

August 2022 Newsletter



Action Clears Way for Transportation Improvements across Pennsylvania

This month, [Pennsylvania's State Transportation Commission updated the 12-Year Program](#) (TYP). The TYP is a multimodal, fiscally constrained planning tool updated every two years that identifies and prioritizes Pennsylvania's transportation projects and the funds needed to complete them. No capital project can move forward unless it is included in the TYP.

The new plan anticipates that \$84 billion will be available over the next 12 years for improvements to roads, bridges, transit systems, airports and railroads. Funding from the federal Bipartisan Infrastructure Law (BIL) is included in the plan, which anticipates the following funding availability in the first four years of the TYP from federal, state and local sources:

- \$16 billion for state highway and bridge projects
- \$11.4 billion for public transit
- \$331 million for multimodal projects
- \$232 million for rail freight
- \$168 million for aviation

"The Bipartisan Infrastructure Law has already made a noticeable impact on transportation projects in Pennsylvania across all modes," said PennDOT Secretary Yassmin Gramian. "While additional investment in our large transportation network is certainly needed, PennDOT takes pride in being a responsible steward of federal, state and local dollars to help improve infrastructure across all modes."

Public input early in the Twelve-Year planning process played a key role in identifying investments in the various transportation modes.

Major Bridge Public-Private Partnership Initiative

The department is still under contract with Bridging Pennsylvania Partners, as authorized by Act 84 of 2022. Discussions are still ongoing regarding how projects will advance. We look forward to continued conversations with the General Assembly to find solutions to fund transportation in Pennsylvania given the Wolf Administration's long-standing desire to phase out Pennsylvania's gas tax.



Pennsylvania's Commitment to Clean Transportation

In late July, Governor Wolf announced that the Pennsylvania Departments of Transportation (PennDOT) and Environmental Protection (DEP) would work together with partner organizations - Pittsburgh Region Clean Cities, Sheetz and PPL Electric Corporation - to maximize federal funds supporting electric vehicles (EVs).

As part of the funding provided by the Bipartisan Infrastructure Law (BIL), sometimes referred to as the Infrastructure Investment and Jobs Act, PennDOT will receive and distribute \$171.5 million for EV charging infrastructure over the next five years. After the initial investment, the state can pursue another \$2.5 billion in discretionary grant funding.

"Transportation is changing every day," said PennDOT Secretary Yassmin Gramian. "The Bipartisan Infrastructure Law has given us a great opportunity, and I'm proud of the progress that we – along with our partners – have made to prepare Pennsylvania for a future filled with electric vehicles."

There are more than 31,000 EVs registered in Pennsylvania, nearly triple the number in March 2019. That number is expected to continue to grow as EV infrastructure and charging stations become more accessible to more people. [Learn more about how PennDOT and our partners are planning investments in infrastructure to support innovation and clean transportation.](#)

Funding and Infrastructure for Electric Vehicles

PennDOT intends to explore all available funding sources in support of Pennsylvania's and the country's changing transportation needs. Before pursuing funding options, we wanted to better define Pennsylvania's electric vehicle (EV) needs and gather EV owner input. PennDOT conducted a public survey in June, which garnered over 4,400 responses and public comments.

The responses received led to an entirely new goal to address environmental benefits and consider multiple transportation modes for electrification. Your feedback also spurred considerations for first responder training, signage, utility coordination and other topics important to the traveling public. Finally, your responses were used to compile and submit [PennDOT's National Electric Vehicle Infrastructure \(NEVI\) plan.](#)

To receive NEVI funds, part of the overall Bipartisan Infrastructure Law (BIL) funding, states were required to submit a State Plan for EV Infrastructure Deployment. As testament to the growing popularity of EVs, all 50 states submitted plans to unlock the first round of funding from [the NEVI funds](#), part of the overall BIL funding. Once approved, departments of transportation can use NEVI formula funds over the next five years to build out EV charging infrastructure in their own state, a crucial step to building a national charging network for the wider adoption of EVs.

PennDOT intends to ensure the best and most strategic use of the NEVI funds and to that end, we worked with stakeholders across the state to develop the [EV Mobility Plan](#), which incorporates the Pennsylvania NEVI Plan as the first phase of development, maps out Pennsylvania's existing EV infrastructure and includes a five-year plan. The plan recommends the installation of at least 5,000 new EV charging ports at 2,000 sites across the state by 2028, outlining our approach to a convenient, reliable, affordable and equitable EV charging network.



Transportation Trivia

1. Ever wonder how much the average Pennsylvanian drives in a year?
 - a. 3,000 miles
 - b. 8,000 miles
 - c. 12,000 miles
 - d. 25,000 miles
2. Or how much it costs to resurface one mile of a two-lane interstate?
 - a. \$300,000
 - b. \$600,000
 - c. \$1 million
 - d. \$2 million
3. Do you know where transportation funding in PA comes from?
 - a. Fuel taxes
 - b. Vehicle fees
 - c. General Fund
 - d. All of the above

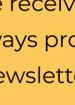
[Answers found here](#)

For more information about PennDOT Pathways, visit our website at penndot.pa.gov/funding.

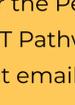
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