PENNSYLVANIA STATE TRANSPORTATION ADVISORY COMMITTEE
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
JULY 15TH, 2026

Please note that these minutes are not intended to capture every comment but to identify critical discussion points and highlights of the TAC business meetings.

CALL TO ORDER:
A virtual business meeting of the Transportation Advisory Committee (TAC) was called to order on Microsoft Teams at 10:02 a.m. on July 15, 2026.

ROLL CALL:
Members Present:

1. Ms. Jody Holton
2. Honorable Michael B. Carroll
3. Honorable Stephen DeFrank, Andrew Reed, alternate
4. Honorable Carrie Rowe, John Kashatus, alternate
5. Honorable Russel Redding, Lisa Graybeal, alternate
6. Honorable Rick Siger, Melissa Wright, alternate
7. Honorable Judy Ward, Nolan Ritchie, alternate
8. Honorable Kerry Benninghoff, Laine Heininger, alternate
9. Mr. Jeffrey Letwin
10. Mr. Richard Barcaskey
11. Mr. John Pocius
12. Mr. Jeff Mercadante
13. Mr. Alan Blahovec
14. Mr. Ashley Porter
15. Mr. Martin Malone
16. Ms. Rebecca Oyler
17. Mr. David Heath
18. Mr. Ryan Mulvey
19. Mr. Robert Previdi

Members Not Present

1. Honorable Akbar Hossain, Orlando Almonte, alternate
2. Honorable Timothy Kearney, Sam Arnold, alternate
3. Honorable Jessica Shirley, Nathan Crawford, alternate
4. Honorable Ed Neilson, Kyle Wagonseller, alternate
5. Mr. Michael A. Carroll

6. Mr. Alexander Graziani
7. Dr. Larry Nulton
8. Mr. Ron Wagenmann
9. Ms. Cathy Farrell

CHAIR'S REMARKS:

Chair Holton announced the Governor's appointment of a new public member to the TAC, Alexander Graziani. Mr. Graziani will be replacing Felicia Dell, who served the TAC for many years.

Chair Holton shared the news of the passing of TAC Member and Vice Chair, Mark Murawski. Mr. Murawski was a valued TAC contributor, and a highly respected, retired planner in Lycoming County. The Committee then held a moment of silence in his memory.

MINUTES:

ON A MOTION by Mr. Marty Malone, seconded by Mr. John Pocius and unanimously approved, the Minutes of April 8, 2026, TAC Business Meeting were accepted without changes.

PUBLIC COMMENT:

Mr. James (Jim) Buckheit delivered public comments about active transportation planning. He pointed to District 6 and their "Complete Streets Resurfacing Program" as an example of how PennDOT should operate Statewide. He listed many inexpensive efforts (i.e. moving the edge line of the roadway, adding bus and delivery loading zones, upgrading crosswalks) that can be done without additional cost to the resurfacing program. During these small improvements, a closer look can be taken at the problem area in case something more involved is needed. He strongly encouraged PennDOT to include this process in their updated Active Transportation Plan.

Ms. Patricia Krebs of Campbelltown, PA, delivered public comments, stressing that local municipalities must be convinced that bicycling and pedestrians are important. She emphasized that PennDOT should listen to and engage with folks who bike regularly because they understand the realities of the situation. She said there has to be a process for bicycle route repairs rather than letting things slip through the cracks. She referenced the Bicycle and Pedestrian Policy TAC Study from 2016 as a great starting point for the TAC to improve, change, and/or implement some of the findings. She also mentioned the unfortunate passing of Ross Willard, a fellow cycling advocate who spoke at the April 8, 2026, TAC Meeting. She provided several written comments to the TAC, for which you can find responses in the follow-up section at the end of this document.

SECRETARY'S REMARKS:

Secretary Carroll stated that the Commonwealth has a new budget and thanked the legislative partners at the meeting for their work. PennDOT will advance $775 million worth of projects: $500 million between now and June 30, 2027, and an additional $275 million from July 1, 2027, through the end of the construction season. These funds will address road and bridge repairs in all 67 counties and put to good use some of the Treasury Balance Reserve. A list of projects is

currently being put together. Secretary Carroll also noted that the new budget comes with a rewrite of the Ignition Interlock Law which should make the program much more efficient.

Senator Judy Ward thanked the Secretary for working with them on the Ignition Interlock Law and on securing the $775 million.

Chair Holton asked if the Treasury Balance Reserve is a one-time infusion of funding.

Secretary Carroll said yes, it is a one-time commitment to fund the program until November 2027. Future discussions must take place with the Governor's Budget Office.

DEPARTMENT OF TRANSPORTATION UPDATE:

Executive

Executive Deputy Secretary Larry Shifflet discussed Federal Re-authorization. He said not to expect a full re-authorization before September 30, 2026, and that a continuing resolution will most likely take place. There has been a proposal by the House called the Build America 250 Act, which is in the very beginning stages and will likely have many changes over time. It does indicate that PennDOT may be receiving at least what we were anticipating and even a possible uptick in funding.

Chair Holton mentioned that although road and bridge budgets may be steady or increasing, there may be a reduction in transit funding.

Mr. Shifflet and Multimodal Deputy Secretary Meredith Biggica confirmed that discretionary funding for passenger rail programs is indeed at risk.

Secretary Carroll said there is no scenario where this bill, as considered by the House, would be enacted into law as it is currently written. It is a work in progress.

Administration and Budget

Deputy Secretary Corey Pellington delivered a brief report for the Administration and Budget Deputate.

The reevaluation of the Disadvantaged Business Enterprise (DBE) Program continues. PennDOT has completed reviews of about 50% of the 1,400 eligible firms in PA, and the Unified Certification Program (UCP) has finished reevaluating almost 40%. The Department is finalizing the Availability Analysis. It is being conducted as an amendment to the Disparity Study and will serve as the basis for updating DBE methodology. Public comment sessions will be held in King of Prussia on August 3, Pittsburgh on August 5, and virtually on August 7.

Driver and Vehicle Services

Deputy Secretary Kara Templeton delivered some updates regarding Driver and Vehicle Services (DVS).

The Somerset Driver's License Center renovation work began in April 2026 and will be completed and open to the public on July 21, 2026. Along with cosmetic updates, DVS added a new service counter to improve customer service and reduce wait times.

DVS is looking forward to implementing the Ignition Interlock Law change. This change creates much more efficiency in the process for customers and staff.

DVS also implemented Road User Charge (RUC) phase 3 for electric vehicles. This gives customers the option to use a payment plan as opposed to paying a one-time annual fee.

Deputy Secretary Templeton also mentioned that May was Motorcycle Safety Month, and the Department's message of safety should continue throughout the summer and beyond. She reminded everyone that Pennsylvania offers free safety classes to all PA residents.

Multimodal

Deputy Secretary Meredith Biggica delivered an update on grants for the Multimodal Deputate.

The Department is in the process of executing operating grants for transit agencies. Capital grants will then follow in short order. There was a roughly 3% increase statewide. The Rail Freight Assistance Program (RFAP) and the Rail Transportation Assistance Program (RTAP) grant opportunities will be opening in August. The Multimodal grants will hopefully be announced in August, and the window will be open shortly after Labor Day for the next round. The current round was delayed due to the late announcement from last round. The Aviation Capital Budget grant opportunity will be opening in November 2026.

Mr. Nolan Ritchie asked about the status of the stations along the Keystone West corridor. He requested an overview from PennDOT regarding how each station is ADA compliant, with a list of those stations and any other funding requirements to meet ADA standards.

Ms. Biggica said the stations east of Harrisburg are all eligible for FTA funding, so PennDOT is working in partnership with Amtrak to update them. As for stations west of Harrisburg, the state of good repair and ADA compliance are the responsibility of Amtrak. As part of the Second Pennsylvanian project, the Department continues to look for opportunities to secure federal funding to provide additional ADA access.

Highway Administration

Deputy Secretary Christine Norris delivered a brief report for Highway Administration. So far this year, the Department has let just over 300 construction contracts totaling $1.2 billion. Bids for the second quarter have been about 1% over estimates, but for the year are 3% lower than estimates.

Ms. Norris then moved to the 2025 Safety figures. Fatalities were at an all-time low since record keeping began in 1928 with 1,047 (88 less than in 2024). Impaired driving fatalities have been reduced by 50% in the last 13 years. Pennsylvania experienced the lowest number of unbelted fatalities in at least the last two decades. There is also a significant downward trend in pedestrian

fatalities with a 16% reduction from 2023-2025. Unfortunately, aggressive driving fatalities have increased 31% since 2020, and bicyclist fatalities have also increased.

Ms. Norris also touched on the Line Painting program. The Department is transitioning to water-borne paint products to increase life expectancy. Research continues in order to increase efficiency and decrease costs.

Mr. Nolan Ritchie asked if PennDOT has any comments regarding the price of salt in the new contract.

Ms. Norris said we are seeing mixed results. It is standard for the price of salt to fluctuate between different areas.

Chair Holton asked if there have been increases in the price of asphalt and paving to coincide with petroleum price increases.

Ms. Norris stated that although the prices of asphalt and paving have been increasing steadily over the years, there has been no specific uptick due to the price of petroleum.

Planning

Deputy Secretary Kristin Mulkerin delivered a brief report for the Planning Deputate, stating that 22 of the 23 MPOs and RPOs have approved their Draft Transportation Improvement Programs (TIP), with the final region set to hopefully approve their TIP next week. 200 comments were received during the 15-day Statewide Transportation Improvement Program (STIP) Public Comment Period, with roughly half being geared towards one specific project. The Department is preparing responses to those comments and getting ready for the 12-Year Program (TYP) approval by the State Transportation Commission (STC) on August 5, 2026.

Ms. Mulkerin stated the Freight Movement Plan continues to be drafted after extensive outreach. The Department hopes to have it out for public comment this fall.

Ms. Mulkerin mentioned that at the June P3 Meeting there was an approval of a Pittsburgh International Airport autonomous shuttle project. The airport will be working on the procurement of funds soon.

Ms. Mulkerin announced that the federally sponsored Advanced Transportation Technology and Innovation (ATTAIN) Grant opportunity is open through July 27.

Secretary Carroll asked Deputy Secretary Norris to touch on the Commercial Street Bridge Project.

Ms. Norris explained that it is a major bridge project in District 11. There is a live video feed of the construction that can be viewed. It is a “slide-in” bridge project, very rare in Pennsylvania.

Mr. Jeffrey Letwin stated that he lives near the Commercial Street Bridge project and said it looks like things are going well. The effect on the region may not be as bad as anticipated. He also thanked the Department on behalf of the Allegheny County Airport Authority for the grant received by Pittsburgh International Airport.

TAC STUDY TOPICS DISCUSSION

Transportation Funding Assessment

Mr. Brian Funkhouser gave a presentation on the Transportation Funding Assessment study currently being conducted by a task force formed by PennDOT and the TAC. He provided an overview of the study's purpose and the outcomes discussed at the June kickoff meeting. The goal is to create and define several investment scenarios for the Department to potentially use in the future. Mr. Funkhouser then presented the "Must-Can't-Should" assessment, which was conducted at the June 1 kickoff meeting. He detailed the data collection methods that are being used for the study and discussed some of the existing literature that will be reviewed. He also identified seven other states that have done similar research to use as examples. The next task force meeting will be held on August 26, 2026.

Honorable Kerry Benninghoff made three statements:

- Don't underestimate the "youthful tenure" in the legislature, meaning many members of the House and Senate are newer and were not around for Act 89.
- Transportation dialogue gets smothered by mass transit dialogue.
- History is a good teacher – face-to-face engagement may be necessary to educate the younger legislators on the importance of transportation infrastructure.

Zipper Merge Study

Mr. Brian Funkhouser gave an update on the TAC Zipper Merge in Work Zones Study. He is hopeful that the findings from the study can help PennDOT develop some statewide guidance on when and how to implement zipper merging to improve public acceptance of this technique. The real challenge is curbing driver behavior. A kickoff meeting chaired by John Kashatus was held on July 7, 2026. The final product will be a "white paper" to be reviewed and approved at the October 21, 2026, TAC meeting.

Transportation Performance Report

Mr. Brian Funkhouser gave an update on the Transportation Performance Report, a key product of the TAC produced bi-annually. The report tracks the Department's performance in key measures such as Safety, Mobility, Preservation, Accountability, Funding, Freight, Equity, and Environment. Mr. Funkhouser announced that the Department is looking for TAC members to join the TPR Task Force and provide input on developing the next report. The next version will be released in February 2027.

CORRIDOR ID PROGRAM

Ms. Angela Watson, PennDOT Director of Rail, Freight, Ports & Waterways, gave an overview of the Federal Railroad Administration's Corridor ID Program. This program uses federal funding to advance passenger rail and has selected 69 corridors throughout the country. PennDOT received a grant for the *Scranton to New York Penn Station* corridor, and is currently in the Service Development Plan phase, step two of a three-step process. The Department is

working with stakeholders (Amtrak, NJ DOT, NJ Transit, and PA Northeast Regional Rail Authority, etc.) on Alternative Analysis, Transportation Planning, and Environmental Planning. This Scranton corridor is a front-runner in the program. Ms. Watson also touched on some past studies regarding passenger rail infrastructure needs and showed the results of market analysis that was conducted.

Mr. Bob Previdi suggested that Hoboken could be used as a backup plan if the Penn Station tunnels are not open.

Ms. Watson noted that there are several public outreach opportunities during this process, and they should have one later this fall.

DISTRICT 12-0 LOCAL BRIDGE PRESERVATION PROGRAM

Mr. Jeremy Hughes, Assistant District Executive of Design, and Ms. Angela Baker, Transportation Planning Manager, from PennDOT District 12 gave a presentation on their Municipal Bridge Preservation Program. This program targeted willing bridge owners and extended the life of locally owned bridges in municipalities without the resources to handle projects themselves. Funding details were explained during the presentation, citing specific project examples from the program. It was also announced that District 12 received the George W. Mcauley Jr., P.E. innovation award for this effort.

Mr. John Pocius thanked and commended the District. He also mentioned that the city of Scranton is using the PennDOT managed project for four local bridges, and he hopes that this will be used more frequently statewide.

Mr. Ashley Porter asked where the District funding is coming from for this project, and why is it unique to District 12 rather than being used across the state.

Ms. Baker stated that for this initiative, the District made the decision to dedicate $3 million of their federal off-system bridge funds in addition to their typical Local Bridge Program funding.

Study Implementation Updates

None.

MEMBER UPDATES:

None.

OTHER BUSINESS:

The next TAC Meeting will be held on Wednesday, October 21, 2026, in Harrisburg, PA.

Adjournment

ON A MOTION by Mr. Ashley Porter, seconded by Mr. Bob Previdi, and unanimously approved, the TAC meeting adjourned at 11:57 a.m.

FOLLOW-UPS

Follow-ups from the public comments at the July 15, 2026, TAC meeting were forwarded to their respective subject matter experts. Please see the Department responses below.

Follow-up #1:

PennDOT response to Jim Buckheit's public comments:

Thank you for sharing your thoughts on improving access and safety for those who utilize active transportation. Improving the transportation network for all users, including pedestrians, bicyclists, those using mobility devices, and those using legal micromobility devices, is a cornerstone of PennDOT's work across the Commonwealth.

As you note, District 6's Complete Streets Resurfacing Program is a strong example of how PennDOT can collaborate with our planning partners and local governments to deliver improved active transportation facilities. Together, the coalition of partners determines what resurfacing projects are both feasible from a technical perspective and desired by local active transportation network users. This innovative approach is facilitated by strong local government support, advocate input, and the region prioritizing active transportation.

PennDOT has started to see similar approaches that look to identify opportunities for strategic, lower cost active transportation investments beyond District 6. In District 8, Columbia Borough is using funding to pursue a version of a Complete Streets Resurfacing Program. While currently in the study phase, that project shows promise as a demonstration of how to move this type of active transportation collaboration beyond Southeast Pennsylvania.

While enthusiastic about the outcomes of the District 6 program, PennDOT remains only one partner in the network of stakeholders responsible for collaboratively planning, funding, constructing, and maintaining the Commonwealth's transportation system, including the facilities that serve active transportation users. Any roadway project competes with others in the region for funding and focus and building municipal and MPO/RPO buy-in will be critical to the proliferation of models like District 6's Complete Streets Resurfacing Program moving forward.

PennDOT appreciates your time and comments, as well as your advocacy for active transportation in Pennsylvania.

Follow-up #2:

PennDOT response to Pat Krebs' public comments:

RE: Introduction – Transportation Planning for Bicycling

Thank you for continuing to engage with PennDOT on the issue of bicyclist safety. The Department is proud to work with regional planning partners across the Commonwealth to develop projects that align with local needs as well as state and federal requirements, and to champion a collaborative, strategic, and data-driven approach to new project development and asset management. Besides receiving feedback on local transportation

needs during the process of developing the Statewide Transportation Improvement Program (STIP) and regional TIPs, PennDOT works closely with local stakeholders through its Municipal Advisory Committee, Local Technical Assistance Program (LTAP), and coordination with municipalities in the project planning and design phases. The Department also provides guidance to local partners by continually updating its manuals and other publications to align with federal requirements, including the most recent version of the Manual on Uniform Traffic Control Devices (MUTCD), and current safety best practices.

PennDOT welcomes legislative proposals that improve safety for all road users, especially vulnerable road users (VRUs) such as bicyclists and pedestrians. The Department is also committed to improving safety and decreasing crashes and deaths on Pennsylvania's roadways. To support this goal, PennDOT has released a toolbox of infrastructure recommendations and a set of policy and program recommendations to support VRU safety that can be implemented on a local, regional, and/or statewide scale as part of our VRU Safety Assessment. Moving forward, the Department will continue to look for ways to improve safety for bicyclists, other vulnerable roadway users, and the rest of the traveling public.

RE: Through Bike Lanes

Currently, 67 Pa. Code § 212.5 (Installation and maintenance responsibilities) establishes the maintenance responsibilities for local municipalities to maintain traffic control devices which includes route signage, and pavement markings for bicycles. It would take a legislative act to amend the existing code.

Thank you for bringing the downed sign to our attention. Typically, with HOP's the permittee is responsible for maintaining the pavement markings and signage for a 2-year period and then it would be the State's responsibility to maintain them (if located on a state road). If the sign and pavement markings are part of a traffic signal permit, then it would be the municipality's responsibility to restore the sign and pavement markings according to the traffic signal permit specifications. Bicyclists are empowered to ride in travel lanes and are part of traffic according to PA Title 75.

RE: SR443

The PA 443 Old State Rd Resurfacing (MPMS 113316) project you reference was removed from the FFY27-30 TIP because it did not align with current asset management needs. District/County Maintenance staff determined that the current road conditions did not warrant a resurfacing project at this time.

Edgeline and shoulder rumble strips, and their placement, are specified in PennDOT's Design Manual 2 (DM2). They are a proven safety countermeasure, especially on roadways with characteristics similar to PA-443. The rumble strips are likely there due to the rural nature of the roadway and due to crash history along the roadway. Our records indicate that there is an 8-foot shoulder for a majority of the project limits and it narrows to 2-3 feet towards the Schuylkill County line. It may not be possible to totally remove

the rumble strips but depending on the timeframe these rumble strips were installed, they may be the old style which lack spacing for cyclists to exit the shoulder. It may be feasible to go with a thinner rumble strip or provide adequate spacing between sections of rumbles for cyclists. Total removal is likely not a possibility as they are a proven safety countermeasure for crash reduction.

RE: PA743

The rumble strips on PA-743 are still there. They will be removed when the resurfacing project work gets underway. It's scheduled to begin towards the end of next year (2027).

RE: Rumble Strips and Mastic Application

Currently, rumble strips are placed on roadways throughout the Commonwealth, to reduce crashes and make roadways safer for motorists. Typically, permanent rumble strips are milled-in, rolled-in, or formed. Removal, or modification of these rumble strips without a corresponding project (pavement preservation or resurfacing) will likely not be cost-effective. Just removing the rumble strips (without a corresponding project) would be expensive because there are costs for mobilization as well as maintenance and protection of traffic. Widespread application of a Mastic product may not be cost efficient. County maintenance offices have a limited budget to maintain and improve the transportation network within the District. Compliant rumble strips can be evaluated within resurfacing projects as they begin preliminary engineering.