



PENNSYLVANIA STATE TRANSPORTATION ADVISORY COMMITTEE
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
DECEMBER 4, 2014

CALL TO ORDER:

A quarterly business meeting of the Transportation Advisory Committee (TAC) was held on December 4, 2014 at the Keystone Building in Harrisburg, PA. Acting Chairman Jack Rutter called the TAC meeting to order at 10:03 a.m.

CHAIRMAN'S REMARKS:

TAC Member Jack Rutter stood as Acting Chairman for Chairman Lou Schultz. He made note that there are seven expired terms on TAC. There are also four vacant positions.

MINUTES:

ON A MOTION by Mr. Joseph Mangarella, seconded by Mr. Gustave Scheerbaum, and unanimously approved, the minutes of the October 9, 2014 TAC Business Meeting were accepted as presented.

SECRETARY OF TRANSPORTATION'S REMARKS:

Secretary Schoch thanked the TAC for its role in modernization and investment in transportation over the prior four years, such as the modernization of advisory committees' initiative and Act 89 of 2013. The Secretary stated that he did not yet know what his plans were regarding the incoming governor's administration.

Secretary Schoch said that the Department would continue to focus on safety including the need for legislation. Secretary Schoch noted that there was a recent death due to a work zone incursion, and he referenced the TAC's study on automated work zone cameras. The Secretary charged the TAC to continue to innovate and remain an effective and independent forum.

PA DEPARTMENT OF TRANSPORTATION UPDATE:

Deputy Secretary for Planning

Deputy Secretary Jim Ritzman delivered a brief report for the Planning Deputate by highlighting the projects selected for the Transportation Alternatives Program. \$33 million in federal funding was awarded to 56 projects. Deputy Secretary Ritzman also stated that the draft Long Range Transportation Plan was available for public comment until December 15 and was available at www.paontrack.com.

Mr. Ritzman discussed the reorganization of the Office of Planning. The Bureau of Municipal Services merged into the other two bureaus within the Office of Planning to deliver better services to local governments.

At the Federal level, Mr. Ritzman stated that the Highway Trust Fund is still in bad shape. It is solvent through May 2015 but needs \$15 billion to \$16 billion per year of additional revenues to maintain current funding levels. He also stated that much of the rulemaking for MAP-21 is still in process, despite the fact that the bill has expired.

Mr. Ritzman shared that the Office of Planning will be releasing a new GIS-IQ system and will share more geospatial data on PennShare.

Mr. Gustave Scheerbaum stated that the City of Philadelphia was using GIS and crash data to identify safety projects and needs within the city. He asked about crash data and the confidentiality issues around them. Gavin Gray stated that a uniform policy for all of the districts was in development and that he would follow up.

Deputy Secretary for Highway Administration

Mr. Gavin Gray delivered a brief report for Highway Administration on behalf of Deputy Secretary Scott Christie, highlighting safety trends, structurally deficient bridges, winter services, and project delivery.

The bridge program continues to target the number of structurally deficient bridges, which currently stands at 4,126 bridges. The program rebuilds 350 bridges a year and in calendar year, 2014 there are 22 bridges remaining. The P3 and local bridge bundling program will continue to help reduce the number of posted and structurally deficient bridges.

Mr. Jack Rutter asked what effect the P3 Bridge program would have on the letting schedule. Mr. Gray stated that Highway Administration looks at those programs when letting schedules are planned. Mr. Rutter suggested that a topic for an upcoming meeting could be P3.

Mr. Scheerbaum commented that the downward trend in crash fatalities could be transitory, due to the increase in vehicle-miles driven. Mr. Gray stated that Highway Administration is staying on top of the trend by directing funds to projects that would increase safety.

Deputy Secretary for Driver and Vehicle Services

Deputy Secretary Kurt Myers delivered a brief report on Driver and Vehicle Services. Mr. Myers indicated that Driver and Vehicle Services was busy deploying the new fees from Act 89 that go into effect on January 1, 2015. The first fee is the civil penalty in lieu of a suspension of license. The second fee relates to individual counties and their ability to charge an additional \$5 on top of the Commonwealth's registration fee. At the time of this meeting, the Department does not know which counties may pursue the additional \$5 fee, as counties cannot request the fee until January 1, 2015. There is a 90-day implementation period afterwards.

Another major change with Act 89 is the Consumer Price Index (CPI) adjustment for all fees in the vehicle code. These will go into effect on July 1, 2015 based on the urban CPI for the previous year. Upon the fee adjustment on July 1, 2015, fees will be adjusted every two years based on CPI.

Mr. Myers stated that Driver and Vehicle Services has released new license plates for a variety of uses, including a Gettysburg plate that specifically funds the monuments at the national battlefield at Gettysburg.

Driver and Vehicle Services has partnered with State Farm and Sheetz to produce a booklet that is informative for young drivers and will enable parents to document the 65 hours of driving that is required prior to taking the driving test. The Department will save roughly \$70,000 a year by collaborating with State Farm and Sheetz to produce the booklet. 300,000 booklets are printed every year. In addition, two new mobile applications are available to practice driver's license knowledge tests.

Mr. Myers delivered a brief report on REAL-ID. Pennsylvania law prevents the Commonwealth from participating in this Federal law. The requirement that a REAL-ID compliant Identification Card is necessary to enter a nuclear power plant is in effect; however, the requirement for boarding a commercial airliner is not in effect and enforcement is not likely until 2016 or thereafter.

Mr. Gustave Scheerbaum asked about the compliance issues with REAL-ID that Pennsylvania does not meet. Deputy Secretary Myers replied that REAL-ID requires that driver's licenses that are not REAL-ID compliant are to be marked with "Not for Federal Purposes." Mr. Chuck Welker asked about the legislation passed requiring that Pennsylvania not seek compliance. Mr. Myers replied that many states had significant concerns about the cost of implementing REAL-ID and this drove legislators from both parties to pass legislation that would block compliance.

Mr. Jeffery Stroehmann asked if the revenues related to the \$5 county additional fee for vehicle registrations were restricted for transportation. Deputy Secretary Ritzman replied that the revenues collected were for transportation and they were further restricted to highways and bridges.

TAC CURRENT STUDIES:

2015 Transportation Performance Report Review

Mr. Denny Lebo, Gannett Fleming

Mr. Denny Lebo presented a review of the 2015 Transportation Performance Report. Completion of the 2015 Transportation Performance Report will occur in February 2015, and it will build on the first Transportation Performance Report. TAC and a Department Working Group will collaborate in constructing the next Transportation Performance Group.

The Transportation Performance Report's present focus areas are:

- Safety
- Mobility
- Preservation and Renewal
- Accountability
- Funding

A mockup of the draft 2015 Transportation Performance Report was distributed during the presentation, primarily for Safety transportation performance. Data collection of performance measures for the remaining focus areas is underway.

Mr. Scheerbaum requested the circulation of the draft of the final 2015 TPR to the entire TAC membership prior to the February 2, 2015 TAC meeting.

TAC FUTURE STUDY:

Bike/Ped Policy and Bicycle Occupancy

Introduced by Ms. Angela Watson, Multimodal Transportation, PennDOT and Ms. Melissa Batula, Highway Administration, PennDOT

Ms. Angela Watson and Ms. Melissa Batula presented a TAC study topic for consideration on Bicycle and Pedestrian Policy and Bicycle Occupancy Permits. Current policy requires that local municipalities sign occupancy permits stating that they are wholly responsible for the facility. Statewide, there is not a consistent policy over who is responsible for maintaining bicycle lanes after they are constructed. The study would evaluate the types of Bike/Ped facilities (lanes, shoulders, a separate path), and what maintenance expectations exist for that facility, such as debris and snow removal. The Department suggested best practices research and interviews as part of the study.

Mr. Rodney Bender asked about the statewide network of bicycle routes and who was ultimately responsible for their maintenance. Ms. Melissa Batula stated that the responsibility was largely held by the municipalities, and best practices interviews would clarify the responsibility.

Mr. Scheerbaum suggested that the study should be a white paper and not a full-blown study, stating that the bicycle permit legislation is antiquated and used the example of crosswalks and municipal responsibility for their maintenance. In addition, he stated that bicycle occupancy permits impact only small portions of the roadway network.

Ms. Batula stated that the issue was broader than just bike lanes. Deputy Secretary Toby Fauver stated that the study would encompass all facilities across the entire Commonwealth and that the Department needed guidance in working with all stakeholders involved (municipalities and the bike/Ped community). Mr. Scheerbaum asked if the study is intended to address the bicycle occupancy permit legislation or if it was to develop policy and guidelines. The Department representatives stated that the study would help develop policy and guidelines.

Deputy Secretary Scott Christie stated that there was not a consistent maintenance/snow removal policy with designated bicycle lanes or shoulders used as ad-hoc bicycle lanes. In response to a statement by Mr. Rutter, Mr. Christie stated that the study should cover both existing bike paths and shoulders used by bicyclists. Mr. Rutter asked if part of the study would indicate that there should be more dedicated lanes constructed around the state. Mr. Fauver stated that this was not necessarily an outcome of the proposed study. Liability issues on the part of municipalities and the Department would also be part of the study.

There was discussion over whether a full study should be conducted instead of a short white paper. Mr. Fauver suggested that the study be done in phases.

Mr. Jeff Stroehmann asked about a list of studies under consideration and that those should take priority before a new study was undertaken. Mr. Scheerbaum stated that a white paper would be more appropriate.

Mr. Stroehmann asked if the proposed study was discussed with the consultants. Ms. Jessica Clark stated that a meeting had occurred and that a project scope was drafted and a two pronged approach to a full study would address bike/Ped policy and bicycle occupancy permits. Mr. Stroehmann asked if the scope was available for TAC review and Ms. Clark stated that it was not yet available. Mr. Stroehmann suggested that the study be tabled for the next TAC meeting in February. Mr. Keith Chase stated that the first tasks of the study would scope out the study.

Mr. Thomas Geanopulos asked if the first tasks had been identified and if they were then there may not be a need to begin a preliminary study. Ms. Clark stated that the basic framework is completed.

Mr. Scheerbaum proposed a motion for TAC to support a truncated Bike/Ped Policy and Bicycle Occupancy study for Gannett Fleming to develop for the February 2, 2015 TAC meeting and the TAC would determine whether they would move forward on the study at that meeting.

Mr. Stroehmann proposed a motion for Gannett Fleming and PennDOT to bring the draft study scope to the next TAC meeting for its review.

ON A MOTION by Mr. Jeffery Stroehmann, the consultant was charged bring the draft scope for the Bike/Ped Policy and Bicycle Occupancy Study to the next TAC meeting for review. This motion was not seconded or voted on.

ON A MOTION by Mr. Gustave Scheerbaum, seconded by Mr. Jeffery Stroehmann, and approved by a vote of 8-3, the consultant was charged to begin the initial work to develop a draft scope to be presented at the February 2, 2015 TAC Business meeting.

OTHER BUSINESS:

TAC Meetings for 2015 are as follows:

February 2, 2015 (Mandatory Monday)
April 9, 2015 (Thursday)
July 16, 2015 (Thursday)
October 8, 2015 (Thursday)

NEXT MEETING:

The next TAC business meeting is Monday, February 2, 2015 in Harrisburg, Pennsylvania at the Keystone Building.

ADJOURNMENT:

ON A MOTION by Mr. Tom Geanopulos, seconded by Mr. Jeffery Stroehmann, and unanimously approved, The TAC meeting adjourned at 12:20 p.m.

Attendance from the TAC Business Meeting
December 4, 2014

1. Mr. Barry Schoch, Secretary of Transportation
2. Mr. Jack Rutter, TAC member, Acting Chairman
3. Ms. Beth Sickler, alternate for Mr. Dave Hickernell, TAC member
4. Mr. Rodney Bender, TAC member
5. Mr. Joe Mangarella, TAC member
6. Mr. Donald Detwiler, TAC member
7. Mr. Tom Geanopoulos, TAC member
8. Mr. Gustave Scheerbaum, TAC member
9. Mr. Jeffery Stroehmann, TAC member
10. Mr. Michael Untermeyer, TAC member
11. Mr. Joel McNeil, TAC member
12. Mr. Dennis Lebo, Gannett Fleming
13. Ms. Leanne Doran, McCormick Taylor
14. Mr. Kurt Myers, PennDOT
15. Mr. Gavin Gray, PennDOT
16. Mr. Dale Witmer, PennDOT
17. Mr. Jim Arey, PennDOT
18. Mr. Kenneth Druckenmiller, PennDOT
19. Mr. Mark Tobin, PennDOT
20. Mr. Larry Shifflet, PennDOT
21. Ms. Jessica Clark, PennDOT
22. Ms. Julie Harmantzis, PennDOT
23. Mr. Martin Sargent, PennDOT
24. Mr. Terry Pinder, PennDOT