



The latest news and information from PennDOT Connects' network of people and places



PennDOT Connects April 2024 Newsletter



Through PennDOT Connects, the Pennsylvania Department of Transportation and its regional planning partners are strengthening their partnerships with communities by involving local government at the very beginning of the planning process so that land use, development, and transportation are better integrated and more effective.

**Enhance Your Community with PennDOT Connects:  
Free Resources & Municipal Support!**

***Empower your municipality in local transportation planning: Join us for an interactive workshop where you can engage with PennDOT, collaborate with peers, and discover valuable resources to enhance your community.***

**Learn about:**

- **PennDOT Connects:** A collaborative planning process that *incorporates your community's needs*.
- **Funding and Support:** *Grant opportunities and expert guidance* available through IIA/BIL and state agencies.
- **Your PennDOT District and Regional Planning Partners:** Share ideas, network, and *develop a vision for your community's transportation future*.

**This workshop is intended for:**

- Municipal officials, planners, and engineers.
- Community leaders and advocates.
- Anyone interested in improving their local transportation systems.

**Don't miss out on this chance to:**

- Make your voice heard and shape your community's transportation future.
- Access free resources and expert support to achieve your goals.
- Network with other municipalities and learn from their successes and find areas for collaboration.

*Note: This session will focus on the resources available to municipalities through PennDOT Connects and other sources and is not on specific projects on the Transportation Improvement Program (TIP) in PennDOT Districts.*

**Attendance options noted for each district:**

- In Person at District Office *or* Virtual (Go-To-Webinar)
- All Virtual (Go-To-Webinar)

**Registration:** To register, click on the **Facility, Format, and Registration Link** for the session you want to attend.

Date	District	Time	Facility, Format, Registration	Address
May 7, 2024	<b>District 4</b>	9-11 a.m.	<a href="#">PennDOT District 4 &amp; Virtual</a>	55 Keystone Industrial Park Dunmore, PA 18512
May 14, 2024	<b>District 8</b>	9-11 a.m.	<a href="#">PennDOT District 8 &amp; Virtual</a>	2140 Herr Street Harrisburg, PA 17103
May 15, 2024	<b>District 9</b>	9-11 a.m.	<a href="#">All Virtual</a>	
May 16, 2024	<b>District 5</b>	1-3 p.m.	<a href="#">PennDOT District 5 &amp; Virtual</a>	1002 Hamilton Street Allentown, PA 18101
May 28, 2024	<b>District 10</b>	1-3 p.m.	<a href="#">PennDOT District 10 &amp; Virtual</a>	2550 Oakland Avenue Indiana, PA 15701
May 29, 2024	<b>District 3</b>	1-3 p.m.	<a href="#">All Virtual</a>	

**Recorded Session Links**

All the sessions are recorded. Below are recording links for the sessions that were held in March and April. Click the recording link to learn about PennDOT Connects in your district.

District	Recording Links
District 1	<a href="#">Recording Link</a>
District 2	<a href="#">Recording Link</a>
District 6	<a href="#">Recording Link</a>
District 11	<a href="#">Recording Link</a>
District 12	<a href="#">Recording Link</a>

The [District Map](#) shows what counties are in which district.

---

## Adaptive Reuse of Land and Buildings

Many municipalities across the commonwealth have underutilized properties that might inhibit their community character, local aesthetics, safety, and positive image. Adaptive reuse is a way to improve a community through a process of identifying properties no longer in use or deemed unsafe for construction, rehabilitation, and reuse in their current condition.

With the goal of sustainable development for a community, the adaptive reuse of land and buildings has emerged as a pivotal strategy to foster community revitalization, historic preservation, and efficient land utilization.

Pennsylvania municipalities can significantly enhance the success of adaptive reuse projects through a comprehensive understanding and strategic implementation of developer negotiations, zoning regulations, subdivision and land development ordinances, and the use of special financing districts.

A municipality's comprehensive plan is a good place to begin identifying underutilized properties, but a good rule of thumb is also to consult with the municipality's [Metropolitan Planning Organization or Rural Planning Organization](#) (MPO or RPO). As with most land use and planning issues, your MPO/RPO is equipped with planning tools and resources for adaptive reuse. Further, your county may also have resources available specific to your region.

When a municipality is considering an adaptive reuse project, it is important to proactively review and modify – as necessary – the comprehensive plans, zoning ordinances and land development tools to facilitate adaptive reuse projects. Through a combination of mechanisms, Pennsylvania can unlock the economic, social, and environmental benefits of reusing or repurposing existing assets. The collaboration of these planning tools not only promotes sustainable development but also positions municipalities at the forefront of innovative and adaptive community growth.

Another key step in this process is to address the project with economic development organizations such as the [Department of Community and Economic Development](#) (DCED), chambers of commerce, and local and county redevelopment authorities.

Adaptive reuse strategies should be discussed when there is an opportunity to repurpose existing structures to meet the needs of the municipality. Some key scenarios to consider when implementing adaptive reuse include:

- Underutilized Land - Underutilized parcels of land and structures can negatively impact a community's character and may lead to blighted conditions in older communities. These properties vary in the level of effort and costs required for rehabilitation and reuse.
- Brownfields - Properties containing historic buildings or abandoned industrial sites (known as "brownfields") may require special attention and incur additional costs to return the parcel to productive use.
- Smart and Sustainable Growth - Bringing appropriate uses to vacant structures and underutilized properties can provide a smart and sustainable growth approach to new development in existing communities while reinvigorating declining neighborhoods and enhancing the quality of life for residents.

When a municipality is considering implementing an adaptive reuse strategy, several considerations should be made, such as:

- Larger projects may generate additional traffic or create new traffic patterns.
- Implementation may require the use of financial or regulatory incentives.

As an example of the need for financial or regulatory incentives, the City of Bethlehem community rallied around the iconic, but closed, Bethlehem Steel Plant, working hard to bring new life to the former industrial giant. In 1999, the City of Bethlehem, Bethlehem Area School District, and County of Northampton—the three local taxing bodies—established a [Tax Incremental Financing](#) (TIF) district on the property, dedicating any future tax dollars generated from new business on the site to helping revitalize the former steel plant.

Overall, implementing adaptive reuse strategies should be considered by the municipality when there is an opportunity to leverage existing resources in a way that benefits both the built environment and the communities they serve.



The advantages of adaptive reuse are varied, including environmental, economic, social, and cultural benefits:

- Sustainability
- Preservation
- Cost-effectiveness
- Economic revitalization
- Community engagement
- Flexibility
- Reduced waste
- Innovation
- Improved livability

As an example, this photo depicts SouthSide Works, which is a 123-acre riverfront brownfield redevelopment of a closed steel mill along the Monongahela River. Located in Pittsburgh's South Side, this mixed-use project includes residential and commercial space, a marina, a riverfront park and five miles of new multi-use trails. While this is a sizable project, its many facets illustrate the breadth of the concept. Adaptive reuse is a valuable strategy for smaller projects, as well.

When considering an adaptive reuse project, there are a magnitude of resources available.

- [Preservation Pennsylvania](#)
- [Register of Historic Places](#)
- [Cultural Recreational Resources](#)
- [MPO/RPO](#)

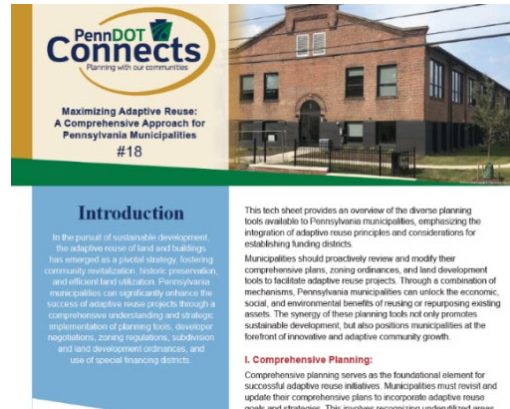


In conclusion, adaptive reuse stands as an example of sustainability, innovation, and community resilience in the scope of development.

## Other Adaptive Reuse Resources

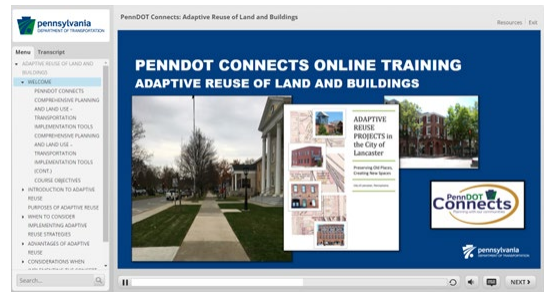
**Tech Sheet:** [Maximizing Adaptive Reuse a Comprehensive Approach for Pennsylvania Municipalities](#)

The tech sheet includes a full list of resources on adaptive reuse.



**Recorded Training:** [Adaptive Reuse of Land and Buildings](#)

Watch the recorded training at your convenience to learn how to recognize the advantages of adaptive reuse strategies for land and buildings, identify opportunities, and know the issues that may arise when considering the implementation of adaptive reuse strategies.



## PennDOT Connects Educational Opportunities

Go to the [PennDOT Connects webpage](#) to learn more about upcoming educational opportunities. Click the down arrows next to the Drop-Ins and Workshops tabs to view the current offering and past recorded sessions.

### Planning for Trucks in Your Community

Is your community worried about increasing truck traffic on local roads? This session will explore opportunities to improve land use planning for development to mitigate the impact of trucks on your roads, as well as discuss ongoing truck traffic issues and potential solutions. Learn how to coordinate and work with your planning partners and neighboring communities to tackle tough truck issues.



May 9, 2024, Noon to 1 p.m.

[Register Here](#)


## PennDOT Connects Resources

Go to the [PennDOT Connects webpage](#) to access tech sheets, recorded training, and other resources.

### Highway Occupancy Permits

In the Commonwealth of Pennsylvania, the issuance of Highway Occupancy Permits (HOPs) plays a critical role in regulating access to and occupancy of the state's highways. Learn more about the steps in the process by reviewing the Highway Occupancy Permits Tech Sheet. The tech sheet also provides links to resources to assist through the process.

[Highway Occupancy Permits Tech Sheet](#)



**Introduction**

In the Commonwealth of Pennsylvania, the issuance of Highway Occupancy Permits (HOPs) plays a critical role in regulating access to and occupancy of the state's highways. Through PennDOT, HOPs are required for any activity or construction that would impact the use of a state road. Whether it's the construction of a driveway to a new development or the installation of a new utility (water, gas, electric, communication, sewer, etc.) facility, obtaining an HOP is a key step to ensuring the safe and efficient flow of traffic, while maintaining the road's infrastructure.


PennDOT has the right to regulate access to its right-of-way but also has the responsibility to accommodate land owners, developers, and utility owners who may want to access the public right-of-way and balance those plans with the needs of the traveling public. The Highway Occupancy Permit (HOP), and its review and approval process, is the device used by PennDOT to balance the needs of all stakeholders. The steps below walk through the HOP process.

1. Review the HOP Guidelines: Familiarize yourself with PennDOT's guidelines for Highway Occupancy Permits (HOPs). <https://www.penndot.pa.gov/Doing-Business/Permits/HighwayOccupancyPermits/Pages/default.aspx>
2. Determine the Type of

### Utility Coordination

The tech sheet covers the basics to ensure effective coordination and communication for utility coordination. It reviews what utility coordination is, what is required, the steps in utility coordination planning, and provides links to resources.

[Utility Coordination Tech Sheet](#)



**Introduction**

The residents, businesses, and other organizations in our communities are served by local government and various utilities. Effective municipal utility coordination benefits all of them. Conversely, the failure to carry out basic coordination between local government and utilities can have adverse consequences related to cost, inconvenience, frustration, and even public safety. This tech sheet is intended to raise awareness and cover the basics to ensure effective coordination.

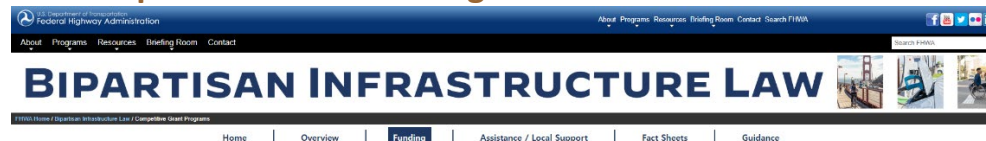
**What is Utility Coordination?**

Utility coordination is the process of proactively communicating and coordinating with the owners of utilities or other facilities in the public right-of-way throughout a project to minimize risk and maximize efficiencies of time and cost. It is crucial to ensure the efficient and safe management of various infrastructure and utility projects in the public right-of-way across the state. From telecommunications to electricity and gas, coordinating the installation, maintenance, and relocation of utilities is essential to minimize disruptions, enhance project timelines, and optimize resource allocation.

**Is Utility Coordination Required?**

Yes, utility coordination is required by state law for any project involving excavation or demolition work. Pennsylvania's Underground Utility Line Protection Law, Act 287 of 1974, as amended by Act 50 of 2017 (the Act), establishes responsibilities and procedures for utility coordination in the interest of damage prevention to underground utility lines and public safety. The Act also established Pennsylvania's One Call System to "provide a single nationwide toll-free telephone number or 811

## BIL Competitive Grant Funding Matrix



### COMPETITIVE GRANT PROGRAMS

#### Competitive Grant Funding Matrix

The United States Department of Transportation (USDOT) and FHWA have a variety of competitive grant programs used to fund various types of transportation projects and activities. The matrix illustrates these programs broadly, organized by applicant type. Potential applicants should refer to the applicable column in the matrix. The matrix lists grant programs (rows), which can be matched with the potential applicant (columns) the program can fund. Potential applicants should review program specific guidance to make informed decisions about each program.

Grant Program	Program Description	State highway agency	Metropolitan Planning Organization (MPO)	Local government or agency	Federally recognized Indian tribe (in partnership with State DOT)	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information	Websites
ADAMS - Advanced Digital Construction Management System	A program to promote, implement, deploy, demonstrate, advocate, support and document the application of advanced digital construction management systems, practices, performance, and benefits.	Yes	Yes (in partnership with State DOT)	Yes (in partnership with State DOT)	Yes (in partnership with State DOT)		Yes			FY2022-2025 awards	<a href="#">Federal Priority Review, Access</a>
Advanced Transportation Technologies and Innovation Mobility Development (also known as Advanced Transportation Technology and Innovation MATRIXX Program)	Provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	Yes	Yes	Yes			Yes		Yes	FY 2022-2025 EY 2022-2025 EY 2022-2025	

The United States Department of Transportation (USDOT) and FHWA have a variety of competitive grant programs used to fund various types of transportation projects and activities. The [Competitive Grant Funding Matrix](#) illustrates these programs broadly, organized by applicant type. Potential applicants should refer to the applicable column in the matrix. The matrix lists grant programs (rows), which can be matched with the potential applicant (columns) the program can fund. Potential applicants should review program specific guidance to make informed decisions about each program.

The FHWA will continue to add additional programs/information to this page over the weeks, months, and years to come.

---

## Discretionary Grants Spotlight

PennDOT's [Infrastructure Investment and Jobs Act \(IIJA\) webpage](#) offers the latest news and information on federal grant opportunities available through the IIJA, 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:

### Active Transportation Infrastructure Investment Program (ATIIP)

The [Active Transportation Infrastructure Investment \(ATIIP\) Program](#) offers grants for planning, designing, and building safe and connected active transportation projects. ATIIP projects enhance safety, efficiency, and reliability; improve connectivity between active and public transportation, bolster infrastructure resilience; protect the environment; and enhance quality of life, particularly in disadvantaged communities. This program provides funding for two different grant categories: (1) Planning and Design Grants and (2) Construction Grants.

- The deadline for requesting PennDOT support is June 3, 2024.
- The deadline for applying is June 17, 2024, 11:59 p.m. EST.

### Multimodal Project Discretionary Grant – INFRA, Mega, and Rural Grant Programs

The [Multimodal Project Discretionary Grant](#) (MPDG) involves: 1) Nationally Significant Multimodal Freight and Highways (INFRA grants), 2) National Infrastructure Project Assistance (Mega grants), and 3) Rural Surface Transportation (Rural grants). MPDG provides financial assistance for a wide range of transportation projects including highways, bridges, passenger rail, public transportation, marine infrastructure, and rural transportation initiatives. The MPDG program allows applicants to apply for one, two, or all three funding opportunities by submitting a single application.

- The deadline to apply for this program is May 6, 2024, 11:59 p.m. EST.

### Safe Streets and Roads for All (SS4A)

The [Safe Streets and Roads for All \(SS4A\) Grant Program](#) funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Funds for the fiscal year (FY) 2024 SS4A grant program are to be awarded on a competitive basis to support planning, infrastructural, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micro-mobility users; motorists; and commercial vehicle operators.

The SS4A program provides funding for two types of grants: Planning and Demonstration Grants and Implementation Grants, each having their own deadlines:

- The deadline for requesting PennDOT support is:
  - May 2, 2024 (Round 2)
  - August 15, 2024 (Round 3)
- [Implementation Grant](#) applications have a single deadline:

- May 16, 2024, by 5 PM ET for FY24.
- [Planning and Demonstration Grant](#) applicants have multiple deadlines for FY24:
  - May 16, 2024, by 5 PM ET; and
  - August 29, 2024, by 5 PM ET.

\* Applicants may also reapply if not selected if the application is received by the last Planning and Demonstration Grants deadline of August 29, 2024, 5:00 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.

- The deadline for requesting PennDOT support for 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.

## **BIP – Planning and Bridge Project Grants**

The goals of the [BIP - Planning and Bridge Project](#) grants are identical to the above Large Bridge grants, except eligible projects must cost less than \$100 million.

- **Planning** grant deadlines for FY 2025:
  - Requesting PennDOT support – September 17, 2024
  - Applying for funds in rolling application process\* - October 1, 2024, 11:59 p.m. EST
- **Bridge Project** grant deadlines for FY 2025:
  - Requesting PennDOT support – October 18, 2024
  - Applying for funds in rolling application process\* - November 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.

---

## Shapiro Administration Announces Additional Funding Opportunity for Electric Vehicle Charging

The Pennsylvania Department of Transportation (PennDOT) recently announced program details for Round 1B of the National Electric Vehicle Infrastructure (NEVI) funding opportunity. The proposal period will open on May 13, and close on July 10 at 5:00 PM EDT. These opportunities further the Shapiro Administration's work to address climate change, grow the commonwealth's economy and ensure that the future of Pennsylvania transportation is on track to be cleaner, safer, more affordable, and more reliable than ever before.

More information and the full press release can be found here: <https://www.penndot.pa.gov/pages/all-news-details.aspx?newsid=1125>

Additional information is also available on [PennDOT's NEVI Funding Opportunities](#) webpage as well.

---

## Guide for Bipartisan Infrastructure Law Grant Applications

PennDOT has added a [Bipartisan Infrastructure Law \(BIL\) guide for grant applications](#) to the website dedicated to the IIJA, and specifically the federal discretionary programs. Also, included are Grant Alerts that provide background on these opportunities including eligibility, application deadlines, and federal and Department of Transportation (USDOT) resources and guides to assist in applying for the specific programs.

---

## Grants Resources

### USDOT Discretionary Grant Resources

The U.S. Department of Transportation (USDOT) has developed a discretionary grant preparation checklist for federal fiscal year 2024 to help applicants prepare and chart a strategic pathway to apply for infrastructure investments. More than \$32 billion is available to the USDOT this fiscal year to provide competitive grant funding to local governments, metropolitan planning organizations, transit agencies, Tribal governments, U.S. Territories and state departments of transportation. The USDOT has published a list of anticipated dates for upcoming Notices of Funding Opportunity (NOFOs) for key programs within the BIL and the Inflation Reduction Act (IRA), as well as adjacent programs that support BIL and IRA objectives. This list is not comprehensive, and the agency will periodically update it with additional programs and revised dates as appropriate. Both resources can be found on PennDOT's IIJA page at <https://www.penndot.pa.gov/Doing-Business/Pages/IIJA.aspx>.

**USDOT Navigator:** <https://www.transportation.gov/dot-navigator>

**Federal Transit Administration BIL Website:** <https://www.transit.dot.gov/BIL>

**Key Notices of Funding Opportunity:** <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>

---

## FREE Transportation and Land Use Planning – Assistance and Training

PennDOT Connects offers **free** assistance and training to municipalities to better integrate local land use development and transportation goals into the state transportation planning process.

Any municipal staff member, government official or planning partner is eligible to request **free** planning assistance or personalized training. Simply fill out the PennDOT Connects Training/Assistance request form by [clicking here](#).



---

## Do You Know Your MPO or RPO?

PennDOT and its Metropolitan Planning Organization (MPO) and Rural Planning Organization (RPO) partners have a long-standing relationship jointly preparing transportation studies, plans, and programs to make the best transportation project investments possible with available resources. This strategic alliance is now of even greater importance for PennDOT Connects implementation. Together, the MPO/RPO planning partners and PennDOT can effectively collaborate and communicate with municipalities — and other community stakeholders (e.g., transit operators, economic development agencies, etc.) — to improve transportation system performance and achieve more livable communities. The collaborative effort of municipalities, MPO/RPO planning partners, and PennDOT is key to ensuring that opportunities to improve transportation and communities are realized.

MPO/RPO contacts can be found [here](#).

---

## PennDOT Connects

The Pennsylvania Department of Transportation is committed to bettering our transportation system and our communities through collaborative planning. We must find creative solutions to sustain and expand mobility throughout the commonwealth. This means improving our planning process to reflect changing demographics and technological innovation. We are broadening the benefits we deliver and taking a more holistic approach to planning. We are tasking PennDOT staff and our planning partners to consider community needs at the beginning of the planning process to ensure the best allocation of our resources. This approach, PennDOT Connects, will make our planning processes more efficient and cost-effective to the benefit of all Pennsylvanians. The full [PennDOT Connects Policy \(PDF\)](#) includes collaboration requirements and planning considerations, as well as the implementation timeline and more.

## PennDOT Connects Newsletter

Was this newsletter forwarded to you? If yes, [click here](#) to subscribe to receive a copy directly to your inbox.



Pennsylvania Department of Transportation  
PennDOT Connects Municipal Resources  
[PennDOT Connects Web](#)  
[Municipal Resources Web](#)  
Email: [PAConnects@pa.gov](mailto:PAConnects@pa.gov)  
Phone: 717-710-2090

