

PENNSYLVANIA STATE TRANSPORTATION ADVISORY COMMITTEE
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
FEBRUARY 1, 2016



CALL TO ORDER:

A quarterly business meeting of the Transportation Advisory Committee (TAC) was held on February 1, 2016 at the Keystone Building in Harrisburg, PA. A conference call option was also provided for this meeting. Chairman Lou Schultz began the meeting at 10:05 a.m.

CHAIRMAN'S REMARKS:

Chairman Schultz delivered brief opening remarks, including a roll call.

MINUTES:

ON A MOTION by Mr. Ron Wagenmann and seconded by Mr. Rodney Bender, and unanimously approved, the minutes of the December 10, 2015 TAC Business Meeting were accepted as modified.

PA DEPARTMENT OF TRANSPORTATION UPDATE:

Deputy Secretary for Highway Administration

Deputy Secretary Scott Christie delivered a brief report for the Highway Administration depute. Winter services continue to be positive despite the heavy snowfall in late January across much of eastern Pennsylvania. Mr. Christie also stated the Department is targeting \$2.4 billion in lettings, and a larger percentage of the program will target structurally deficient bridges.

Mr. Gustave Scheerbaum asked about bridge targets for 2015. Mr. Christie stated that for 2016 and beyond the target was 330 bridges a year in addition to the P3 bridges. Mr. Mark Murawski asked about the biggest challenge involved with programming SD Bridges. Mr. Christie said that not every district has bridges available, and gave District 3 as an example.

Mr. Scheerbaum also asked for information regarding the bridge bundling program. Mr. Christie said that both state and local P3 bridges were examples of the bridge bundling program. PennDOT Districts 4, 9, and 12 had bridge bundling projects in the past and a bridge bundling project is underway in District 6. Mr. Ritzman added that the Secretary's Discretionary fund continuing the local bridge bundling program at a modest level and that direction has been provided to allow this to occur at the MPO/RPO level as well.

Mr. Ron Wagenmann asked if the Green Light-Go program is proceeding. Deputy Secretary Christie stated that this program is underway, and the first step is building a database of all of the traffic signals across the state.

Deputy Secretary for Driver and Vehicle Services

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

Four counties currently participate in the \$5 registration fee for local use program enabled by Act 89: Blair, Cumberland, Fulton and Allegheny. Allegheny County implemented its fee on January 1, 2016. Four additional counties will join the program in 2016: Bucks, Philadelphia, Dauphin and Westmoreland Counties.

Mr. Myers stated that the \$500 civil penalty fee in lieu of the license suspension program has generated almost \$5 million in its first year. The funds generated by the program are allocated to transit operating funds.

Mr. Myers delivered a report on the federal REAL ID act. Pennsylvania does not participate in REAL ID; however, the Federal government continues to move forward with the program. Pennsylvania licenses are not considered REAL ID compliant, and starting January 22, 2018, travelers from states without an extension and a compliant ID will have to show alternate forms of identification to board a commercial aircraft, and by October 1, 2020, all extensions will end.

Mr. Scheerbaum asked what Pennsylvania needs to do to become compliant. Mr. Myers stated that Pennsylvania's IDs are very secure, more so than some REAL ID compliance standards. However, a few items need to be included on the Pennsylvania ID to make them REAL ID compliant, such as a statement printed on the ID card that the ID is sufficient for Federal purposes.

Deputy Secretary for Planning

Deputy Secretary Jim Ritzman delivered a brief report for the Office of Planning.

The 2017 Program update is underway. The Department has instituted a Transportation Investment Plan. This plan is based on infrastructure conditions and mandates certain spending levels. It is a formula-driven program.

Mr. Ritzman stated that new federal legislation allows for the use of obsolete earmark funds. FHWA guidance will state that if an earmark is older than ten years and less than ten percent of the earmark has been used, there will be some flexibility on how that earmark can be used within a fifty-mile vicinity of the original project. Pennsylvania has 98 projects that could be reallocated. Nationally, this will free up \$2 billion in transportation funds.

The Compressed Natural Gas P3 project has received three technical proposals that are now under review. Financial proposals are due on February 4, 2016.

Mr. Murawski complimented the Transportation Investment Plan, stating that it allows for more strategic investments in the higher-level transportation systems.

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 progress report on the bicycle and pedestrian policy study.

The study is in the evaluating options and policy drafting stage. Part of the evaluating options phase was to narrow the fifteen policy focus areas to a policy goal and five policy objectives.

The draft policy goal is:

- The Department will plan for bicycle and pedestrian modes and will evaluate all state-supported construction and maintenance activities and transportation services for the potential inclusion of facilities and services that improve the conditions and opportunities for walking and biking.

The five draft policy objectives are:

1. Define the appropriate means and structure for funding, planning and project design/construction
2. Establish the overall bicycle and pedestrian goals, performance measures, and other methods of policy and program evaluation
3. Specify an accepted planning methodology to identify and prioritize bicycle and pedestrian improvements
4. Establish a statewide planning and programming approach that considers locally identified needs and networks
5. Establish a criteria-based process for incorporating bicycle and pedestrian improvements into current and future projects.

The Policy and Working groups have yet to review the draft policy goal; however, the Working and Policy groups have reviewed a Policy Workbook at their January 7 and January 20, 2016 meetings.

Mr. Keith Chase discussed potential opportunities deriving from the policy, such as beneficial collaboration between PennDOT, the planning partners, and the municipalities and improved direction for bicycle and pedestrian planning, candidate project prioritization, and developing appropriate improvements by facility type.

Mr. Heilman highlighted examples from other states, including AASHTO's national standards and the Georgia Department of Transportation bicycle and pedestrian policy. These were provided as a handout.

The policy group direction suggested a two-phase approach to policy implementation:

- Targeted projects and pilot programs
- Mainstreaming the policy, and development of a funding approach

Other priorities include planning and prioritizing needs, and training and awareness of staff in PennDOT.

Issues demanding attention are:

- Pedestrian focus
- Clarity on phased approach
- Policy dissemination and implementation
- Process efficiency
- Positive accountability

The full report will be delivered in three integrated parts: a background and approach, the recommended PennDOT policy, and the implementation considerations. Other projects will be a modular PowerPoint presentation, a project fact sheet, and an executive summary and Frequently Asked Questions. The full preliminary draft, including the policy recommendations, should be completed in March. The final product will be presented to TAC at its April 7, 2016 meeting.

The TAC engaged in a discussion of the presentation.

TAC FUTURE STUDIES:

TAC members identified and submitted six potential study topics. In brief, these topics are:

1. The 2017 Pennsylvania Transportation Performance Report
2. The Effect on Pennsylvania Transportation as a result of the Expansion of the Port of Philadelphia due to the opening of the “new” Panama Canal
3. Development of a statewide small local bridge investment plan
4. Utilities in the State Right of Way
5. How Transportation Planning is Stuck in the Past
6. Supporting the Pennsylvania State Police with Reliable, Sustainable Funding

Mr. Nolan Ritchie on behalf of Senator Rafferty introduced the sixth topic on ‘Supporting the Pennsylvania State Police with Reliable and Sustainable Funding’.

Mr. Ritchie agreed to submit a written summary regarding this topic to TAC Chairman, Lou Schultz.

Chairman Schultz recommended that the TAC take on the first study: the 2017 Pennsylvania Transportation Performance Report, as the Performance Report is on a two-year cycle.

ON A MOTION by Mr. Ron Wagenmann, seconded by Mr. Mark Murawski, and unanimously approved, the TAC approved moving forward with the 2017 Pennsylvania Transportation Report.

The TAC reviewed and extensively discussed each remaining potential study topic. The TAC agreed to forward these remaining topics to the PennDOT Deputates and Executive Staff responsible for the area of transportation covered by the study topic.

ON A MOTION by Mr. Ron Wagenmann, seconded by Mr. Mark Murawski, and unanimously approved, the TAC approved forwarding the remaining five study topics to PennDOT staff. In addition, the study topics would be forwarded to all TAC members.

NEXT MEETING:

The next TAC business meeting is Thursday, April 7, 2016 in Harrisburg, Pennsylvania at the Keystone Building.

ADJOURNMENT:

ON A MOTION by Mr. Ron Wagenmann, seconded by Mr. Mark Murawski, and unanimously approved, The TAC meeting adjourned at 12:12 p.m.

Attendance* from the TAC Business Meeting
February 1, 2016

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. Joe McNeil, TAC member
6. Mr. Mark Murawski, TAC Member
7. Mr. Donald Detwiler, TAC member
8. Mr. Ron Wagenmann, TAC member
9. Mr. Joel McNeil, TAC member
10. Mr. Gustave Scheerbaum, TAC member
11. Mr. Jeffery Stroehmann, TAC member
12. Mr. Fred Strathmeyer, Jr, TAC member
13. Mr. Rodney Bender, TAC member
14. Mr. Nolan Ritchie, alternate for Senator John Rafferty, TAC member
15. Mr. David Volkman, TAC member
16. Mr. Keith Chase, Gannett Fleming
17. Mr. Jonathan Heilman, Gannett Fleming
18. Ms. Leanne Doran, McCormick Taylor
19. Ms. Jennifer Horn, 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. Ms. Angela Watson, PennDOT
27. Mr. Larry Shifflet, PennDOT
28. Mr. Jim Arey, PennDOT
29. Ms. Jessica Clark, PennDOT
30. Ms. Ellen Sweeney, PennDOT
31. Mr. Martin Sargent, PennDOT
32. Mr. Terry Pinder, PennDOT

*Attendance includes members present via conference call.