

PENNSYLVANIA STATE TRANSPORTATION ADVISORY COMMITTEE
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
DECEMBER 10, 2015



CALL TO ORDER:

A quarterly business meeting of the Transportation Advisory Committee (TAC) was held on December 10, 2015 at the Keystone Building in Harrisburg, PA. A conference call option was also provided for this meeting. Chairman Lou Schultz began the meeting at 10:00 a.m.

CHAIRMAN'S REMARKS:

Chairman Lou Schultz introduced Mr. L. Ashley Porter as the newest member of TAC. He is from Erie County and he replaces Dr. Roy Brant, who passed away last summer. There are currently four vacancies on TAC. Seven members are serving in expired status. Chairman Schultz also stated that the Modernization of Advisory Committees Initiative is in its early stages.

MINUTES:

Mr. Nolan Ritchie noted that on page 2 of the October 8, 2015 TAC Meeting minutes, there is a mention of fines to be raised from work zone violations, and he asked for this to be deleted. In addition, Mr. Mark Murawski stated he had been present on the October 8, 2015 TAC meeting via conference call.

ON A MOTION by Mr. Ron Wagenmann and seconded by Mr. Joseph Mangarella, and unanimously approved, the minutes of the April 9, 2015 TAC Business Meeting were accepted as modified.

SECRETARY OF TRANSPORTATION'S REMARKS:

Secretary Leslie Richards delivered brief remarks on the ongoing budget discussion at the Capitol.

PA DEPARTMENT OF TRANSPORTATION UPDATE:

Deputy Secretary for Highway Administration

Deputy Secretary Scott Christie delivered a brief report for the Highway Administration depute. He stated that \$2.5 billion in lettings would occur in 2015; however, the bridge program lettings were below average. The Department and the Governor's Office have a target of 1,500 bridges between 2015 and 2019. Winter operations are ready for winter as well.

Mr. Joseph Mangarella asked how the letting of 1,500 bridges compared to the number of structurally deficient bridges. Mr. Christie stated that PennDOT will let more than 300 bridges a

year, which is the number to stay even. The Department has been driving down the number of structurally deficient bridges since 2008.

Mr. Mark Murawski asked how often the Department assists areas outside of Pennsylvania during regional snow emergencies and if the Department was reimbursed. Mr. Christie stated this was organized through PEMA and is reimbursed by the state receiving assistance. Last year, PennDOT provided assistance in Boston and New York.

Mr. Fred Strathmeyer asked if the state used urea as a snow removal technique, as the state was in the process of revising its fertilizer act. Mr. Christie stated that the Department does not use urea, but has a pilot program to use salt alternatives such as beet juice.

Deputy Secretary for Driver and Vehicle Services

Deputy Secretary Kurt Myers delivered a brief report for the Driver and Vehicle Services deputate.

Mr. Myers stated that three counties assess an additional \$5 vehicle registration fee as enabled by Act 89. Those three counties are Blair, Cumberland, and Fulton Counties, and Allegheny County will begin to assess the \$5 fee beginning on January 1, 2016. Deputy Secretary Ritzman stated, that as a result of this fee, the Department has distributed \$1 million to those three counties as of December 1, 2015.

Mr. Myers stated that the Safety Inspection recertification process would be upgraded during 2016. In addition, changes to the Commercial Driver's License learner's permit go into effect on December 21, 2015 and include a comprehensive test. In addition, the medical exam requirements for school bus drivers has been extended from 12 months to 13 months so that the exams are not an out-of-pocket expense due to health insurance limitations.

Mr. Myers said that the Department continues to use co-locations for Drivers License Photos centers, which saves about \$40,000 a year. To date the Department has saved \$500,000. The newest co-location is the AAA Bustleton location in Philadelphia. Any business that meets qualifications can become a co-location.

Mr. Ron Wagenmann asked for vehicle registration numbers by county. Mr. Myers stated that he would provide this information.

Representative Julie Harhart asked Mr. Myers how co-locations were selected and established and if the Lehigh Valley could opt into the program. Mr. Myers stated that PennDOT issues an RFP and then reaches out to businesses in those areas, and that the Lehigh Valley is participating in the co-location program.

Chairman Schultz stated the wait time at the Riverfront Office Center location was minimal. Mr. Myers stated that this is due to the Queuematic System upgrades that allow for real-time viewing of the photo centers by central office. It allows for areas of concern to be quickly identified.

Deputy Secretary for Multimodal Transportation

Deputy Secretary Toby Fauver delivered a report for the Multimodal deputate.

Mr. Fauver stated that \$35 million was available for bridge and road improvements through the multimodal program, and applications were due on December 17, 2015. Grants will be disbursed on July 1, 2016. Mr. Fauver stated that he was working with DCED to coordinate Commonwealth Finance Agency (CFA) Multimodal Grants into the same timeline.

Mr. Fauver said that consolidation of shared-ride services is underway. This reduces administrative costs and Act 89 includes a reduction of local match for five years due to the savings achieved through consolidation. The city of Washington and Washington County have saved \$200,000, and Berks and Lancaster Counties have consolidated and saved \$800,000. Crawford, Warren, and Venango counties are all in talks to consolidate transit services, and York and Adams County have consolidated their shared-ride services, along with Cumberland County. Consolidation enables shared-transit agencies to spread costs across several counties.

Mr. Fauver said that Act 89 created a stable source for transit funding and the biggest transit agencies in the state (SEPTA and PAAC) both have ten-year balanced budgets.

Mr. Fauver gave a report on the Port of Philadelphia, stating that the Department and the Port are developing a strategic business plan for the port and that seven proposals are being evaluated for a site within the port. Part of the strategic plan involves the port generating more revenue so it no longer requires the state's operating subsidy. No other port on the U.S. East Coast receives an operating subsidy.

Mr. Fauver said that a P3 has been developed and approved for the commercial development of the Middletown train station, and an RFQ will be issued to build, operate, and maintain the train station in addition to commercial development. PennDOT will use it as a model for other stations if the Middletown project is successful.

Mr. Strathmeyer asked why the Commonwealth's hardwood industry travels to Baltimore instead of Philadelphia for its exports, and what could be done to make the Port of Philadelphia more attractive to Pennsylvania industries. Mr. Fauver stated that the main issue was whether it was possible to make the investment to make the Port of Philadelphia competitive. Other ports do not have the rail congestion that the Port of Philadelphia has. Part of the strategic plan includes a rail freight investment plan to address these problems. Mr. Strathmeyer also asked about developing inland ports in Pennsylvania. Mr. Fauver stated that Pennsylvania has many inland ports and that the Department has supported Norfolk Southern and CSX in building intermodal terminals. The Port of Erie is also working to build an inland port to assist with Great Lakes shipping.

Mr. Jack Rutter stated that it was disappointing to learn about the Port of Philadelphia and pointed to the soon-to-be-completed reconstruction of the Panama Canal, stating that the Port would lose business if it was not competitive. Mr. Fauver stated that the Port was in its last phase of dredging the Delaware River channel to 47 feet, which would help bring in the largest ships, but the Port has 40-year old infrastructure. Mr. Fauver said that the Department is contemplating working with private investment to modernize the port's facilities.

Deputy Secretary for Planning

Deputy Secretary Jim Ritzman delivered a brief report for the Office of Planning. Mr. Ritzman stated that a federal surface transportation reauthorization (FAST- Fixing America's Surface Transportation Act) has been signed into law as of December 4, 2015. It is a \$305 billion, five-

year program that provides a stable and predictable source of federal funds. Mr. Ritzman stated that FAST was mostly paid for by how the Federal Reserve charges banks and the sale of 66 million barrels of crude oil. As a result, the Highway Trust Fund will receive \$52 billion out of the General Fund, and the Mass Transit Trust fund will receive \$18 billion. The Department will receive a 5% increase in federal funding over the first year and a 2% increase in each of the following years. FAST includes a new National Highway Freight Program. The program is competitive and is \$4.5 billion over five years.

Mr. Ritzman stated that the P3 Board approved Northampton County's proposal for a county-owned bridge construction and rehabilitation project without any financial assistance from the Department. The proposal will replace 28 county-owned bridges and rehabilitate another six in four years, and the package included financing and a competitive bid.

Mr. Murawski asked about the proposed elimination of Act 13 bridge money to counties and the diversion of those funds to Marcellus Shale pipeline work, as many counties have not been spending the funds and are reserving it. Mr. Ritzman stated that the amounts dispensed were about \$40,000 a year and that the Department provided information to the House and Senate about how much money was distributed.

TAC CURRENT STUDIES:

Bicycle and Pedestrian Policy Study Update

Mr. Keith Chase, Gannett Fleming and Mr. Jonathan Heilman, Gannett Fleming

Mr. Keith Chase and Mr. Jonathan Heilman delivered a brief update on the policy study. The study kicked off on September 30, 2015, with a meeting of the Study Working Group.

The Policy Study is now in Phase 2. The project methodology is:

- Issues identification
- Development of Problem Statements
- Analysis of Problem Statements
- Identification of Options
- Evaluation of Options
- Draft Policy
- Validate and Test

The project structure and oversight will consist of the TAC, a Project Working Group and a Policy group. The Working Group consists of 22 members and will meet about six times (approximately once a month). They will provide direct input and decision-making. The Policy Group consists of the Deputy Secretaries and the special assistants to the Secretary. They will meet approximately three times at key project milestones and will provide high-level direction and leadership.

Phase 1 developed 48 issues statements that can fit into six categories:

- Funding and Resources
- Coordinated Planning
- Project Development
- Maintenance and Operations

- Safety, Public Awareness, Enforcement, and Legal
- Miscellaneous

The Issue Statement Review used the Four C model: clarify, combine, create, and critique. Problem statements were then crafted from the issue statements and 13 problem statements were created.

The problem statements were analyzed during the December 2, 2015 Working Group meeting, where a need for both standardization across the state along with flexibility between the districts was identified. In addition, the process to prioritize needs must be strengthened. The working group will meet again on January 7, 2016 to identify focus options for each of the problem statements. These results will be presented to the Policy Group, which meets on January 20, 2016. Chairman Schultz invited TAC members to participate in the January 7, 2016 Working Group meeting.

Mr. Donald Detwiler asked if each district has a bicycle and pedestrian coordinator. Mr. Chase stated that each district does but the position was not a full-time position and that it was one responsibility among many others.

Mr. Jack Rutter asked when the project would be finished. Mr. Chase stated that the project would conclude in the spring, and that the policy draft would be brought to TAC at the April TAC meeting. Mr. Rutter also asked if other states had a workable bicycle and pedestrian policy. Mr. Heilman stated that they were currently evaluating other states' programs.

Mr. Nolan Ritchie added that cities are leading on the development of bicycle and pedestrian policy programs. Mr. Christie noted that FHWA ranks programs by state and Mr. Heilman stated that Pennsylvania is ranked about twelfth in the nation.

Mr. Murawski asked if there was a high level of consistency among the districts in integrating bicycle and pedestrian programs. Mr. Chase stated that there were needs for flexibility from district to district but there is also a need for more consistency, such as use of the bicycle and pedestrian checklist.

Chairman Schultz noted that the policy study revealed that bicycle and pedestrian issues are identified late in project development. The study will enable those issues to be identified early in the project development process. Mr. Christie stated that each district has different priorities and bicycle and pedestrian facilities may be less critical. Chairman Schultz stated that funding is driven by formula. Mr. Murawski used the linking planning and NEPA screening process as an example of how bicycle and pedestrian projects can be included in the TIP.

OTHER BUSINESS:

Mr. Ron Wagenmann has proposed a study of the highway occupancy process as a future TAC study. Chairman Schultz stated this would be considered at a future meeting and added that if anyone had any future studies suggestions, they should contact him or Ms. Jessica Clark of PennDOT.

Mr. Strathmeyer stated that the Department of Agriculture is creating a state pollinator plan and asked if PennDOT could be involved with the development of the plan, which is due in March of 2016. Mr. Christie stated that Maintenance would work on developing a plan that manages the expectations of many stakeholders.

Mr. Rutter asked how many trucks would be on the road in 2020, noting the TAC studied truck parking in 2006 and that there are not enough places that can accommodate truck parking. Mr. Ritzman stated that in 2040 there will be seventeen trucks where there are ten in 2015.

Mr. Ritchie gave an update on current transportation legislation in the state House and Senate.

NEXT MEETING:

The next TAC business meeting is Monday, February 1, 2016 in Harrisburg, Pennsylvania at the Keystone Building.

ADJOURNMENT:

ON A MOTION by Mr. Tom Geanopulos, seconded by Mr. Ron Wagenmann, and unanimously approved, The TAC meeting adjourned at 11:45 a.m.

Attendance* from the TAC Business Meeting
December 10, 2015

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. George DiCarlantonio, alternate for Mr. Bender
6. Mr. Joe Mangarella, TAC member
7. Mr. Mark Murawski, TAC Member
8. Mr. Donald Detwiler, TAC member
9. Mr. Ron Wagenmann, TAC member
10. Mr. Ashley Porter, TAC member
11. Mr. Joel McNeil, TAC member
12. Mr. Gustave Scheerbaum, TAC member
13. Mr. Jeffery Stroehmann, TAC member
14. Mr. Fred Strathmeyer, Jr, TAC member
15. Mr. Nolan Ritchie, alternate for Senator John Rafferty, TAC member
16. Mr. David Volkman, TAC member
17. Mr. Keith Chase, Gannett Fleming
18. Mr. Jonathan Heilman, Gannett Fleming
19. Ms. Leanne Doran, McCormick Taylor
20. Ms. Lisa Dorman, alternate for Secretary Quigley, DEP
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. Reg Evans
27. Mr. Larry Shifflet, PennDOT
28. Ms. Jessica Clark, PennDOT
29. Ms. Ellen Sweeney, PennDOT
30. Mr. Martin Sargent, PennDOT
31. Mr. Terry Pinder, PennDOT

*Attendance includes members present via conference call.

APPENDIX I: Non-Exempt Registered Vehicles by Owner County as of October 19, 2015—Pennsylvania Department of Transportation

Owner County	Approximate Non-Exempt Registered Vehicles	Owner County	Approximate Non-Exempt Registered Vehicles
Adams	119,006	Lackawanna	176,448
Allegheny	933,705	Lancaster	497,446
Armstrong	79,358	Lawrence	87,517
Beaver	163,407	Lebanon	137,496
Bedford	64,487	Lehigh	305,802
Berks	388,962	Luzerne	283,457
Blair	124,269	Lycoming	126,149
Bradford	71,529	McKean	41,806
Bucks	583,258	Mercer	108,215
Butler	213,402	Mifflin	47,780
Cambria	138,352	Monroe	157,134
Cameron	5,336	Montgomery	685,157
Carbon	69,029	Montour	19,810
Centre	118,362	Northampton	282,836
Chester	453,106	Northumberland	98,922
Clarion	42,156	Perry	57,154
Clearfield	85,422	Philadelphia	718,464
Clinton	40,456	Pike	59,282
Columbia	68,904	Potter	20,689
Crawford	87,207	Schuylkill	149,864
Cumberland	237,058	Snyder	43,724
Dauphin	261,446	Somerset	86,514
Delaware	399,253	Sullivan	8,093
Elk	36,938	Susquehanna	47,818
Erie	228,211	Tioga	49,831
Fayette	145,512	Union	39,417
Forest	6,352	Venango	56,471
Franklin	168,196	Warren	43,446
Fulton	19,754	Washington	214,531
Greene	39,847	Wayne	59,477
Huntingdon	50,115	Westmoreland	351,494
Indiana	86,774	Wyoming	34,225
Jefferson	50,245	York	456,221
Juniata	29,211	Total	11,161,315

Note 1. The registration counts **exclude** vehicles that are exempted from fees where this can be identified by indicators on PennDOT's vehicle database; those vehicles that can't be identified are not excluded. Vehicles are exempted by the following Sections of Title 75:

- Title 75 Section 1901(a), 1901(b) and 1901(c) – **Exemption of persons, entities and vehicles from fees.**
- Title 75 Section 1302 – **Vehicles exempt from registration.**
- Title 75 Section 1335(c) - **Registration plates for manufacturers and dealers.**

(Refer to the specific Sections for all exemptions.)

See **Attachment A** below for a list of vehicles that can be identified.

Note 2. There is no way to determine all exempt vehicles from the vehicle data base; for example, special organizations such as the boy scouts must re-certify each year that their vehicles are exempt.

Note 3. The registration counts represent the vehicles on the Department vehicle registration system at a specific time (in this case October 19, 2015). This data changes daily as people purchase and sell vehicles, and as they move from one address to another.

Attachment A

Vehicles Exempted from Fees Excluded from the Registered Vehicles by County Report

Tag Type 23 - COMMONWEALTH COMMERCIAL
Tag Type 33 - COMMONWEALTH OF PA
Tag Type 21 - MUNICIPAL GOVERNMENT
Tag Type 22 - MUNICIPAL GOVERNMENT MOTOTCYCLE / MOPED
Tag Type 25 - PENNSYLVANIA STATE UNIVERSITY
Tag Type H7 - TEMPLE UNIVERSITY FREE ISSUE
Tag Type H8 - PITTSBURGH UNIVERSITY FREE ISSUE
Tag Type H9 - LINCOLN UNIVERSITY FREE ISSUE
Tag Type 34 – MASS TRANSIT
Tag Type 13 – EMERGENCY VEHICLE and Fee Exempt Code beginning with ‘23’
Tag Type 82 - EMERGENCY VEHICLE / FREE
Tag Type 12 – DISABLED VETERAN and Disability Code 1 (\$0) and registered gross weight is not more than 9,000 pounds.
Tag Type E4 – SEVERELY DISABLED VETERAN and Disability Code 1 (\$0) and registered gross weight is not more than 9,000 pounds.
Tag Type 12 – DISABLED VETERAN and Disability Code 1 (\$0) or Disability Code 2 (\$10) and registered gross weight is not more than 9,000 pounds.
Tag Type E4 – SEVERELY DISABLED VETERAN and Disability Code 1 (\$0) or Disability Code 2 (\$10) and registered gross weight is not more than 9,000 pounds.
Tag Type 29 – PRISONER OF WAR and registered gross weight is not more than 9,000 pounds.
Tag Type U8 – CONGRESSIONAL MEDAL OF HONOR and registered gross weight is not more than 9,000 pounds.