

PENNSYLVANIA STATE TRANSPORTATION ADVISORY COMMITTEE
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
FEBRUARY 5, 2018



CALL TO ORDER:

A quarterly business meeting of the Transportation Advisory Committee (TAC) was called to order at 10:00 a.m. on February 5, 2018 in Harrisburg, PA.

MINUTES:

ON A MOTION by Mr. Wagenmann and seconded by Mr. Carroll, and unanimously approved, the Minutes of December 7, 2017, TAC Business Meeting were accepted with changes.

CHAIRMAN'S REMARKS:

Ms. Holton welcomed guests to the first TAC meeting of 2018. Ms. Holton announced that TAC member Joseph Mangarella passed away on December 27, 2017. She added that Mr. Mangarella, who is from Hastings, PA, served on the TAC for 20 years. He also managed the family business, Carol Ann Apparel, until his retirement and was active in several community organizations. Ms. Holton also mentioned the Trump Administration's infrastructure proposal. The plan includes \$200 billion in federal funding over the next 10 years and aims to leverage up to \$1.5 trillion by incentivizing investment from state and local governments, as well as private firms.

SECRETARY'S REMARKS:

Deputy Secretary Leo Bagley, sitting in for Secretary Richards, gave a brief report highlighting the department's efforts in coordinating the 2018 Eastern Pennsylvania Freight Summit, which will be held on June 21-22, 2018 on Lehigh University's Mountaintop Campus. Mr. Bagley also mentioned that Secretary Richards is scheduled for a budget hearing with the House and Senate Appropriation Committees, respectively on February 22 and 26. Mr. Bagley also mentioned Secretary Richards' PennDOT Connects Initiative, which he said has been a great success.

WORKING SESSION

2018 TAC STUDY SCOPES PRESENTATION: By Keith Chase

Mr. Chase presented the preliminary draft objectives for the *Impact of Alternative Fuel Vehicles on the Collection of PA Fuel Tax Revenue* study topic. He highlighted some key points that support the need for this study. Mr. Chase indicated that the increasing use of alternative fuel such as hybrid, electric, and Compressed Natural Gas in vehicles is decreasing the demand for

gasoline and diesel fuels because alternative fuel vehicles benefit from an increase in fuel efficiency that extends the number of miles a vehicle can travel between refueling or recharging. He added that the efficiency gain also has environmental benefits that will continue to drive greater use of alternative fuel vehicles. However, this trend also reduces the amount of fuel purchased at the pump along with the associated federal and state user taxes collected under the existing and long-standing fuel tax structure, which relies on liquid fuels taxes.

Mr. Chase discussed the main objective of the study, which is to identify and evaluate potential alternative revenue sources to replace the fuel tax revenue loss due to alternative fuel vehicles. He added that the study will also recognize the environmental and economic benefits associated with alternative fuel vehicles to ensure a broad treatment of the subject.

TAC members provided their perspectives, input and ideas for the draft study objectives.

Ms. Ricks asked if the scope of the study should encompass all type of alternative fuel vehicles such as commercial vehicles, public fleets, and private vehicles, or if it should just parse the market to gain more specific feedback.

Mr. Wagenmann proposed to identify a time horizon for forecasts, which would take into consideration the Autonomous Vehicle impact on the market.

Mr. Stroehmann proposed to tie the study back to the inter-agency inspection, Department of Agriculture inspections, process and how those processes will be impacted.

Mr. Murawski suggested that the study considers ongoing legislative initiatives on alternative fuel vehicles.

Mr. Rutter proposed to narrow the scope of the study in order to achieve the objectives.

Ms. Dell indicated that the impacts of alternative fuel vehicles on the fuel tax should be looked at differently in rural and urban areas.

TAC members also discussed potential stakeholders to be involved in a taskforce for the study.

Potential stakeholders include:

- Trucking Companies
- PA Turnpike Commission
- Pennsylvania Department of Labor & Industry
- AAA
- I-95 Corridor Coalition
- PA Department of Agriculture
- PA Public Utilities Commission

Mr. Chase also presented the preliminary draft objectives for the ***Intercity Passenger Rail, New Market Feasibility and Economic Analysis*** study topic. He provided some background that

highlighted the importance of the study topic. Mr. Chase noted that some areas of the nation, particularly those with significant population growth, have invested in new or expanded intercity passenger rail projects to provide a safe, efficient, and environmentally friendly transportation option linking cities and regions. He added that connecting Pennsylvania communities with intercity passenger rail service could yield economic and environmental benefits.

Mr. Chase indicated that the progress of new technologies, changing demographics, shifting public preferences, and economic opportunities and challenges have created the need for a new intercity passenger rail study, which should include the broader context of intercity transportation trends, issues and opportunities.

Mr. Chase also noted that the last TAC study on intercity rail was conducted 17 years ago, and since that study, the Commonwealth has made strategic investments improving the Keystone Corridor between Philadelphia and Harrisburg, improving infrastructure, stations, and travel-time performance.

Furthermore, Mr. Chase discussed the draft study objectives and the specific targeted questions that it aims to answer. Draft study objectives include:

- Re-examining intercity passenger rail by addressing a series of targeted study questions.
- Identifying those transportation, cost, economic factors, and other conditions necessary to support/sustain new or expanded intercity passenger rail service.
- Reviewing whether there are markets/corridors between Pennsylvania cities (and beyond Pennsylvania's borders) that might be able to support intercity rail utilizing the factors identified in the above bullet.

Targeted study questions are divided into two categories including foundations and requirements questions. A total of 10 questions were drafted (Five for each category). Below is a non-exhaustive list of the targeted questions:

Foundations

- **PA Accomplishments and Lessons Learned** – Since the last TAC intercity rail study What has been learned from Pennsylvania's progress? What have been the Keystone Corridor initiative's accomplishments and impacts? What are the opportunities to leverage/build on that success? What has been learned about potential service expansion between Harrisburg and Pittsburgh?
- **National Experience** – What has been the relevant national experience and trends for intercity rail investment and how does it inform TAC's assessment? Where has it worked and why, where has it failed and why? What are the near and long-term prospects nationally for intercity rail?

Requirements

- **Investment Requirements** – What is the magnitude of investment required (and under what conditions) for intercity rail to be feasible?
- **Market Demand** – What is the estimated/approximate level of market demand for intercity rail service, and in which markets? Will demand change over time? (This and the previous question, together are intended to result in a general assessment of cost and travel demand levels necessary).

TAC members also provided their perspectives, input and ideas for the draft study objectives and the targeted study questions.

Ms. Holton proposed to consider what has changed since the last rail study was completed, for example:

- Keystone corridor improvements
- Demographic changes, market preferences for transportation modes, and population growth in cities
- Various improvements in technology for ticketing, real time information, and “last mile” transportation network companies

Ms. Ricks added that the study could also review the hyperloop proposal connecting Pittsburgh, Columbus and Chicago, and other locations where hyperloop is being proposed.

Mr. Carroll indicated that alternatives solutions should be considered for locations where passenger rail is not feasible.

Mr. Stroehmann proposed to set up meetings with communities to gather input on the study.

Mr. Murawski indicated that the study should define qualifying and disqualifying requirements for MPO/RPOs.

Ms. Dell indicated that the study should set basic criteria to allow MPO/RPOs to make their own determination if they want to pursue a passenger rail option.

Mr. Ritchie proposed that the study determines how air transport could impact its objectives and outcomes.

Mr. Wagenmann suggested that the study considers the Trump Infrastructure legislation, which seems to prioritize a Public-Private Partnership approach.

Potential Stakeholders proposed by TAC members include:

- Amtrak
- MPO/RPO
- House Bill 385 includes potential stakeholders
- Chambers of Commerce
- Norfolk Southern

A list of potential stakeholders was compiled. A follow up email will be sent to those stakeholders to invite them to participate in the taskforce for each study topic. Each taskforce will be championed by a chairperson.

PA DEPARTMENT OF TRANSPORTATION UPDATE:

Drivers and Vehicles Services

Deputy Secretary Kurt Myers gave a report in which he discussed REAL ID. Mr. Myers explained that REAL ID-compliant products will be available to customers by Spring 2019. He added that in order to better serve customers, the Department is expanding the number of REAL ID distribution centers from 5 to 8.

Mr. Myers explained that beginning this spring, post cards will be sent to residents who obtained their first Pennsylvania driver's license or identification card after 2003. The post card will give them an option to request a REAL ID without having to go to a distribution center. Those who received their first driver's license or identification card before 2003 would have to go a distribution center.

Mr. Myers also discussed the upcoming Automated Vehicles Summit in Pittsburgh on April 8-10, the digital insurance card, and the digital license plate pilot project.

Mr. Wagenmann asked if the digital license plate pilot project will be coordinated with the State Police. Mr. Myers answered that the department is working in collaboration with the State Police on the project.

Mr. Carroll asked if there are any other states in the country that are already implementing the digital insurance and registration cards. Mr. Myers answered that the state of California is piloting a similar project.

Office of Planning

Deputy Secretary Jim Ritzman delivered an update in which he indicated that the Office of Planning obligated a total of \$1,757,481,728.34 in federal funds for Federal Fiscal Year 2017. Mr. Ritzman also mentioned discussions between his office and planning partners about performance metrics and the timeline for their implementation. The County \$5 Registration Fee for Local Use, which is now being collected for 21 counties was also been discussed. Mr. Ritzman concluded his update mentioning the Trump administration's Infrastructure proposal and uncertainties related to the federal Highway Trust Fund.

Mr. Wagenmann asked if there is any update about the language change for the 2-year registration renewal. Mr. Ritzman answered that there is a legislation pending, which if passed would address the language issue.

Highway and Bridge Program

Deputy Secretary George McAuley gave a brief report stating that weather has been an issue for the Rapid Bridge Replacement Program this year. Mr. McAuley indicated that the county maintenance budget has been impacted by the severity of the winter. He also added that if the budget permits, secondary roads maintenance efforts will continue. Mr. McAuley also announced that the County Business Accreditation Initiative has been completed.

OTHER BUSINESS

PUBLIC COMMENTS

Mr. Neil Ward, due to time restriction, has requested to be on the agenda for the next TAC business meeting to present his *Mass Transit Conceptual 20-60 Blueprint Project*.

Mr. Stroehmann requested a follow up about the Freight Summit for the next meeting.

NEXT MEETING:

The next TAC business meeting is scheduled for **Thursday, April 12, 2018** in Harrisburg, Pennsylvania.

ADJOURNMENT:

ON A MOTION by Mr. Wagenmann and seconded by Mr. Carroll, the TAC meeting was adjourned at 11:43 a.m.

Attendance* from the TAC Business Meeting
February 5, 2018

1. Ms. Jody Holton, Chair
2. Mr. Donald Detwiler, TAC member
3. Mr. Ronald Wagenmann, TAC member
4. Mr. Thomas Geanopulos, TAC member
5. Mr. Michael Carroll, TAC member
6. Mr. Rodney Bender, TAC member
7. Mr. Nolan Ritchie, alternate for Senator John Rafferty, TAC member
8. Ms. Felicia Dell, TAC member
9. Mr. Paul Opiyo, alternate for Mr. Dennis Davin, TAC member
10. Mr. Mark Murawski, TAC member
11. Mr. Joel McNeil, TAC member
12. Mr. Ashley Porter, TAC member
13. Ms. Karina Ricks, TAC member
14. Mr. John Pocus, TAC member
15. Mr. Fred Strathmeyer, Jr, TAC member
16. Mr. Jeff Stroehmann, TAC member
17. Ms. Lisa Dorman, alternate PADEP
18. Mr. Tim Smith, Gannett Fleming
19. Mr. Keith Chase, Gannett Fleming
20. Ms. Leanne Doran, McCormick Taylor
21. Mr. Leo Bagley, PennDOT
22. Mr. Roger Cohen, PennDOT
23. Mr. Jim Ritzman, PennDOT
24. Mr. Larry Shifflet, PennDOT
25. Ms. Lugene Keys, McCormick Taylor
26. Dr. David Volkman, alternate, Department of Ed.
27. Ms. Jessica Clark, PennDOT
28. Mr. Jim Arey, PennDOT
29. Mr. Toby Fauver, PennDOT
30. Mr. Mark Tobin, PennDOT
31. Mr. Abdoul Ahmed, PennDOT
32. Ms. Katie Zerfuss, PennDOT
33. Ms. Ellen Sweeney, PennDOT

*Attendance includes members present via conference call.