

PENNSYLVANIA STATE TRANSPORTATION ADVISORY COMMITTEE
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
DECEMBER 6, 2018



CALL TO ORDER:

A quarterly business meeting of the Transportation Advisory Committee (TAC) was called to order at 10:05 a.m. on December 6, 2018 in Harrisburg, PA.

MINUTES:

ON A MOTION by Ms. Sandberg and seconded by Mr. Stroehmann, and unanimously approved, the Minutes of October 11, 2018, TAC Business Meeting were accepted.

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

CHAIR'S REMARKS:

TAC Chair, Jody Holton introduced the new TAC Executive Secretary: Ms. Karen Heath from PennDOT Bureau of Planning. Ms. Holton also mentioned the 2019 TAC Meetings Schedule, noting that Per Act 120 of 1970 (as amended) the TAC is required to meet on the first Monday in February and also conduct three other meetings throughout the calendar year. Ms. Holton noted that there are five meetings scheduled for 2019 and one can be canceled if the Committee deems it not necessary to hold all five meetings. Ms. Holton also indicated that Secretary Richards had a scheduling conflict and is unable to attend the meeting.

WORKING SESSION

2018 TAC ENHANCED COMMUNICATION AND COORDINATION: Amanda Shaffer and Jessica Clark

The TAC continues to discuss an initiative intended to give TAC members the opportunity to provide input regarding Committee operations. Talking points include the Committee *Mission, Memberships Structure, Meeting Requirement and Structure, Study Identification and Development, and Communication and Collaboration* between the TAC, the public and PennDOT Staff. Amanda Shaffer from McCormick Taylor and Jessica Clark from PennDOT gave a third presentation about the Initiative.

Ms. Shaffer indicated that as part of the Enhanced Communication Initiative, a website assessment for TalkPATransportation.com was performed to learn how to better incorporate TAC onto the web pages. She explained that the Google website analytics tool was used to assess the historic use of the website. Data were also gathered from social media sites such as Facebook and LinkedIn. Additionally, the findings from the usability study completed two years ago on the website were also used to complete the website assessment.

The results from the Analysis combined with TAC members feedback were used to propose some new features on the website including:

- Creating a search tool for TAC studies on the website.
- Adding a real time feature that highlights key milestones, such as the release of TAC reports and studies.
- Adding interactive tools to the website for meetings such as Google maps and meeting reminders to help make the TAC meetings more accessible.
- Adding a members-only area for committee members to facilitate exchange between members.

Ms. Holton asked if a search on PennDOT's website would the Automated Red-Light Enforcement Study?

Ms. Shaffer answered that she doesn't know but she indicated that PennDOT's website does link to some documents on the STC's website.

Ms. Holton commented that it would be beneficial to create a taskforce to implement the proposed ideas.

Ms. Clark indicated that an email will be sent to TAC members to request participation.

TAC STUDIES UPDATE: by Tim Smith and Keith Chase

Tim Smith and Keith Chase from our Gannett Fleming provided a status update on the three TAC Studies. Mr. Chase opened his presentation noting that there is a connection between all three TAC studies. He explained that identifying funding issues in the Risks to Transportation Funding Study, will have an impact on the implementation of the intercity passenger rail, assessed in the Intercity Passenger Rail Study. The 2019 Transportation Performance Report (TPR) evaluates the overall state of the transportation system in the Commonwealth.

Intercity Passenger Rail Study

Mr. Chase outlined the major steps of the Intercity Passenger Rail Study including the Study Questions, the Case Studies, the Corridors Success Factors, the Corridors Profiles, the Application of the Success Factors to the Corridors, and the Recommendations.

Mr. Chase explained that the Study aimed to provide a clear understanding of how intercity passenger rail has worked in places that have implemented it and indicate the reasons for the success or failure in those places. Additional study initiatives include:

- What additional trends, technologies, and influences may affect intercity passenger rail success in Pennsylvania?
- What are success factors for intercity passenger rail success in Pennsylvania?
- Are there corridors with potential for new or expanded intercity passenger rail service?
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Mr. Chase also discussed the Case Studies used to determine what is already being done in the Commonwealth and elsewhere in the Nation. The Case studies include: Pennsylvania's Keystone Corridor, Pennsylvania's Keystone West Corridor, Florida's Brightline/Virgin Trains USA, Virginia's, Amtrak System, Texas Central Railway, Dallas to Houston High-Speed Rail, Connecticut's, Hartford Commuter Rail Line, and the Minnesota's Northern Lights Express.

Mr. Chase indicated that infrastructure, capital costs and funding, trip- making potential, local connectivity, public policy support, etc. all play a significant role in making passenger rail a success. He went on to list the next steps for the study, which include:

- A Complete Draft Report is due late December.
- A Task Force Meeting is scheduled for January 10, 2019.
- TAC members Review Final Draft Report late January 2019.
- TAC is expected to vote on the Final Report at the February 4, 2019 Meeting.

Mr. Stroehmann thanked the chair of the passenger rail study's taskforce for her role in extending the review time. He also noted that the case studies used in the study were well researched and the data gathered were useful for the objectives the study aims to achieve.

Risks to Transportation Funding in Pennsylvania Study

Mr. Smith outlined the study objectives. He explained that the aim of the study was to identify and analyze potential risks that could threaten transportation funding and document needs for a better assessment of the potential funding gaps. Mr. Smith discussed funding risks analysis for the Motor License Fund, the Multimodal Transportation Fund, the Public Transportation Trust Fund, the Federal Highway Trust Fund, and other risks related to the rise of fuel efficient vehicles.

Mr. Smith listed the next step in the report development which includes:

- Prepare a Draft Report in Mid-December.
- A Task Force meeting is also scheduled for January 10, 2019.
- TAC members Review Final Draft Report late January 2019.
- TAC is expected to vote on the Final Draft Report at the February 4, 2019 Meeting.

Ms. Ritter commented about the collaboration between the consulting team, PennDOT Staff, and the Turnpike Commission on this study.

2019 Transportation Performance Report

Mr. Smith and Ms. Shaffer briefly discussed the 2019 Transportation Performance Report, which features a new format. The new StoryMap format and new features were discussed. Ms. Shaffer noted that the new format will make the TPR easily accessible, easier to share and overall more user-friendly. She highlighted some Safety and Preservation performance trends on the TPR StoryMap draft.

Mr. Smith listed the timeline for the TPR is as follow:

- Prepare a Draft Report in Mid-December.

- TAC members Review Final Draft Report late January 2019.
- TAC is expected to vote on the Final Draft Report at the February 4, 2019 Meeting

Mr. Chase commented about the Federal Performance Measure requirements. He noted that with those requirements, performance measures are now about compliance rather than informative for decision makers.

PA DEPARTMENT OF TRANSPORTATION UPDATE:

Office of Planning

Deputy Secretary Ritzman gave a brief update in which he discussed the issues with the Federal Highway Trust Fund solvency and the Interstate Funding. He highlighted the funding gap between the what's needed to maintain the Interstate in the state of good repair and current funding levels. Mr. Ritzman also discussed the P3 CNG fueling stations program, which will supply natural gas to more than 1,600 public-transit buses at the 29 sites. Mr. Ritzman said that the P3 Committee is currently accepting proposals for P3 Projects from the public. He added that a proposal for a wetland bank is currently being examined.

Mr. Pocius asked if there is a chance the new Congress would act on the Highway Trust Fund issue. Mr. Ritzman indicated the new Congress seems to be opened to starting the conversation about how to solve the issue.

Mr. Pocius commented that the local bridges funding issue is not an issue the Federal Government takes seriously.

Mr. Ritzman said that the local bridges issue has improved over the past few years though more efforts are needed to keep the trend going.

Administration and Budget

Deputy Secretary Suzanne Itzko gave a report in which she announced that the Department's Communication Director, Richard Kirkpatrick will retire in January 2019. She added that Erin waters-Trasatt will replace him.

Ms. Itzko also discussed the 2017 Disparity Study initiated in June 2017. She noted the study team met with representatives from the Department of General Services executive team and the Governor's Advisory Council on Diversity, Inclusion, and Small Business Opportunities to discuss the study and to answer questions. Ms. Itzko added the recommendations from the study will be implemented.

Ms. Itzko also indicated that the department is awaiting the Auditor General's report.

Drivers and Vehicles Services

Deputy Secretary Kurt Myers gave an update stating that Real ID is moving along, and delivery is scheduled to begin in March 2019. Mr. Myers explained that five more delivery centers and 250 more employees are being added to speed up the process. He added that the pre-verification process went well, and an effective communication campaign is being conducted to explain the process.

Mr. Myers also discussed the implementation of the final piece of Act 30. He explained that the Legislation amended Title 75 of the PA Consolidated Statutes by allowing a person to receive credit towards serving an operating privilege suspension, revocation, or disqualification based off a date determined by the PennDOT as opposed to the date the driver's license or acknowledgment form was surrendered to PennDOT. The School Bus Safety Week and Statistics from Operation Safe Stop were also discussed.

Ms. Sandberg asked about the process of promoting the School Safety Week.

Dr. Valkman answered that social media is being used to spread the word.

Highway and Bridge Program

Deputy Secretary George McAuley gave a brief report highlighting the reduction in fatalities on the Commonwealth's roads, the decrease in bridges in poor condition, and the increase in bridge closures due to the flooding over the summer. He indicated that the Rapid Bridge Replacement program is having a significant impact on reducing the number of bridges in poor condition. Mr. McAuley also noted that the Department is on track to hit the 2.5 Billion letting goal. He added that emergency contracts have increased because of the major flooding events. Also, winter maintenance is off to a slow start but is catching up quickly.

Mr. Pocius asked about the status of the work zone speed enforcement. Mr. McAuley indicated that the Department is working with the PA Turnpike Commission to start a pilot project.

Mr. Stroehmann commented that the Department has done an excellent job in getting roads opened after the major flood events.

OTHER BUSINESS

Mr. Neil Ward from Commuter Rail Association of Lancaster gave a presentation about: ***Safe Guarding Amtrak's Keystone Power Grid Utilizing Safe Harbor Dam & TMI***. Mr. Ward explained that a portion of the electricity generated at the Nuclear Facility on Three Mile Island(TMI) located in Londonderry Township, Dauphin County could be diverted for Amtrak, Septa, New Jersey Transit and Patco uses. He suggested that the Commonwealth takes an active role in preserving and leveraging TMI's assets for the greater good. Mr. Ward added that decommissioning TMI would create a risk of not having a Backup and Disaster Power Grid Recovery Plan in Place for Commuter Rail in South Central PA and the High-Speed Line along the Northeast Corridor.

NEXT MEETING:

The next TAC business meeting is scheduled for **Thursday, February 4, 2019** in Harrisburg, Pennsylvania.

ADJOURNMENT:

ON A MOTION by Mr. Pocius and seconded by Mr. Stroehmann, the TAC meeting was adjourned at 11:59 a.m.

DRAFT

Attendance* from the TAC Business Meeting
December 6, 2018

1. Ms. Jody Holton, Chair
2. Mr. Ronald Wagenmann, TAC member
3. Mr. Michael Carroll, TAC member
4. Ms. Brenda Sandberg, TAC member
5. Mr. Tom Geanopulos, TAC member
6. Mr. Joel McNeil, TAC member
7. Mr. Ashley Porter, TAC member
8. Ms. Karina Ricks, TAC member
9. Mr. Larry Nulton, TAC Member
10. Mr. John Pocius, TAC member
11. Mr. Jeff Stroehmann, TAC member
12. Mr. David Volkman, alternate for Pedro Rivera, TAC member
13. Mr. Paul Opiyo, alternate for Mr. Dennis Davin, TAC member
14. Ms. Lugene Bastian, alternate for Ms. Gladys Brown
15. Mr. Tim Smith, Gannett Fleming
16. Mr. Keith Chase, Gannett Fleming
17. Ms. Stacia Ritter, Pennsylvania Turnpike Commission
18. Ms. Suzanne Itzko, PennDOT
19. Mr. Kurt Myers, PennDOT
20. Mr. George McAuley, PennDOT
21. Mr. Larry Shifflet, PennDOT
22. Mr. Jim Ritzman, PennDOT
23. Ms. Lugene Keys, McCormick Taylor
24. Ms. Amanda Shaffer, McCormick Taylor
25. Ms. Christi Sabb, McCormick Taylor
26. Ms. Leanne Doran, Collaborative Transportation
27. Ms. Jessica Clark, PennDOT
28. Mr. Mark Tobin, PennDOT
29. Mr. Abdoul Ahmed, PennDOT
30. Ms. Angela Watson, PennDOT
31. Ms. Natasha Fackler, PennDOT
32. Mr. Terry Pinder, PennDOT
33. Mr. Martin Sargent, PennDOT
34. Ms. Karen Heath, PennDOT

**Attendance includes members present via conference call.*