

PENNSYLVANIA STATE TRANSPORTATION ADVISORY COMMITTEE
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
FEBRUARY 4, 2019



CALL TO ORDER:

A quarterly business meeting of the Transportation Advisory Committee (TAC) was called to order at 09:08 a.m. on February 4, 2019 in Harrisburg, PA.

MINUTES:

ON A MOTION by Mr. Pocius and seconded by Mr. Detweiler, and unanimously approved, the Minutes of December 6, 2018, TAC Business Meeting were accepted.

Please note that these minutes are not intended to capture every individual comment, but rather to identify critical discussion points and highlights of the TAC business meetings.

CHAIR'S REMARKS:

TAC Chair, Jody Holton gave brief remarks announcing that an invitation to participate on the Enhanced Communication and Coordination Taskforce has been sent to TAC members along with the Meeting Agenda and Minutes. Ms. Holton said that TAC members interested in participating in this TAC initiative can send an email to the STC resource account.

Ms. Holton also reminded TAC members that three TAC Studies are on the agenda to be reviewed and acted upon. She added that there will be a break at the 11:00 AM hour.

2018 TAC STUDIES PRESENTATIONS BY Keith Chase and Tim Smith

Mr. Tim Smith and Mr. Keith Chase of Gannett Fleming presented the Final Draft Reports of three TAC Studies. Mr. Chase highlighted the connection between all three TAC studies. He explained that identifying funding issues in the *Risks to Transportation Funding Study* will have an impact on the implementation of the intercity passenger rail, assessed in the *Intercity Passenger Rail Study*, while the *2019 Transportation Performance Report (TPR)* evaluates the overall state of the transportation system in the Commonwealth.

2019 Transportation Performance Report

Mr. Smith and Mr. Chase presented the 2019 Transportation Performance Report (TPR), which features a new StoryMap format. Mr. Smith noted that the new format will make the TPR easily accessible, easier to share and overall more user-friendly. He explained that performance measures are organized into five categories: Safety, Mobility, Preservation, Accountability, and Funding. Users can click each performance measure to view details and explore the interactive charts. He also presented the different ratings icons and trends featured on the StoryMap.

The performance status is represented by a color while the arrow indicates the trend. Green indicates good performance, yellow, marginal performance, and red, low performance. He also noted that some of the performance measures are Federally mandated and are represented by the FHWA icon.

Mr. Chase highlighted some Safety, Mobility, Funding, Accountability, and Preservation performance trends on the TPR StoryMap.

For Safety performance measure, work zone fatalities, teenage drivers and distracted driving related crash trends were discussed.

Mr. Murawski commented that it would be beneficial if the next TPR establishes goals with a defined strategy to reach those goals.

Mr. Detweiler commented about the impacts of distracted driving on crashes involving young drivers.

On Mobility, Mr. Chase highlighted Amtrak ridership growth, the continuous increase of freight demand in the Commonwealth, the overall transit performance, and Connected and Automated Vehicles.

For Preservation, the decrease of the number of the state-owned bridges rated “poor”, which is now less than 3,000 for the first time in more than 20 years, the improvement of the number of local bridges rated “poor”, and the Rapid Bridge Replacement initiative, which is replacing 558 bridges through a public-private partnership (P3) approach were highlighted.

In the Accountability rubric, Mr. Chase noted that PennDOT continues to save more time and money year after year through various initiatives that are part of the “GO-TIME” initiative, such as improved winter operations through automated snowplow tracking. He also explained that PennDOT emphasizes transit operator performance, efficiency and accountability, adding that the Commonwealth’s public transportation system operators rank eighth best in the nation in terms of the portion of total revenues that are generated through passenger fares.

In regards to Funding, Mr. Chase explained that despite the careful management of the Commonwealth’s \$9.68 billion transportation budget (FY 2018-19) to prioritize improvements for safe and efficient travel, several risks could impact future transportation funding, including the potential insolvency of the federal Highway Trust Fund, further reductions in fuel tax revenue due to increasing vehicle fuel efficiency/alternative fuel vehicles, and unforeseen emergency expenses due to flood and other weather-related disaster repairs such as occurred during 2018. He noted that four important and related studies are underway to proactively analyze Pennsylvania transportation funding, including:

- **Risks to Transportation Funding:** A Transportation Advisory Committee study identifying potential future risks to PA transportation revenue sources and the possible impacts associated with those risks.

- **PA Interstate Reconstruction/Capacity Improvement Funding Needs:** An analysis of the funding required to maintain Pennsylvania's interstate highways and meet the reconstruction, modernization, and capacity needs for these critically important roads.
- **SEPTA Funding Analysis:** Identifies SEPTA's capital improvement and operational needs, as well as potential funding sources.
- **Port Authority of Allegheny County Funding Analysis:** Identifies PAAC's capital improvement and operational needs, as well as potential funding sources.

Mr. Murawski commented that the TPR provides a very accurate assessment of the Commonwealth's transportation performance. He added that the new web-based format is a very useful innovation that will make it easy to track the trends of the different measures in the future.

Ms. Dell commented about the process of communicating the TPR to the public and MPOs/RPOs.

Ms. Keys explained that the TPR is part of the overall TYP update outreach process. She noted that the TPR is featured prominently on the STC website, www.TalkPATransportation.com and it is also promoted on various social media platforms.

ON A MOTION by Mr. Pocius and seconded by Mr. Wagenmann, and unanimously approved, the 2019 Pennsylvania Transportation Performance Report was accepted with changes.

Intercity Passenger Rail Study

Mr. Chase outlined the major steps of the *Intercity Passenger Rail Study* including the Study Questions, the Case Studies, the Corridors Success Factors, the Corridors Profiles, the Application of the Success Factors to the Corridors, and the Recommendations.

He explained that the study aimed to provide a clear understanding of how intercity passenger rail has worked in places that have implemented it and indicate the reasons for the success or failure in those places. Additional study initiatives include:

- Trends, technologies, and influences that may affect intercity passenger rail success in Pennsylvania
- Success factors for intercity passenger rail success in Pennsylvania
- Corridors with potential for new or expanded intercity passenger rail service

Mr. Chase also discussed the Case Studies used to determine what is already being done in the Commonwealth and elsewhere in the Nation. The Case Studies include:

- Pennsylvania's Keystone Corridor
- Pennsylvania's Keystone West Corridor
- Florida's Brightline/Virgin Trains USA
- Virginia's Amtrak System
- Texas Central Railway, Dallas to Houston High-Speed Rail
- Connecticut's Hartford Commuter Rail Line
- Minnesota's Northern Lights Express.

Ms. Granger commented about the Pennsylvanian expansion initiative. She indicated that she has had discussions with both Amtrak and Norfolk Southern and a feasibility study will likely be conducted in the coming months.

Mr. Chase explained that infrastructure, capital costs and funding, trip- making potential, local connectivity, public policy support, etc. all play a significant role in making passenger rail a success.

Mr. Chase also discussed the 10 City-paired Corridors assessed in the study. He explained the Corridor Evaluation Matrix and the various factors used in the matrix. Mr. Chase concluded his presentation with some recommendations for the implementation of intercity passenger rail. Some recommendations include:

- Use long-range transportation planning for determining intercity travel priorities
- Establish funding and financing strategies and concepts
- Consider potential partnerships and coalitions
- Advocate for supportive policy
- Build upon the Keystone Corridor's success

Mr. Murawski commented about the next step in the implementation of Intercity Passenger Rail indicating that the MPOs can play a significant role in the process.

Mr. Stroehmann thanked Ms. Holton for her role in extending the review time of the Intercity Passenger Rail Study. He also noted that the case studies used in the study were well researched and the data gathered were useful for the objectives the study aims to achieve.

ON A MOTION by Mr. Murawski and seconded by Mr. Wagenmann, and unanimously approved, the Intercity Passenger Rail Study Report was accepted with changes.

Risks to Transportation Funding in Pennsylvania Study

Mr. Chase explained that the study aims to identify and analyze potential risks that could threaten transportation funding and document needs for a better assessment of the potential funding gaps.

Mr. Chase mentioned that Pennsylvania's transportation needs significantly exceed projected funding. He listed Additional Annual Funding Needed for:

- Interstate Highways and Bridges - \$2.5 billion
- National Highway System Highways and Bridges - \$1.8 billion
- Public Transportation - \$1.2 billion

Mr. Chase also indicated that there are additional cost pressures that further strain resources including:

- Emergency repairs

- Regulatory compliance
- Modernization
- Inflation

Mr. Chase explained that the study was conducted following a four-step methodology including:

- The identification of current and projected transportation funding levels
- The estimate of transportation funding needs
- The estimate of financial impacts of transportation funding risks over a 12-year period (Through FY 2029-30)
- The identification of risk impacts and implications.

He added that using that methodology, the potential risks for five major funding sources were assessed including:

- Federal Transportation Funding Reduction
- Vehicle Sales Tax Provision Repeal
- Pennsylvania Turnpike Commission Pending Litigation
- PA State Police Transfer Statutory Revision
- Reduced Motor License Fund Tax Receipts

Mr. Chase indicated that if all the risks are to materialize, transportation funding in the Commonwealth would decrease by a combined \$18.5 billion over the 12-year period. He noted the PA Motor License Fund Revenue could decrease by \$6.7 billion, Federal Funding by \$6 billion, and the PA Public Transportation Trust Fund Revenue by \$5.8 billion in the 12-year period.

Mr. Chase concluded his presentation noting that the necessary investment to keep the Commonwealth's transportation system in a safe state of good repair is great and present resources do not cover the needs. The risks to transportation funding could further compound this problem. He added that for the foreseeable future, risks to transportation funding should be an essential focus.

Mr. Bagley commented that Transit Capital Funding is a critical issue for the Department. He added that the Secretary is holding meetings with legislative officials to explain how dire the situation is.

Ms. Dell commented about the importance of highlighting the use of all the different funds at risk to show both the public and the lawmakers what specific services could be cut if the funds go away.

Secretary Richards explained that it is important to explain to the public how much it costs to keep the transportation system working. She added that the conversation should not be just about the gas tax.

ON A MOTION by Mr. Pocius and seconded by Mr. Detweiler, and unanimously approved, the Risks to Pennsylvania Transportation Funding Study Report was accepted with changes.

PA DEPARTMENT OF TRANSPORTATION UPDATE:

Office of Planning

Deputy Secretary Ritzman gave a brief update in which he discussed the Financial Guidance Work Group that is discussing the issues related to the Interstate Funding needs. Mr. Ritzman highlighted the Rapid Bridge Replacement Program progress saying that the program has completed 542 bridges, with 13 still under construction, and three remaining. Mr. Ritzman also mentioned meetings to reflect on the lesson learned from the P3 Program. He concluded his remarks announcing that the Statewide Long-Range Transportation Plan has kicked off.

Ms. Landis asked if there were any new P3 projects coming out soon? Mr. Ritzman answered that there is a new batch of bridges and CNG projects scheduled for the coming weeks. He added that a project to create a Wetland Habitat Bank is also in the working.

Administration and Budget

Deputy Secretary Suzanne Itzko gave a report in which she announced that a work group has been created to look at ways to improve winter maintenance staffing. Ms. Itzko also announced that the Secretary of Transportation is scheduled to appear before the House and Senate respectively on February 26th and 27th for a budget hearing.

Ms. Itzko also discussed the Memorial for PennDOT employees killed on the line of duty, the extra staffing for Real ID, and the Secretary's Innovation Challenge, which will look at cost effective ways to increase work zone safety. Ms. Itzko concluded her remarks saying that the Department is still awaiting the Auditor General's report.

Drivers and Vehicles Services

Ms. Anita Wasko gave an update stating that Real ID is moving along, and delivery is scheduled to begin in March 2019. Ms. Wasko explained that five more delivery centers and 250 more employees are being added to speed up the process. She added that the pre-verification process went well, and an effective communication campaign is being conducted to explain the process.

Ms. Wasko also announced the celebration of Teen Drivers week and the School Bus Safety Award. She also indicated that the Department has taken over the responsibility of delivering registrations for snow mobile and ATVs.

Highway and Bridge Program

Deputy Secretary George McAuley gave a brief report highlighting the Department's focus on preservation. He explained that a support team for Planning Districts has been created to assist them with the challenges they may face. Mr. McAuley indicated that secondary roads maintenance has slowed down because some of funding has been redirected to emergency repair contracts.

Mr. McAuley also mentioned that poor condition bridge numbers are down. He also discussed a multistate meeting to establish a better coordination of road restrictions during inclement weather events.

Mr. Murawski commented about salt production issues. Mr. McAuley indicated that the issue is more about delivery. He explained that the issues will not impact this year's winter maintenance operations.

Multimodal Transportation

Deputy Secretary Jennie Granger gave a brief report in which she discussed transit funding issues. She explained that funds were reallocated to some transit projects to keep operations going. Ms. Granger explained that her deputate is working on different scenarios to define a best way to operate with reduced funding. However, cuts to capital projects and multiple programs will be made after July 1, 2019 if the transit funding situation does not improve.

OTHER BUSINESS

NEXT MEETING:

The next TAC business meeting is scheduled for **Thursday, April 11, 2019** in Harrisburg, Pennsylvania.

ADJOURNMENT:

ON A MOTION by Mr. Pocius and seconded by Ms. Dell, the TAC meeting was adjourned at 12:20 p.m.

Attendance* from the TAC Business Meeting
February 04, 2019

1. Ms. Jody Holton, Chair
2. Ms. Leslie Richards, PennDOT Secretary
3. Mr. Ronald Wagenmann, TAC member
4. Mr. Michael Carroll, TAC member
5. Ms. Brenda Sandberg, TAC member
6. Mr. Joel McNeil, TAC member
7. Mr. Ashley Porter, TAC member
8. Ms. Felicia Dell, TAC member
9. Mr. Donald Detwiler, TAC Member
10. Mr. John Pocius, TAC member
11. Mr. Jeff Stroehmann, TAC member
12. Mr. Nolan Ritchie, alternate for Ms. Kim Ward, TAC member
13. Mr. Eric Bugaile, alternate for Mr. Tim Hennessey, TAC member
14. Mr. John Kashatus, alternate for Pedro Rivera, TAC member
15. Mr. Paul Opiyo, alternate for Mr. Dennis Davin, TAC member
16. Mr. Rodney Bender, alternate for Ms. Gladys Brown
17. Mr. Fred Strathmeyer, alternate Mr. Russell Redding, TAC member
18. Ms. Tiffany Landis, alternate for Mr. Patrick McDonnell, TAC member
19. Mr. Tim Smith, Gannett Fleming
20. Mr. Keith Chase, Gannett Fleming
21. Ms. Stacia Ritter, Pennsylvania Turnpike Commission
22. Ms. Suzanne Itzko, PennDOT
23. Ms. Anita Wasko, PennDOT
24. Mr. George McAuley, PennDOT
25. Ms. Jennie Granger, PennDOT
26. Mr. Larry Shifflet, PennDOT
27. Mr. Jim Ritzman, PennDOT
28. Mr. Leo Bagley, PennDOT
29. Ms. Lugene Keys, McCormick Taylor
30. Ms. Amanda Shaffer, McCormick Taylor
31. Ms. Christi Sabb, McCormick Taylor
32. Ms. Leanne Doran, Collaborative Transportation
33. Mr. Mark Tobin, PennDOT
34. Mr. Abdoul Ahmed, PennDOT
35. Ms. Angela Watson, PennDOT
36. Ms. Natasha Fackler, PennDOT
37. Mr. Terry Pinder, PennDOT
38. Mr. Martin Sargent, PennDOT
39. Ms. Karen Heath, PennDOT

**Attendance includes members present via conference call.*