

PENNSYLVANIA STATE TRANSPORTATION ADVISORY COMMITTEE
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
DECEMBER 2, 2021



CALL TO ORDER:

The business meeting of the Transportation Advisory Committee (TAC) was called to order on Microsoft Teams at 1:02 p.m. on December 2, 2021.

Please note that these minutes are not intended to capture every individual comment, but rather to identify critical discussion points and highlights of the TAC business meetings.

CHAIR'S REMARKS:

TAC Chair, Ms. Jody Holton, AICP, gave brief remarks welcoming TAC members to the meeting.

Ms. Holton reminded attendees that all TAC meetings are recorded for minute taking purposes.

MINUTES:

ON A MOTION by Mr. Alan Blahovec and seconded by Ms. Brenda Sandberg, and unanimously approved, the Minutes of the October 7, 2021 TAC Business Meeting were accepted.

PUBLIC COMMENT:

None.

SECRETARY'S REMARKS:

Secretary Yassmin Gramian gave remarks discussing the Bipartisan Infrastructure Law (BIL), the Transportation Revenue Options Commission (TROC) report, and the PennDOT Pathways-Public-Private Partnership (P3) Major Bridges Program.

Secretary Gramian explained that the Infrastructure law is the largest long-term investment in infrastructure and the economy in the Nation's history. The legislation provides \$550 billion of new Federal investment in infrastructure, including roads, bridges, public transit, rail freight, water systems, resiliency, clean energy technologies, broadband networks, ports, and airports.

Secretary Gramian noted that Pennsylvania will be able to complete the following infrastructure improvements with federal funding:

- Repair and rebuild our highway and bridge infrastructure with a focus on climate change mitigation, resiliency, equity, and safety for all users, including cyclists and pedestrians.

Pennsylvania expects to receive \$11.3 billion for federal-aid highway apportioned programs and an additional \$1.6 billion for bridge replacement and repairs.

- Improve healthy sustainable transportation options. Pennsylvania expects to receive \$2.8 billion over five years to improve public transportation options across the commonwealth.
- Build a network of electronic vehicle (EV) charging stations to facilitate long-distance travel and provide convenient charging options. Pennsylvania expects to receive \$171 million over five years to support the expansion of an EV charging network across the commonwealth

Secretary Gramian added that this federal funding requires state matching funds.

Secretary Gramian discussed the TROC report. She explained that the state is losing \$15 to \$20 million in gas tax revenues each month, which makes it more pressing to implement some of the recommendations the report laid out. She added that even with the new federal funding, the Department will still need to find long-term funding alternatives to the current gas tax.

Secretary Gramian also discussed the P3 Major Bridge Program. She noted that the Planning and Environmental Linkage document has been reviewed and granted concurrence by the Federal Highway Administration. The workshops and public outreach with communities surrounding each of the bridges are almost complete, and the traffic mitigation strategies have been posted on the Department's website. She added that the project Request for Proposal (RFP) was released, and three teams have been short listed and invited to apply. One-on-one meetings with all three teams have been held and a second round of meetings will be held in the coming weeks.

Mr. Murawski asked if it would be possible to implement some of the short-term recommendations from the TROC report to generate revenue for the Infrastructure Bill Funding match?

Secretary Gramian answered that it is feasible. She added that the American Rescue Plan Act funds could help too but it is important to find long-term funding alternatives to the gas tax.

Ms. Holton commented about the Local \$5 fee for local match.

Secretary Gramian said that the local fee is more difficult because it must be approved by the counties. She added that regional options are more sustainable.

WORKING SESSION:

2021 Study Update:

Public Transit Demand and Post-Pandemic Mobility Planning and Address Economic Disparities in Rural PA by Increasing Transportation Options

Mr. Aarion Franklin, from Michael Baker International briefed the TAC on study progress. He highlighted the literature review progress and the pilot survey that was distributed before the Thanksgiving week.

Mr. Franklin explained that the study team is finalizing revisions to the survey that will be sent to the public, transportation organizations, and other stakeholders.

Mr. Franklin noted that the study team is considering adjusting the original timeline for the survey distribution to allow for more time to take the survey throughout the holidays.

Ms. Holton commented that a taskforce meeting was held prior to the TAC meeting.

2021 STUDY UPDATES:

Mr. Brian Funkhouser of Michael Baker International and Ms. Tracey Vernon from Vernon Land Use briefed the TAC on the status of ongoing studies:

Importance of and Funding for Pedestrian Networks

Mr. Funkhouser explained that the scope of work focuses on issues such as transportation equity, funding for pedestrian transportation, and the retrofitting of suburban infrastructure.

Mr. Funkhouser said that the study taskforce will be chaired by Ms. Karina Ricks; A co-chair will be identified. Mr. Funkhouser added that PennDOT is reviewing the draft scope and the study is scheduled to kick-off in February.

Deputy Secretary for Multimodal Transportation, Jennie Louwse explained that parts of the active transportation study overlap with the funding for pedestrian network study. There is also a new funding for bicycle and pedestrians coming from the Infrastructure bill and the distribution mechanism is yet to be defined.

Ms. Louwse explained that it is better to work to refine the scope of work and come back in February to decide.

Deputy Secretary for Planning, Mr. Larry Shifflet added that there are a lot of unknowns in the new bill. The Department needs time to figure out what will change and what can be incorporated in new grant programs. Therefore, it makes sense to pause the Importance of and Funding for Pedestrian Networks study.

Ms. Holton said that extra guidance and coordination will be helpful. She added that TAC, multimodal and planning deputates will work together to come up with the right course of action.

ON A MOTION by Mr. Michael Carroll and seconded by Mr. John Kashatus, and unanimously approved, the TAC voted to refine the scope of work of the Importance of and Funding for Pedestrian Networks study.

Ad Hoc Transportation Impact Fee Committee White Paper: By Tracey Vernon

Ms. Tracey Vernon, from Vernon Land Use presented the findings of the Ad Hoc Committee on the Transportation Impact Fee.

Mr. Mark Murawski, Chair of the Ad Hoc Committee explained that the purpose of the study is to identify structural challenges in administering land use and transportation in Pennsylvania and

in paying for transportation improvements. He noted that the emphasis is on provisions of the Pennsylvania Municipalities Planning Code (MPC) which address Transportation Impact Fees (sections 501-A through 506-A of the MPC) and how impact fees intersect with improvements required by the Highway Occupancy Permit (HOP) process, as well as how this interacts with long-term transportation planning goals.

Ms. Tracey Vernon explained that there are independent land use decision factors including:

- Municipality: Decisions made by elected officials according to limits of MPC.
- Developers/Landowners: Decisions influenced by economic market factors.
- PennDOT: Decisions guided by traffic and safety statutes and regulations.

Ms. Vernon discussed the following issues and identified solutions:

Land Use and Transportation

Lack of coordinated input from transportation planning partners

- *Modify the MPC to require planning partner input during local review*

Many municipalities control land use in Pennsylvania

- *Encourage MPO/RPO review in multi-municipal transportation partnerships*

Private sector timeframes not in sync with public sector planning

- *Continue and build upon local government coordination*

Inability to effectively mitigate traffic volume and congestion

- *Encourage municipalities to require Traffic Impact Studies*

Transportation Impact Fees

Viewed as costly and time consuming to enact and effectively administer

- *Consider MPC amendments to Transportation Impact Fee language*

Complex upfront planning studies with several restrictive requirements

- *Expand funding for preparation of Transportation Impact Fee studies*

Impact fees take time to accumulate to a sufficient level and limited time to expend

- *Encourage preparation of Multi-Municipal Transportation Capital Improvements Plans*

HOP Process

Process is reactive and improvements viewed with a narrow focus

- *Involve partners in the HOP process*

HOP addresses impacts on state roads and does not address impacts on local roads

- *Amend the MPC to permit municipalities to address offsite impacts on local roads*

Decisions sometimes made independent of impact fee planning/implementation

- *Involve the PennDOT District staff in impact fee studies/capital improvements planning*

Transportation planning partners not involved in HOP Process

- *Consider revisions to the HOP process to include a corridor approach*

Mr. Wagenmann commented that the original legislation did not have the 7 square miles limit and the 50% limitation for state highways. He noted all those were driven by homeowners and the homeowners associations.

Ms. Batula commented it is important not to slow the HOP process for developers. She added that the MPOs participation will be crucial in implementing the recommendations.

Mr. Murawski proposed to have a PennDOT staff talk about the HOP process to the Ad Hoc Committee.

ON A MOTION by Mr. Mark Murawski and seconded by Mr. Ronald Wagenmann, and unanimously approved, The Ad Hoc Transportation Impact Fee Committee White Paper was approved.

Ad Hoc Demand for Alternate use of State Right-of-Way Committee

Mr. Brian Funkhouser explained that the study will identify barriers in obtaining permits for alternate uses of state-owned right-of-way for community events and activities such as parades, races, open streets, art festivals, and street fairs. Mr. Funkhouser added that the pandemic has expanded this list to include outdoor dining and retail, as well as recreation areas.

Mr. Funkhouser noted that the Mr. Ronald Wagenmann will chair the taskforce for this study, which is set for a December 14th kickoff.

2022 STUDY TOPIC SELECTION

Mr. Brian Funkhouser discussed the study identification process. He noted that TAC members have received an email with a form to submit their proposed study topics. The proposed topics will be reviewed by the PennDOT Executive Team. A topic selection vote will be held at the TAC February 7, 2022 meeting.

Mr. Funkhouser discussed a list of previously submitted study topics.

Mr. Murawski discussed the Feasibility of Air Freight Expansion at Underutilized Airports study topic. He noted that he is working on refining the topic with Dr. Larry Nulton.

AMPED 2021: HOW STATE GOVERNMENT IS SUPPORTING MORE ELECTRIC VEHICLE USE IN PENNSYLVANIA: By Colton Brown and Natasha Fackler

Mr. Colton Brown from the PA Department of Environmental Protection (DEP) and Ms. Natasha Fackler from the PennDOT Policy Office discussed the Commonwealth's efforts to promote the use of Electric Vehicles (EV).

Mr. Brown talked about different types of EVs and charging plugs. He explained the two main types of EV including:

- Plug-In Hybrid
 - Larger battery than regular hybrid
 - Plugs in for electric mode
 - Long range

- Electric
 - Largest batteries
 - No gas engine
 - No tailpipe
 - High torque

Mr. Brown noted that all electric vehicles can use a regular outlet for level 1 charging; and all electric vehicles can use level 2 J1772 plugs. He added that only Tesla requires an adapter.

Ms. Fackler discussed how to find EV charging stations. She noted that in addition to popular websites and apps, most electric vehicles have navigation options to help drivers find charging stations, or even to plan a long-distance trip.

Ms. Fackler discussed some benefits of EVs. She said that EVs cause much fewer lifecycle emissions than gasoline vehicles, even after accounting for emissions during production of the vehicle. Ms. Fackler added that an electric vehicle in Pennsylvania emits about two thirds less air pollution than a comparable gasoline vehicle.

Ms. Fackler highlighted some of PennDOT’s initiatives to promote EVs including:

The Mobility Plan:

- Launched in May 2021, the statewide Electric Vehicle Mobility Plan builds on the information and strategies presented in the DEP 2019 Vehicle Roadmap and 2021 Roadmap Update.
- The plan will identify key opportunities for expansion of EV charging infrastructure, specifically related to commuter, destination and emergency travel needs. The plan is anticipated to be completed this winter.

PennDOT Internal EV Working Group:

- In pursuit of the Mobility Plan and in preparation for potential new federal funding for electrification, PennDOT has created an internal, cross-departmental team to answer questions, identify priorities, and complete action items relating to three focus areas: Outreach and Education, PennDOT’s EV Fleet, and EV Deployments.
- PennDOT regularly communicates and collaborates with other state agencies and stakeholders to ensure efficiency in Pennsylvania’s EV rollout.

Alt Fuel Corridor Deployment Plan:

- PennDOT led an FHWA funded “pilot” study to develop the I-78, I-80 and I-81 corridors for electric vehicles and Compressed Natural Gas (CNG) fuels.
- In June 2021, Pennsylvania completed an alternative fuels corridor deployment plan for the installation of both electric vehicle charging and CNG fueling infrastructure along the

I-81/I-78 corridors from the Pennsylvania/Maryland border to the Pennsylvania/New Jersey border.

- The study identified gaps along the corridors and prioritized locations to ensure those gaps are filled.

Mr. Brown discussed DEP's support for EV including:

- Consumer EV rebate
- Charging equipment incentives for businesses, non-profits, and local government
- Grant program for alternative fuel fleet vehicles
- Drive Electric PA Coalition
- EV corridor funding
- Electricity rate design study for electric vehicle charging
- Stakeholder and public education

Mr. Brown concluded the presentation noting that EV sales continue to grow quickly and most organizations that forecast future vehicle sales anticipate that at least 25% of vehicle sales in the US will be electric vehicles by 2030, even without any new government programs or requirements. He added that PennDOT and DEP are working to both facilitate this rapid change as well as prepare Pennsylvanians and our infrastructure.

Mr. Wagenmann asked if there any indications that there will be significant improvements in EVs range.

Mr. Brown answered that there will be significant improvements in EVs range. But for most EVs, the range will remain 250-350 miles. He added that beyond those ranges, the environmental benefits start to decrease.

Mr. Herr asked about the outlook on EVs battery waste disposal.

Mr. Brown answered that the new Infrastructure bill includes funding for research on recyclable batteries and longer life cycles for EV batteries.

Mr. Strathmeyer asked if EV charging stations will be available in rural areas.

Ms. Fackler answered that businesses will make decisions based on population density, but the State will ensure equitable availability.

Ms. Sandberg commented about the potential increase in electricity consumption due to increased EVs usage.

Ms. Fackler noted that the Infrastructure bill includes funding to improve the electric grid.

DEPARTMENT OF TRANSPORTATION UPDATE:

Administration and Budget

Ms. Michelle Jennings, Deputy Secretary for Administration, gave a brief report about her Deputate. Ms. Jennings said that the procurement program is experiencing some supply chain issues but the Department is working around the issues through waivers.

Ms. Jennings said that PennDOT continues to operate with partial telework. She added there are ongoing discussions for a better utilization of available parking spaces.

Ms. Jennings noted that an incentive of five days of administrative leave for vaccinated employees has been rolled out to encourage employees to get the vaccination. She added that about 50% of employees indicated that they are vaccinated.

Driver and Vehicle Services

Mr. Kurt Myers, Deputy Secretary for Driver and Vehicle Services (DVS) gave an update about the Driver and Vehicle Services Deputate.

Mr. Myers said that the Department has received over 1,600 responses from the mailings sent to commercial driver's license (CDL) holders who might be looking for supplemental employment driving a school bus. He added that not all the answers received are from CDL holders, but the Department will put those who are CDL holders in contact with the Department of Education. Mr. Myers also noted that four CDL testing days have been added in an effort help remedy the school bus driver shortage.

Mr. Myers discussed the 25th annual Operation Safe Stop, which was conducted on October 20, 2021. The statewide initiative is held in conjunction with local and state police departments, school districts, and pupil transportation providers to conduct enforcement and raise public awareness about the consequences of improper passing of school buses.

Mr. Myers noted that the Operation reported 252 violations of the law, down from 288 reported in 2019; And convictions for breaking the School Bus Stopping Law decreased to 314 in 2021 from 726 in 2019.

Mr. Myers also discussed the Real ID, which is now set for May 3, 2023 for full implementation by the Department of Homeland Security. Mr. Myers explained the DVS continue to issue 1,500 to 2,000 real IDs every day. He added that approximately 68% of all of customers have made a conscious decision either to opt in for a real ID or to continue with the standard issued driver's license. Another 3.2 million customers have yet to make that decision.

Ms. Holton asked if the additional CDL testing days are available at every testing center?

Mr. Myers answered yes.

Highway and Bridge Program

Acting Deputy Secretary Mr. Michael Keiser, P.E., gave an update about Highway Administration.

Mr. Keiser also acknowledged the General Assembly and the Wolf Administration for the additional \$279,000,000 in funding for PennDOT. The additional funding allows the Department to increase the letting program by \$100,000,000, to about 2 billion dollars, for 2021.

Mr. Keiser noted that the additional federal funding helps to increase the 2022 letting program to \$2.5 billion.

Mr. Murawski commented about the record letting with the federal funding coming in.

Mr. Keiser said that the Department can handle \$3 billion of letting.

Multimodal Transportation

Ms. Jennie Louwerse, AICP, Deputy Secretary for Multimodal Transportation, gave a brief update discussing the funding that multimodal anticipates receiving from the Bipartisan Infrastructure Law (BIL).

Ms. Louwerse explained that for five years, PA would receive \$2.8 billion for transit, which is \$550 million per year. She noted that the distribution will be completed based upon the usual formula, but the numbers are still just estimates.

Ms. Louwerse noted that jet fuels revenue is down and the Department might have to reduce grants. She added that the Department will try to maximize all the federal funding coming in.

Office of Planning

Deputy Secretary for Planning, Mr. Larry Shifflet, gave a brief update about his Deputate.

Mr. Shifflet explained that the Infrastructure bill provides \$13.2 billion for highways and bridges. He noted that not all the funding is new money. Just about \$4 billion over five years is new funding.

Mr. Shifflet explained that the extra money doesn't solve all the funding issues the Department is facing. He said that a long-term revenue source is still needed. Mr. Shifflet added that the Department will also need about \$1 billion in state funds to match the new federal funding.

Mr. Shifflet said that two financial guidance meetings were held with Planning Partners to discuss the distribution of the new estimated amounts of federal funding.

Ms. Holton commented that funding graphics need to be updated to reflect the current funding reality.

Mr. Shifflet answered that it will be done.

OTHER BUSINESS:

None.

NEXT MEETING:

The next TAC business meeting is scheduled to be held virtually on **Monday, February 7, 2022.**

ADJOURNMENT:

ON A MOTION by Mr. Ronald Wagenmann and seconded by Mr. Michael Carroll, and unanimously approved, the TAC meeting was adjourned at 3:09 p.m.

Attendance from the TAC Business Meeting
December 2, 2021

1. Ms. Jody Holton, AICP, Chair
2. Ms. Yassmin Gramian, P.E., TAC member
3. Mr. Rodney Bender, alternate for Ms. Gladys Brown Dutrieuille, TAC member
4. Mr. Paul Opiyo, alternate for Mr. Dennis Davin, TAC member
5. Mr. John Kashatus, alternate for Mr. Noe Ortega, TAC member
6. Mr. Fred Strathmeyer, alternate for Mr. Russel Redding, TAC member
7. Representative Tim Hennessey, TAC member
8. Mr. Sam Arnold, alternate for Senator Tim Kearney, TAC member
9. Ms. Meredith Biggica, alternate for Representative Mike Carroll, TAC member
10. Mr. Alan Blahovec, CCPM, TAC member
11. Mr. Elam Herr, TAC member
12. Mr. Mark Murawski, TAC member
13. Dr. Larry Nulton, TAC member
14. Ms. Brenda Sandberg, TAC member
15. Mr. Ronald Wagenmann, TAC member
16. Mr. Joseph Butzer, TAC member
17. Mr. Michael Carroll, TAC member
18. Ms. Melissa Batula, P.E., PennDOT
19. Ms. Michelle Jennings, PennDOT
20. Ms. Jennie Louwerse, AICP, PennDOT
21. Mr. Michael Keiser, P.E., PennDOT
22. Mr. Kurt Myers, PennDOT
23. Mr. Larry Shifflet, PennDOT
24. Ms. Erin Waters-Trasatt, PennDOT
25. Mr. Shane Rice, PennDOT
26. Ms. Natasha Fackler, PennDOT
27. Mr. Abdoul Ahmed, PennDOT
28. Mr. Brian Hare, P.E., PennDOT
29. Ms. Karen Heath, PennDOT
30. Mr. Daniel Keane, PennDOT
31. Mr. Mark Tobin, PennDOT
32. Ms. Jessica Clark, PennDOT
33. Mr. Michael Rimer, PennDOT
34. Mr. Matthew Crea, PennDOT
35. Mr. David Lapadat, PennDOT
36. Ms. Michele Tarquino, PennDOT
37. Mr. Colton Brown, PADEP
38. Mr. Ronald Grutza, PA State Association of Boroughs

39. Mr. Brian Funkhouser, Michael Baker Int'l
40. Mr. Aarion Franklin, Michael Baker Int'l
41. Ms. Tracey Vernon, Vernon Land Use
42. Mr. Tyler Burke, Milliron Goodman