

PENNSYLVANIA STATE TRANSPORTATION ADVISORY COMMITTEE
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
JULY 27, 2017



CALL TO ORDER:

A quarterly business meeting of the Transportation Advisory Committee (TAC) was called to order at 10:03 on July 27, 2017 in Harrisburg, PA.

MINUTES:

ON A MOTION by Mr. Ron Wagenmann and seconded by Mr. Gustave Scheerbaum, and unanimously approved, the Minutes of April 20, 2017, TAC Business Meeting were accepted with changes.

Mr. Scheerbaum commented about the Auditor General's report on the ARLE program operation cost for the City of Philadelphia and Abington Township. He pointed out that the report showed 66% in 2015 and 65% in 2016 of total revenues are being spent on operating the programs. Mr. Ritchie indicated he also provided modifications to the TAC Meeting Minutes of April 20, 2017. TAC members requested that the modified version of the minutes be sent to the committee.

CHAIRMAN'S REMARKS:

Ms. Jody Holton opened her remarks by announcing the appointment of Secretary Leslie Richards as Chairman of the Turnpike Commission. She also noted that the municipalities in the Montgomery County and the greater Philadelphia Area are pleased with the shift in PennDOT's bike occupancy permit, which makes it easier for those municipalities to install bike lanes on state routes.

Ms. Holton also introduced a new TAC member. Ms. Karina Ricks has been appointed by Governor Tom Wolf's Office. Ms. Ricks is from Allegheny County.

SECRETARY'S REMARKS:

Secretary Richards highlighted the governor's office efforts to fill the empty positions in the Transportation Advisory Committee. She also reminded the TAC that although funding has always been an issue for the Department, the past years have seen significant improvements and she hopes to keep those improvements going. Secretary Richards also addressed efforts to improve driver education initiatives throughout the Nation and specifically in the Commonwealth. She mentioned her meeting with the other DOTs which focused on finding ways to promote safe driving habits through drivers' education programs.

2019 TWELVE YEAR PROGRAM PUBLIC OUTREACH CAMPAIGN: Jessica Clark and Lugene Keys

Ms. Jessica Clark and Ms. Lugene Keys delivered a presentation about the 2019 Twelve-Year Program Update Outreach campaign. Ms. Clark started off by reminding the audience that the Public Outreach campaign began back in February 2017 with the release of the Pennsylvania Transportation Performance Report, after which an open comment period ran from March to April. Ms. Clark said that this year's open comment period started earlier to make sure that the Planning Partners received the data in time to incorporate it in their planning efforts. The feedback collected in March and April has been compiled and analyzed. The data have been shared with the Planning Partners so it can be better utilized in development of the regional Transportation Improvement Programs (TIP) as well as the Twelve-Year Program.

Ms. Clark stated that a customized survey tool was designed to address the deficiencies identified by the Planning Partner focus group and accommodate future needs of the STC online survey process. The survey comprises of four parts including ranking transportation modes, transportation priorities, budget allocations, and transportation issues' mapping. In addition, this year's the survey also gave participants the opportunity to provide information about the stakeholder group they identify themselves with, and 87% identified as a member of the public. Paper copies of the surveys were also available by contacting the STC office.

Overall, over 4,800 responses were received and every Planning Partner was represented and the female to male ratio is much more balanced this year with 54% men and 46% women. Unlike 2015, when the ratio was 63% male, 37% female. Additional results follow:

Respondent Transportation Modes:

- 75% drive alone as their main mode of transportation,
- 25% use alternative modes of transportation on a regular basis (rideshare, public transit, and walking, etc.) which stresses the need for a multi-modal transportation system.

Ms. Ricks asked if the survey question about transportation modes was specifically about commuting to work or just commuting in general. Ms. Clark responded that the question was about commuting in general.

Transportation Priorities Ranked:

1. Road Pavement
2. Traffic Flow
3. Bridges
4. Interstate Highways
5. Walking
6. Public Transit
7. Bicycling
8. Aviation
9. Passenger Rail

10. Freight

Budget Allocations Ms. Clark explained the changes made to the survey this year. She added that in this year's version, participants were presented with six budget options with values that align with PennDOT's current budget. They could then add or subtract from each total, as long as they stayed within a 100 dollar budget. The results showed that the average respondents did not stray very far from the original setting for the majority of categories.

Mr. McNeil asked if it is possible to know how many people started the survey and didn't complete it because of the budget restrictions. Ms. Clark answered that it is possible but she didn't have the exact percentage of incomplete surveys. Ms. Keys added that on average, just a couple of hundred of incomplete surveys were registered but the budgeting page has one the highest completion percentage.

Transportation Issues Mapping part, participants were asked to submit geographic locations of specific transportation concerns that they had. Ms. Clark pointed out that Improvements were made to the mapping tool to upgrade the quality of data collected. A minimum zoom-in was required before a point could be added to ensure the accuracy of location of the concern being mapped. The mapping tool was also linked to PennDOT's existing project database (MPMS) so the public could see if their concern is already being addressed by existing projects.

Ms. Clark added that nearly 3,600 transportation issues were identified statewide. Roadway concerns were among the most frequently reported with bridges coming in second, which are similar to the previous year's results. She concluded that a Statewide Survey Result Summary fact sheet, as well as regional fact sheets, were developed for each Planning Partner region and that the information has also been shared with the STC Commissioners in individualized toolkits for their meetings with their respected Planning Partners. The results of the outreach survey will also be made available on the STC website.

Mr. Sheerbaum asked if there was any normalization with regards to the locations of survey respondents. Ms. Clark responded that the metropolitan areas are more represented than the rural areas. She also added that planning partners were contacted to try get places with low survey participation more involved.

Ms. Keys added that this year's survey included some level of normalization to detect cases where people would be taking the survey multiple times to overemphasize a region.

Mr. Strathmeyer asked if the regions with low participation rate would be a priority in the next year's survey. Ms. Clark answered that social media campaigns have targeted those regions. She also noted that STC commissioners are attending meeting in the MPOs and RPOs to present the survey results and gather feedback from planning partners. Ms. Keys added that the survey was also available by phone or by requesting a paper copy.

Mr. Strathmeyer commented that if needed, the Department of Agriculture could help with the outreach in the regions with low participation.

Mr. Murawski commented about how the Department should respond to the input received from the public. He noted that if the issues that are being raised by the survey participants are not

addressed, the Department could lose public trust. Mr. Ritchie pointed out while the public views pavement condition as the number one transportation priority, the focus of the Department seems to be on bridges.

VEHICLE AUTOMATION: PENNSYLVANIA AT THE FOREFRONT, Roger Cohen

Mr. Cohen gave a presentation about Highly Automated Vehicles (HAVs) in which he highlighted the challenges the transportation infrastructure is facing and the opportunities HAVs present in addressing those challenges. The challenges, which include population increase and more freight, create the need for a smarter transportation system, more specifically HAVs. Mr. Cohen mentioned several benefits of HAVs such as Safety, improved Mobility, Congestion Relief, Emission Reductions, Economic Development, and a Better Quality of Life.

Mr. Cohen also explained the different levels of automation, which ranges from 0 to 5, with 0 representing No Automation and 5 representing Full Automation. Talking about the HAVs deployment timeline, Mr. Cohen pointed out that the earlier estimates have been cautioned because of the complex nature of the driving process.

Mr. Cohen mentioned that the Commonwealth has been a pioneer in the HAV field pointing out that the first automated vehicle was built by Carnegie Mellon University. Also in an attempt to develop policies that will support the upcoming HAV legislation, PennDOT has created a Task Force comprised of stakeholders to make recommendations to the Secretary of Transportation regarding policy. A report was issued and outreach sessions were held throughout the Commonwealth to explain the technology, the benefits, and challenges of HAVs to the public.

Mr. Cohen also discussed several HAV projects going on throughout the Commonwealth such as the autonomous Shuttle project and the autonomous work zone vehicles. The SmartBelt Coalition, which includes the states of Pennsylvania, Ohio, and Michigan focus on freight movement. There will be a HAV Summit in State College, PA on September 11-12, 2017.

Mr. Cohen concluded his presentation by discussing the current and proposed legislations. He noted that the current law is limited and needs to be updated. Proposed legislations include:

- SB 427, Senator Randy Vulakovich
- HB 1637, Representative Jim Marshall
- Advance AV testing and platooning on public roads
- Testing oversight by PennDOT; PA Turnpike
- PennDOT authority to issue policy to oversee safety
- Legislative hearing with the Senate and House Transportation Committees was held on **March 21, 2017**

Ms. Ricks asked how the two Bills relate to the Bills at the Federal level. Mr. Cohen responded that the Federal Bills would provide for a uniform application of automated vehicles testing and deployment. He added that concerns have been raised through the Motor Vehicle Association about the effective difference between what's federal preemption and what's the traditional states authority to be able to regulate the operating environment.

Ms. Ricks also added that one of the concerns about the Federal bill is that it will allow self-certification of safety. Mr. Cohen commented that the PA bill would also allow self-certification of safety.

Mr. Ritchie commented that the PA bills were introduced before the US Congress started deliberation on the Federal bill.

WORKING SESSION

STUDY EVALUATION DISCUSSION

TAC members discussed the next TAC study topic and several members proposed ideas including:

Jody Holton: Intercity Passenger Rail and Connectivity between Mid-size cities and Major Metropolitan Areas in Pennsylvania.

The study would look at:

- Operational Rate
- Forecast of Passengers
- Direct and Indirect Impacts
- Connectivity benefits

Joseph Mangarella: Congestion on Commonwealth roads: Drivers, Impacts, and Solutions.

This study would focus on analyzing the real causes of congestion and its repercussions on the Commonwealth's economic vitality and quality of life. The study will also propose concrete mitigation and elimination solutions.

Gustave Scheerbaum: Status of the Policy Implementation of Modern Roundabouts in the Commonwealth of Pennsylvania.

There have been talks about the modern roundabouts for the past few years. This study is needed to understand how formal is the process of implementation of modern roundabouts and what is the current status the policy about modern roundabouts.

Gustave Scheerbaum: An Analysis of Freight Movement in the Commonwealth for a safer and more effective freight movement.

- Mr. Fred Strathmeyer suggested that the study includes movement into ports area.
- Ms. Brenda A. Sandberg suggested that the underlying themes be based on imports.

Ronald G. Wagenmann: Proposed State Police funding by communities with no local police department.

This study would look at the Governor's proposal for fees from communities with no local police department that use state police. It will also provide a shopping list of other sources regarding State Police funding.

Mark Murawski: A Comprehensive Analysis of PennDOT strategy to address pavement and local bridges issues.

The condition of the Commonwealth's pavement has been a recurrent concern of the people of the Commonwealth for a long time. The recent results of our outreach survey results confirmed that trend. This study would answer those concerns by determine what need to be done and how to get it done.

Mr. Ritchie commented about the Senator Rafferty's proposed TAC study topics, which were submitted to PennDOT staff prior to the meeting.

Mr. Wagenmann asked when will the committee vote on the study topic. Ms. Holton answered that she would like to move as fast as possible.

PennDOT staff was asked by the TAC to compile all the proposed ideas, merge them with existing ideas list and draft an official idea request form to be sent to the TAC members.

PA DEPARTMENT OF TRANSPORTATION UPDATE:

Deputy Secretary for Administration

Deputy Secretary Suzanne Itzko gave a brief update about the Administration Deputate. She discussed the Attorney General's performance audit of PennDOT which covers specific items such as the use of Act 44 and 89 funds, the handling of sales and personal information, and contract management. Ms. Itzko also discussed the ongoing outreach sessions in the Deputate to increase diversity among the vendors.

Deputy Secretary for Driver and Vehicle Services

Deputy Secretary Kurt Myers gave a brief update about the Driver and Vehicle Services Deputate discussing changes including online registration renewal and the two-year registration option, which all together would help the Department save money. Mr. Myers also discussed the discontinuation of paper copy version of driver's manual which has been replaced by a digital version available on the Department's website. The new Driver's License design, the Real ID delivery timeline were also discussed.

Mr. Mangarella asked if the Commonwealth will be able to avoid the inconveniences related to the expiration of the Real ID extension. Mr. Myers answered that the state has applied for an extension. If that extension is not granted the residents of the commonwealth will not be able to access federal facilities with their PA driver's licenses or IDs.

Mr. Ritchie commented that come January 2018, if that extension was to be granted, would PA residents be able to board commercial flight with their PA driver's license or IDs. Mr. Myers answered that if the state does get the extension, the resident would be able to use their PA driver's licenses or IDs to board commercial flights.

Mr. Murawski commented about the concerns of revenue loss in counties that passed the \$5 registration fee because people have the option to renew their registration for two years now and only pay the fee once. He asked if there is a mechanism to adjust that. Mr. Myers answered that the law would have to change for that to happen.

Deputy Secretary for Highway Administration

Deputy Secretary George McAuley delivered a brief update highlighting the current status of project delivery which is 55% completed. He also mentioned that as part of the Secretary's business accreditation initiative, they only have two districts left to go through for the business models. Mr. McAuley also discussed the Road Map Initiative which is addressing relatively low-volume roads by using recycled asphalt to preserve and upgrade the condition of these roads. Recycled Asphalt Paving (RAP), which repurposes materials from projects onto other roadways by mixing ground millings with oil, allows the department to pave less-traveled roads that otherwise wouldn't be paved.

Deputy Secretary for Planning

Sitting in for Deputy Secretary Jim Ritzman, Mr. Larry Shifflet gave a brief update about the INFRA Grant application, which he said will open on August 1, 2017.

Deputy Secretary for Multimodal Transportation

Deputy Secretary Toby Fauver, delivered a brief update for the Multimodal Deputate highlighting the success of the CNG Fueling Stations for Transit Agencies Public-Private Partnership Project. Mr. Fauver noted that 15 fueling stations are to be completed by the end this year. Mr. Fauver also discussed the Port of Philadelphia Investment Project, which he said is advancing on schedule.

OTHER BUSINESS

Mr. Mangarella commented that Program Review presentation should be time-limited to give the committee enough to focus on other businesses.

Ms. Holton discussed the opportunity to do a membership webpage for TAC members on the STC website.

Mr. Sheerbaum asked if a paper copy of the final version of ARLE Program evaluation study could be sent to TAC Members. Ms. Clark answered that the final version of the study is available on the STC website.

Public Presentation

Mr. Neil Ward gave a presentation about the South Central Light Rail Metro System, a commuter rail project in Lancaster County. The project aims to serve 300,000 rail passengers daily by 2040 and create 50,000 new permanent jobs.

NEXT MEETING:

The next TAC business meeting is Thursday December 7, 2017 in Harrisburg, Pennsylvania at the Keystone Building.

ADJOURNMENT:

ON A MOTION by Mr. Scheerbaum and seconded Mr. Wagenmann by, the TAC meeting adjourned at 12:12 p.m.