

AGENDA – JANUARY 2021 MUNICIPAL ADVISORY COMMITTEE MEETING

- **Welcome – Deputy Secretary Larry Shifflet** **1:00-1:05**
- **Updates** **1:05-1:25**
 - Municipal Association Updates
 - PSATS
 - Boroughs Association
 - Pennsylvania Municipal League
 - Pennsylvania State Association of Township Commissioners
 - County Commissioners Association of Pennsylvania
 - FHWA Update - Veronica Feliciano/Clint Beck
 - DCED Update – Jessica Trimble
 - Office of Transformational Technology – Kevin Tobias
 - Policy Office Update – Shane Rice
 - Financial Consulting Update – Kristen Sims
- **Stormwater/MS4 – Daryl St. Clair/Rich Heineman** **1:25-1:35**
- **TAC Utilities Task Force – Brian Link/Dale Witmer** **1:35-1:45**
- **Turnback Program – Zac Kopinetz/Greg Dunmire** **1:45-1:55**
- **Next Meetings – Chris Metka** **1:55-2:00**
- **Adjournment** **2:00**

Location: Skype Call [Join Skype Meeting](#)

Phone: 267-332-8737

Conference ID: 480833551

Date: January 28, 2021

Time: 1:00 – 2:00 PM

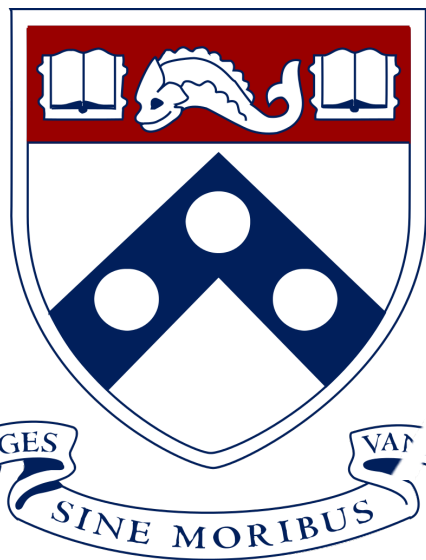


PENNDOT POST-PANDEMIC PLANNING ROUNDTABLE

**PRESENTATION TO MUNICIPAL ADVISORY COMMITTEE
JANUARY 28, 2021**

SHANE P. RICE, WILLIAM PENN FELLOW

ROUNDTABLE MEMBERS



A USDOT NATIONAL
UNIVERSITY TRANSPORTATION CENTER



POST-PANDEMIC ROUNDTABLE

“...identify and understand the long-lasting and permanent effects of the pandemic on transportation demand and public travel behaviors of the post-COVID world, and to apply these scenarios to our strategic, business, program and project planning....”

Key Goals

1. Identify and evaluate potentially disruptive emerging trends and scenarios.
2. Survey regional and local planning stakeholders.
3. Assess opportunities to pilot the application of sophisticated new planning tools



SCENARIO PLANNING SURVEY

Emerging Trends

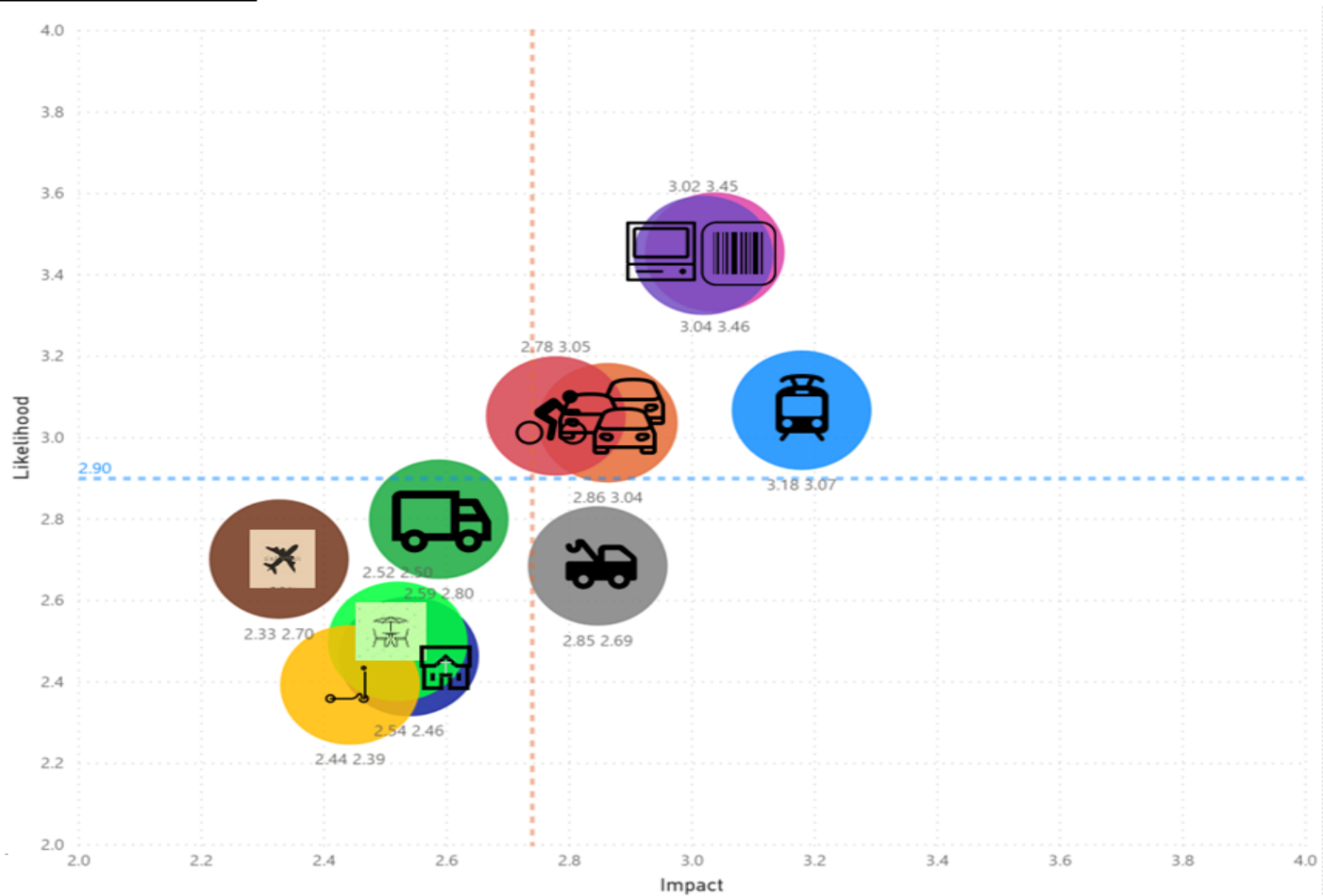
1. Altered Demand for Public Transit
2. Increased Bicycle and Pedestrian Activity
3. Increased Micro-mobility
4. Altered Urban/Suburban Land Use Patterns and Real Estate Demands
5. Growing Telework
6. E-commerce and Delivery Growth
7. Shift from Air to Vehicle Miles
8. Reconfiguration of Supply Chain
9. Demand for Alternate Uses of Rights-of-way (ROW)
10. Change in Vehicle Miles Traveled (VMT) Across the Roadway Network
11. Increase in Aggressive Driving Behavior



SURVEY RESULTS

Likelihood/Impact by Trend - Overall

Icon	
	E-Commerce and delivery growth
	Growing Telework
	Altered Demand for Public Transit
	Increased Bicycle and Pedestrian Activity
	Change in Vehicle Miles Traveled (VMT)
	Reconfiguration of Supply Chain
	Shift form Air to Vehicle Miles
	Increase in Aggressive Driving Behavior
	Demand for Alternate Uses of Right of Way
	Altered Urban/Suburban Land Use Patterns
	Increased Microbidity



NEXT STEPS

- Inform Policy, Program, Project & Business Planning
- Converge with Long-Range Transportation Plan
- Research Agenda/Future TAC Studies
- Pilot Programs



CONTACT

Thank you!

Questions?

Roger Cohen, Senior Policy Advisor

rogecohen@pa.gov

Shane P. Rice, William Penn Fellow

shanerice@pa.gov



FINANCIAL AND CONTRACT SERVICES DIVISION UPDATE

KRISTEN SIMS ·· JANUARY 28, 2021

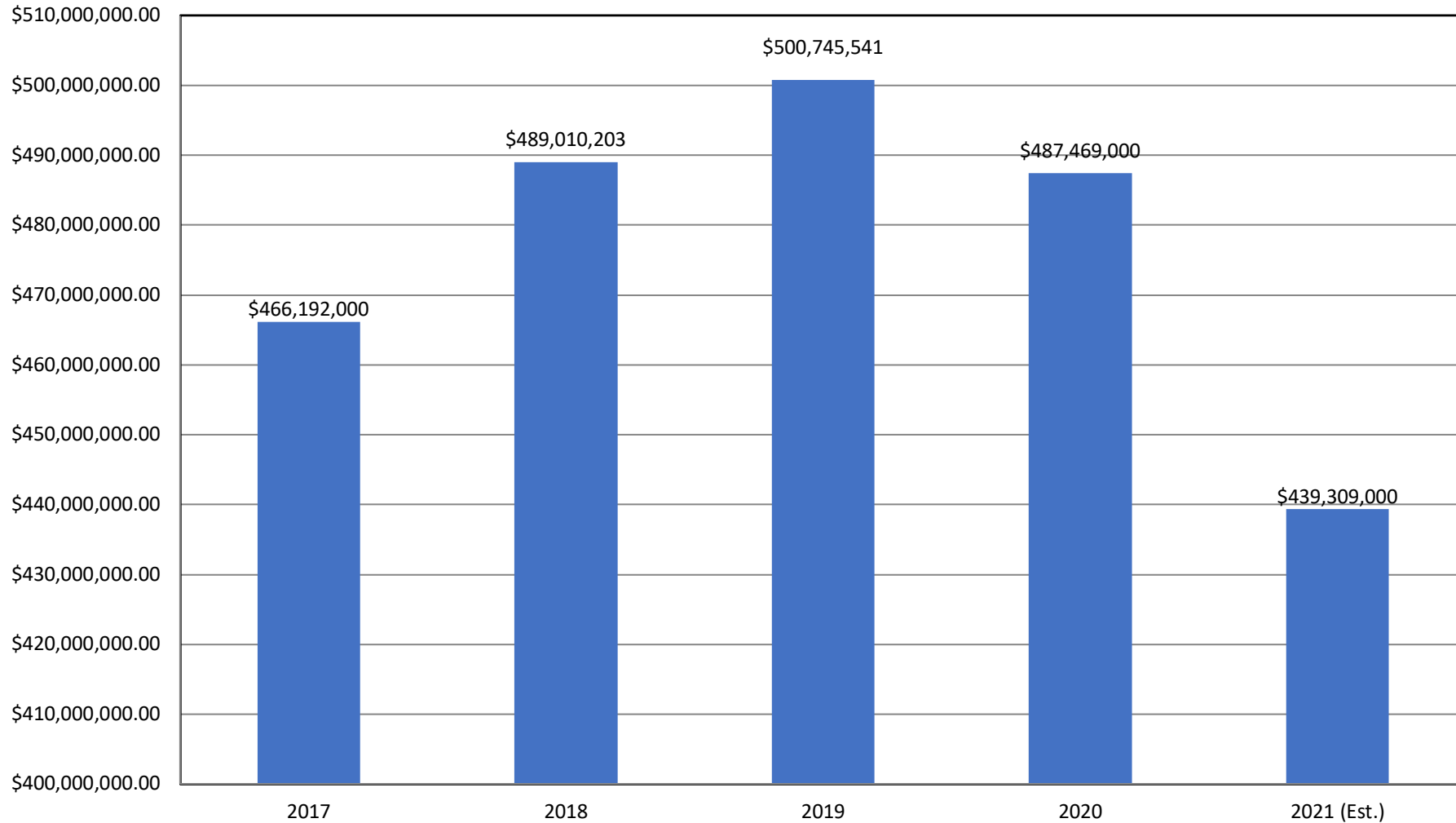
MLF ALLOCATIONS

- 2021 Estimated MLF allocation - \$439,309,000
 - \$48,160,000 (9.9% decrease)
- 2020 MLF allocation - \$487,469,000
 - \$13,276,541 (2.65%) decrease
 - As of January 28, 2021 - \$485,100,909 released to 2,525 municipalities
 - Payments released as municipalities become certified
- 2019 MLF allocation – \$500,745,541
 - Eleven municipalities have not received their allocation
 - Lapses June 30, 2021



MLF ALLOCATION HISTORY

Municipal Liquid Fuels: 5-Year History



DECEMBER 2020 PAYMENTS

- The following payments were allocated on December 1, 2020
 - State Police Fines and Penalties to eligible municipalities - \$3,122,216.54 to municipalities (\$468,886.74 to PSP)
 - County Liquid Fuels Tax Fund to all counties - \$12,029,661.83
 - Act 44 to eligible counties (62) - \$5,000,000.00 (1 on hold)
 - Act 89 to eligible counties (62) - \$4,497,500.00 (1 on hold)
 - \$5 Fee for Local Use to counties who have passed the required ordinance (24) - \$19,74,310.00 (1 on hold)



PENNDOT MS4 CREDIT & MUNICIPAL PARTNERSHIPS JANUARY 2021 UPDATE

DARYL ST. CLAIR/RICH HEINEMAN – JANUARY 28, 2021

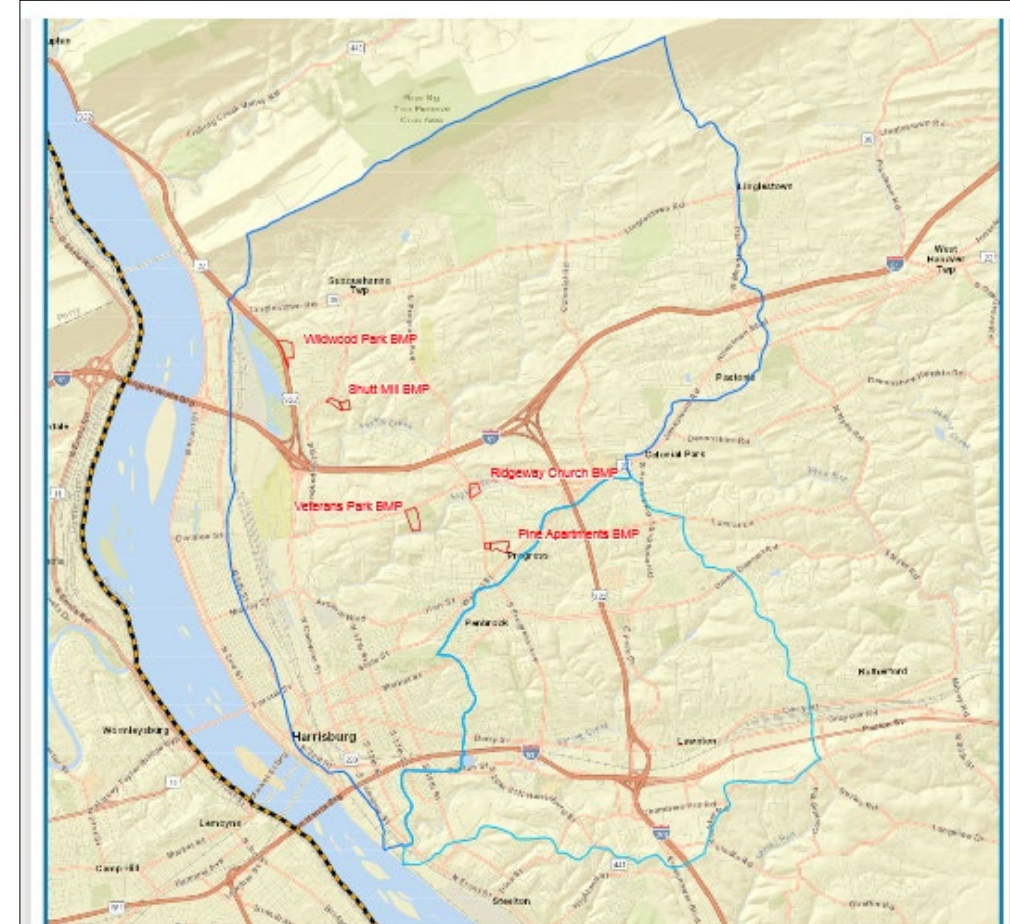
SINKING SPRINGS, YORK COUNTY PILOT

- Low bid awarded to RES @\$4.48/pound
- \$750,000 (state 4000 budget)
- 193,289 pounds of sediment claimed
- Share credit with YCPC
- >1 year done with construction



PAXTON CREEK WATERSHED, DAUPHIN COUNTY

- Federal IDEA research project for MS4 design build operate maintain
- Low bid awarded to RES @\$3.48/pound
- \$2M (\$1M federal research dollars/ \$1M local)
- 573,252 pounds of sediment
- Share credit via legal agreement with Susquehanna Township, CRW & Lower Paxton Township
- Status- Reviewing vendors PRP
- 6,700 linear feet in the area of Wildwood Lake, Veterans Park, Shutt Mill Road/Walker Mill Road, Pines Apartment Complex and Ridgeway Church



STATEWIDE BAY CONTRACT

District Contributions

D3 \$433,000

D4 \$953,000

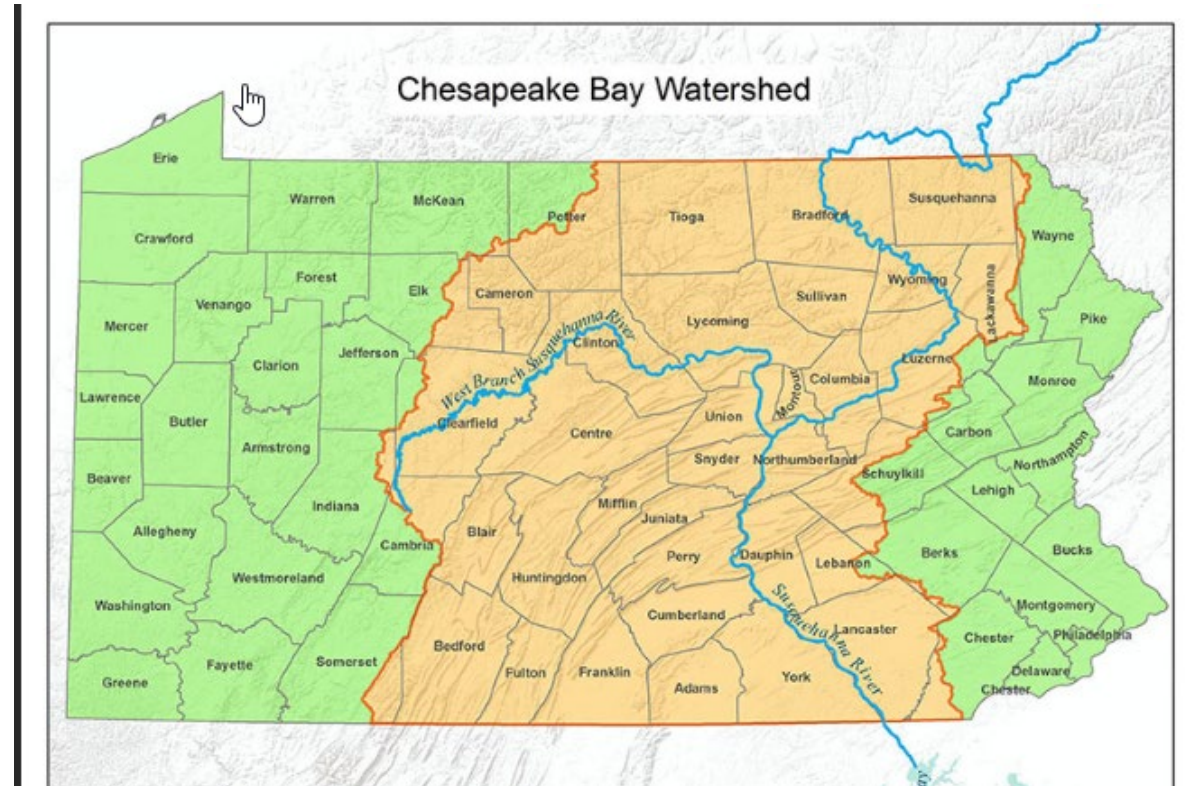
D5 \$18,000

D6 \$60k

D8 \$1M

*D2- Purchased their credit from Paxton Cr project (Centre County MPO they approved \$183,680 funding on the 2019 TIP)


- Apparent low bidder- about \$2/pound
- Vendor was allowed to pick location
- Project will be located in D8
- \$5M, \$2.5M guaranteed (dollars vary by district)
- 1M+ pounds of sediment
- Innovation
 - Municipalities can buy up to \$2.5M credit via legal agreement with DOT
 - Can also purchase wetland credits



SAW MILL RUN WATERSHED, ALLEGHENY COUNTY

- Preparing RFP
- \$1.5M (\$500k TIP/ \$1M local)
- 300,000 pounds of sediment estimated
- Share credit via legal agreement with PWSA

Saw Mill Run



The **Seldom Seen Arch**, built in 1903, over Saw Mill Run along Saw Mill Run Boulevard not far from Woodruff Street in the **Beechview** neighborhood of **Pittsburgh, Pennsylvania**

Physical characteristics

Source	
• location	Castle Shannon, Pennsylvania
Mouth	
• location	Ohio River
Length	9.3 mi (15.0 km)
Basin size	19 sq mi (49 km ²)



USACE STREAM RESTORATION PARTNERSHIP

- Project must be in the Bay to qualify
- USACE will design and bid
- Not bid as MS4 credits, but we will claim them
- PennDOT to contribute up to \$2M (state C.O. dollars)
- USACE to provide \$6M as a match
- Too early to estimate sediment, but it would be well over 1M pounds at current amount
- Status- Lancaster County locations turned down.
- Four additional locations were presented by D8&9, Scoping field views being set up for Blair, Dauphin and York Counties



STORMWATER NEW PRODUCTS

- RFP Research project awarded to Rettew
- \$800,000 (federal Idea funds)
- 100,000 pounds of sediment estimated- \$8/pound
- Status- research complete
- Recommendation – pilot smart technology stormwater pond retrofits
- Delaware Watershed



PENNDOT MS4 PERMIT GOALS (POUNDS OF SEDIMENT REQUIRED)

- Bay – 1,689,778
- Ohio – 875,159
- Developing Plan for Delaware Watershed and Lake Erie -
~2,000,000



Update to MAC on Utilities in the State Right-of-Way TAC Study

January 28, 2021



Utilities in State Right-of-Way

- Task Force Chair – Mr. John Pocius, P.E.
- Consultant – Michael Baker International
 - Dale Witmer, AICP
 - Brian Link, PE
- Purpose/Need: Statewide evaluation of utility coordination issues and impacts on project construction costs and schedules
- Consideration for approval at April 2021 TAC Meeting



► Utilities in State Right-of-Way

- **Background and Input**

- Prior Studies and Recommendations
 - PA Next Generation (PNG) (2015)
 - PA Senate Transportation Hearing (February 2016)
 - FHWA – National Utility Review (September 2018)
 - TRB - Strategic Research Needs in the Area of Utilities (September 2019)
- PennDOT URMS
- PennDOT Connects/One Map
- PA One Call's Coordinate PA
- PennDOT Staff (Central Office, District Utility Administrators, & District Planners)
- Stakeholder Survey



► Utilities in State Right-of-Way

Recommendations – Process Improvements

- Require utilization of URMS and Coordinate PA on all projects administered by PennDOT.
- Provide integration of Coordinate PA and PA OneMap to inform utility owners of programmed work.
- Ensure that Districts are utilizing Best Practices outlined by PennDOT PNG and update DM5 SUE Form to align with Section 6.1 of the PA One Call Law.
 - Risks-Based Subsurface Utility Engineering (SUE) Process utilizing SUE Utility Impact Form in DM5.
 - Accommodate Prior Work or Incorporate Work into Project.
- Require as-built locations for utilities provided electronically with X, Y, Z information



► Utilities in State Right-of-Way

Recommendations – Regulatory Improvements

- Require utilities in the state right-of-way to perform predetermined relocations within a defined timeframe or be responsible for delay costs incurred for non-compliance to the relocation timeframe.
- Provide new legislation or regulations to define responsibility for tracking and identification of aerial utilities (utility pole attachments).
- Increase the amount of ticketing required to go through Coordinate PA for utility owners, professional designers, and professional excavators.



Utilities in State Right-of-Way

Questions



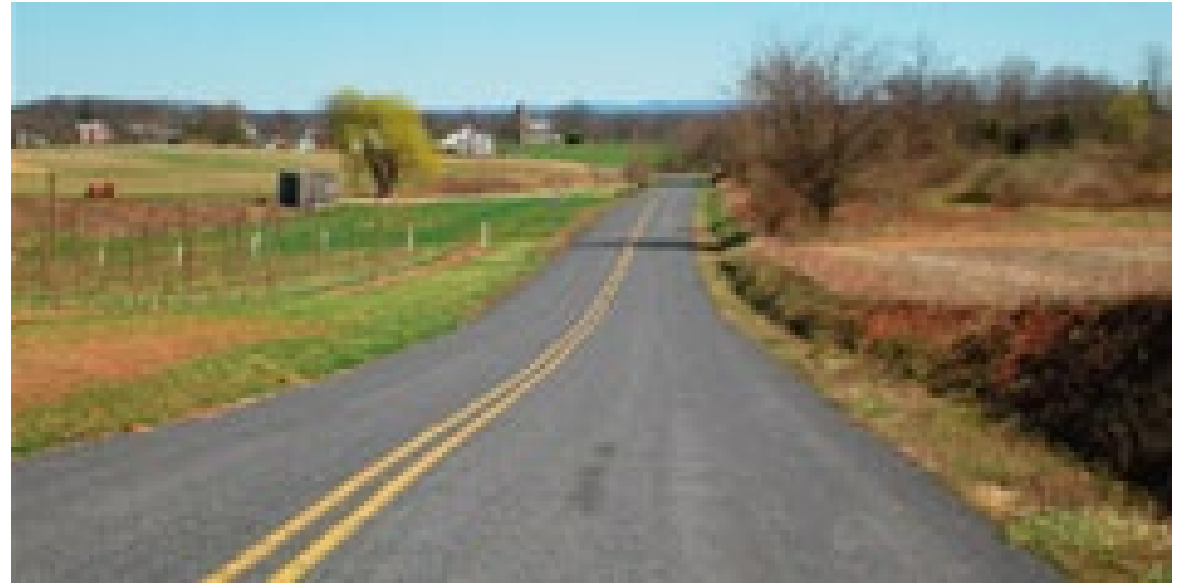
PENNDOT HIGHWAY TRANSFER PROGRAM

ZAC KOPINETZ

JANUARY 28, 2021

BACKGROUND

- Act 1983-32
 - Established by the Highway Transfer (Turnback) Program
- Act 2006-70
 - Increased the annual maintenance payments from \$2,500 to \$4,000 per mile of roadway
- Mileage Transferred
 - Since the program's inception, more than 4,800 miles of roadway transferred



TURNBACKS

- Purpose
 - Rehabilitation, maintenance, and transfer roadways identified as functionally local state highways to municipalities
- Candidate Considerations
 - Primary local traffic generators
 - Local traffic providing short distances to recreational facilities, hospitals, schools, shopping malls, or local industries
 - Fragmented segments of roadway that best fit the local municipality
 - Dirt or gravel roads on state highway system
 - Local highways designated as part of Federal-Aid System
- Contract Options
 - PennDOT pays municipality for rehabilitation
 - PennDOT uses Department forces or contractor for rehabilitation



CONTRACT CHANGES

- Cash-grant agreement
 - Used since beginning of program providing unused money to be placed in municipalities liquid fuels tax account
- Reimbursement agreement
 - Replacement for cash-grant agreement for new projects
 - Municipality invoices for work completed
 - Penalties for not abiding by agreement
- Outstanding negotiations
 - Any existing or ongoing dialog for potential turnbacks will use the cash-grant agreement



FUNDING

- Source

- Highway Transfer Restricted Account within Motor License Fund created by Act 32 of 1983
- Prior to Act 89 of 2013, 3 mils of the Oil Company Franchise Tax were used, approx. \$54 million annually
- After Act 89, the 3 mils were split equally between the Highway Transfer Account and the Highway Bridge Improvement Restricted Account

- Distribution

- The \$27 million each year is used for the annual maintenance payments first, remaining is available for potential rehabilitation project costs
 - 2019 Annual Maintenance Payment - \$19,170,160

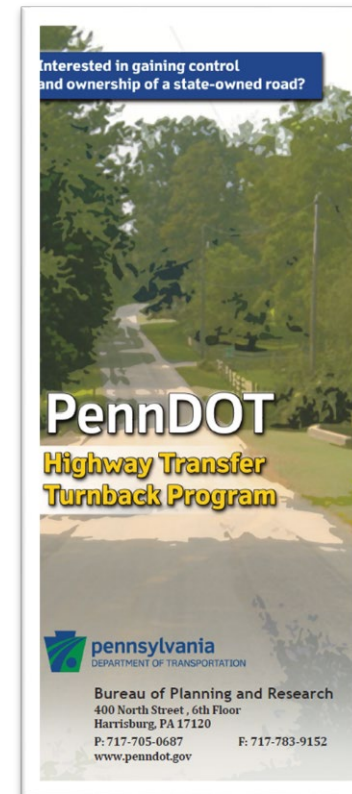
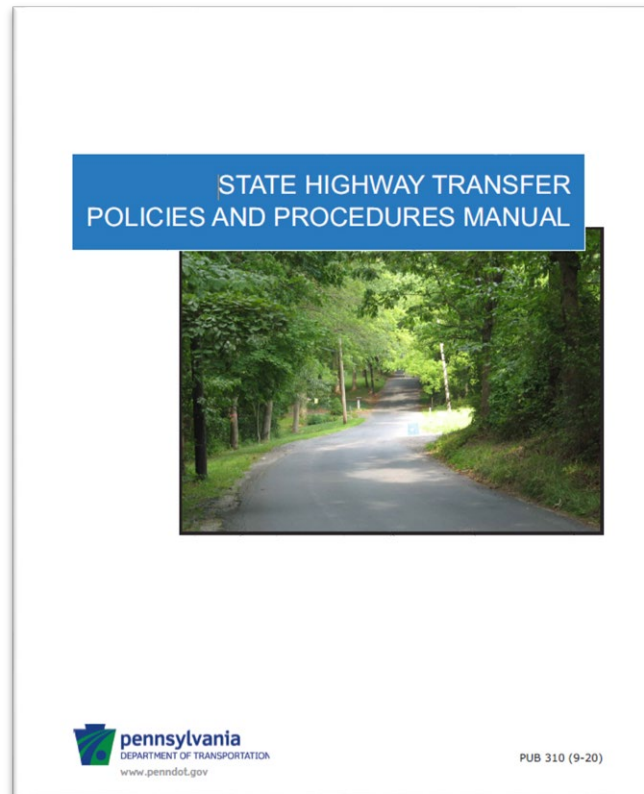
- Future

- Potential change in Act 89 language could occur



RESOURCES

- PUB 310 – [State Highway Transfer and Procedures Manual](#)
- PUB 663 – [Turnback Program Brochure](#)



Questions

Zac Kopinetz

(717) 705-0687

zkopinetz@pa.gov



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