

PENNSYLVANIA STATE TRANSPORTATION ADVISORY COMMITTEE
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
OCTOBER 13, 2016



CALL TO ORDER:

A quarterly business meeting of the Transportation Advisory Committee (TAC) was held on October 13, 2016 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 10:03 a.m.

CHAIRMAN'S REMARKS:

Deputy Secretary Jim Ritzman indicated that a TAC chairperson has not been appointed.

Mr. Ritzman stated there were four vacancies and three expirations for the TAC.

In addition, TAC was invited to attend a PA Traffic Incident Management Summit being held on November 16, 2016. The Summit will highlight information included in the 2014 TAC study on Traffic Incident Management.

PennDOT Connects

PennDOT Connects is an enhanced approach to planning and preliminary engineering to include community collaboration in the development of their projects. PennDOT Connects ensures that all transportation stakeholders are able to offer input on projects from the very start of the project planning process.

TAC viewed a video in which PennDOT Secretary; Leslie Richards introduced PennDOT Connects to transportation officials, local government and community at a regional planning meeting.

Draft guidance on PennDOT Connects is currently being circulated.

MINUTES:

ON A MOTION by Mr. Ron Wagenmann and seconded by Mr. Gustave Scheerbaum, and unanimously approved, the minutes of the April 7, 2016, 2016 TAC Business Meeting were accepted.

PA DEPARTMENT OF TRANSPORTATION UPDATE:

Deputy Secretary for Driver and Vehicle Services

Deputy Secretary Kurt Myers delivered a brief report for Driver and Vehicle Services. Mr. Myers stated that REAL-ID extensions for Pennsylvania are over. Starting on January 30, 2017, Pennsylvania residents will need extra ID for certain federal facilities and nuclear power plants, and starting on January 30, 2018, those identification requirements will extend to commercial

aircraft. A passport is an example of accepted identification by residents of REAL-ID noncompliant states.

Act 38 of 2012 prohibits Pennsylvania from participating in REAL-ID even though the Commonwealth's identification products and requirements exceed most other states including those states in compliance.

Mr. Myers also briefly mentioned the Taskforce on Autonomous Vehicles. The task force met in June of 2016. The objective of the taskforce is to develop policies that will be presented to the Secretary in November. Legislation in the general assembly such as Senate Bill 1268 will determine how autonomous vehicles are integrated in Pennsylvania. The taskforce has many stakeholders such as Uber, Carnegie Mellon, and the University of Pennsylvania, along with state government and the State Police. Public safety is a big part of the discussion.

Mr. Scheerbaum asked what the Commonwealth would have to do to become REAL-ID compliant. Mr. Myers stated that there is a cost and a timeline for deployment if the legislature decided that Pennsylvania should become REAL-ID compliant, including a re-vetting process for driver's license renewals. The cost is about \$150 million.

Mr. Murawski asked if commercial air passengers without a compliant ID would be denied passage on a commercial airliner. Mr. Myers stated that Pennsylvanians would not be denied the ability to get on an aircraft, but there would be an additional vetting process by TSA.

Deputy Secretary for Highway Administration

Deputy Secretary Scott Christie delivered a brief report for Highway Administration. A big focus of Highway Administration is the MS4 (Municipal Separate Storm Sewer System) permit. The federal EPA requires many things within the MS4 permit. This will be a major partnership between PennDOT and local governments moving forward.

Mr. Christie announced his retirement effective December 2, 2016. He also mentioned that winter services are ready for winter with operators, salt supplies, and trucks in place. All 2,000 snowplow trucks will have GPS locators accessible via the 511 system, so citizens will be able to locate trucks during snow events. Mr. Christie stated that some questions would likely come up about the Department's winter service logic (interstates and busier roads get priority over local roads) but Department policy is explained in the Winter Services Guide.

Mr. Rutter asked about an ITS sign on I-83 north at Leaders Heights. The sign displays times between points that would indicate faster speeds than the speed limit. The area also includes a construction zone. Mr. Christie stated that the sign reports data from a service called INRIX (<http://inrix.com/penn-dot/>) and is electronically driven via GPS data collected from cars through the area. The sign does indicate that people are speeding and Mr. Christie stated that he would discuss this with staff.

Mr. Scheerbaum asked if all 2,000 trucks would be on the interstates during snow events and Mr. Christie stated that this would not be the case. Busier roads and the NHS system take priority over the lowest-volume roads during snow events although all roads are plowed.

TAC CURRENT STUDIES:

Pennsylvania State Police Funding Options Study

Keith Chase, Gannett Fleming

Mr. Keith Chase and Ms. Kathy Malarich of Gannett Fleming delivered a status update on the Pennsylvania State Police Funding Options study.

The FY 2016-2017 state budget contained language in the fiscal code that would gradually lower the Motor License Fund transfer to the PSP until reaching \$500 million in FY 2027-2028. At FY 2017-2018 projected levels, a \$500 million cap would leave a nearly \$340 million shortfall in the PSP budget. The PSP essentially covers policing functions for 50% of Pennsylvania's municipalities fulltime, and another 16% part time.

The study highlights how other states fund their state police using the National Conference of State Legislatures State Highway Patrol Funding: FY 2015 report. The report includes state police budget data per capita. A number of states reported changes to how they fund their state police (or highway patrol) such as Ohio, Oregon and Idaho.

The PSP Funding Options study will be submitted for approval at the December TAC meeting, where it will then be sent to the STC for approval.

Mr. Murawski asked if the report would deviate from the legislature's current plans. Mr. Ritchie stated that a lot could change in 2017. Mr. Murawski also asked if there would be any recommendations about municipalities currently receiving full-time PSP coverage, as this service is currently offered at no cost to them. Mr. Ritchie and Ms. Harhart both stated that there were bills in the House and Senate. Mr. Chase stated that the report would address this.

Mr. Wagenmann asked if other states were providing state police protection at the local level, and Ms. Malarich stated that the NCSL did not really ask that question but it appeared that most states did not provide the level of local policing via the state police that Pennsylvania does.

Mr. Strathmeyer asked if the state police are reimbursed at any level in the manner weights and measures inspectors do. Mr. Chase stated that this wasn't the case.

Mr. Ritchie asked if the per capita expenditure could be assessed by the size of a transportation network. Ms. Malarich stated that this would be difficult because of the different functions of highway patrols in other states. Mr. Welker had a similar thought. Mr. Chase stated that the NCSL report was not final, however; it could be shared with the TAC.

Automated Red Light Enforcement Program Review Study

Tim Smith, Gannett Fleming

Mr. Tim Smith delivered an update on the ARLE Program Review Study.

The ARLE program refers to installing cameras at intersections to photograph vehicles that run red lights. Vehicle owners are then fined via summons received in the mail. The program's primary goal is to improve safety and not generate revenue. The revenue from fines pay for program costs. A vendor typically operates the programs. Deputy Secretary Christie pointed out that signals over time do not generate revenue.

Mr. Smith discussed the milestones for the ARLE review study.

The purpose of the 2017 ARLE TAC Report is to collect and document data on the program to date, evaluate its safety benefits, program operations, and financial performance, and recommend program enhancements. Focus areas for the new report are a systematic review of the program's

design, identify statewide benefits, and review developments in other states and their applicability to Pennsylvania. In addition, the report will develop criteria to determine appropriate selection of ARLE intersections, criteria to determine removal of existing ARLE intersections, identify and evaluate barriers that deter municipalities from implementing ARLE, and examine the benefits and feasibility of subsidizing municipal ARLE operating costs.

The ARLE Review Study is due to be completed in March of 2017 and will be presented to the TAC at its April 2017 meeting.

Mr. Murawski asked what could be done to market the ARLE program to municipalities. Mr. Chase stated that a task force would look through the entire program to spell out how ARLE functions.

2017 Transportation Performance Report

Leanne Doran, McCormick Taylor

Ms. Leanne Doran delivered an update on the development of the 2017 Transportation Performance Report (TPR).

Ms. Jessica Clark delivered an overview of the Transportation Performance Report's history. The TPR, completed every two years, presents the current state of transportation in Pennsylvania, addresses the performance of the system in terms of the condition of infrastructure and in terms of how well it serves users. The report includes trends and issues affecting the traveling public and the movement of commerce and is a tool that presents the positives but also identifies areas that need improvement. The 2015 TPR guided the development of the 2017 Twelve Year Program. The TPR framework has high-level categories for all modes: safety, mobility, preservation, accountability and funding.

The TPR is due to be completed in February of 2017 for acceptance at the February TAC and STC meetings. The TPR will then work as the cornerstone of the 2019 Twelve Year Program public input process.

Leadership within PennDOT is actively engaged as well as other stakeholders such as the Planning Partners, STIC, and the modal advisory committees. Measuring performance will use established reporting and will look at emerging opportunities such as PA OnTrack and PennDOT Connects.

MAP-21 also has goals and measures such as safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. These are contained in the Performance-Based Planning and Programming Guidebook.

There was an extended discussion and feedback on the themes of safety, mobility, preservation, accountability, and funding amongst the TAC members.

The final report will be a web-based multimedia report featuring Secretary Richards and PennDOT's deputy secretaries, and video animations will help tell the story, inform and engage. Next steps will incorporate TAC feedback, data collection, engagement with Secretary Richards and PennDOT staff, identification of new metrics, and status updates on progress.

Mr. Scheerbaum suggested that drafts of the TPR should be sent prior to the December TAC meeting.

NEXT MEETING:

The next TAC business meeting is Thursday, December 8, 2016 in Harrisburg, Pennsylvania at the Keystone Building. The next STC meeting is Thursday, December 15, 2016 in Harrisburg, Pennsylvania at the Keystone Building.

OTHER BUSINESS:

Mr. Scheerbaum suggested a future study about advancing the use of drones and UAVs (unmanned aerial vehicles).

ADJOURNMENT:

ON A MOTION by Mr. Scheerbaum and seconded by Mr. Porter, the TAC meeting adjourned at 12:25 p.m.

Attendance* from the TAC Business Meeting
October 13, 2016

1. Mr. Jack Rutter, TAC member
2. Ms. Julie Harhart, House of Representative, TAC member
3. Mr. Paul Opiyo, alternate for Mr. Dennis Davin, TAC member
4. Mr. Mark Murawski, TAC Member
5. Mr. Jack Rutter, TAC member
6. Mr. Ashley Porter, TAC member
7. Mr. Ron Wagenmann, TAC member
8. Mr. Joel McNeil, TAC member
9. Mr. Gustave Scheerbaum, TAC member
10. Mr. Tom Geanopoulos, TAC member
11. Mr. Fred Strathmeyer, Jr, TAC member
12. Mr. Rodney Bender, TAC member
13. Mr. Nolan Ritchie, alternate for Senator John Rafferty, TAC member
14. Mr. Keith Chase, Gannett Fleming
15. Mr. Tim Smith, Gannett Fleming
16. Ms. Leanne Doran, McCormick Taylor
17. Mr. Jim Ritzman, PennDOT
18. Mr. Toby Fauver, PennDOT
19. Mr. Kurt Myers, PennDOT
20. Mr. Scott Christie, PennDOT
21. Mr. Mark Tobin, PennDOT
22. Mr. Larry Shifflet, PennDOT
23. Mr. Jim Arey, PennDOT
24. Ms. Jessica Clark, PennDOT
25. Ms. Ellen Sweeney, PennDOT
26. Mr. Martin Sargent, PennDOT
27. Mr. Terry Pinder, PennDOT

*Attendance includes members present via conference call.