



2023

ANNUAL REPORT



Transportation Advisory Committee
Pennsylvania Department of
Transportation
12/31/2023

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Planning provides the vision to guide decisions and allocate resources to produce the outcome you desire.

— Jody Holton, AICP, TAC Chair



A Message From The Chair:

I am pleased to present you with the 2023 TAC Annual Report. In this report, you will read about the two most recent TAC studies - *Addressing Municipal Challenges to Participating in Competitive Transportation Grant Programs* and *Expanding Truck Parking in Pennsylvania*. Each study contributes to solving transportation policy challenges in Pennsylvania. The TAC research of policies and best practices within Pennsylvania and throughout the country provides practical solutions and guidance for community leaders, elected officials, and industry peers. Through these two studies, we examine municipal staff capacity, tax and funding policy, regional cooperation, and public private partnerships to suggest options in each of these areas to explore.

This year the TAC also followed the progress of implementing recommendations from prior studies. TAC Vice Chair, Mark Murawski attended and presented at a hearing related to the aviation funding needs, which built awareness of the *Pennsylvania Aviation System Strategic Plan (2022)*. The House Transportation Committee also held a hearing in Philadelphia in September on the funding needs for Public Transit - building on TAC studies *Risks to Transportation Funding (2019)* and *Public Transit Demand and Post-Pandemic Mobility and Rural Disparities (2023)*.

In addition, Act 38 of 2023 was introduced into law, which extended and expanded the Automated Speed Enforcement (ASE) pilot that utilized the findings of the TAC study, *Evaluation of the Automated Speed Enforcement Pilot of Roosevelt Boulevard (2022)*. Act 38 makes permanent the ASE for active PennDOT and Turnpike work zones and Roosevelt Boulevard in Philadelphia, as well as a new pilot program for school zones and a further study for local road usage. TAC has explored camera enforcement as a way to address safety concerns over the years - *Automated Red Light Enforcement*

(2017), *Cameras in Work Zones* (2012), and *Evaluating the Automated Red Light Enforcement Program* (2011).

Another important TAC-related report released this year is the *Transportation Performance Report*, which helps to guide our priorities in choosing study topics as well as guides prioritizing projects in the Twelve-Year Capital Program. Areas of concern for us to watch in 2024 include traffic safety, where injuries and fatalities are increasing, and Funding, where high inflation has reduced our buying power and transit faces a fiscal cliff in operating funds as inflation rises and fare revenue has not reached pre-COVID levels.

I am honored to be in my seventh year as Chair of the TAC, and I am thankful for the contributions of each committee member, the Secretary, and PennDOT staff over these past years. As we move into 2024, I look forward to working alongside industry leaders, staff, and fellow committee members to identify and conduct impactful studies and make recommendations for improving transportation throughout Pennsylvania.



About The Transportation Advisory Committee

MISSION

To ensure Pennsylvania has the transportation infrastructure guidance to plan, develop, and maintain programs and technologies that will enhance current and future mobility, by advising and consulting the Pennsylvania State Transportation Commission (STC) and the Pennsylvania Secretary of Transportation on goals and allocation of available resources on behalf of all transportation modes.

VISION

The TAC will operate and collaborate effectively to provide the most valuable, modern guidance to the STC and the Secretary on behalf of all transportation modes. The guidance offered by the TAC will lead to a safe and sustainable transportation system for present and future generations.

RESPONSIBILITIES

The TAC may provide guidance to the STC and the Secretary of Transportation to determine the allocation of available resources between all transportation modes. The TAC may recommend and develop transportation related studies to inform the priorities of the STC with respect to the development of the 12-Year Transportation Program.

Transportation Advisory Committee Membership

Honorable Jody L. Holton, AICP, Chair
Assistant General Manager
SEPTA

Honorable Michael B. Carroll
Secretary
PA Department of Transportation

Honorable Stephen M. DeFrank
Chair
PA Public Utility Commission

Honorable Rick Siger
Secretary
PA Department of Community and
Economic Development

Honorable Akbar Hossain
Director of Planning and Policy
Office of the Governor

Honorable Jessica Shirley
Acting Secretary
PA Department of Environmental
Protection

Honorable Russell Redding
Secretary
PA Department of Agriculture

Honorable Khalid Mumin
Secretary
PA Department of Education

Honorable Wayne Langerholc, Jr.
Senate of Pennsylvania
Majority Chair of Senate Transportation
Comm.
Alt: Nolan R. Ritchie

Honorable Timothy P. Kearney
Senate of Pennsylvania
Transportation Comm.
Alt: Sam Arnold

Honorable Ed Neilson
PA House of Rep.
Majority Chair of House Transportation
Comm.
Alt: Kyle Wagonseller

Honorable Kerry Benninghoff
Pa House of Rep. Minority Chair of
House
Transportation Comm.
Alt: Josiah Shelly

Mr. Michael A. Carroll, P.E.
Office of Transportation and
Infrastructure Systems
City of Philadelphia

Ms. Felicia Dell, AICP
Director of Planning
York County Planning Commission

Mr. Donald L. Detwiler
New Enterprise Stone and Lime Co.,
Inc Bedford County

Mr. Richard Barcaskey
Executive Director, Constructors
Association of Western Pennsylvania
Allegheny County

Mr. Mark Murawski, Vice Chair
Transportation Planner, Lycoming
County

Mr. John Pocius, P.E., PLS
LaBella Associates, Lackawanna
County

Mr. L. Ashley Porter, P.E.

Porter Consulting Engineers, P.C.
Crawford County

Mr. Jeffrey Letwin

Saul Ewing, LLC, Allegheny County

Mr. Jeffrey J. Stroehmann

JDM Consultants, Union County

Mr. Alan Blahovec, CCTM

Executive Director, Westmoreland
County Transit Authority
Westmoreland County

Mr. Charles F. Welker, P.E.

EADS Group, Inc. (ret.), Blair County

Ms. Tina Mengine

CEO, Erie County Redevelopment Authority
Erie County

Mr. Larry J. Nulton, Ph.D.

Nulton Aviation Services, Inc.
Cambria County

Mr. Elam Herr

Pennsylvania State Association of
Township Supervisors (retired)
Lancaster County

Ms. Rebecca Oyler

Pennsylvania Motor Truck Association
Cumberland County

Mr. Ron G. Wagenmann

Manager, Upper Merion Township
(retired), Montgomery County

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Completed Studies Highlights

In the year 2023, the TAC completed two studies: *Addressing Municipal Challenges to Participating in Competitive Transportation Grant Programs* and *Expanding Truck Parking in Pennsylvania*.

Expanding Truck Parking in Pennsylvania

The TAC approved the Expanding Truck Parking in Pennsylvania study in December 2023.

Study Purpose

Pennsylvania's Transportation Advisory Committee (TAC) conducted the Expanding Truck Parking in Pennsylvania study to analyze the



need for truck parking in the Commonwealth and to recommend a practical framework for public-private collaboration to address the need. Demand exceeds the existing supply, resulting in safety and security concerns, including illegal parking on highway shoulders. Truck parking limitations also have a negative effect on the supply chain and freight mobility. This study has been organized to:

- Recommend priority corridors across Pennsylvania that are most in need of expanded truck parking, using a criteria-based evaluation approach.
- Establish a framework for evaluating potential locations for truck parking.
- Recommend collaborative actions to address barriers that limit truck parking expansion.

This timely study was directed by a Task Force comprising TAC members, PennDOT staff, and other truck parking stakeholders. The Task Force was chaired by TAC member Rebecca Oyler, President and CEO of the Pennsylvania Motor Truck Association (PMTA).

Study Findings

TAC developed a criteria-based approach for determining the truck parking need and prioritizing corridors statewide. The analysis provides an important foundation for addressing truck parking opportunities and challenges regionally on a case-by-case basis.

TAC identified 10 corridors in Pennsylvania with the greatest truck parking need. The following are referred to as the Tier 1 Corridors:

- I-76 from US-1 to I-95 in Philadelphia
- I-78 from Exit 49 (PA-100) to PA-NJ state line
- I-79 from Ohio River to Exit 76 (Pennsylvania Turnpike)
- I-81 from Carlisle to Susquehanna River • I-81 from I-83 to I-78
- I-83 from US-322 to I-81
- I-95 in the Philadelphia area from the Delaware state line to I-276.
- Pennsylvania Turnpike (I-76) from Exit 57 (US 22) to Exit 75 (I-70)
- Pennsylvania Turnpike (I-76) from Exit 298 (I-176) to Norristown (I-476)
- Pennsylvania Turnpike (I-276) from Valley Forge (I-76) to I-95

This study also identifies a list of Tier II Corridors, which have the second-highest need for additional truck parking.

This TAC study has moved further than prior analyses by establishing the implementation framework for public-private collaboration. The below recommendations demonstrate the problem-solving framework for public-private collaboration around the truck parking problem. It recognizes that truck parking is essentially a private-sector responsibility to meet the demand. Because the demand is not being met across the nation or in Pennsylvania, it raises the question of what is constraining the demand from being met. The problem-solving model then moves to answering that question in terms of these encompassing constraints: Profitability, Land Use, and Policy.

Clearly, the public sector has a direct influence in the latter two and indirectly in some instances would be able to affect profitability indirectly, e.g., provision of surplus state property for truck parking.

Recommendations:

Cost of Real Estate

1. Reevaluate P3 Opportunities
2. Develop statewide incentives for providing truck parking
3. Promote and pursue federal discretionary grants for truck parking

Availability of Appropriate Sites

4. Repurpose select state-owned surplus properties
5. Identify potential sites at a regional level using the TAC methodology
6. Identify opportunities for shared parking and staging areas for multiple industrial sites
7. Integrate truck parking with economic development projects.

Community/Quality of Life Concerns

8. Implement community compatibility best practices
9. Designate emergency truck parking in appropriate areas
10. Educate residents about the importance of truck parking

Municipal/Regulatory

11. Update land use regulations (zoning and subdivision/land development) to include truck parking
12. Address truck parking in county and local comprehensive plans
13. Foster municipal involvement

State and Federal Policy

14. Promote truck parking in national and regional forums
15. Undertake collaborative problem-solving with adjoining states
16. Develop a Pennsylvania Truck Parking Handbook
17. Integrate truck parking into regional planning

Institutional Initiatives

18. Designate a PennDOT Executive Sponsor for Truck Parking
19. Establish an Implementation Task Force

Addressing Municipal Challenges to Participating in Competitive Transportation Grant Programs

The TAC approved the Addressing Municipal Challenges to Participating in Competitive Transportation Grant Programs in December 2023.

Study Purpose

The federal Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), makes available billions of dollars in much-needed new funding for

U.S. transportation infrastructure. Approximately 40% of the IIJA/BIL funding is in the form of competitive discretionary grants. Similarly, the Commonwealth of Pennsylvania administers several competitive grant programs.

Many of Pennsylvania's 2,560 municipalities are at a disadvantage when competing for grant funding because they cannot afford matching funds. Further, preparing grant applications and administering grant funds requires specific technical expertise and significant staff time—many municipalities have neither.

The Pennsylvania Transportation Advisory Committee (TAC) conducted this study to examine the challenges associated with discretionary grants from both a local government and state government perspective, and to identify best practices and recommendations. The aim is to strengthen the competitive position of Pennsylvania's municipalities as they work to secure a share of federal and state grant funding to make vital transportation investments in our communities.



TAC attempted to strike a balance between local challenges and considerations and those of state government.

Study Findings

Grant Requirements

- A. Match requirements are stringent.
- B. Application processes are complex.
- C. Grant application windows are short.
- D. Grant notices are easy to miss.

Municipal Financial Constraints

- E. Many municipalities have large amounts of tax-exempt or tax discounted real estate.
- F. Many county tax assessments are outdated.
- G. Revenue from some funding sources is limited by population density.
- H. The industrial and commercial tax base is declining in many areas of the state.
- I. Socioeconomic trends diminish the fiscal capacity of local governments.
- J. Municipal expenses are increasing.

Municipal Capacity Constraints

- K. Lack of in-house technical capacity is common and multi-municipal cooperation must be strengthened.
- L. Local governments often lack capital improvements planning.

Recommendations

Match

1. Adopt flexible match policy for state grants and modify program guidelines.
2. Consider local match waiver options.
3. Establish a state program to match federal grants.
4. Seek private-sector and non-profit match support.
5. Establish a local match revolving loan fund.

Capacity

6. Promote and incentivize multi-municipal cooperation.
7. Build local capacity through technical assistance.

Budget

8. Consider property tax modifications.
9. Adopt additional municipal taxes or fees.
10. Encourage county-implemented transportation funding initiatives.