

PENNSYLVANIA STATE TRANSPORTATION ADVISORY COMMITTEE
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
DECEMBER 8, 2016



CALL TO ORDER:

A quarterly business meeting of the Transportation Advisory Committee (TAC) was held on December 8, 2016 at the Keystone Building in Harrisburg, PA. A conference call option was also provided for this meeting. Secretary Leslie Richards began the meeting at 10:08 a.m.

CHAIRMAN'S REMARKS:

Secretary Richards introduced Deputy Secretary George McAuley, the new Deputy Secretary for Highway Administration and noted the topics of discussion on the agenda, such as the Pennsylvania State Police Funding options white paper, would be fruitful for the TAC.

Secretary Richards discussed the incoming Donald Trump Administration and their plans for improving infrastructure. She stated that the Commonwealth's P3 legislation and program is in a position to take advantage of the administration's plans for infrastructure enhancements. In addition, Secretary Richards discussed the Department's technology innovations such as the Highly Automated Vehicle Policy Task Force.

Mr. Mark Murawski noted that the Williamsport MPO testified about the Pennsylvania State Police use of Motor License Funds as early as 1993.

Mr. Nolan Richie asked if the Department was planning to apply to USDOT to be designated an Automated Vehicle Technology Proving Ground. Deputy Secretary Myers replied that the Department has applied for the corridor program. The program is for automated vehicle testing.

MINUTES:

ON A MOTION by Mr. Ron Wagenmann and seconded by Mr. Gustave Scheerbaum, and unanimously approved, the minutes of the October 13, 2016, TAC Business Meeting were accepted.

PA DEPARTMENT OF TRANSPORTATION UPDATE:

Deputy Secretary for Driver and Vehicle Services

Deputy Secretary Kurt Myers delivered a brief report for Driver and Vehicle Services. Mr. Myers reported on the Automated Vehicles Policy Task Force, stating the policy would precede expected legislation due in 2017. In addition, he stated there was no change to REAL-ID although there were some preliminary discussions on repealing Act 38 of 2012, which forbid the Commonwealth from participating in the federal REAL-ID program.

Mr. Myers stated that the final implementation of Act 89 of 2013 goes into effect at the end of December. Drivers will have the option to register their vehicles every other year instead of yearly and registration stickers will be phased out. Fees are indexed to the Consumer Price Index

and are reviewed every two years. The review will take place in the spring of 2017 and any fee changes would occur on July 1, 2017.

Mr. Gustave Scheerbaum asked about the Turnpike's effort to automate tolling in regards to other states. Mr. Myers stated that the Commonwealth has reciprocity agreements with a few states. This enables the Commonwealth to suspend the registrations of drivers who do not pay tolls. The Department and the Turnpike are working together to build these agreements.

Deputy Secretary for Planning

Deputy Secretary Jim Ritzman delivered a brief report for the Office of Planning. He discussed the new Presidential administration's infrastructure investment plans, stating that Pennsylvania will be able to take advantage of any plan because of the Commonwealth's experience with P3 and innovative financing. Mr. Ritzman also shared the 2015 Highway Statistics Report.

Mr. Ritzman stated that the P3 office has an open solicitation for the Keystone Corridor's Middletown Station. The winning entity will have to build 400 parking lots and will be responsible for maintaining the train station. The station is situated across from Penn State Harrisburg's campus. Other P3 initiatives are the Rapid Bridge Replacement Program and the Transit Compressed Natural Gas fueling stations project. Mr. Ritzman also stated that an internal P3 webinar had over 350 participants and another webinar for external partners is being planned.

TAC CURRENT STUDIES:

Pennsylvania State Police Funding Options White Paper **Keith Chase and Kathy Malarich, Gannett Fleming**

Keith Chase and Kathy Malarich of Gannett Fleming presented the Pennsylvania State Police Funding Options White Paper. The White Paper's objectives were to identify all known revenue options to replace a portion of the PSP budget derived from the Motor License Fund (MLF) and evaluate a shortlist of funding options against a range of considerations. The white paper contains no recommendations; its purposed is to provide options as a starting point for policymakers. As part of the 2016-2017 State Budget, The General Assembly phased-in a cap on the MLF transfer to the PSP, reaching \$500 million by fiscal year 2027-2028. Mr. Chase stated that budgetary language could change from year to year, but with the current provisions, there would be an annual funding gap of at least \$351 million by 2027-2028. Noting that inflation is not accounted for, the \$351 million gap is a conservative estimate.

Funding sources initially identified were the Personal Income Tax, Corporate income taxes, Natural Gas Severance taxes, Sales and Use Taxes, Cigarette Taxes, Alcohol Taxes, tire fees, Motor vehicle lease tax and motor vehicle rental fees, in addition to the lottery fund, gaming funds, motor license funds and the state stores funds. A number of these were advanced for further consideration and analysis:

1. Personal income tax increase
2. Sales Tax Rate increase
3. Per Capita Municipal policing fee assessed on municipalities that use the PSP for primary police coverage.
4. Sales Tax base expansion
5. Natural Gas Severance tax
6. Excise or other Targeted Tax
7. Gaming Fund Allocation

The seven options were analyzed according to six considerations: revenue potential, revenue certainty, relationship to PSP function, revenue growth, tax burden, and administration and compliance. A handout explained these options in depth.

The white paper included four funding scenarios, as illustrative examples, and noted that sustainable dedicated PSP funding may require a combination of the options analyzed.

The TAC engaged in an extensive discussion about the white paper. Mr. Joe Mangarella asked what municipalities were saving by not having local police functions. Mr. Wagenmann stated that a better option would be to examine the budgets of municipalities who have police departments. Mr. Chuck Welker asked if there was any correlation of funding sources to activities the PSP actually performs. Ms. Malarich stated that the Legislative Budget and Finance Commission was studying which functions of PSP actually were highway safety paid for by the MLF, and that study would be available early in 2017.

Mr. Murawski asked if funding sources identified could be phased in to avoid political pushback. Mr. Chase stated that would be appropriate for the legislature to analyze, but this level of detailed analysis was outside of the scope of the white paper.

Mr. Nolan Ritchie presented a statement from stakeholders, stating the white paper should have included more stakeholders and input from interested parties. Mr. Ritchie asked if there would be opportunities for such input in the future. Discussion furthered centered on funding sources proposed and what proportion of PSP is purely highway patrol.

ON A MOTION by Mr. Jack Rutter and seconded by Mr. Ron Wagenmann the draft TAC Pennsylvania State Police Funding Options White Paper was accepted.

Automated Red Light Enforcement Program Review Study

Tim Smith, Gannett Fleming

Mr. Tim Smith delivered an update on the ARLE Program Review Study. The ARLE Work Group is identifying roles, responsibilities and new focus areas.

The study will focus on six evaluation areas:

1. Program performance
2. Criteria for selection and removal of existing ARLE intersections
3. Program issues and implementation constraints/barriers discouraging municipal participation in the program
4. Potential ways to expand ARLE
5. Targeted review of relevant ARLE developments in other states
6. Program recommendations

The ARLE Work Group met with the Philadelphia Parking Authority (PPA) and Abington Township to discuss the program and initiate data collection. New program data is being compiled and evaluated.

The next steps are to complete the program performance update, evaluate program issues, initiate targeted outreach to other states, continue discussions with PPA and Abington Township as needed, and confirm with the ARLE program manager that all key issues and opportunities are

being addressed by the report. The draft report will be completed by March of 2017 and presented to the TAC and STC at their April and June meetings, respectively.

2017 Transportation Performance Report

Tim Smith, Gannett Fleming

Mr. Tim Smith delivered an update on the development of the 2017 Transportation Performance Report (TPR).

Work on the 2017 TPR began in September. The consultant team met with executive leadership to identify goals, performance areas, possible new performance measures and greater use of the web as a primary platform for the performance report.

New performance measures for Driver and Vehicle Services, Winter Maintenance, Extreme Weather and PennDOT Connects will be included.

The consultant team is working with PennDOT Staff to update performance data, and the team is working with the Press Office to prepare video clips of the Deputies as links in the report for online viewing.

The draft will be developed early in January 2017, and the report will be presented to the TAC and STC at their February meetings.

NEXT MEETING:

The next TAC business meeting is Monday, February 6, 2017 in Harrisburg, Pennsylvania at the Keystone Building. The next STC meeting is Thursday, February 16, 2017 in Harrisburg, Pennsylvania at the Keystone Building.

OTHER BUSINESS:

2016 Traffic Incident Management (TIM) Summit

Stacey Ritter, PA Turnpike Commission

Ms. Stacey Ritter delivered a report on the 2016 TIM Summit on behalf of the Turnpike Commission.

The TIM summit was held on November 16, 2016, and representatives from Ohio, New Jersey, Maryland, and Tennessee joined Pennsylvania stakeholders. 107 people participated. The summit included a series of presentations that discussed the importance of TIM, survivors' stories, the 2014 TAC TIM study, and breakout sessions on the 2014 TAC study recommendations and priorities for success.

The Summit concluded with five priorities based on the 2014 TAC study recommendations:

1. Establish PennTIME Program
2. Establish an Executive Statewide Incident Management Panel
3. Establish a Joint Operational Policy
4. Enhance and coordinate joint training activities
5. Improve Driver Education and Outreach

The next steps are to establish an agency executive level support to implement the priorities the summit participants identified.

The next TIM meeting will be January 19, 2017 at the Pennsylvania Turnpike Headquarters from 1pm to 3pm.

2017 Schedule

The 2017 TAC meeting schedule is as follows:

- February, 6, 2017 (Monday)
- April 20, 2017 (Thursday)
- July 27, 2017 (Thursday)
- October 12, 2017 (Thursday)
- December 7, 2017 (Thursday) FLEX

ADJOURNMENT:

ON A MOTION by Mr. Mangarella and seconded by Mr. Wagenmann, the TAC meeting adjourned at 12:15 p.m.

Attendance* from the TAC Business Meeting
December 8, 2016

1. Mr. Jack Rutter, TAC member
2. Mr. Joe Mangarella, TAC member
3. Mr. Paul Opiyo, alternate for Mr. Dennis Davin, TAC member
4. Ms. Beth Sickler, House Transportation Committee
5. Mr. Mark Murawski, TAC Member
6. Mr. Jack Rutter, TAC member
7. Mr. Ashley Porter, TAC member
8. Mr. Ron Wagenmann, TAC member
9. Mr. Joel McNeil, TAC member
10. Mr. Gustave Scheerbaum, TAC member
11. Mr. Tom Geanopulos, TAC member
12. Mr. Jonathan Gleason, TAC member
13. Mr. Fred Strathmeyer, Jr, TAC member
14. Mr. Rodney Bender, TAC member
15. Mr. Chuck Welker, TAC member
16. Mr. Nolan Ritchie, alternate for Senator John Rafferty, TAC member
17. Mr. Keith Chase, Gannett Fleming
18. Ms. Kathryn Malarich, Gannett Fleming
19. Mr. Tim Smith, Gannett Fleming
20. Ms. Leanne Doran, McCormick Taylor
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. 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.