

PENNSYLVANIA STATE TRANSPORTATION ADVISORY COMMITTEE
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
APRIL 7, 2016



CALL TO ORDER:

A quarterly business meeting of the Transportation Advisory Committee (TAC) was held on April 7, 2016 at the Keystone Building in Harrisburg, PA. A conference call option was also provided for this meeting. Chairman Lou Schultz began the meeting at 10:03 a.m.

CHAIRMAN'S REMARKS:

Chairman Schultz delivered brief opening remarks, including an update on the second phase of the modernization of advisory committees. In addition, Leo Bagley delivered brief remarks on behalf of Secretary Richards.

MINUTES:

ON A MOTION by Mr. Ron Wagenmann and seconded by Mr. Rodney Bender, and unanimously approved, the minutes of the February 1, 2016 TAC Business Meeting were accepted.

PA DEPARTMENT OF TRANSPORTATION UPDATE:

Deputy Secretary for Highway Administration

Deputy Secretary Scott Christie delivered a brief report for the Highway Administration deputate.

Mr. Christie stated that the letting program is expected to reach \$2.4 billion in 2016. This increase along with the Department's P3 projects are pushing the construction industry to capacity. There are approximately 500 to 600 bridges anticipated to be let during 2016.

Despite the large winter storm that affected the Commonwealth in January 2016, Mr. Christie stated that there is a savings in the winter budget, depending on regional location.

Mr. Christie highlighted the County Transformation Initiative. This is an effort to work with county staff to outline best practices across the state. Information Technology (IT) solutions will be created, which will enable more efficiencies in the districts. Mr. Christie gave Marcellus Shale as an example where IT solutions enabled inspectors to work more efficiently.

Deputy Secretary for Multimodal

Deputy Secretary Toby Fauver delivered a brief report for the Multimodal deputate. The Compressed Natural Gas (CNG) P3 project has been awarded to Trillium. There will be 29 CNG stations built for \$84 million. The project will enable transit systems to convert their buses to CNG fuel.

Mr. Fauver discussed passenger rail service, stating the Department receives inquiries about expanding service to Pittsburgh and between Harrisburg and Philadelphia, which is standing room only on some runs. The Keystone line was slated to receive equipment from the Midwestern states, but this did not occur. Multimodal and Amtrak are looking for equipment elsewhere, although NJ Transit has 49 cars that are out of service due to damage from Hurricane Sandy. Mr. Fauver also indicated that the drop in fuel prices led to a 10% decline in ridership on the *Pennsylvanian*. Amtrak is looking into adding a second daily trip to the line.

Multimodal is hoping to lease the Harrisburg Train Station via a P3.

Representative Harhart asked about the *Pennsylvanian*, stating House members recently took a trip from Harrisburg to Pittsburgh via Amtrak train, but could not return the same day. Mr. Fauver stated that the goal was to add a second round trip.

Deputy Secretary for Planning

Deputy Secretary Jim Ritzman delivered a brief report for the Office of Planning. He gave an update on the Rapid Bridge Replacement program, the 2017 Program Update, and the CNG P3. A handout of the STIC summary was provided to the TAC members. Mr. Ritzman stated that there are now 11 counties that have implemented the \$5 fee for local use. This generates revenue for county bridges.

Mr. Ritzman highlighted MPMS-IQ and its mobile version. The site added an environmental layer with Highway Administration's help.

Mr. Nolan Ritchie asked if there was a recent Federal redistribution of funds from uncommitted projects. Mr. Ritzman stated that there was a redistribution involving unused earmarked project funding that is older than ten years old. Over \$140 million in earmarks designated for Pennsylvania are eligible for this redistribution though approximately \$40 million is on projects that are moving forward.

Mr. Mark Murawski asked if the Federal government waived rules on the old, unused earmarks, because in the past they were for very specific purposes. Mr. Ritzman indicated this was the case. States are permitted to use those funds on eligible projects of their own choosing within 50 miles of the original earmark.

Mr. Chuck Welker asked about automated cameras in construction zones based on a previous TAC study. Mr. Ritchie stated that Senate Bill 840 has been introduced to address this.

Deputy Secretary for Driver and Vehicle Services

Deputy Secretary Kurt Myers delivered a brief report for the Driver and Vehicle Services (DVS) deputate. Mr. Myers stated that motorcycle season has begun.

DVS discovered that the US Postal Service assigned a zip code to a wrong county. As this zip code assignment would affect residents of that zip code if their county implemented a \$5 fee, this was quickly corrected.

Truck fees implemented in Act 89 will increase on July 1, 2016, and this is the last increase.

Mr. Myers stated that the modernization of drivers licensing facilities continues and the Norristown facility is next to be modernized.

PennDOT's high-speed processing facility for coupons and registrations can process up to 16,000 units per hour, and the Department is now aiding other agencies, such as DCNR's ATV registration, with processing registrations and coupons. In addition, DVS is looking to deploy a CDL test mobile app.

Mr. Roger Cohen, PennDOT Policy Director, gave a brief report on automated vehicle technology, stating that legislation is pending that would give PennDOT oversight of on-road testing of autonomous vehicles. A stakeholders group is also in development that will work with industry and provide safety on the roadway as technologies are implemented.

TAC CURRENT STUDIES:

Bicycle and Pedestrian Policy Study

Deputy Secretary Toby Fauver and Mr. Roy Gothie, Gannett Fleming

Deputy Secretary Fauver and Mr. Jonathan Heilman from Gannett Fleming delivered the TAC Bicycle and Pedestrian Study for approval by the TAC.

The policy study purpose was to:

- Strengthen existing bicycle/pedestrian policy
- Recognize limited funding
- Identify policy implementation methods
- Anticipate implementation.

The policy's recommendations are to establish goals and performance measures, specify an accepted planning methodology to identify bicycle and pedestrian improvements, establish a statewide planning and programming approach, establish criteria based processes for incorporating bicycle and pedestrian improvements into current and future projects and define the appropriate means and structure for funding planning and project design and construction. This last recommendation is likely the most important recommendation in the policy study.

Leadership support and involvement are key, and the policy and working groups who developed the study were highly involved and supportive.

The TAC engaged in a discussion of the proposed policy.

ON A MOTION by Mr. Gustave Scheerbaum, seconded by Mr. Ron Wagenmann, and unanimously approved, the TAC approved the Bicycle and Pedestrian Policy study and forwarded the study to the STC for approval.

TAC FUTURE STUDIES:

A study proposed at the February 1, 2016, meeting involved the Port of Philadelphia in relation to the widening of the Panama Canal and dredging of the Delaware River. Deputy Secretary Fauver stated that the oversight for ports was moved from DCED to PennDOT, and that studies were underway for the Port of Philadelphia. The first phase of studies are complete and the second phase, which consists of a strategic business plan, is underway. Other work will address the rail network, the capital needs assessment, and a funding strategy.

Mr. Welker asked if timing is critical to the work at the Port of Philadelphia. Mr. Fauver stated that it was and that the Commonwealth was behind, due to many costs and needs at the Port of Philadelphia. Mr. Fauver suggested a tour of the facilities.

After an extensive discussion, the TAC suggested that Deputy Secretary Fauver return at a future meeting with a full presentation on the Port of Philadelphia.

The TAC then moved to discuss the Pennsylvania State Police (PSP) funding options study. Chairman Schultz stated that this was a time-sensitive study. Mr. Scheerbaum stated that a full study might not be appropriate with a short time frame and that a white paper would be more appropriate.

Mr. Leo Bagley stated that the PSP would need to replace the funding that would be capped from the Motor License Fund, and that the Secretary and head of PSP both feel this is something that needs to be solved together. Mr. Ritchie stated that the House of Representatives passed a resolution (House Resolution 622) that directed the Legislative Budget and Finance Committee to review the resources expended on highway patrol, examine appropriate and justifiable support from the Motor License Fund, identify expenditures, and provide recommendations. The Legislative and Finance Committee study will be completed in six months.

Reassessment of ARLE (Automated Red Light Enforcement) was the next proposed study discussed. The study comes with its own funding, and would be a fact-based assessment on how effective ARLE has been. ARLE's enabling legislation has a sunset date when the program would end.

Mr. Ritchie stated that House Bill 950 eliminated the sunset date while the Senate's version extends the sunset date to 2027.

ON A MOTION by Mr. Chuck Welker, seconded by Mr. Ron Wagenmann, and unanimously approved, the TAC approved moving forward with the PSP Funding white paper and the reassessment of ARLE study.

NEXT MEETING:

The next TAC business meeting is Thursday, October 13, 2016 in Harrisburg, Pennsylvania at the Keystone Building. The next STC meeting is Thursday, May 12, 2016 in Bedford, Pennsylvania.

OTHER BUSINESS:

The TAC honored Chairman Schultz for his many years of work with the TAC. Chairman Schultz announced his retirement, and the April meeting was his last TAC meeting.

ADJOURNMENT:

The TAC meeting adjourned at 12:28 p.m.

Attendance* from the TAC Business Meeting
April 7, 2016

1. Mr. Lou Schultz, TAC Chairman
2. Mr. Jack Rutter, TAC member
3. Ms. Julie Harhart, House of Representative, TAC member
4. Mr. Paul Opiyo, alternate for Mr. Dennis Davin, TAC member
5. Mr. Joe McNeil, TAC member
6. Mr. Mark Murawski, TAC Member
7. Mr. Donald Detwiler, TAC member
8. Mr. Ron Wagenmann, TAC member
9. Mr. Joel McNeil, TAC member
10. Mr. Gustave Scheerbaum, TAC member
11. Mr. Jeffery Stroehmann, TAC member
12. Mr. Fred Strathmeyer, Jr, TAC member
13. Mr. Rodney Bender, TAC member
14. Mr. Nolan Ritchie, alternate for Senator John Rafferty, TAC member
15. Mr. David Volkman, TAC member
16. Mr. Keith Chase, Gannett Fleming
17. Mr. Jonathan Heilman, Gannett Fleming
18. Ms. Leanne Doran, McCormick Taylor
19. Mr. Ron Drnevich, STC Commissioner
20. Mr. Bob Previdi, Policy Coordinator, Bicycle Coalition of Greater Philadelphia
21. Mr. Jim Ritzman, PennDOT
22. Mr. Toby Fauver, PennDOT
23. Mr. Kurt Myers, PennDOT
24. Mr. Scott Christie, PennDOT
25. Mr. Mark Tobin, PennDOT
26. Mr. Larry Shifflet, PennDOT
27. Mr. Jim Arey, PennDOT
28. Mr. Roy Gothie, PennDOT
29. Ms. Jessica Clark, PennDOT
30. Ms. Ellen Sweeney, PennDOT
31. Mr. Martin Sargent, PennDOT
32. Mr. Terry Pinder, PennDOT

*Attendance includes members present via conference call.