



## Year-End Discretionary Grants Spotlight

### Digital Design Accelerates Project Delivery and Reduces Delays and Cost Overruns

#### Federal Highway Administration Provides Training for PennDOT, Contractors

In November, the [Federal Highway Administration \(FHWA\)](#) **announced** the award of \$34 million in grants to 10 projects in 10 states under the Advanced Digital Construction Management Systems (ADCMS) grant program. The grants will help promote digital construction, such as computer modeling and 3D design, and state-of-the-art practices to accelerate project delivery and reduce project delays and cost overruns.

**PennDOT will receive** \$3.91 million to develop and advance an open data standard that would assist in the elimination of traditional paper plans and make it easier to exchange information digitally between design, construction and asset management teams. Training for PennDOT personnel, consultants and contractors would ensure that transportation officials and those in related industries develop knowledge and skills on advanced technology and innovative computer systems together.

### Reducing Wildlife-Vehicle Collisions

#### Pennsylvania Awarded \$840,000 to Develop a Systematic Corridor Approach

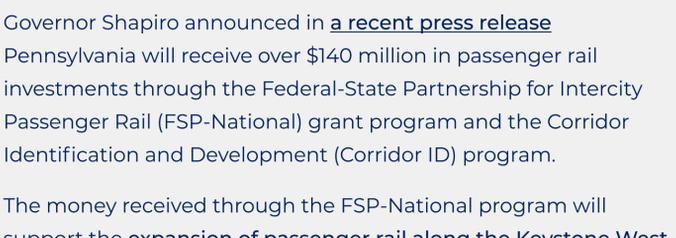
The Wildlife Crossings Pilot Program (WCPP) is a competitive grant program with the goal of reducing Wildlife Vehicle Collisions (WVCs) while improving habitat connectivity for terrestrial and aquatic species. The FHWA received 67 applications from applicants in 34 States requesting \$549 million in WCPP funds. In December, FHWA announced \$110 million in grants for 19 wildlife crossing projects in 17 states, including four Indian Tribes.

**The Commonwealth of Pennsylvania will receive** \$840,000 to develop a comprehensive statewide strategic plan to address the challenges and seize the opportunities associated with wildlife crossings. PennDOT is working with stakeholders across the Commonwealth to develop and implement the plan with the goal to considerably reduce wildlife-vehicle collisions.

The project is organized into three integrated phases:

- Phase I: Develop a multi-agency PA Statewide Wildlife Crossings Strategic Plan (12 months)
- Phase II: Develop Wildlife-Vehicle Collision Project Development Data Collection and GIS Mapping Tools (24 months)
- Phase III: Develop and Implement a Multi-year Public Outreach and Education Program (48 Months)

PennDOT's goals are to develop a systematic corridor approach to wildlife-vehicle safety; develop an application to collect data that is not presently being collected and/or reported; develop mapping tools to assist in identifying priority investment areas; and develop and implement a wildlife crossings public information and education program. The ultimate result is to provide PennDOT and stakeholder organizations with the tools necessary to help reduce animal-vehicle collisions and improve habitat connectivity for wildlife.



### Pennsylvania to Receive Over \$140 million in Federal Grants for Passenger Rail Investments

Governor Shapiro announced in [a recent press release](#) Pennsylvania will receive over \$140 million in passenger rail investments through the Federal-State Partnership for Intercity Passenger Rail (FSP-National) grant program and the Corridor Identification and Development (Corridor ID) program.

The money received through the FSP-National program will support the **expansion of passenger rail along the Keystone West corridor** between Harrisburg and Pittsburgh. Currently, the Amtrak Pennsylvanian service travels roundtrip between New York City and Pittsburgh via Harrisburg once daily. The agreement that Norfolk Southern and PennDOT entered into supports increasing the roundtrip passenger service to twice a day. To support these expanded passenger operations, the Commonwealth will invest more than \$200 million in infrastructure and safety improvements, which will now be partially offset by this federal investment.

Additionally, Federal Railroad Administration has identified three passenger rail corridors for study and development through the Corridor Identification and Development (Corridor ID) program, a comprehensive intercity passenger rail planning and development program. Each corridor will receive up to \$500,000 and include the following projects:

- Scranton to New York Penn Station Passenger Rail Corridor
- Keystone Corridor: Pittsburgh to Philadelphia
- Reading-Philadelphia-New York Corridor

Learn more about the corridors and investments in the press release. More information on passenger rail in Pennsylvania can be found on PennDOT's Passenger Rail web page.

### Open for Applications

PennDOT's website [offers the latest news and information](#) on federal grant opportunities available through the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law.

Grant opportunities, application guides and other resources on federal grant funding are added as they become available, so please visit often to see if any of these grant funding programs are an opportunity that would benefit your community.

The following is a list of federal grant programs currently accepting applications:

#### **Advanced Transportation Technology and Innovation**

The [Advanced Transportation Technology and Innovation \(ATTAIN\)](#) program is for deploying, installing and operating advanced transportation technologies. It is intended that these model technology deployments help demonstrate how emerging transportation technologies, data and their applications can be effectively deployed and integrated with existing systems to provide access to essential services and other destinations. Grant efforts can also focus on increased connectivity to employment, education, services and other opportunities; workforce development; or increased mobility, particularly for persons with disabilities and elderly individuals.

**The deadline for requesting PennDOT support is January 19, 2024.**

**The deadline to apply for this program is Friday, February 2, 2024, 11:59 p.m. EST.**

#### **Rebuilding American Infrastructure with Sustainability and Equity**

The [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\)](#) program is for surface transportation investments that will have a significant local or regional impact that advance priorities of safety, equity, climate and sustainability, workforce development, job quality and wealth creation. Selected projects will seek to reduce greenhouse gas emissions; incorporate evidence-based climate resilience measures and features; avoid adverse environmental impacts to air or water quality, wetlands and endangered species; and address the disproportionate negative environmental impacts of transportation on disadvantaged communities. The selected projects will also address environmental justice, particularly for communities that have experienced decades of underinvestment and are most impacted by climate change, pollution and environmental hazards.

**The deadline for requesting PennDOT support is February 13, 2024.**

**The deadline to apply for this program is Wednesday, February 28, 2024, 11:59 p.m. EST.**

#### **Bridge Investment Program**

The goals of the [Bridge Investment Program \(BIP\) - Large Bridge](#) grants are to 1) Improve safety, efficiency and reliability of the movement of people and freight over bridges; 2) Improve the overall condition of bridges in the United States and 3) Provide financial assistance that both leverages and encourages non-federal contributions from sponsors and stakeholders involved in the planning, design and construction of eligible projects that will cost more than \$100 million.

Awards are provided to a Large BIP if the following two conditions are met:

1. Project is reasonably expected to begin construction no later than 18 months after the date funds are obligated.
2. Preliminary engineering has already been completed for the project.

**The deadline for requesting PennDOT support for fiscal year (FY) 2025 is July 1, 2024.**

**The deadline for applying for FY 2025 funds in this rolling application process\* is August 1, 2024, 11:59 p.m. EST.**

\*Submissions will be reviewed on a first come, first served basis until program funding is expended or the notice of availability is superseded.

### NEVI Round 1A Funding

Round 1A of NEVI funding is now open for applications and will close on January 26, 2024, at 5:00 PM EST. All proposals must be submitted electronically through the Pennsylvania Department of Community and Economic Development's eGrants system at [Keystone Login - Single Application](#) by no later than 5:00 PM EST on January 26, 2024.

Round 1A funding will focus on closing gaps along the [Alternative Fuel Corridors](#) for EV charging following the previous Round 1 project selections. Thirty-five corridor groups will be eligible for funding in Round 1A and [can be seen on a map on PennDOT's website](#).

A new Technical Questions and Responses document is also now available to assist Prospective Contractors in preparing their Proposals. You can find these resources on PennDOT's [NEVI web page](#) and ["Apply for NEVI Funds" web page](#).

For more information about PennDOT Pathways, visit our website at [penndot.pa.gov/funding](#).

Want to share information on your social or digital platforms? Find image, video and other resources in the [Funding Media Center](#).

### Contact Us

Website Comment Form: [Click here](#)



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