



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



PennDOT Connects June 2022 Newsletter

The Draft 2023 STIP Is Available For Review!

The State Transportation Commission (STC) and the Pennsylvania Department of Transportation (PennDOT) invite you to review and comment on the 2023 Statewide Transportation Improvement Program (STIP). The Public Comment Period for the 2023 STIP is ongoing from June 15 through June 30, 2022.

The 2023 STIP includes funding from federal, state, local, and private resources over a four-year period for capital improvements. The STIP consists of a list of prioritized projects and project phases identified for funding by federal fiscal year. The draft 2023 STIP can be viewed at <https://talkpatransportation.com/how-it-works/stip>.

Feedback received during the 15-day comment period will be documented and addressed as appropriate with the release of the final version of the 2023 STIP.

PennDOT will make all reasonable modifications to policies, programs, and documents to ensure that people with disabilities and those with limited English proficiency have an equal opportunity to enjoy all of its programs, services, and activities. If you require assistance, please contact PennDOT's Program Center by emailing RA-PennDOTSTC@pa.gov or calling 717-783-2262 from 7:30 a.m. - 4 p.m. Thank You!

State Plan for Electric Vehicle Infrastructure Deployment Survey

PennDOT has completed a draft State Plan for Electric Vehicle Infrastructure Deployment, required by the Federal Highway Administration (FHWA), to receive formula funding through the new National Electric Vehicle Infrastructure (NEVI) Formula Program created by the Bipartisan Infrastructure Law.

PennDOT has launched a survey to collect feedback on the goals, infrastructure-prioritization, and program-administration components of the Draft Pennsylvania State Plan, which you can access at the below link:

<https://www.surveymonkey.com/r/NEVIsurvey>

The survey – which also includes an overview of FHWA’s NEVI Formula Program Guidance – is also available at:

<https://www.penndot.pa.gov/ProjectAndPrograms/Planning/EVs/Pages/default.aspx>.

Please share the survey with others in your organization or network. The survey will close Thursday, June 30, 2022. The results of the survey will build upon outreach and discussions that have been previously held and are ongoing to shape Pennsylvania’s NEVI State Plan.

Thank you for your continued interest in electric vehicles and participation in this exciting opportunity to expand charging infrastructure access across Pennsylvania.

Alternative Fuel Vehicles (AFVs)

Where is Funding Available?

Pennsylvania now has over 2,500 public electric vehicle charging stations in more than 1,000 locations, according to PennDOT. (These locations can be viewed at 511pa.com.) With the passage of the federal Bipartisan Infrastructure Law, which was signed into law in November 2021, more than \$7.5 billion will be available nationwide for the expansion of the electric vehicle charging network. President Joe Biden has set a goal of attaining 500,000 electric vehicle charging stations nationwide.

AFVs can include those which use compressed natural gas (CNG), hydrogen fuel cells, and propane. A growing number of Pennsylvania mass transit providers are turning to CNG vehicles. Much of the existing infrastructure for alternative fuel vehicles (AFVs) — specifically electric — in Pennsylvania is concentrated in urban areas.

Thanks to the newly passed infrastructure law, over the next five years, Pennsylvania will have access to \$171.5 million in formula funds and up to \$2.5 billion in nationwide grant funding opportunities to increase the number of charging facilities along commonwealth roads and in local communities.

According to PennDOT, formula funds are primarily focused on developing interstate corridors specifically designated as Alternative Fuel Corridors (AFCs). While \$1.215 billion will be provided for development of AFCs, another \$1.25 billion is dedicated to community funding projects. Funds can be used to build charging equipment on any public road or in any publicly accessible location once the federal government certifies the AFCs as “fully built out.”

[EV Equity Guiding Principles](#) is PennDOT’s plan to ensure equitable planning for electric vehicle infrastructure. For the state to receive formula funds, PennDOT must submit an annual statewide plan. The department is developing its plan and how it will program dollars to meet the U.S. Department of Transportation’s August 1 deadline.



Electric vehicle charging stations are becoming more and more common throughout the commonwealth. Some are provided through state or local governments, while others are privately funded by businesses, schools, and more.

Through the Alternative Fuel Incentive Grant Program (AFIG), the Department of Environmental Protection (DEP) provides funding for municipalities toward the purchase of AFVs and innovative technologies related to those vehicles. The AFIG Program aims to reduce air emissions via the transportation sector, and each year makes roughly \$5 million in grant funding available to municipalities.

Josh Dubik, DEP Energy Program Specialist, handles their AFIG Program and said the grants are competitive and getting the information to municipalities is a priority, especially as the technology evolves and demand increases. Demand for these competitive grants is also expected to increase, Dzuibek noted.

“For Class 1 and 2 vehicles, we can provide up to \$7,500 per vehicle,” he says. “We have been seeing more municipalities getting involved.”

Zoning for AFV Infrastructure

As the need for infrastructure catering to AFVs grows, other questions may arise, specifically pertaining to zoning. Small-scale charging stations may not require zoning considerations, but larger-scale and fast-charging stations may require local governing bodies to establish or adopt zoning ordinances.

“As with any ‘new use,’ fear of the unknown can prove to be a challenge,” says attorney Esch McCombie of McNees Wallace & Nurick’s Land Use Group. “It would behoove municipal officials and staff to do their own research and secure information from reputable sources.”

Those sources should not always be the first link that pops up in a Google search, McCombie noted.

Some areas of the state have already shown an interest in establishing criteria for electric vehicle charging stations (EVCS).

“What needs to be done or could be done will vary from one municipality to the next,” McCombie says. “In many cases, nothing will need to be done. There are dozens, if not hundreds or thousands, of accessory uses that go unregulated. EVCS could be handled the same way. But if a municipality wants to be more proactive and encourage EVCS and rapid-charging stations, the use can be added to the zoning ordinance with incentives.”

Other areas of the state simply have not yet seen large-scale interest in the issue.

“So far, our involvement on this issue has been pretty tangential,” says James Saylor, the previous program director for transportation planning with the SEDA-Council of Governments, which serves over a dozen counties in the central part of the state. “We’ve had two inquiries over the last five years or so.”

One of those inquiries came from a borough, while the other was from a university seeking to establish charging stations. The university did so through a private entity, Saylor says.

“Most of the discussion we have heard from member counties regarding zoning has been related to utility-scale solar,” he says. “I think the electric vehicle zoning conversation will come, but we aren’t seeing the level of adoption that will bring it on yet.”

For more information about EVs, visit

<https://www.penndot.pa.gov/ProjectAndPrograms/Planning/EVs/Pages/default.aspx>

and for more information on the AFIG program, visit

<https://www.dep.pa.gov/Citizens/GrantsLoansRebates/Alternative-Fuels-Incentive->

Electric Vehicle (EV) Model Ordinance Toolkit Available to Aid Local Planning Efforts

As part of a capstone project sponsored by PennDOT’s Policy Office, students from Temple University’s Master of Public Policy Program recently completed development of an [EV Model Ordinance Toolkit](#) to assist local governments in planning for installation of EV charging equipment. The students referenced EV ordinances enacted in other states, researched national best practices, and conducted interviews with PA local government officials and stakeholders to understand current opportunities and challenges to adopting policies that facilitate installing EV charging equipment in their communities. The model ordinance and additional resources, covering topics such as equity considerations, station siting, future proofing, and stakeholder engagement, among others, are available on [PennDOT’s Electric Vehicles and Alternative Fuels Website](#).

WHERE TO SITE EV CHARGING STATIONS

General Considerations:

- Publicly accessible & easy-to-find
- Not prone to flooding or standing water
- Incorporate EV charging installation/readiness into construction plans!

LEVEL 2 CHARGING CHARGING AS A CONVENIENCE

- NEAR A DESTINATION PEOPLE WILL SPEND TIME AT (1-4 HOURS)
- 240V POWER AVAILABLE NEAR PARKING SPACES
- PARKING AREA WITH EXCESS SPACES

NORMAL SPEED
AFFORDABLE
FLEXIBILITY OF LOCATION

Questions regarding the [EV Model Ordinance Toolkit](#), or PennDOT’s ongoing work related to EVs and EV charging deployment can be sent to RA-PDEVCORRIDORS@pa.gov.

Preparing for Automated Vehicles: A Survey of Local Government Officials

In the next 10 years, unmanned automated vehicles (AVs) will begin to operate on Pennsylvania roadways. These could include fully-automated long-haul trucks, privately owned AVs, or shared AV (“robotaxi”) fleets.

As the lead regulatory agency for automated vehicles, PennDOT is creating the Pennsylvania Automated Vehicle Guidebook for Municipalities, which is expected to be released in the winter of 2022. To ensure the Guidebook meets the needs of municipalities, PennDOT is requesting feedback to help us to determine what information should be included.

This [survey](#) will take less than 3 minutes to complete. The survey will close at 5 p.m. on Friday, June 24, 2022.



Leveraging Trails for Local Benefits Drop-In Session

As more people seek out outdoor places to safely unwind and connect with family and friends, trail use and related spending are rising. Learn more about why the “trail towns” concept is growing across the nation and how your community can leverage nearby trails as an asset for economic development, community revitalization, transportation choices, and other priorities. Resources from PennDOT Connects will be shared to assist you in reaching your goals.



Trail Towns Drop-In Session was held on June 9th and recorded.

[Click here to watch recording](#)

York County has focused on trail towns.

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) planning 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

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