

PENNSYLVANIA STATE TRANSPORTATION ADVISORY COMMITTEE
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
FEBRUARY 6, 2017



CALL TO ORDER:

A quarterly business meeting of the Transportation Advisory Committee (TAC) was held on February 6, 2017 at the Keystone Building in Harrisburg, PA. A conference call option was also provided for this meeting. Deputy Secretary Jim Ritzman began the meeting at 10:04 a.m.

MINUTES:

Mr. Gustave Scheerbaum stated that a reference to seek additional TAC member input regarding the Pennsylvania State Police Funding Options whitepaper was not in the December 8, 2016 minutes. He requested that this reference be added to the minutes.

Mr. Rodney Bender was not present at the December meeting and the December minutes were corrected. His alternate was Mr. Ronald Hall, PUC.

ON A MOTION by Mr. Ron Wagenmann and seconded by Mr. Rodney Bender, and unanimously approved, the minutes of the December 8, 2016, TAC Business Meeting were accepted as modified

CHAIRMAN'S REMARKS:

Mr. Ritzman discussed current TAC membership. There are three committee vacancies to be appointed by the Governor's Office as well as the Chairman position. The PA House has two vacancies to fill on TAC and the PA Senate's TAC membership is up to date.

The 2017 TAC meeting schedule has also changed. Remaining 2017 TAC Meetings are as follows:

- July 27, 2017
- October 12, 2017
- December 7, 2017

Mr. Nolan Ritchie asked if there was communication between PennDOT and the Governor's Office regarding the TAC membership vacancies and Mr. Ritzman stated that this was the case. In addition, there were questions about appointing a chairperson for TAC.

Secretary Richards joined the meeting and delivered a brief update on Federal infrastructure plans and upcoming state budget hearings.

PennDOT Connects
Secretary Leslie Richards

Secretary Richards gave a presentation on PennDOT Connects. PennDOT Connects is a planning initiative to enable better coordination between PennDOT and communities and giving people mobility choices.

PennDOT and the planning partners meet with local governments to discuss details for each project prior to project scopes and cost estimates being developed. All mobility needs are considered, and the goal is to plan and deliver projects that improve economic competitiveness, access to work, and overall quality of life.

The initiative will build partnerships and leverage resources to improve communities, and lead and innovate for a more livable Pennsylvania. All 11 PennDOT Engineering districts will have planners working within them.

Training and outreach for PennDOT Connects will begin in the spring of 2017 and continue through the spring of 2018, and PennDOT will provide training to internal staff, MPOs and RPOs. The department will do outreach sessions to local governments and reach out to DCNR, DCED, and DEP as well.

Example projects of PennDOT Connects are the South Street Bridge in Philadelphia, the US 13 Rehabilitation project in Bucks County, the US 202 Markley Street project in Montgomery County, the Little Muncy Creek Bridge in Lycoming County and the Freeport Bridge in Armstrong, Allegheny, and Westmoreland Counties.

Mr. Donald Detwiler asked if PennDOT Connects means the Department would have a bigger role in the planning process over local agencies and municipalities when considering available limited resources. Secretary Richards stated that PennDOT Connects does not mean the Department will be building all projects but the Department would work with communities to consider all modes within a project, and whether parts of a project such as bicycle lanes and pedestrian crossing can be worked into a project or added in later phases depending on future funding. All needs will be documented. What PennDOT Connects hopes to avoid are projects already underway becoming derailed because of promises that are not communicated up front. The Secretary has dedicated part of her discretionary funding to ensure projects can be completed. Deputy Secretary Ritzman added that the prioritization process in PennDOT Connects is important as well.

Mr. Chuck Welker asked how PennDOT Connects affects project schedule. Secretary Richards stated that there will be a bigger effect in the 2019 Twelve Year Program and that she does not anticipate that it will not add significantly to the project development process timeline.

Mr. Jack Rutter asked if the decision-making process is fully laid out within PennDOT Connects. Deputy Secretary Ritzman stated that while it wasn't, collaborative efforts were underway to ensure consistency across the state and PennDOT Connects allows for that effort.

Mr. Scheerbaum asked how Planning and NEPA would be redone to work with PennDOT Connects within ECMS and other processes. Mr. Brian Hare said that this is occurring, largely in the planning phase.

Mr. Wagenmann asked if PennDOT Connects would work with the subdivision land development ordinances (SALDO) that many municipalities work with, which causes conflict.

Secretary Richards said that hopefully there would be improvement in this area. Mr. Mark Murawski noted that many SALDOs are out of date. He also noted that the design manual and that PennDOT Connects are opportunities to move beyond level-of-service and other automotive-centric design standards and commented on local funding.

Mr. Fred Strathmeyer noted the absence of Agriculture in the PennDOT Connects plans and the Secretary stated that this was an oversight and agricultural needs are part of the PennDOT Connects process. Mr. Keith Chase noted the Agricultural Access Network as a starting point for agriculture and PennDOT collaboration.

TAC CURRENT STUDIES:

2017 Transportation Performance Report

Jessica Clark, PennDOT, Jennifer Horn, McCormick Taylor and Tim Smith, Gannett Fleming

Jessica Clark, Tim Smith and Jennifer Horn presented the 2017 Transportation Performance Report.

The TPR is the first step in the Twelve-Year Program planning process. It evaluates performance and then is used to invite input from the public during the online public meeting and survey. That feedback is shared with PennDOT and the planning partners, and then projects are prioritized for the TIP and STIP. This becomes the 2019 Twelve Year Program.

The 2017 TPR uses visual and interactive content, as research indicates that visual and interactive contact is much more effective than text. People process video and images at a far faster rate than text, and 93% of all communication is visual. Videos were produced for the TPR and these were shared.

The TPR provides a high-level snapshot of transportation system performance, reinforces transparency and accountability, highlights efficiency improvements and informs Twelve-Year program development.

The TPR's performance categories are Safety, Mobility, Preservation, Accountability, and Funding. The report tracks 39 measures, and 14 of them are new for the 2017 TPR. Mr. Tim Smith highlighted a handful of measures from each category and a video for each category.

Mr. Scheerbaum asked if the interactive TPR site will have live-trends for measures. Mr. Smith stated that this is possible. Mr. Scheerbaum also stated that the TPR should indicate measures that track fatalities should be evaluated as red, which would indicate the measure's performance is low and reflects the magnitude of need and limited resources.

Mr. Paul Opiyo asked why some trends had 10 years of data and others have only two. Mr. Smith said that was due to data availability.

The TAC held a discussion over trends, including the idea that the trends could be used to compare Pennsylvania with other states, and suggested new trends for future TPR updates.

ON A MOTION by Mr. Mark Murawski and seconded by Mr. Ron Wagenmann the 2017 Transportation Performance Report was accepted and moved forward to the State Transportation Commission for approval.

Automated Red Light Enforcement Program Review Study
Tim Smith, Gannett Fleming

Mr. Tim Smith gave a brief update on the Automated Red Light Enforcement (ARLE) Program review.

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 from intersections is being compiled and evaluated.

The next steps are to complete the program performance update, develop program recommendations, develop a draft report, 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.

Mr. Scheerbaum asked if the Philadelphia Parking Authority participated in the study. Mr. Smith stated the ARLE Work Group met with PPA and has received data from the Parking Authority.

PA DEPARTMENT OF TRANSPORTATION UPDATE:

Deputy Secretary for Driver and Vehicle Services

Deputy Secretary Kurt Myers gave a brief update on Driver and Vehicle Services, including the last segment of Act 89's implementation. This eliminated the registration sticker and allowed users to take advantage of registering their vehicle for two years. In addition, there is an extension for REAL-ID through June 6, 2017. Governor Wolf and the legislature wrote a letter to DHS committing to work to repeal the state's ban on implementing REAL-ID.

There are now 14 counties participating in the \$5 vehicle registration fee, and one county (Fulton) will be dropping out of the program as of April 1, 2017.

Deputy Secretary for Highway Administration

Deputy Secretary George McAuley delivered a brief update on winter services.

Deputy Secretary for Planning

Deputy Secretary Ritzman delivered a brief report for the Planning deputate, highlighting the 2019 Twelve-Year Program and PennDOT Connects.

NEXT MEETING:

The next TAC business meeting is Thursday April 20, 2017 in Harrisburg, Pennsylvania at the Keystone Building.

ADJOURNMENT:

ON A MOTION by Mr. Wagenmann and seconded by Mr. Scheerbaum, 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. Donald Detwiler, TAC member
9. Mr. Ron Wagenmann, TAC member
10. Mr. Joel McNeil, TAC member
11. Mr. Gustave Scheerbaum, TAC member
12. Mr. Tom Geanopoulos, TAC member
13. Mr. Jeff Stroehmann, TAC member
14. Mr. Jonathan Gleason, TAC member
15. Mr. Fred Strathmeyer, Jr, TAC member
16. Mr. Rodney Bender, TAC member
17. Mr. Chuck Welker, TAC member
18. Mr. Nolan Ritchie, alternate for Senator John Rafferty, TAC member
19. Mr. Keith Chase, Gannett Fleming
20. Mr. Tim Smith, Gannett Fleming
21. Ms. Leanne Doran, McCormick Taylor
22. Mr. Jim Ritzman, PennDOT
23. Mr. Kurt Myers, PennDOT
24. Mr. Mark Tobin, PennDOT
25. Mr. Larry Shifflet, PennDOT
26. Mr. Jim Arey, PennDOT
27. Mr. Brian Hare, 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.