



PENNSYLVANIA STATE TRANSPORTATION ADVISORY COMMITTEE  
SUMMARY MINUTES  
HARRISBURG, PENNSYLVANIA  
JULY 11, 2013

**CALL TO ORDER:**

A meeting of the State Transportation Advisory Committee (TAC) convened at 10:00 a.m. on Thursday, July 11, 2013, in the Large Board Room of the Pennsylvania Turnpike Commission Building in Middletown, Pennsylvania with Chairman Lou Schultz presiding.

**WELCOME TO THE TURNPIKE:**

Mr. Craig Shuey, Chief Operating Officer, PA Turnpike Commission (PTC) welcomed TAC members to the PTC Building. He stated that close to \$4 billion in supplemental transportation funding has been provided to PennDOT for highways, bridges, and public transit. These provisions were the result of the Act 44 mandate to support the Commonwealth's transportation needs. The turnpike is over seventy years old and continues to require attention to address deficiencies. In the last two years, the Capital Program was increased from \$400 million a year to over \$600 million a year to help reduce the backlog of total reconstruction needs for the turnpike. The turnpike is in the process of being rebuilt; the roadway surface is being removed to the original base and the structure is being widened with new drainage features. Some of the original base of the turnpike is on display at the new South Midway Service Plaza. The expectation is to have the turnpike serve the travelling public for an additional seventy years.

The PTC is moving from the traditional system allowing cash toll collection and E-ZPass, to one that is more singular called All Electronic Tolling (AET). Under this program, tollbooths will be removed and the interchanges will be opened. A gantry system over the mainline will assist in collecting tolls through E-ZPass by utilizing video tolling. These changes will let the primary focus remain on rebuilding the road versus upgrading and maintaining the buildings, apparatus, and equipment. This project is six months into the five-year transition period. The new process will transform the way the PTC conducts business.

The Secretary of Transportation and the Turnpike Commissioners initiated a full cooperative process with PennDOT, titled *Mapping the Future*. It provides a collaborative approach between the PTC and PennDOT to examine ways to economize operations and share facilities. A PennDOT maintenance facility in Clinton County proved to be the first and most significant change adopted through this initiative; PTC saved \$5 million through modeling their own facility after PennDOT's example. In Luzerne County at the Wyoming Valley Interchange, PTC will build a brine facility and PennDOT will build a salt storage facility; both PTC and PennDOT will share these facilities for materials. There is an open line of communication between the PTC and PennDOT to maximize resources for operational needs.

Senator John Wozniak, State Transportation Commission (STC) Member, questioned the status of the Allegheny Tunnel. Mr. Shuey indicated that PTC is continuing to study alignment options.

Mr. Joseph Mangarella, TAC Member, inquired about the life expectancy of the toll road. Mr. Shuey replied that the aggregate used has a wearing course of 3-4 inches and is anticipated to last 15-20 years; the original base beneath has a life expectancy of seventy years.

#### **MINUTES:**

**ON A MOTION** by Mr. Scheerbaum, seconded by Mr. Mangarella, and unanimously approved, the minutes of the April 11, 2013, TAC meeting were accepted as presented.

#### **CHAIRMAN'S REMARKS:**

- Chairman Schultz indicated that seven TAC membership terms expired on July 1, 2013, two membership terms expired two years ago, and two vacancies exist. TAC members with expired terms may continue to serve until they are replaced or until they wish to end their membership with TAC.
- At their May 23, 2013, business meeting, the STC agreed to develop a Modernized Participation Method for gathering public input.
- The next STC meeting will be held in Erie, Pennsylvania at the Sheraton Erie Bayfront Hotel on Thursday, August 22, 2013.

Chairman Schultz introduced Ms. Leanne Doran, Associate-Public Involvement Specialist, McCormick Taylor and Ms. Jessica Clark, Project Manager, PennDOT. Ms. Clark provided a quick overview on STC's redefined role as a Board of Director's with a focus on policy. The STC has had success in tackling two items in their Action Plan; the *Transportation Performance Report* was a huge accomplishment and recent efforts to modernize the public input process for the Twelve Year Program (TYP) update are ongoing.

For many years, a series of regional public hearings across the state were held to gather feedback from citizens in the Commonwealth. Most of the attendance at these hearings consisted of consultants, industry stakeholders, Planning Partners, and PennDOT staff; public attendance began to significantly decline over the years. PennDOT has been working with McCormick Taylor the last three months to develop a new methodology to obtain public input more economically and incorporate that into the TYP update. This plan was presented to the STC at their business meeting in Scranton, Pennsylvania on Thursday, May 23, 2013. The plan was also presented to the Planning Partners at their meeting on Wednesday, June 26, 2013 in Harrisburg, Pennsylvania; both STC and the Planning Partners supported the new proposal.

Ms. Leanne Doran, McCormick Taylor, noted that moving forward public hearings would no longer be held. Instead, the STC would participate in existing public meeting opportunities that will involve a coordinated effort among PennDOT, the STC, and the Planning Partners (MPOs/RPOs). Each STC member will be assigned to one or more MPO/RPO planning regions, and will have the opportunity to attend these regional meetings as an STC official.

Ms. Doran emphasized that the Secretary of Transportation's charge was to perform the new public participation process electronically. The STC website is being updated to create a user-friendly website outside of the PennDOT framework that will include a message from the STC Chairman and an online survey through MetroQuest. A telephone (hotline) survey will also be

provided. Both surveys will be policy based from the STC's recently released *Transportation Performance Report* while still offering the option to suggest project needs.

A Statewide webcast meeting will be recorded and posted to the website. It will feature the STC Chairman and PennDOT Secretary Barry Schoch.

#### **PA DEPARTMENT OF TRANSPORTATION UPDATE:**

##### **Executive Deputy Secretary for Administration**

Executive Deputy Secretary Brad Mallory commented on the STC Public Hearing process used in the past. He noted that over the years, the hearings have become a forum for the transportation community to share what they know as opposed to providing meaningful input for the TYP. The idea of having the STC continue their mission as a Board of Director's is powerful and the Secretary of Transportation has been the moving force behind this change.

The rapport between PennDOT and the PTC has strengthened as resources are being shared to serve the main customers, the citizens of the Commonwealth. The customers will profit enormously from the combined strides being taken to operate more efficiently. The Secretary of Transportation, Barry Schoch and Chief Executive Officer, Mark Compton are commended for their efforts to promote cooperation between PennDOT and the PTC.

The Senate of Pennsylvania developed a large funding package of \$2.5 billion that provided for mass transit, highways, and bridges. The vote held at 45-5 in the Senate; an unprecedented level of support for the revenue increase. The Pennsylvania House of Representatives was more conservative in their deliberations on the transportation-funding package. The hesitation in the House was weighted on the financial impact of the Senate version and funding for mass transit was subsequently scaled back. The House version proposed \$1.8-\$1.9 billion for the transportation-funding bill.

With no revenue increase, the Department is anticipating up to 1,200 bridges will need to be posted within the next year. The Department chose to minimize the impact through delaying bridge postings. This has avoided expensive detours and maintained convenience for citizens who depend on these bridges for mobility purposes every day. Eventually, many bridges will need to be closed to escape consequences that are more serious because of stalled funding.

As the bridge condition continues to deteriorate, maintenance on the transportation system will become the standard with major reconstruction left unfunded due to financial constraints. The absence of a funding bill causes many repercussions for natural resource agencies in Pennsylvania. Heavy trucks hauling materials needed for resource extraction such as coal, timber, and natural gas from Marcellus Shale, must pay their fair share of fees from roads that are impacted. The Marcellus Shale companies are more than able to pay their fees, although other industries such as timber, struggle with paying expensive user fees.

Dairy farmers in Pennsylvania cannot sell their milk in sufficient quantities to the big factories in upstate New York. These factories are in New York because the road conditions are better in terms of weight limitations, handling 40-45 tons with ease. More trucks are needed to haul milk on Pennsylvania roadways due to the weight restrictions, which imposes more costs as additional

labor and fuel costs, amass. With a revenue package, the Department could increase the strength of critical roadways and bridges that are necessary to reestablish the agriculture access network.

Only \$16.4 million is available for mass transit needs across the state and selective service cuts around all transit systems may be necessary to address the funding shortfall. The Department is conscientious of the necessity to continue transit services and try to prevent the removal of any services at all costs. The consequences of further inaction are grim and the Department continues to strive for an adequate level of investment in the transportation system.

In a worst-case scenario, the revenue package would increase the cost of gasoline to an additional 28.5 cents/gallon. This increase could occur through three installments over 5 years in one proposal. In addition, the proposal examined ways to move the entire fuel tax, including the 12 cents a gallon, to the Oil Company Franchise Tax (OCFT). The impact of these changes would have been relatively modest compared to the cost of doing nothing, which is enormous. The revenue discussion has been deferred in the legislature until fall 2013.

### **Deputy Secretary for Highway Administration**

Deputy Secretary R. Scott Christie, P.E., announced that his department report has been modified to reflect more performance metrics and report on the PennDOT Next Generation (PNG) and Pennsylvania Turnpike Commission (PTC) *Mapping the Future* initiatives. Both PNG and *Mapping the Future* are yielding millions in cost savings; forty different initiatives are ongoing in the Department related to these efforts. As an example, outdoor billboard advertising devices were inspected annually in the past. The Department learned that the required inspection cycles are flexible if the billboards meet federal regulation compliance. Moving forward, outdoor billboard inspections and video logging efforts will be done simultaneously to achieve time and cost savings.

A brief update was given on project delivery and performance metrics. The Department has been delivering over 95 percent of projects on time and exceeded its 90 percent goal for the first few quarters of the year. The on time percentage decreases from the beginning of the calendar year to the end of the calendar year, mainly due to missed projects that have been let later in the year. By comparing the current year to last year, the Department's performance, quarter by quarter is improving. Overall, performance is improving with over 90 percent projects being delivered on the date determined by the Department.

The Department has proven that over 600 bridges can be delivered a year through the Accelerated Bridge Program (ABP), contingent upon funding availability. Delivering a mere 200 bridges per year does not address the number of structurally deficient (SD) bridges that has crept up to over 6,000 in the past. The Department is returning to the financial situation that stymied bridge delivery prior to the ABP. Recent improvements in SD bridges have remained level this year, despite the delivery of 300 bridges. Apart from a revenue package being passed, bridge delivery will continue to head in the wrong direction, as more SD bridges need addressed with limited Department resources.

## **Deputy Secretary for Safety Administration**

Deputy Secretary Kurt Myers referred to several examples of successful modernization and efficiency improvements. Mobile computing is being deployed in driver licensing centers to speed up the current process of testing, data entry, and driver's license acquisition. Individual driver license examiners will have iPads for real-time data entry as testing occurs. After an individual successfully passes an exam, the information is downloaded to a central computer. The student is directed inside the driver licensing building to have their picture taken and receive their driver's license. A greater amount of testing can transpire with the examiner remaining in the field for data entry and customer convenience is achieved through reduced wait time. Mobile computing was achieved as a policy decision, without legislation.

PennDOT collaborated with the Department of Conservation and Natural Resources (DCNR) to complete all of the renewals for All-Terrain Vehicles (ATVs), snowmobiles and for dealers handling these types of transactions. The Department owns sophisticated automated equipment that processed the first 600 renewal notices in 3.21 minutes; 9-10 employees at DCNR would have taken 2-3 days to process the same amount of renewals. PennDOT is being reimbursed by DCNR for the processing costs, which are minimal in comparison to the savings in staff time. DCNR has redeployed the employees involved in renewal notices to core areas of business within their department. The automated renewal process was obtained through a Memorandum of Understanding (MOU) between both PennDOT and DCNR.

Additional modernization items were contained in the legislation that failed to pass in the Pennsylvania House of Representatives on June 30, 2013. A two-year registration, moving the driver's license renewal from four years to six years, and elimination of the registration sticker will need legislation to become enacted; this legislation would provide more savings and improve efficiency for the Department. Penn State University (PSU) conducted an extensive study for PennDOT on the elimination of the registration sticker. In their research, the best practices of other states revealed that the presence or non-presence of a registration sticker had no impact on the number of people that register vehicles.

Law enforcement relies heavily on computers; their systems are connected to PennDOT's through the Pennsylvania State Police (PSP) Commonwealth Law Enforcement Assistance Network (CLEAN). Automated license plate reader (ALPR) technology is becoming more widespread in law enforcement vehicles. Officers utilize the Pennsylvania Justice Network (JNET) to upload exception reporting on license plates. The ALPR technology is synched with the JNET database, allowing officers to discern whether a vehicle is stolen, a license is suspended, or if an individual has a warrant out for their arrest. The elimination of the registration sticker creates numerous benefits for customers and the Department, besides cost savings. Customer convenience is achieved by allowing customers to renew registrations online and print them. The Department envisions an insurance card in the future that can be downloaded to a smartphone with the passage of enabling legislation.

Mr. Michael Untermeyer, TAC Member, asked how law enforcement operates ALPR technology. Deputy Secretary Myers explained that the vehicles are equipped with forward and rear facing cameras. Audio responses are used to recognize license plates that are on the exception list. Only law enforcement has access to data connected to license plates on the exception-reporting list.

## **Deputy Secretary for Planning**

On behalf of Deputy Secretary James Ritzman, P.E., Mr. Larry Shifflet, Bureau Director for the Center for Program Development and Management, presented highlights related to the planning side of the Department. He provided the Statewide Long Range Transportation Plan (LRTP) website at the following address: [www.paontrack.com](http://www.paontrack.com). A brief update was given on the LRTP update that includes a component on Comprehensive Freight Movement. Opportunities to take surveys and register for webinars are available through the website. These features enable participation in the LRTP update. The next webinar is related specifically to the Establishment of Performance Measures and will be held on Thursday, July 18, 2013.

Congressman Bill Schuster, Chairman of the House Transportation and Infrastructure Committee, is amenable to have PennDOT present, as the discussions begin at the federal level to develop a new transportation authorization bill. Pennsylvania is currently undertaking its Twelve Year Program (TYP) update. The Financial Guidance Workgroup expressed concern that there may not be enough state funds to match the federal funds being distributed to Pennsylvania. The lack of state funds is a very significant issue as the Department moves forward with planning and programming efforts.

### **PRESENTATIONS:**

#### ***TAC Driver Education Study--Final***

**Mr. Michael Untermeyer, Esquire, TAC Member, and Mr. Dennis Lebo, Project Manager, Gannett Fleming, Inc.**

Mr. Michael Untermeyer, TAC Member, introduced TAC's draft final *Driver Education* report. He stated that the TAC task force has been working on the study for the past year. Numerous recommendations have been identified from the study and will be challenging to implement. Mr. Dennis Lebo, Project Manager, Gannett Fleming, explained the background behind the impetus for the *Driver Education* study. The focus of the study centered on continuing education for all drivers, including mature drivers.

The first formal driver education course was offered at a high school in State College in 1933. The growth of adding driver education to high school curriculums progressed from the 1940s to the early 1960s. In the late 1960s through 1970s, research questioned the safety benefits of driver education. A major study undertaken by the National Highway Traffic Safety Administration (NHTSA) in the 1980s was known as the DeKalb Study. There were 16,000 participants broken into three groups. The first group received a basic course in driver education, the second group was administered an extensive course, and the third group received no driver education training. The outcome of this study was inconclusive; there were no realized benefits for formal driver education courses.

After the DeKalb study, the emphasis changed to the driver licensing process, which led into the Graduated Driver Licensing (GDL) laws. The process to acquire a license was considered too relaxed and continuing research reviewed where improvements could be made to the driver education standards. The first GDL law in Pennsylvania was the Young Drivers Law (1999), as part of that bill; a Driver Education Task Force (2000) formed and grappled with the safety

benefit of driver education. Their recommendations were minor and it was decided to continue the driver education program as optional in Pennsylvania. Since the onset of GDL laws, there has been marked improvement in safety statistics concerning young drivers. Current statistics show the likelihood of being involved in a crash continues to decline until age 74, when it begins to climb again.

Driver education is not required, although school districts and private driving schools make the courses available for students. The Department of Education establishes and administers *Content and Performance Expectations for Driver Education*. These standards are based on the protocol used for the 30-hour classroom instruction and 6-hour behind-the-wheel training. The Department of Education reviews and approves the curriculums in schools, certifies driver education teachers, and reimburses school districts from the Motor License Fund (MLF).

The number of high schools that offer driver education is declining; over the past nine years, there has been a 30 percent decrease due to budget issues in school districts. The actual cost of driver education is in the range of \$350-\$600 per student. The Department of Education reimburses \$35 per student. The school can still charge up to \$50 in expenses to the student, if the school charges above this amount, they cannot receive the \$35 reimbursement. Out of 261 school districts offering driver education last year, only 139 filed for reimbursement. Most schools charge students several hundred dollars for a driver education course. The reimbursement does not match the current cost of driver education today.

A learner's permit is good for one year and the GDL restrictions require six months of skill building training. During these six months, the driver must complete a total of 65 hours behind the wheel training, 10 of those hours must be nighttime driving, and 5 of those hours must be driving in inclement weather. This training must be supervised and certified by a licensed driver 21 years or older. A driver with a learner's permit is also required to adhere to passenger and curfew restrictions. A junior's license is granted after successful completion of the exam, although passenger and curfew restrictions still apply. Full licensure is granted at 18 years of age or at 17 ½ years with the completion of a driver education course and a clean driving record.

PennDOT administers a point system as a driver education tool for drivers with multiple driving violations. A violation places six points on a driver's record and they are required to take an exam. In the event of more violations, the repercussions become more severe; a driver may be required to attend a hearing or have their license suspended. PennDOT also approves mature driver courses; there are three organizations in the state providing these courses, including the American Automobile Association (AAA), the American Association of Retired Persons (AARP), and Seniors for Safe Driving. A five percent discount is offered to senior citizens on their insurance after taking a mature driver course.

PennDOT also oversees a medical testing program, which is considered a national best practice. Every month this program selects 1,900 drivers over 45 years of age to undergo vision and physical testing to ensure their continued ability to drive. Medical professionals are required to report to PennDOT any patient that is not physically fit to drive.

The *Driver Education* study recommendations are divided into three groups:

### **Teen Driver Education Programs**

- Consider eliminating the cap of \$50 per student to receive \$35 reimbursement
- The Department of Education should update “*Content and Performance Expectations for Driver Education*” to align with model curriculum standards
- The Department of Education should review school curriculums at regular intervals on an ongoing basis
- The Department of Education should establish administrative expectations and performance metrics
- The Department of Education should develop updated driver education instructor training and certification standards that are uniform for public and private schools
- The Department of Education should require a parent orientation meeting as part of approved driver education courses
- The Department of Education should require driver education programs to complete a debriefing with parents
- Support national efforts to create a full complement of model driver education administrative standards

### **Graduated Driver Licensing**

- PennDOT should develop a new Parent’s Supervised Driving Guide
- Require driver education and GDL restrictions for all new drivers, regardless of age
- PennDOT should require submission of a completed logbook at the time of the driver’s exam

### **Continual Learning/Mature Drivers**

- PennDOT should publicize changes in driving laws and safety tips using TV monitors in Driver Licensing Centers
- PennDOT should fully embrace social media and other recent technology to communicate and promote law changes and safe driving practices
- PennDOT should enhance its information for older drivers
- Continue to track ongoing driver education research

**ON A MOTION** by Mr. Rutter, seconded by Mr. Mangarella, and unanimously approved, the *Driver Education* study was accepted as presented. The report will be presented to STC members for consideration and approval at their quarterly meeting on Thursday, August 22, 2013 in Erie, Pennsylvania.

A copy of the PowerPoint presentation was distributed to Members of the Committee.

***Pennsylvania Turnpike Commission (PTC) All Electronic Tolling (AET)***

**Mr. Alan Williamson, Project Manager, PTC**

Mr. Alan Williamson, Project Manager, PTC, conveyed the concept of All Electronic Tolling (AET) as the conversion to cashless tolling, an initiative beginning in 2011. Currently, seventy-two percent of PTC customers utilize AET; 28 percent of customers have a cash transaction on

the turnpike. Video cameras are mounted on large overhead structures, known as gantries, that will be placed along the mainline to toll motorists at highway speeds. This equipment captures the license plates of registered vehicles travelling on the PTC and aids in billing customers. The E-ZPass readers will continue to be used in addition to the video cameras. The goal is to eliminate cash collection in the lanes to make safer travel for all users. The cash option remains available, although bills will be sent through the mail. The PTC is also exploring licensing opportunities with other facilities such as Sheetz and Giant Eagle, to make cash payment options available through kiosks.

The PTC has found many benefits with cashless tolling including improved mobility, enhanced safety, a cleaner environment, customer convenience, and operational efficiencies. The conversion to cashless tolling is a national trend moving across the entire nation. North Carolina has a brand new roadway that started its inception as an AET facility, as did the Maryland Intercounty Connector. The most recent AET conversion was in March 2013, on the Golden Gate Bridge in California. The Florida Turnpike Enterprise is the largest facility known to have fully switched over to AET, with 47 miles. PTC operates over 550 miles and would become the largest facility to convert fully to AET.

The fare collection staff at the PTC consists of over 800 union and management employees. There is an Employee Subcommittee built around the AET project to communicate the implications of the AET initiative and how the PTC will assist employees in the future. Another subcommittee is generating a Transition Plan to examine other opportunities available for current employees. Job losses are expected during the AET conversion, although skills' training is guaranteed by the PTC to help bolster job prospects for affected employees. The PTC is coordinating with the Department of Labor and Industry to look into vacancies in other state agencies and the private sector to secure employment for impacted employees.

In 2012, a feasibility study determined AET was physically and financially viable to convert the current system for the PTC. The AET Implementation Plan has four stages. PTC proceeded with implementation by hiring HNTB as Program Manager and the project is currently in Stage 1, Conceptual Design of Operations. The PTC will deploy the AET solution to smaller branches, such as the Mon-Fayette Expressway for Stage 2. This trial will allow customers to drive a small section of the AET roadway and PTC can debug any foreseen problems before expanding the initiative to the rest of the turnpike. The largest portion of the turnpike is the ticket system with 407 miles, which encompasses the Northeast Extension travelling from the Delaware River in New Jersey, and continuing through western Pennsylvania to the Warrendale Exit. The ticket system portion of the PTC will be the most difficult to convert and is considered the end of Stage 3 and Stage 4 for the Implementation Plan.

There are eight different subcommittees for AET Program Management. The Toll Technology and Integration Subcommittee finished the recommendation for the new vehicle classification system. Based on weight, there are nine vehicle classifications for commercial trucks. Under a new AET scenario, toll plazas will be removed and axle based classification systems will be installed to develop tolls for the large trucks. Height dimension profiles are being analyzed as another option to toll commercial trucks. The Engineering, Facilities, and Infrastructure Subcommittee are coordinating the toll gantry layout on the PTC system. This group is also evaluating the demolition and downstream effects for toll facilities. The queuing effect of traffic

passing through toll plazas will be gone with AET; the engineering team is studying the potential impacts on other roadways as traffic flow increases.

The Finance, Administration, and Toll Revenue Subcommittee are working on developing new business rules for AET. Revenue models are being evaluated and information will be collected and shared with bond rating agencies. The Legislation and Reciprocity Subcommittee drafts new legislation that supports AET, establishes reciprocal agreements with other states, and develops an appeals process for customers. Legislation was included in the transportation bill for AET; the enforcement aspect is crucial for revenue collection. The Maintenance and Operations Subcommittee oversees the development of the employee transition plan. This group is also charged with creating a plan for emergency responders, and accidents or other detour events that happen on the turnpike. Additionally, the Intelligent Transportation System (ITS) program will help supplement communication that will be lost through the removal of toll plazas.

The Government Relations Subcommittee provides communication and education to legislators and other Departments of Transportation (DOTs), toll agencies, and transportation interest groups. The Employee Outreach Subcommittee established the Employee Communications Team that meets on a quarterly basis. This team is comprised of members from the Project Team and members whose jobs are affected by the AET project. Union and management staff discusses employee issues with the Project Team to determine if the information is being communicated clearly. The Employee Transition Plan offers training opportunities and placement assistance to minimize displaced employees from the AET project and evaluates retirement potential, as an option to create more vacancies. The Public Outreach Subcommittee develops a communication and education strategy to keep citizens informed of changes. Survey efforts will further customer knowledge, in addition to AET marketing and branding.

The PTC website provides more information on AET and can be located at [www.paturnpike.com/aet](http://www.paturnpike.com/aet). As part of the next steps in the process, the first stage of the AET Implementation Plan, Concept Design, is anticipated to be completed by December 2013. The entire PTC system is expected to be converted to AET by March 2018.

A copy of the PowerPoint presentation was distributed to Members of the Committee.

#### **TAC CURRENT STUDY UPDATE:**

##### **TAC Chairman Lou Schultz**

##### ***Transportation Performance Report—Reporting Requirements***

TAC Chairman Lou Schultz stated that a kickoff meeting for the *Transportation Performance Report—Reporting Requirements* was held prior to the TAC business meeting. Chairman Schultz is the chair for the study task force and Mr. Jack Rutter, TAC Member, is a participant in this study. The study is anticipated to be completed in March 2014.

##### ***Traffic Incident Management—Policy and Legislation—Best Practices***

Chairman Schultz indicated that the TAC *Traffic Incident Management* study kickoff meeting would be held following the tour of the PTC's Traffic Control Center. Mr. Bob Regola, TAC

Member, is the chair for this study task force. The study is anticipated to be completed in March 2014.

#### **OTHER BUSINESS:**

Chairman Schultz mentioned that there would be one task force meeting following the main TAC meeting. The meeting would take place for the *Traffic Incident Management* task force at 1:15 pm in the Large Board Room of the Pennsylvania Turnpike Commission.

Mr. Gustave Scheerbaum, TAC Member, recalled the TAC study, *Future Directions for Transportation in Pennsylvania* completed in January 2011. Public outreach, one of the strategic themes, was identified as a way to share the work being done at PennDOT. Mr. Scheerbaum questioned if additional efforts are underway to stress the importance of transportation investments to the public. He also implied that current efforts might need to be augmented so the public can communicate the urgency of transportation investment to their legislators. Mr. Jack Rutter, TAC Member, responded that this has been a recurring problem for over fifty years and the public does not understand the transportation industry.

Senator John Wozniak, State Transportation Commission (STC), requested Members of the Committee to send letters to the editors of local news media to help raise public awareness of the necessity of intermodal transportation investments. Senator Wozniak reminded Committee Members that if no action were taken in the fall on the transportation package, it would no longer be considered.

Chairman Schultz referred to a Harrisburg Patriot News article that explained 1,200 bridges would be posted if no legislative action were taken, according to the Department of Transportation Secretary, Mr. Barry Schoch, P.E.

Mr. Charles Welker, P.E., TAC Member, emphasized the importance of having the Consumer Price Index (CPI) tied to inflation to help provide funding.

Mr. Joseph Mangarella, TAC Member, requested the Patriot News article with the Secretary's comments be distributed to Members of the Committee.

A copy of the document titled, *The Pennsylvania Turnpike: A History* by Dan Cupper was distributed to Members of the Committee.

#### **NEXT MEETING:**

The next TAC meeting is scheduled on Thursday, October 10, 2013, in Harrisburg, Pennsylvania.

#### **ADJOURNMENT:**

**ON A MOTION** by Mr. Regola, seconded by Mr. Mangarella, and unanimously approved, the TAC meeting was adjourned at 12:30 p.m.

**Attendance from the TAC Meeting**  
**July 11, 2013**

1. Mr. Louis C. Schultz, Jr., TAC Chairman
2. Ms. Mary Bender, Alternate for Secretary of Agriculture George Greig
3. Mr. Thomas C. Geanopulos, TAC Member
4. Mr. Joseph Mangarella, TAC Member
5. Mr. Joel B. McNeil, TAC Member
6. Mr. Robert T. Regola, III, TAC Member
7. Mr. John (Jack) P. Rutter, P.E., TAC Member
8. Mr. Gustave Scheerbaum, III, P.E., TAC Member
9. Mr. Larry Segal, TAC Member
10. Mr. Harry Sherman, Alternate for Secretary of Education Ronald Tomalis
11. Ms. Elizabeth Sickler, Alternate for Representative David Hickernell
12. Mr. Michael W. Untermeyer, Esquire, TAC Member
13. Mr. Ronald G. Wagenmann, TAC Member
14. Mr. Charles F. Welker, P.E., TAC Member
15. Mr. Craig Shuey, Chief Operating Officer, Pennsylvania Turnpike Commission
16. Mr. Alan Williamson, Project Manager, Pennsylvania Turnpike Commission
17. Senator John N. Wozniak, State Transportation Commission
18. Deputy Secretary for Highway Administration R. Scott Christie, P.E.
19. Executive Deputy Secretary for Administration Brad Mallory
20. Deputy Secretary for Safety Administration Kurt Myers
21. Mr. Jim Arey, PennDOT
22. Ms. Jessica Clark, PennDOT
23. Mr. Chris Harmantzis, PennDOT
24. Ms. Julie Harmantzis, PennDOT
25. Mr. Eugene Heyman, PennDOT
26. Mr. Bryan Kendro, PennDOT
27. Mr. Terry Pinder, PennDOT
28. Mr. Martin Sargent, PennDOT
29. Mr. Larry Shifflet, PennDOT
30. Ms. Ashley Shultz, PennDOT
31. Ms. Kathryn Tartaglia, PennDOT
32. Mr. Mark Tobin, PennDOT
33. Mr. Dale Witmer, PennDOT
34. Ms. Leanne Doran, McCormick Taylor
35. Mr. Dennis Lebo, Gannett Fleming, Inc.
36. Mr. Bob Taylor, Gannett Fleming, Inc.
37. Ms. Sarah Dohn, Greenlee Partners, LLC