



PENNSYLVANIA STATE TRANSPORTATION ADVISORY COMMITTEE
SUMMARY MINUTES
HARRISBURG, PENNSYLVANIA
DECEMBER 5, 2013

CALL TO ORDER:

A meeting of the State Transportation Advisory Committee (TAC) convened at 10:00 a.m. on Thursday, December 5, 2013, in room 8N1 of the Keystone Building in Harrisburg, PA with Chairman Lou Schultz presiding.

MINUTES:

ON A MOTION by Mr. Rafferty, seconded by Mr. Untermeyer, and unanimously approved, the minutes of the October 10, 2013, TAC meeting were accepted as presented.

CHAIRMAN'S REMARKS:

Chairman Lou Schultz noted that the week of December 2, 2013 was "Older Driver Safety Awareness Week."

The Chairman also discussed the TAC study ideas generated from his presentation at the Fall Planning Partners Meeting. These were:

- Marcellus Shale Impacts, with emphasis on High Volume Routes
- Rollout of Alternative Transportation Fuels such as CNG
- A toolkit for the efficient movement of traffic
- Mobility with emphasis on the elderly

The Chairman and the TAC department staff are in the process of scheduling a mid to late January meeting with Secretary Barry Schoch to discuss future studies.

Chairman Schultz noted that the statements of interest for the new five-year \$1.5 million open end TAC contract had been reviewed by an internal team and that the consultant team that stood out would be the team developed by Gannett Fleming.

The Chairman noted that Cheryl Hicks, legal aid to the Minority Chairman for the Senate Transportation Committee would be retiring after 41 years.

SECRETARY OF TRANSPORTATION'S REMARKS:

Secretary Schoch gave an update on the Transportation Funding bill, which passed the Pennsylvania General Assembly and was signed by Governor Tom Corbett on November 25, 2013.

The Secretary described the bill as outstanding legislation that would change the focus of TAC that in the past had studied various ways to research and identify the problems facing the

transportation industry to a group that would now research innovations that would solve the problems within the transportation industry.

The bill will enable the Department to focus on projects that have long languished, including the possibility of new capacity projects. In the short term, mass transit will not have to curtail service due to budget cuts, and signalization upgrades will be a focus. Up to \$10 million will be available to local governments for traffic signal funding in SFY 2014-15. This will increase to up to \$40 million in SFY 2016-17. In year one and year two of the bill, there will be a considerable number of intersection, signal, and paving projects.

The bill includes dedicated multimodal funding which will enable the Department to plan for ports, rail, aviation, bicycle, and pedestrian, and transit projects. Discretionary funds will also exist to handle additional opportunities that may arise. The bill enables the Department to engage in multi-year planning for these facilities.

Mr. Chuck Welker asked what the bill's impact on P3 projects would be on bridges. The Secretary stated that the bill would have a rapid effect, using the Rapid Bridge Replacement program as an example. The Rapid Bridge Replacement program could repair over 400 bridges, which would enhance the interest in the private sector. The bill would also enable other private sector transportation companies to offer their projects to the P3 board with a greater chance at being chosen for funding, using the Philadelphia area and its large number of unmet demands as an example.

Mr. Gus Scheerbaum asked if TAC discussion topics such as automated cameras in work zones or autonomous vehicles were represented in the bill. The Secretary indicated that there was opposition in the legislature toward automated cameras in work zones and it did not make it into the final bill. In terms of autonomous vehicles the Secretary stated that legislation was not needed yet as autonomous vehicles likely would not need legislation for about a decade. He indicated that environmental impact statements would indicate whether autonomous vehicles would have an impact in the year 2040.

Mr. Joe Mangarella asked about mass transit and stated it was a major concern in the rural areas. The Secretary stated that mass transit was a polarizing issue in the House of Representatives because of the belief that rural counties subsidize urban mass transit systems. He stated that \$230 million would be moved into mass transit funding in the first years of the bill. Secretary Schoch stated that PennDOT subsidizes rural transportation at a higher rate than urban transportation and this was communicated to the rural legislators.

Secretary Schoch indicated that in the Spring of 2014 a technical corrections bill may be introduced that would add items that weren't addressed in the bill and would complement what PennDOT wants to accomplish with its program.

Deputy Secretary James Ritzman, P.E. added that federal rulemaking on performance measurements from MAP-21 would be available toward the end of January of 2014.

PA DEPARTMENT OF TRANSPORTATION UPDATE:

Deputy Secretary for Planning

Deputy Secretary James Ritzman, P.E. described the challenge of project selection because the transportation planning bill has passed. In addition, he discussed that the Federal Highway Trust Fund has a significant funding shortfall and would be empty by the end of this federal fiscal year. Without a funding increase on the Federal side, all revenues starting on October 1, 2014 would be used to pay the bills of projects that are already underway. Instead of Pennsylvania receiving \$1.6 billion in federal money, Pennsylvania would only receive \$80 million. A number of states have paid GARVEE loans back a year early because of the uncertainty. The optimistic outlook is the anticipation that federal funds would remain flat.

Mr. Scheerbaum asked what would need to be defended in the transportation bill such as transportation improvements. Mr. Ritzman stated that PennDOT would have to show progress and that people would see the results of what the Department said they would accomplish.

Mr. Jack Rutter commented that other states would note the transportation funding increase passed in Pennsylvania. Mr. Ritzman noted that the increases in Virginia and Maryland have been noted and that a company looking for good infrastructure could now consider Pennsylvania as a location.

Deputy Secretary for Highway Administration

Deputy Secretary Scott Christie, P.E. gave a report indicating development for the programs in the transportation-funding bill are now underway. Other items in the bill such as the increase in speed limit were under study. In addition, programs to address the damage to roads by the timber industry were under development, along with the bridge bundling program and a program for traffic signals. A more comprehensive report would be available by the February TAC meeting.

Chairman Schultz requested an update on the 2013 letting number. Secretary Christie stated that 2013 would likely end with \$1.6 billion in lettings.

P3 Project Update

Policy Director Bryan Kendro gave an update on P3 projects on a query from Chairman Schultz. Mr. Kendro stated that the RFQ on the P3 bridge bundling project will be released toward the end of the week of December 9, 2013. The P3 project would have upward of 600 bridges with 50 to 100 bridges highlighted for construction in 2015. Statements of qualification would be due at the end of January 2014 and a short list of P3 teams would be available in February 2014. Construction would begin in 2015.

Mr. Kendro also highlighted an unsolicited P3 proposal involving LED lights for highway lighting, stating that pilot projects may occur and that there are no AASHTO specifications for the technology. Secretary Christie noted that as well and that the utility companies and not the Department own the lighting facilities that shine lights on the highways. The next unsolicited

proposal period would likely be in the early spring of 2014 and that there may be an uptick in proposals now that the funding bill has passed.

Deputy Secretary for Safety Administration

Deputy Secretary Kurt Myers gave brief report on the Veteran's Trust Fund donation and that it has raised \$175,000 in the three weeks that it has been open.

PRESENTATIONS:

Passenger Rail Update

Deputy Secretary Toby Fauver, PennDOT

Deputy Secretary Toby Fauver gave a PowerPoint presentation on the Keystone Corridor. The presentation gave updates on the background of the Keystone Corridor improvement program, the successes, current and planned improvements, and future plans.

Deputy Secretary Fauver described current projects along the Keystone Corridor, such as the reconstruction of the Elizabethtown Station, the interlocking at Harrisburg, and a new station at Middletown that would be ADA accessible. Additional projects include parking and streetscapes at Mount Joy and a rehabilitation of the Lancaster Amtrak Station. Proposed projects at Parkesburg, Coatesville, Downingtown, and Paoli were discussed, along with projects at 30th Street Station in Philadelphia involving wayfinding signage for passengers to find their way from Amtrak to SEPTA's Regional Rail system.

Mr. Rutter asked who owned the station at Mount Joy and if Amtrak was the contracting agency. Mr. Fauver explained that Amtrak owns the station, but the first phase of work was constructed by the borough of Mount Joy, paid for via a grant supplied by PennDOT. Amtrak does construction work within its own right-of-way.

Mr. Chuck Welker asked why station improvements are all for stations and trackage east of Harrisburg. Mr. Fauver stated that the trains that run west of Harrisburg will be subsidized by Amtrak until October of 2013 and most improvements in the past were Amtrak investments. He also noted that there has been some ridership growth on the Pennsylvanian line and that there was room to move the fare structure to help cover the train's operating cost. Mr. Fauver stated that the trip from Philadelphia to Pittsburgh via train is about 5.5 hours and that a significant infrastructure improvement would be needed to gain ridership and make the train competitive with the Turnpike. A high-speed rail study on the Keystone West corridor is just about finished.

Mr. Brad Cober asked what was causing the increased ridership on the Keystone Corridor and whether there was political support for the Keystone Corridor. Mr. Fauver said that the political support was positive. Customer service and improved trip times helped grow ridership. 75% to 80% of the service is business or commuter traffic on the Keystone Corridor.

Long Range Transportation Plan Update

Brian Funkhouser, CDM Smith, Inc.

Mr. Brian Funkhouser of CDM Smith gave an update on Pennsylvania's Long Range Transportation Plan. The long-range plan looks out to the year 2040 and will estimate revenue

that the Department will receive over those years, approximating \$107 billion between 2017 and 2040 using a flat revenue assumption and \$162 billion between 2017 and 2040 using the recent transportation funding increase.

The LRTP will also look at all modes of transportation and highlight the funding needs for each mode through the year 2040 using various tools developed by FHWA and the Department. The LRTP also will use a Multimodal Economic Competitiveness Network to aid with Project Prioritization for projects of statewide significance.

Planning scenarios would give PennDOT guidance on future investment strategies that combine different elements of the LRTP developed so far. Planning alternatives would enable PennDOT to visualize the choices available to the Department. Scenarios include Preservation, serving economic drivers, multimodal system expansion, and technology driven advancements.

The schedule for key milestones was presented. A project webinar will be hosted on January 23, 2014 and TAC members can participate at www.paontrack.com

PennDOT NextGen Update **Nolan Ritchie, PennDOT**

Mr. Nolan Ritchie of PennDOT's Transportation Innovation Office gave a status report on PennDOT Next Generation. The innovation initiative is Commonwealth-wide with over 30 agencies participating in innovation. The innovation teams are saving \$420 million in taxpayer dollars.

Mr. Ritchie gave examples of PennDOT innovation:

- PNG Projects which eliminate 60 redundant reviews and will save \$8 million over the next 10 years.
- Improved inter-agency coordination. An example is cooperation between the Turnpike Commission and PennDOT in sharing salt supplies for winter weather.
- Modernized systems including mobile applications for fieldwork and the coordination of local road and bridge data collection with MPOs and RPOs.
- State Transportation Innovation Council (STIC)
- IdeaLink, which enables employee empowerment. IdeaLink has generated over 1,500 ideas and has generated \$60 to \$85 million in annual cost savings.

Mr. Ritchie stated that a Transportation Innovations Office was formed to sustain continuous innovation and improvements. A fund account was established to reinvest cost savings.

TAC CURRENT STUDY UPDATE:

TAC Chairman Lou Schultz

Traffic Incident Management—Policy and Legislation—Best Practices

Mr. Bob Taylor from Gannett Fleming indicated that the TAC Traffic Incident Management study was well underway and gave a brief update. Mr. Bob Regola, TAC member, is the chair for the study task force. The TIM task force held a meeting on November 25, 2013 and Mr.

Taylor discussed the reverse peer review held on September 17, 2013, which included 40 participants. The study is anticipated to be completed in March 2014.

Transportation Performance Report—Reporting Requirements

Mr. Dennis Lebo gave a brief update on the Transportation Performance Report study and stated that a taskforce meeting would be held after the TAC business meeting in 8N1. The study is anticipated to be completed in March 2014. A task-force meeting was held following the TAC meeting on December 5, 2013.

NEXT MEETING:

The next TAC meeting is scheduled on Thursday, February 3, 2014, in Harrisburg, Pennsylvania. The next public STC Quarterly meeting was scheduled for Thursday, December 12, 2013 in Harrisburg, Pennsylvania with a workshop planned for the afternoon.

ADJOURNMENT:

ON A MOTION by Mr. Regola, seconded by Mr. Mangarella, and unanimously approved, the TAC meeting adjourned at 12:41 p.m.

Attendance from the TAC Meeting
December 5, 2013

1. Mr. Louis C. Schultz, Jr., TAC Chairman
2. Mr. Brad Cober, TAC Member
3. Mr. Donald Detwiler, TAC Member
4. Mr. Greg Grasa, Alternate for Representative David Hickernell
5. Ms. Kelly Heffner, Alternate for E. Christopher Abruzzo, Acting Secretary DEP
6. Mr. Joseph Mangarella, TAC Member
7. Mr. Joel McNeil, TAC Member
8. Mr. Robert Regola, TAC Member
9. Mr. Jack Rutter, TAC Member
10. Mr. Gus Scheerbaum, TAC Member
11. Mr. Larry Segal, TAC Member
12. Mr. Jeffrey Stroehmann, TAC Member
13. Mr. Charles Welker, TAC Member
14. Mr. Brad Mallory, Executive Deputy Secretary for Administration
15. Mr. Scott Christie, P.E., Deputy Secretary for Highway Administration
16. Mr. Jim Ritzman, P.E., Deputy Secretary for Planning
17. Mr. Jim Arey, Program Center
18. Ms. Jessica Clark, Program Center
19. Mr. Mark Tobin, Program Center
20. Ms. Julie Harmantzis, Program Center
21. Mr. Martin Sargent, Program Center
22. Mr. Larry Shifflet, Program Center
23. Ms. Sarah Dohn, Greenlee Partners, LLC
24. Ms. Leanne Doran, McCormick Taylor
25. Mr. Keith Chase, Gannett Fleming, Inc.
26. Mr. Dale Witmer, Office of Planning
27. Ms. Kathryn Tartaglia, Policy Office
28. Mr. Bob Taylor, Gannett Fleming, Inc.