching a work zone. When you see the first sign, pay strict attention to the road, vehicles, equipment and people you could encounter. Some work zones are accompanied by the Pennsylvania State Police.

Moving operations, such as line painting, crack sealing and mowing sometimes use shadow vehicles at the back of the operation to warn motorists that there is a work zone ahead and also serve as protection to the crew. Do not pass a moving operation unless directed to.

An **active work zone** is where workers are located on or near the roadway. **Always watch out for construction workers** and be prepared for abnormal conditions such as narrow lanes, rough pavement, uneven lanes and abrupt lane shifts.

Drivers must yield the right-of-way to workers and construction vehicles in work zones. By law, you must turn on your vehicle's headlights, not just the daytime running lights, when driving through these areas. You may be fined for failure to use your headlights in an active work zone. Also, fines are doubled for certain violations in active work zones, including speeding. In addition, certain violations will result in a driver's license suspension.

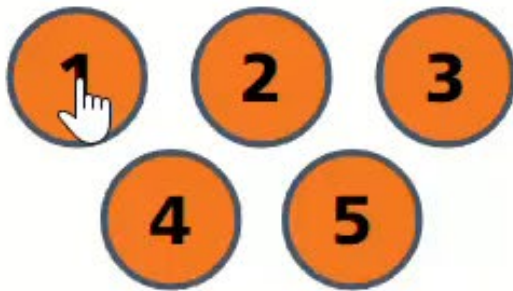
A new video about safely driving in and near work zones is available at: <https://www.penndot.gov/TravelInPA/Safety/TrafficSafetyAndDriverTopics/WorkZone>. This video is also available to school based Driver Education courses.

Be prepared for slow or stopped traffic as you approach a work zone, and follow these safety rules:

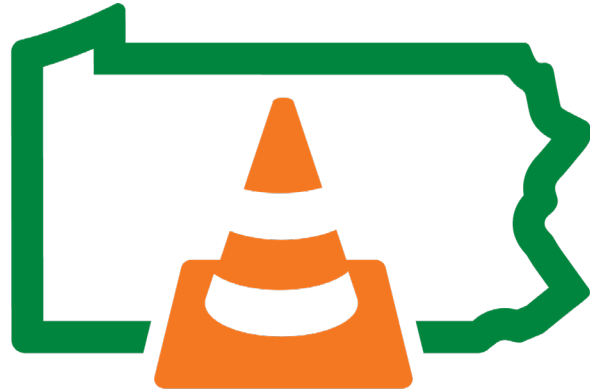
- Plan your trip. You may avoid travel delays if you choose an alternate route around the work zone.
- Do not use your cruise control in work zones.
- Double your following distance; the most common crash type in work zones is the rear-end collision.
- Prepare to change lanes as soon as you see a message telling you your lane is closed ahead.
- **DO NOT CROSS** a solid white line in a work zone; stay in your lane.
- Proceed cautiously and keep moving at a safe speed as you drive through the work zone; do not slow or stop to watch roadwork.
- Do not stop within a work zone to ask directions from the workers.
- Obey flaggers – their authority overrides conventional traffic control devices.

Remember: Work Zone Flaggers can report unsafe motorists, speeders, and aggressive drivers to the police using a Police Arrest Form!

**What
should you
do if you
break down
in a work
zone?**



NEW DRIVER WORK ZONE COURSE



NEW DRIVER

WORK ZONE SAFETY PROGRAM



Pennsylvania
Department of Transportation



VISIT:

PennDOT.pa.gov/WorkZoneSafety

Click New Driver Training
in the blue box.

**New Driver Work
Zone Safety
Training**



THANK YOU

Brian Crossley

Manager, Temporary Traffic Control Unit

bcrossley@pa.gov

PENNDOT STREETERY GUIDE

DOUG TOMLINSON • • JANUARY 30, 2025



Pennsylvania
Department of Transportation

Streeteries

Draft Guidance and Policy from PennDOT



Douglas Tomlinson, PE

Chief, Highway Safety and Traffic Operations Division

PA Department of Transportation

Phone: 717-787-3657

Email: dtomlinson@pa.gov

Philadelphia Streeteries Guide



Draft Policy Components

PennDOT Streeterly Guide



February 2025

* Graphics and images in the PennDOT Streeterly Guide are courtesy of the City of Philadelphia.

Streeterly Guide

TE-301 (1-25)



STREETERY PERMIT APPLICATION

CONTACT INFORMATION	
1. Applicant	
Restaurant Name:	
Address:	City: Zip:
Restaurant Point of Contact:	
Email:	Phone Number:
Municipality:	County:
Municipal Point of Contact:	
Address:	City: Zip:
Email:	Phone Number:
STREETERY INFORMATION	
2. Design Details	
Is there an existing Streeterly on either side of the proposed Streeterly location? ☐ Yes ☐ No	
(2.A.) If yes, please provide dimensions for the proposed design based on the following diagram:	
1 Dining Area	5 Buffer Area
2 Barriers	6 Emergency Pathway
1 Streeterly cannot be wider than the restaurant, including buffer areas and emergency pathways.	
2 Buffer areas must be a minimum of 3 feet.	
3 Emergency Pathways must be a minimum of 3 feet.	
4 Streeterly cannot extend beyond the parking lane.	
5 Streeterly cannot extend beyond the last parking space.	
6 Streeterly must be a minimum of 1 foot from the travel lane.	
7 Streeterly must not cover or block existing infrastructure.	
8 Streeterly must not obstruct sight distance to existing traffic control devices.	

Page 1 of 7

Permit Application

RW-3000 (1-25)



STREETERY USER FEE VALUATION WORKSHEET

Applicant Information		
Restaurant Name:		
Address:	City:	Zip:
Restaurant Point of Contact:		
Email:	Phone Number:	Title:
Municipality:	County:	
Municipal Point of Contact:		
Address:	City:	Zip:
Email:	Phone Number:	
Photo of proposed Streeterly Location	Photo of proposed Streeterly Location	Sketch of proposed Streeterly with Dimensions
Stations (From):		Stations (To):
Cost Details		
The Valuation is not an Appraisal. It has been prepared by someone identified by the District Right-of-Way Administrator as being qualified to perform the valuation. Compliance to USFAP is not required, nor should be attempted.		
Estimate fee for this valuation is based upon General District Compilation of market-based data.		
Subject Zoning/Use and Current Property Use:		
Comparable Sale ID numbers:		
Streeterly width (ft):	Streeterly depth (ft):	Streeterly Area (Streeterly width x depth):
Unit Value:	Value (Streeterly Area x Unit Value):	
Rental Rate (%):	Yearly Streeterly Value (Value x Rental Rate):	
Duration of Occupancy (months):	Streeterly User Fee (Yearly Streeterly Value x Duration of Occupancy / 12):	
Pennsylvania Department of Transportation		
Name of Preparer:	Date:	

User Fee Worksheet

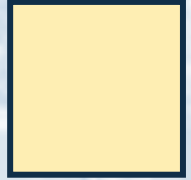
Purpose and Authority

Streeteries

Temporary tables and seating placed in the parking lane directly in front of a restaurant, exclusively for their use.

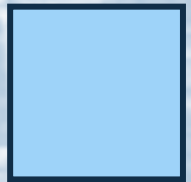
- 67 Pa. Code § 212.701 addresses processions, assemblages, and special activities
- “Streeteries” considered an assemblage
- Streeteries Guide outlines requirements and procedures for permitting streeteries on state highways

Streeterly Elements



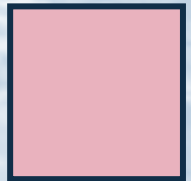
Dining Area

Space between the curb and barriers where restaurant furniture and customers are located.



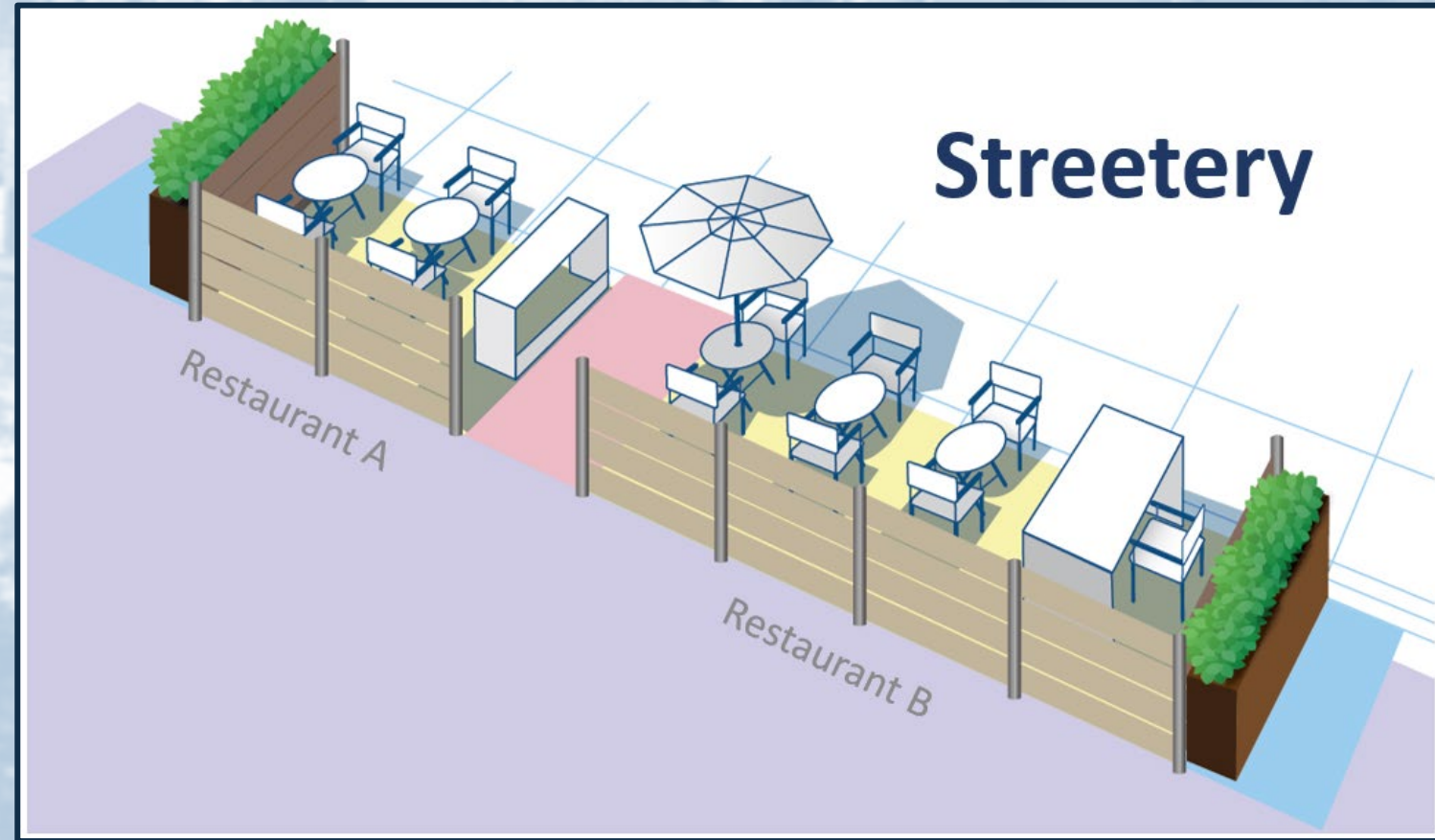
Buffer Area

3-foot clear zone on either side of the streeterly.

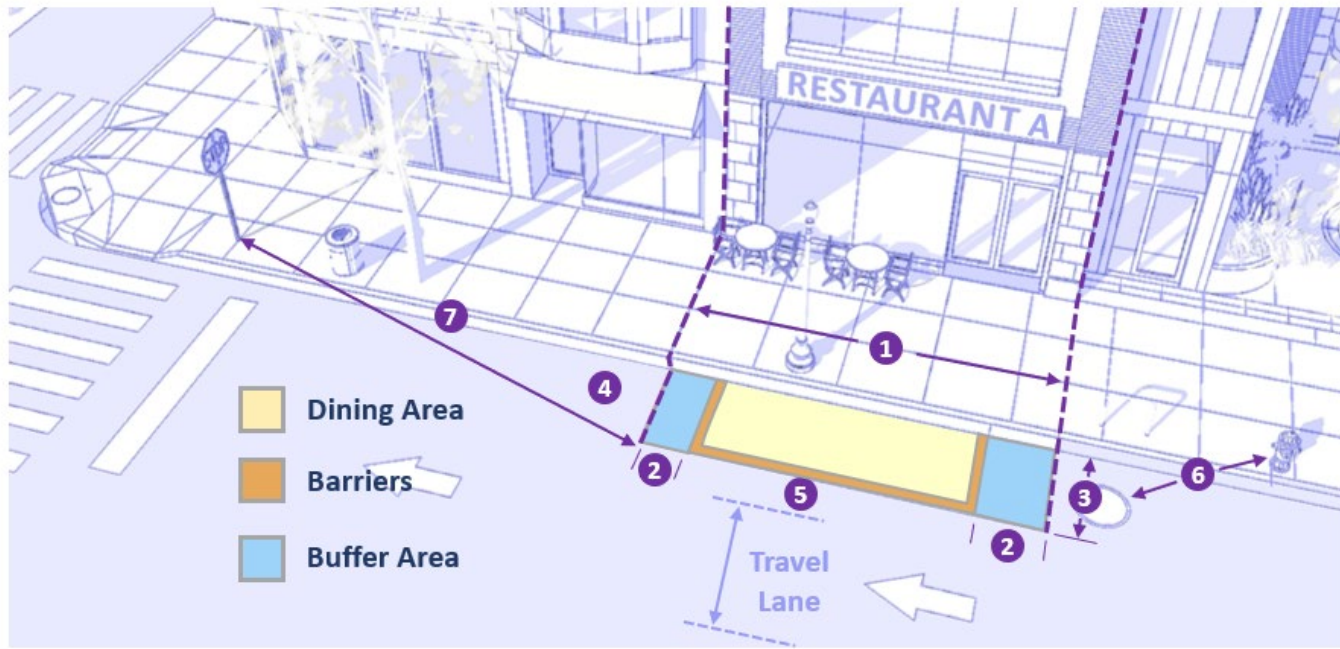


Emergency Pathway

3-foot minimum space between neighboring streeteries that is open for passage by dropped off patrons and accessible for emergency response.

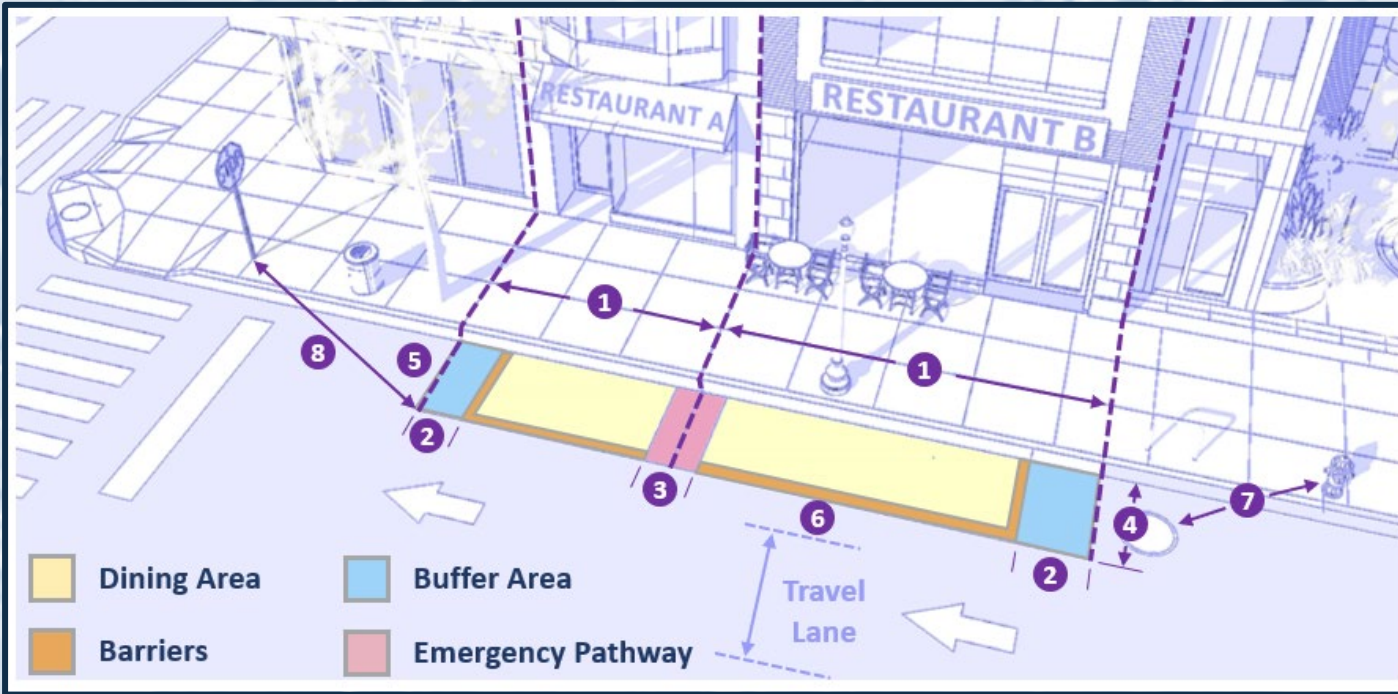


Single Streeter Design



- 1 Streeter cannot be wider than the restaurant, including buffer areas.
- 2 Buffer areas must be a minimum of 3 feet.
- 3 Streeter cannot extend beyond the parking lane.
- 4 Streeter cannot extend beyond the last parking space.
- 5 Streeter must be a minimum of 1 foot from the travel lane.
- 6 Streeter must not cover or block existing infrastructure.
- 7 Streeter must not obstruct sight distance to existing traffic control devices.

Double Streeterly Design



- 1 Streeterly cannot be wider than the restaurant, including buffer areas and emergency pathways.
- 2 Buffer areas must be a minimum of 3 feet.
- 3 Emergency Pathways must be a minimum of 3 feet.
- 4 Streeterly cannot extend beyond the parking lane.
- 5 Streeterly cannot extend beyond the last parking space.
- 6 Streeterly must be a minimum of 1 foot from the travel lane.
- 7 Streeterly must not cover or block existing infrastructure.
- 8 Streeterly must not obstruct sight distance to existing traffic control devices.

Approval Process

- Local Regulations
- TE-301 Streeterly Permit Application
- Streeterly User Fee Valuation Worksheet
- FHWA Approval
- Municipal Coordination



Key Requirements

- May 1st to October 31st
- Speed limit of 25mph or less
- No wider than the restaurant
- Longitudinal and end barriers
- ADA accessible seating area
- Cannot impact drainage



Permit Application

TE-301 (2-25)



STREETERY PERMIT APPLICATION

- Applicant information
- Design Details (single or double)
- Design Elements
- Operations
- Signatures from restaurant and municipality
- Signatures from PennDOT and FHWA

User Fee Valuation

Cost Details		
<i>The Valuation is not an Appraisal. It has been prepared by someone identified by the District Right-of-Way Administrator as being qualified to perform the valuation. Compliance to USPAP is not required, nor should be attempted.</i> <i>Estimate fee for this valuation is based upon General District Compilation of market-based data.</i>		
Subject Zoning/Use and Current Property Use:		
Comparable Sale ID numbers:		
Streeterly width (ft):	Streeterly depth (ft):	Streeterly Area (Streeterly width x depth):
Unit Value:	Value (Streeterly Area x Unit Value):	
Rental Rate (%):	Yearly Streeterly Value (Value x Rental Rate):	
Duration of Occupancy (months):	Streeterly User Fee (Yearly Streeterly Value $\times$ Duration of Occupancy / 12):	

- Not an appraisal
- Calculated by District
- Approved by FHWA
- Invoice sent to municipality
- Payment required before deployment

Streeteries

Draft Guidance and Policy from PennDOT



Douglas Tomlinson, PE

Chief, Highway Safety and Traffic Operations Division

PA Department of Transportation

Phone: 717-787-3657

Email: dtomlinson@pa.gov

12-YEAR PROGRAM SURVEY

DAN KEANE • • JANUARY 30, 2025



Pennsylvania
Department of Transportation

12-YEAR PROGRAM

12-Year Program Planning Process

TYP



**12-Year Program (TYP) Planning Process-
Pennsylvania's official mid-range planning tool**



12-YEAR PROGRAM

12-Year Program

TYP



The 12-Year Program (TYP) is Pennsylvania's official mid-range planning tool. It lists statewide planned projects and assigns funding to projects over a 12-year period. The first-four years comprise the Statewide Transportation Improvement Program (STIP) / Regional Transportation Improvement Programs.

Transportation Program Development Process Twelve Year Program Cycle



pennsylvania

DEPARTMENT OF TRANSPORTATION



12-YEAR PROGRAM

12-Year Program

TYP



Who creates it?

When is it updated?

How does it impact the planning process?

What laws and regulations are involved?

Transportation Program Development Process Twelve Year Program Cycle





STC Meeting – June 2021



LOCATION:

Microsoft Teams Meeting

START DATE:

Wednesday, June 9, 2021 10:00 am

EVENT DESCRIPTION

STC Meeting

The State Transportation Commission (STC) meets quarterly.

All meetings are open to the public.



State Transportation Commission (STC)

PA State Law, Act 120 of 1970, established the Pennsylvania State Transportation Commission (STC) to serve as PennDOT's board of directors.

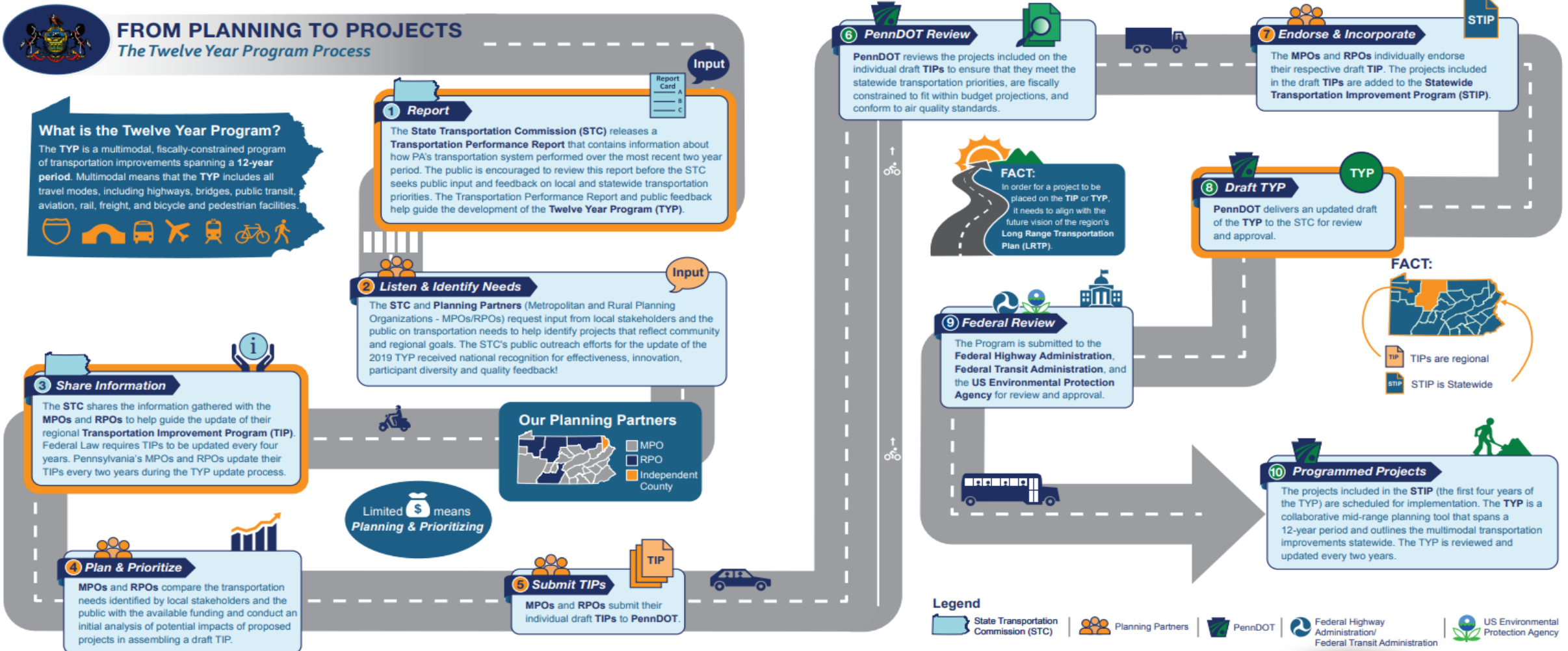
Purpose and Mission

- Evaluate the state and performance of Pennsylvania's transportation system
- Assess the resources required to maintain, improve, and expand transportation facilities

[Additional STC Information](#)



FROM PLANNING TO PROJECTS



[View from Planning to Projects infographic](#)



FROM PLANNING TO PROJECTS

1. Report

State Transportation Commission



The State Transportation Commission (STC) releases a Transportation Performance Report that contains information about how PA's transportation system performed over the most recent two-year period. The report features progress in the areas of:

- **SAFETY**
- **MOBILITY**
- **PRESERVATION**
- **ACCOUNTABILITY**
- **FUNDING**
- **EQUITY**
- **ENVIRONMENTAL**



FROM PLANNING TO PROJECTS

2. Listen

MPOs & RPOs



The STC, PennDOT, and Metropolitan and Rural Planning Organizations (MPOs/RPOs) request input from the public on transportation priorities and needs. The public input helps identify projects that reflect community and regional goals.

- Public Comment Period
- Online Transportation Survey
- Online Public Forum
- Tool Kit
- Email Blasts
- Social Media Posts



[View the Online Public Forum](#)

[View the Public Participation Plan](#)

[View Survey Results](#)



12-YEAR PROGRAM TRANSPORTATION SURVEY

2021 Transportation Survey Results

Home / Stay Informed

Statewide Survey Results

STATEWIDE
RESULTS
SUMMARY

2019 & 2021
STATEWIDE
SURVEY RESULTS
COMPARISON

INTERACTIVE
TRANSPORTATION
ISSUES MAP

RAW SURVEY
DATA

Regional Survey Results



ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION

Results Summary ☐

2019 and 2021 Regional Survey Results
Comparison ☐

Raw Survey Data ☐



CAMBRIA COUNTY MPO

Results Summary ☐

2019 and 2021 Regional Survey Results
Comparison ☐

Raw Survey Data ☐

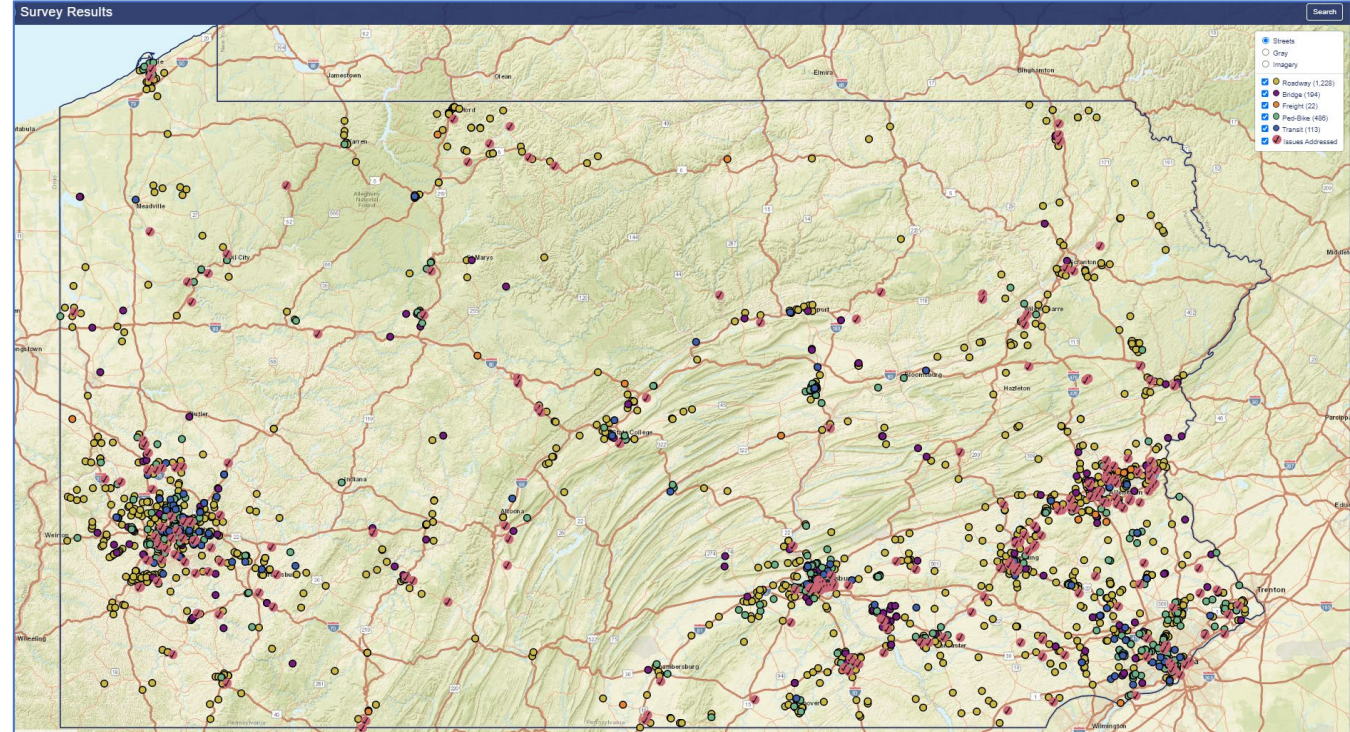


CENTRE COUNTY MPO

Results Summary ☐

2019 and 2021 Regional Survey Results
Comparison ☐

Raw Survey Data ☐



Highest Ranked Priorities

2021



ROAD
PAVEMENT



BRIDGES



TRAFFIC
FLOW

4 INTERSTATE
HIGHWAY

5 WALKING

6 TRANSIT

7 PASSENGER RAIL

8 BICYCLING

9 FREIGHT

10 AVIATION

2019



ROAD
PAVEMENT



TRAFFIC
FLOW



BRIDGES

4 INTERSTATE
HIGHWAY

5 WALKING

6 TRANSIT

7 BICYCLING

8 PASSENGER RAIL

9 AVIATION

10 FREIGHT

- Order of Ranking # - Order of Ranking



QUESTIONS?

12-Year Program Overview

Questions



QUESTIONS?

Email: RA-PennDOTSTC@pa.gov



PRESENTATIONS

- **Local Bridge Bundling**
 - Austin Daily
 - Britt Bassett
- **PennDOT Agility Program**
 - Bob Snyder
- **HOP Improvement Update**
 - Mike Dzurko



LYCOMING COUNTY BRIDGE BUNDLING PROGRAM

AUSTIN DAILY, LYCOMING COUNTY PLANNING
BRITT BASSETT, BASSETT ENGINEERING

JANUARY 30, 2025



Pennsylvania
Department of Transportation

LYCOMING COUNTY BRIDGE BUNDLING PROGRAM OVERVIEW

- County-led initiative to repair or replace poor condition municipally owned bridges
- Program stems from findings of County's <20' bridge inspections
- Highest priority bridges were selected by the municipalities
- Bridges were bundled together by structure type to ensure cost savings
- In total, 17 bridges were replaced over a 3-year period



BRIDGE BUNDLING FUNDING STRATEGY

- Paid for using a \$7 Million Pennsylvania Infrastructure Bank loan through PennDOT
- Act 89 \$5 vehicle registration fee utilized to pay off loan over 10-year term
- Municipalities contributed 5% of their bridge's estimated cost
- Pre-purchased structures via COSTARS to save costs



BRIDGE BUNDLING PROGRAM OUTCOMES

- Reduced municipally owned poor condition bridges by approximately 15% countywide
- Reduced annual repair and maintenance costs for all 17 municipalities
- Established municipal partnerships for future regional projects
- Cost savings estimated at ~\$1.5M (as opposed to 17 individual projects)



STRUCTURE TYPE FEASIBILITY STUDY

Optimum Structure for each Location –
no single structure type fits everywhere

Structure requirements, site impacts

Hydrology & Hydraulics, AOP

Alignment/Traffic Considerations

Municipality Input Stages

Coordinated with Utilities



BUNDLING METHODOLOGY

Bundled similar structure types

ALBC, precast concrete, GRS, beam bridges

Prepurchase of precast concrete arches & boxes, ALBC's

Four bundles strategically laid out to maximize efficiency

Managed bid and construction phases; provided CI B2,B3, B4

Entire program finished in 3½ years



KEY PROCESS

Non-typical PennDOT project delivery with key PennDOT reviews

Non-ECMS Engineering/Construction Procurement – Cost/Performance

Approach favored strengths of specific team members – trust based

Strategic timeline management

Bundles attractive to contractors

Bundling local project delivery team with non-local strengths



LYCOMING COUNTY BRIDGE BUNDLING PROGRAM



AND... YOU'LL GET AN AWARD



PENNDOT'S AGILITY PROGRAM

BOB SNYDER • • JANUARY 30, 2025



Pennsylvania
Department of Transportation

WHAT IS AGILITY?

- PennDOT's Agility Program was created in 1996 to enable service-for-service exchanges between PennDOT and eligible partners
- More than 3,000 Agility agreements executed since 1996
- Must have reasonably equal value on both sides of the exchange
- No monetary payments
- No direct exchanges of materials, with a few exceptions:
 - Salt brine
 - Common road signs
 - Millings (where locally available, with additional approvals)
 - Surplus materials (where locally available, with additional approvals)

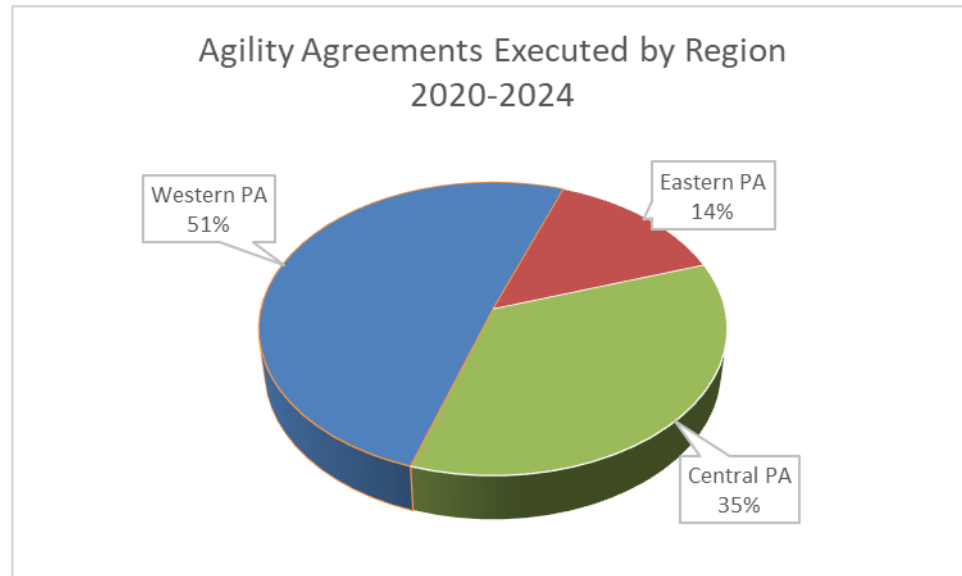
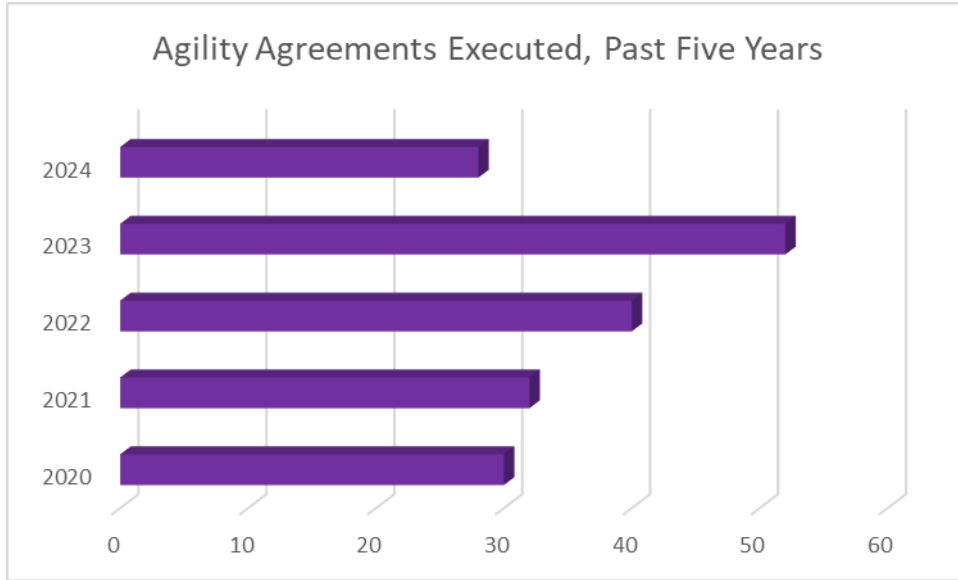


AGREEMENTS

- Agility Agreements are valid for five (5) years
- Option to renew for three (3) years
- Multiple Work Plans can be associated with any individual Agility Agreement
- Individual Work Plans can cover multiple service exchanges
- Agreements can be executed “just in case” there is a need



RECENT ACTIVITY



- **206 active Agility agreements** statewide (Dec. 31, 2024)
- **All 11 PennDOT districts** have at least one active agreement
- **Western PA** is currently the most active area for Agility
- **Most agreements** executed in the past five years were with returning partners



WHY AGILITY?

- Taxpayers benefit by seeing more work completed on the state and local road system in their area
- Partners benefit by meeting taxpayer expectations for seamless improvements across the state and local networks in their area
- Might result in completing work that otherwise would not have been done
- Helps partners and PennDOT use funds more efficiently and effectively
- Ultimately allows PennDOT and its partners to provide taxpayers with smoother, safer and cleaner roads, bridges and roadsides



SAMPLE EXCHANGES

- **PennDOT paints lines** on local roads in exchange for the **Township mowing and brushing** on state roads (Erie County)
- **PennDOT repairs and replaces guiderail** on local roads in exchange for the **City flushing state bridge decks** (Clinton County)
- **PennDOT seal coats** local roads in exchange for the **Borough cleaning drains and flushing decks on state bridges** (Snyder County)
- **PennDOT performs winter services** on local roads in exchange for the **Township mowing** on state roads (Somerset County)
- **PennDOT cleans and repairs inlets** on local roads in exchange for the **Borough performing winter services** on state roads (Susquehanna County)



NEWS AND NOTES

- A new Agility Work Plan Manual has been released to PennDOT Counties with new and updated tools to help them make the Work Plan process more efficient and effective for our partners.
- All archiving of expired Agility agreements and renewals is now electronic, but we still need original documents with original signatures for review and execution.
- We hope to have an updated, easier to use agreement form available in the future.



AGILITY COMMUNICATIONS

- Agility Program Web Page:
 - <https://www.pa.gov/agencies/penndot/programs-and-doing-business/local-government/agility-program.html>
- Becoming an Agility Partner Web Page:
 - <https://www.pa.gov/services/penndot/become-a-penndot-agility-partner.html>
- Email:
 - PDAGILITY@pa.gov
- PennDOT Agility informational videos on YouTube:
 - <https://www.youtube.com/@PennsylvaniaDOT/playlists>
 - Check the tiles on the playlists page for "Agility"



HOP IMPROVEMENT PROGRAM UPDATES

WINTER 2025 MAC MEETING

JANUARY 2025

EXECUTIVE ORDER 2023-07

WHEREAS, eliminating barriers to economic development, professional opportunities, and public health and safety is a priority for my administration; and

WHEREAS, increasing efficiency in the processing and the approval of Commonwealth-issued permits, licenses, and certifications will remove unnecessary barriers for Pennsylvanians seeking to do business in the Commonwealth.

By Direction of:


Josh Shapiro, Governor

WHEREAS, eliminating barriers to economic development, professional opportunities, and public health and safety is a priority for my administration; and

WHEREAS, increasing efficiency in the processing and the approval of Commonwealth-issued permits, licenses, and certifications will remove unnecessary barriers for Pennsylvanians seeking to do business in the Commonwealth.

NOW, THEREFORE, I, Josh Shapiro, Governor of the Commonwealth of Pennsylvania, by virtue of the authority vested in me by the Constitution of the Commonwealth of Pennsylvania and other laws, do hereby order and direct the following:

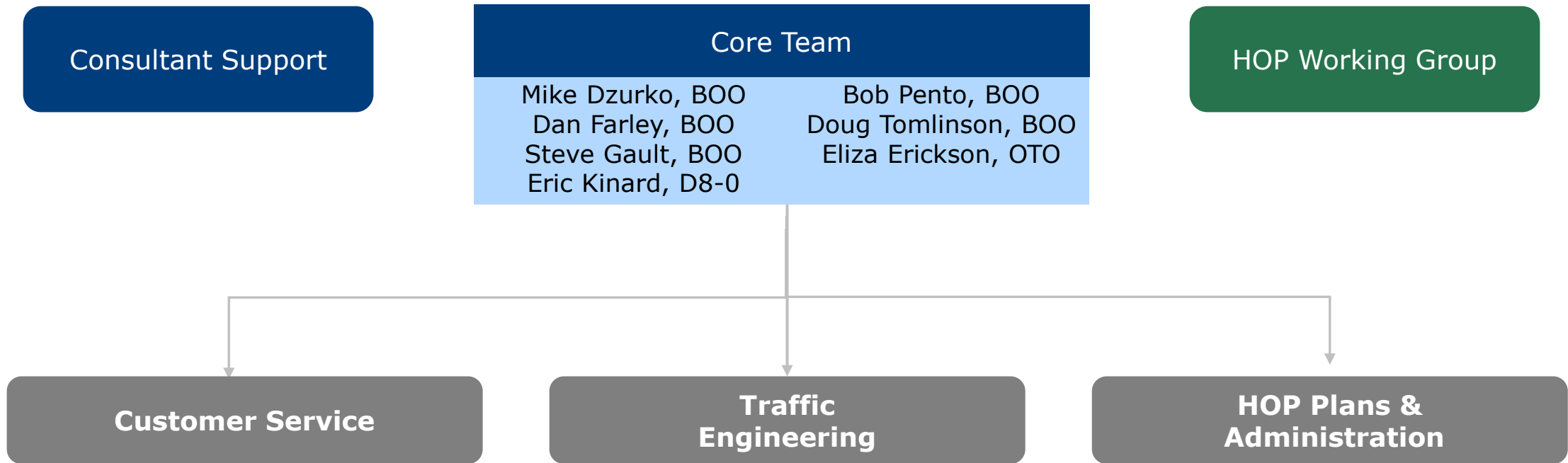
1. Each Commonwealth agency, department, board, commission, office, or council (Executive Agency) under the Governor's jurisdiction that issues permits, licenses, or certifications shall compile a catalog of the types of permits, licenses, or certifications it issues and submit that catalog to the Governor's Office within ninety (90) days of the effective date of this Executive Order. The catalog shall include:
 - a. A description of each type of permit, license, or certification issued by the Executive Agency, the term thereof, and the statutory, regulatory, or other basis therefor;
 - b. The method by which the Executive Agency receives applications for each type of permit, license, or certification (e.g., paper, electronic, or other method) and when that method was last significantly updated;

certifications, as appropriate.

3. The Governor's Office will review the existing digital services used to apply for permits, licenses, and certifications and offer recommendations on specific digital services where upgrades and modernization efforts could better serve Pennsylvanians and all other applicants.
4. Any Executive Agency under the Governor's jurisdiction, after having received a completed application, that exceeds the recommended application processing time as established under Section 2, will refund the amount of the application fee to the extent permitted by law. The refund will have no bearing on the disposition of the underlying application. This Executive Order shall apply to applications received on or after the dates the recommended, efficient application processing times are established by the Governor's Office.
5. This Executive Order shall be implemented consistent with applicable law. Nothing in this Executive Order shall be construed to impair or otherwise affect the authority granted by law, regulation, or executive order to an Executive Agency, or the head thereof. This Executive Order is not intended to, and does not create, any right or benefit, substantive or procedural, enforceable at law or in equity by any party against the Commonwealth, its departments, agencies, or entities, its officers, employees, or agents, or any other person.
6. This Executive Order shall take effect immediately and shall remain in effect until amended or rescinded by the Governor.



GOVERNANCE STRUCTURE



PROGRAM GOALS AND OBJECTIVES

Enhance Customer Service

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

Standardize Review Expectations

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

Improve HOP Submission Quality

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



Promote Accountability Across All HOP Process Stakeholders

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

Improve Electronic Permitting System (EPS)

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

Foster a Culture of Partnership Between PennDOT and Applicants

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



PHASE 1 INITIATIVES

Initiative	Status	Responsible Team	Net Time Savings (# of Days)	Qualitative Impact On Customer Service
Collaboration Workshop Meetings	Complete	Core Team	30	Reduces the number of review cycles for applicant.
Truck Driveway Design	Complete	Core Team	35	Provides applicant with clear expectations for driveway design.
TIS/HOP Checklists	Complete	Core Team	5	Reduces the number of review cycles for applicant.
Phase 1 EPS Updates	Complete	Core Team	5	Supports other initiatives by tracking review timelines and time extensions.
Warehouse Trip Generation Best Practices	Complete	Core Team	5	Provides clear guidance for warehouses without identified end-users.



PHASE 1 INITIATIVES

Initiative	Status	Responsible Team	Net Time Savings (# of Days)	Qualitative Impact On Customer Service
TIS Guidelines Update	In Progress	Core Team	35	Decreases overall engineering costs for the applicant.
Dashboard Development	In Progress	Core Team	5	Provides key performance indicators/metrics to track statewide HOP permits
Bluebeam Pilot Program	In Progress	Core Team	5	Allows for plan-based comments to minimize ambiguity and confusion for the applicant.
ADA Training Modules	In Progress	Core Team	5	Trains unfamiliar applicants on what is required for ADA-compliant curb ramp design.
Adjacent Property Owner Policy Update	In Progress	Core Team	60	Decreases overall engineering costs for the applicant.



TIS GUIDELINES UPDATE –TIS/TIA PURPOSE

TIS

Identify and achieve concurrence on **improvements necessary to mitigate and offset the impact of traffic** from a proposed development on the surrounding transportation system, including the site driveway(s)

TIA

Identify and achieve concurrence on:

- Site driveway location
- Need for turning lanes at the site driveway
- Any turning movement restrictions at the site driveway



TIS GUIDELINES UPDATE – TIS/TIA CONDITIONS

	TIS	TIA
Daily Volume	$\geq 3,000$ trips/day	$< 3,000$ trips/day
Hourly Volume	$\geq $ ~~100~~ 150 entering or exiting hourly trips	$< $ ~~100~~ 150 entering or exiting hourly trips
Study Area	See Table 2 based on land use	Site driveway and immediately adjacent intersection (if applicable)

- Thresholds based full build-out, not individual driveways or interim phases
- Engineering judgment criteria retained
 - PennDOT believes the development is expected to have a significant impact on highway safety or traffic flow



TIS GUIDELINES UPDATE – TIA REFOCUSED

- TIA intended for low volume developments
 - TIA required for all non-minimum use unless TIS or waived by district
 - Developer may choose to proceed with design plans concurrent with TIA preparation, understanding the risk the design may change
- TIA only focused on evaluating site access operation
 - Need for turn lanes
 - Queuing issues from nearby intersections
- Study area for TIA
 - All proposed site access intersections with public roadways
 - Any abutting public roadway intersections with other public roadways (intersection adjacent to corner property)



CUSTOMER SERVICE PHASE 2 INITIATIVES

Initiative	Status	Responsible Team	Net Time Savings (# of Days)	Qualitative Impact On Customer Service
Minimum Use Fact Sheet	Complete	Customer Service Tiger Team	15	Provides step-by-step instructions to private property owners who are unfamiliar with the HOP process.
Utility Fact Sheet	In Progress	Customer Service Tiger Team	15	Provides information to utility companies to improve the overall quality of utility HOP submissions.
Sidewalk and Curb Fact Sheet	In Progress	Customer Service Tiger Team	15	Provides step-by-step instructions to municipalities and private property owners who are unfamiliar with the HOP process.
Website Updates (By Others)	In Progress	Customer Service Tiger Team	N/A	Supports other initiatives by updating the current HOP website.
Website Wireframe Updates	In Progress	Customer Service Tiger Team	N/A	Restructures the HOP website framework for improved communication.
Press Office Content Calendar	Ongoing	Customer Service Tiger Team	N/A	Supports other initiatives by communicating updates and implementation to various audiences.



FACT SHEETS

Purpose:

- Tools to share with targeted audiences to educate them on specific HOP types and procedures for obtaining a permit.

General Fact Sheet Topics:

- Why a permit is required
- How to determine if you live along a state-owned roadway
- Application procedure
- High-level review of design criteria specific to that permit type
- EPS instructions
- What to expect after submitting application
- References to applicable regulations, publications, District contacts, and forms



FACT SHEETS

Minimum Use Driveway Permits:

- Status:
 - Complete
- Target audience:
 - Homeowners

Utility Permits:

- Status:
 - Nearly Complete
- Target audience:
 - Utility Companies

Sidewalk & Curb Permits:

- Status:
 - Nearly Complete
- Target audience:
 - Municipalities
 - Homeowners

HOP & Land Development Process:

- Status:
 - In Progress
- Target audience:
 - Municipalities

Minimum Use Driveways in Pennsylvania



Do you live along a state-owned roadway and plan to install a new driveway or alter your existing driveway connection?

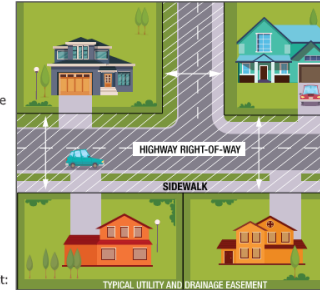
If so, prior to performing the work within the PennDOT right-of-way, a Highway Occupancy Permit (HOP) needs to be obtained from PennDOT. HOPs are required to ensure safety for all roadway users.

In addition to installing a new or altering an existing driveway, work may also include:

- Installation or alteration to sidewalks
- Installation or alteration to drainage
- Modification to utilities
- Any other work within the public highway Right-of-Way

How Do I Know if I Live Along a State-Owned Roadway?

To learn if you live along a state-owned roadway, visit: <https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Maps/pages/county-type-10.aspx>



RIGHT-OF-WAY

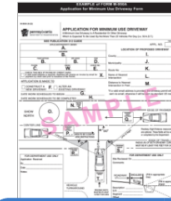
The Right-of-Way is the area which has been acquired by PennDOT for highway purposes. The Right-of-Way allows the public the "right of passage" along state owned roadways. The Right-of-Way can vary in width and generally extends beyond the edge of paved roads and shoulders. You can typically rely on utility poles being located at the edge of the Right-of-Way.

MINIMUM USE DRIVEWAYS

PennDOT has four different driveway classifications based on the amount and type of traffic that it is expected to serve. "Minimum use" driveways have less than 25 vehicles per day (most residential driveways) where as most commercial driveways fall within the other three classifications (low, medium, and high volume driveways) because they typically generate more than 25 vehicles per day. More information on driveway and permitting requirements can be found in the [PennDOT Pub. 282: Highway Occupancy Permit Operations Manual](#).

Minimum Use Driveway Application Procedure

- Complete and sign the [PennDOT Form M-950A](#). [PennDOT Publication 312](#) can be used as guidance to complete Form M-950A. A Form M-950A must be completed and signed by all parties listed on the property deed.
- Include a \$25 check or money order made payable to the appropriate PennDOT District. Or, if paying by credit card, check the appropriate box on Form M-950A.
- Provide proof of ownership or interest in the property (i.e., copy of deed, sales agreement, etc.).
- Provide a letter from the municipality indicating their review of the proposed driveway location and type.
- Submit the required documents listed above to the appropriate PennDOT District in person, by mail, or via PennDOT's ePermitting System (EPS) at least 30 days prior to the anticipated start of work.



Click the link to view your [PennDOT Districts](#)

Utility Permits in Pennsylvania



Why are Utility Permits required in Pennsylvania?

The regulation governing the location and construction of utility facilities and other structures within the State highway Right-of-Way is critical to ensure the following:

- Structural Integrity of the Highway
- Economy of Maintenance
- Preservation of Proper Drainage
- Safe and Convenient Passage of Traffic



Right-of-Way

The Right-of-Way is the area which has been acquired by PennDOT for highway purposes. The Right-of-Way allows the public the "right of passage" along state owned roadways. The Right-of-Way can vary in width and generally extends beyond the edge of paved roads and shoulders. You can typically rely on utility poles being located at the edge of the Right-of-Way.

Utility Permits

PennDOT has developed a checklist to assist utility companies, developers, or engineers in submitting applications for Highway Occupancy Permits (HOPs). To view the checklist, visit: [Applicant Checklist for Utility Highway Occupancy Permit](#).

For more information on permitting requirements and regulations, visit: [PennDOT Pub. 282: Highway Occupancy Permit Operations Manual](#) and [Title 67, Chapter 459](#).

HOW DO I KNOW...If sidewalk or curb is along a state-owned roadway?

To identify if sidewalk or curb is along a state-owned roadway, visit our [website](#).

WHEN...A permit IS needed?

- Placing of utility facilities or other structures, or opening of the surface within the state highway right-of-way.
- Any work performed on or across a limited access highway.

WHEN...A permit IS NOT needed?

- Modifying parts of existing permitted facilities (Ex. cable within a conduit, transformers on poles).
- Emergency utility repairs WITH an Emergency Permit Certificate or Card. [Title 67, Chapter 459.6](#).
- Stringing of overhead utility lines on non-limited access highways.
- Accessing existing utility facilities through manholes in non-limited access.



Links to fact sheets will be provided on the PennDOT HOP website.



WEBSITE WIREFRAME UPDATES

General Fact Sheet Topics:

- Developing landing pages on the PennDOT HOP website for specific permit types:
 - Commercial Driveways/Local Roads
 - Minimum Use Driveways
 - Utilities
 - Miscellaneous
- High-level overview designed to walk an applicant through the process of obtaining a permit.
- Provides additional resources for applicants.

Minimum Use Driveway Permits

A typical minimum use driveway will provide access to an individual single-family home or a duplex home. Certain other low use driveways may apply, and not all rural residential driveways may apply to this category.

On this page

- Overview
- Additional resources
- Links

What is a Minimum Use Driveway?

Minimum Use Driveways have less than 25 vehicles per day and mostly consist of residential driveways.

Why do I need a permit?

Under Pennsylvania Code, Title 67, Chapter 441, a permit must be issued for the access of driveways, local roads, and other property within State highway right-of-way.

Is there a cost for a permit?

A \$25 payment in the form of check or money order must be paid to the appropriate PennDOT District. If paying by credit card, check the appropriate box on Form M-950A.

How do I apply for a permit?

Submit the following documents to the appropriate PennDOT District in person, by mail, or via PennDOT's ePermitting System (EPS) at least 30 days prior to the anticipated start of work. Documents should be in PDF format.

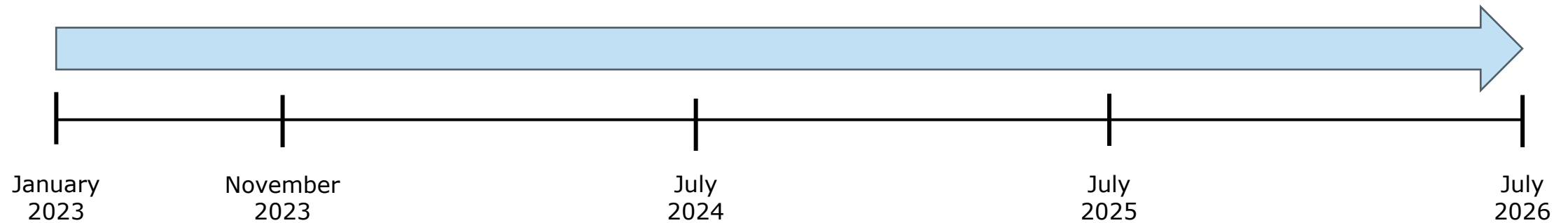
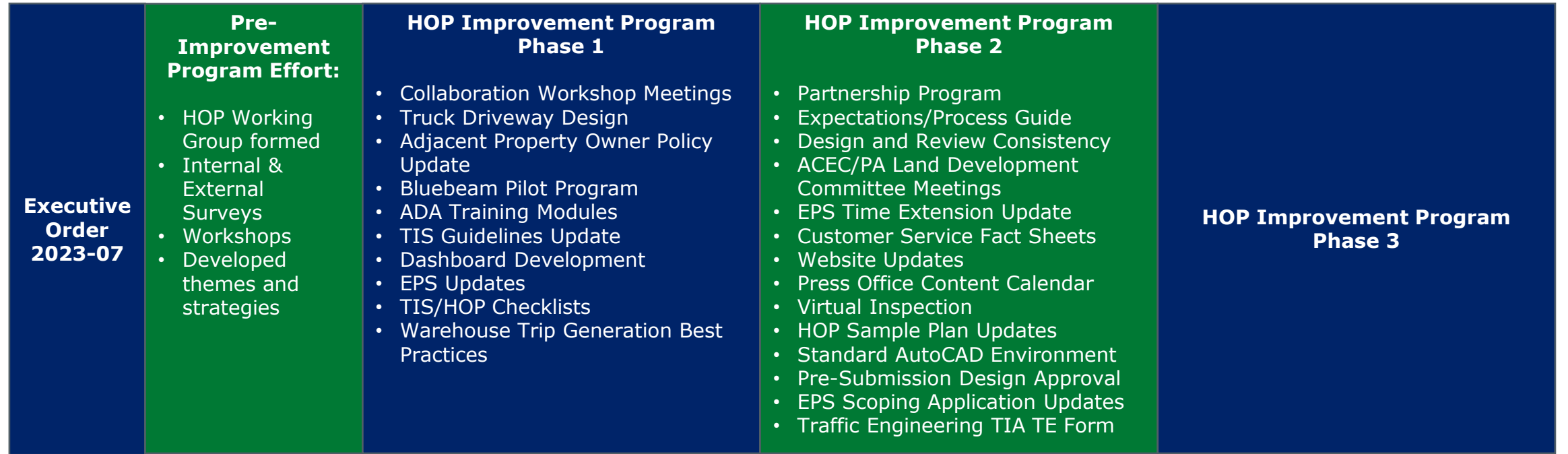
- Completed PennDOT Form M-950A (see PennDOT Publication 312 for guidance).
- A \$25 check, money order, or check the paying by credit card box on the form.
- Proof of ownership or interest in the property (i.e., copy of deed, sales agreement, etc.).
- A letter from the municipality indicating their review of the proposed driveway location and type.

Additional Resources

- Minimum Use Driveway Fact Sheet (PDF)
- Navigating the HOP webpages (video)
- [Pennsylvania Code, Title 67, Chapter 441](#)
- [PennDOT Publication 282: Highway Occupancy Permits Operations Manual](#)
- [PennDOT Type 10 Maps](#)
- [PennDOT Form M-950A](#)
- [PennDOT Publication 312](#)
- [PennDOT Districts](#)
- [PennDOT Publication 72M: RC Standards](#)
- [HOP District and Central Office Contacts](#)
- [ePermitting System \(EPS\)](#)



PROGRAM TIMELINE



TITLE 67, CHAPTER 441 REGULATIONS

Proposed Revisions:

- Submit via EPS
- Who can apply and receive a driveway permit
- Sight distance criteria
- Temporary Access requirements
- Removing driveway illustrations
- Automatic indemnification



- <https://www.irrc.state.pa.us/regulations/RegSrchRsIts.cfm?ID=3440>



TITLE 67, CHAPTER 441 REGULATIONS

Regulation #18-481: Access to and Occupancy of Highways by Driveways and Local Roads

Updates permitting processes and requirements to implement the electronic permitting system, conforms to industry standards, clarifies certain permitting procedures, and updates the definition of "access."

Regulation Details

IRRC Number 3425

Proposed Regulation Received December 11, 2024

Agency Name [Department of Transportation](#)

PA Bulletin Publish Date January 04, 2025

Regulation Status Proposed

Close of Public Comment February 03, 2025

PA Code [67 Pa. Code Chapter 441](#)

Final Due By February 03, 2027

Analysts Assigned Fiona E. Cormack (FEC)
Michelle L. Elliott (MLE)

IRRC Comments Due March 05, 2025

Final-Form Regulation Received N/A

Public Meeting Date N/A

Published as Final N/A

Actions Taken

No IRRC Actions taken at this time



Questions?

Michael Dzurko, PennDOT Highway Occupancy Permits
Program Manager

mdzurko@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 January 30, 2025 Updates

FEDERAL HIGHWAYS ADMINISTRATION (FHWA)

No updates at this time.

DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT (DCED)

- Fall Municipal Assistance Program (MAP) awards totaled approx. \$1.3 million for [28 community planning and emergency services projects.](#)
- The deadline for Spring 2025 MAP reviews is March 1.
- The Office of Community Planning website has been updated with regional contact information and a new Local Planning Assistance Request Form.
- The Office of Community Planning Roadshow is on hold indefinitely.

HIGHWAY TRANSFER (TURNBACKS) PROGRAM

Turnback projects are ongoing, and new projects continue to be planned. Approx. \$10 million in rehabilitation funding is scheduled this fiscal year. Since July the program has successfully turned back 0.789 miles of roadway to municipal ownership.

STRATEGIC DEVELOPMENT AND IMPLEMENTATION



SPRING MEETING:

APRIL 17, 2025

1:00-3:00 PM

*Keystone Building 8N1 &
Microsoft Teams*

Draft Topics:

- TBD
- TBD
- TBD



Pennsylvania
Department of Transportation

ADJOURNMENT



Pennsylvania
Department of Transportation