

PENNSYLVANIA STATE TRANSPORTATION ADVISORY COMMITTEE
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
OCTOBER 23RD, 2024



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

CALL TO ORDER:

A business meeting of the Transportation Advisory Committee (TAC) was called to order in the Keystone Building, Room 8N1, and on Microsoft Teams at 10:03 a.m. on October 23, 2024.

ROLL CALL:

Members Present:

1. Ms. Jody Holton, AICP
2. Honorable Michael B. Carroll
3. Honorable Khalid Mumin, Mr. John Kashatus, Alternate Present
4. Honorable Wayne Langerholc, Jr., Mr. Nolan Ritchie, Alternate Present
5. Honorable Timothy Kearney, Mr. Sam Arnold, Alternate Present
6. Mr. John Pocius, P.E., PLS
7. Mr. Jeff Mercadante
8. Mr. Alan Blahovec, CCTM
9. Mr. Mark Murawski
10. Ms. Rebecca Oyler

Members Present on the Phone:

1. Honorable Rick Siger, Ms. Caroline McCaig, Alternate Present
2. Honorable Kerry Benninghoff, Mr. Kyle Shaeffer, Alternate Present
3. Mr. Jeffrey Letwin
4. Mr. Richard Barcaskey
5. Mr. Michael Carroll, P.E.
6. Ms. Felicia Dell, AICP
7. Mr. Larry J. Nulton, Ph.D.
8. Mr. Ashley Porter, P.E.
9. Mr. Jeffrey J. Stroehmann

Members Not Present

1. Honorable Akbar Hossain
2. Honorable Stephen M. DeFrank
3. Honorable Jessica Shirley

4. Honorable Russell Reading
5. Honorable Ed Neilson
6. Mr. Ron Wagenmann
7. Mr. Elam Herr
8. Mr. Charles F Welker, P.E.
9. Mr. Donald L. Detwiler

CHAIR'S REMARKS:

TAC Chair, Ms. Jody Holton, AICP, welcomed a new member to the TAC, Mr. Jeff Mercadante. Mr. Mercadante said that he is employed as the Chief Safety and Risk Officer at Pitt-Ohio Express, an LTL Carrier out of Pittsburgh with about 1,500 employees and 1,100 trucks, having worked there for 36 years.

Ms. Holton also introduced Ms. Christine Norris as the new deputy secretary for Highway Administration. Ms. Norris said that she had been with PennDOT for over 25 years.

Ms. Holton said she has spent the past year working with Mpact, a transit and community organization and conference currently being held in Philadelphia. About a thousand people in the transit and community development space will be touring Philadelphia to provide them an example of a transit system in a transit-oriented region. She noted that a local advocate and member of the disabled community highlighted that there are 250,000 disabled residents of Philadelphia in addition to those without cars who depend on transit to get where they need to go every day.

Ms. Holton noted that 40% of the economic activity of the Commonwealth comes from the five county Philadelphia region, with 30% of the population on 5% of the land. She said that this is only possible with transit.

TRANSPORTATION FUNDING LEGISLATIVE FUNDING UPDATE:

Mr. Nolan Ritchie from Senator Langerholc's office and Executive Director of the Senate Transportation Committee gave an update on the status of transportation funding from the legislative side.

Mr. Ritchie said that Senate has two days left in the session to get legislation passed, and typically three days is needed to pass legislation. He then recognized Teresa Wagner for her work with PennDOT legislative affairs. The TAC was instrumental in developing the policy priorities and principles that would eventually become Act 89. The TAC funding study was passed in 2010, and Act 89 took several years to pass when the state government was united under one party leadership. The government is currently divided, which makes the process more complicated.

The day before the meeting, the House of Representatives passed Chairman Neilson's House Bill 2625, 111-91. This bill would require three days of consideration in the Senate. Senator Flynn has sponsored a similar bill that was referred to Senate Transportation. The Senate has passed legislation regarding safety and modernization. House Transportation also held hearings over the summer, pushing for roads, bridges, and public transportation. Senate Transportation also held two hearings when the Senate reconvened.

The divided nature of Commonwealth government is a challenge, but there are many examples of bipartisan cooperation. Mr. Ritchie said that he believes that they can work together but is unsure if it will be in the 2023-2024 session.

Mr. Sam Arnold said that he agrees transportation is a priority. In his experience, bridge issues and transit issues are often very similar, and that there is a lot of legislative interest in handling both and making a deal.

Mr. Justin Gensimore agreed that there was a desire to get something done and stressed the importance of finding the correct solution.

Mr. Mark Murawski said that he's optimistic that something will happen, even if it isn't this year. The hearings showed that the needs were well defined across all modes of transportation, and the time to act on an upgrade to Act 89 is now. This should be the focus of the committee for the next year. He asked if there was anything in the House bill that the Senate would consider a non-starter.

Mr. Ritchie said that House Bill 2625 mirrors the Governor's proposal during the budget. The budget deal ended with a one-time \$80.5 million infusion for highways and bridges, and a one-time \$80.5 million infusion for public transportation. This passed 111-91.

Mr. Murawski said that the TAC would have to be mindful, and that they would need to be advocates for getting a deal done.

Secretary Carroll said that SEPTA's financial challenges are immediate, and it is contemplating service cuts and fare increases that will create a meaningful effect in southeast Pennsylvania. A bill this session seems unlikely, and PennDOT and the Governor's Office will look at options to extend the conversation while supporting SEPTA.

Ms. Holton said SEPTA has an immediate fiscal cliff, along with other transportation partners across the commonwealth. The \$80.5 million stopgap gave \$40 million to SEPTA, which filled the gap for approximately two months. The need to increase fares is immediate without another stopgap solution. Raising fares and reducing service isn't a solution, it only reduces ridership and revenues further, and that would only last a year until needing to close even more. This is known as the "transit death spiral". There has been a big return to ridership in the Philadelphia region, but they have only brought back 90% of transit service and 80% of regional rail service. They are at capacity with full trains and buses, and people that depend on the service. It is a pivotal moment for SEPTA.

Secretary Carroll said that the challenge is how to pay for it. The Governor had proposed a 1.75% sales tax, and the House and Senate wanted to do roads and bridges. There was no agreement on how to pay for it all. It will take advocacy from the TAC and others to find a financial solution that supports both transit and highways/bridges. It is hard and time is not in their favor, and loss of transit could cripple the economy of the southeast region and the entire state.

MINUTES:

ON A MOTION by Mr. John Pocius, seconded by Mr. Alan Blahovec and unanimously approved, the Minutes of the April 10, 2024, TAC Business Meeting were accepted without changes.

PUBLIC COMMENT:

Mr. Jeffrey Iseman of the PA Transportation Alliance, a disability transportation organization, requested that Governor Shapiro and the PA Legislature come to an agreement regarding increasing public transportation funding, including mass and paratransit, accessible Amtrak service and stations, and Complete Streets (accessible communities, curb cuts, etc).

SECRETARY'S REMARKS:

Transportation Secretary Michael B. Carroll said that he was able to finish visiting all 67 counties and praised the importance and efforts of the county maintenance offices, who have a difficult and dangerous job.

Secretary Carroll said that with the support of the general assembly and continued decoupling of the State Police from the Motor License Fund (MLF), an additional \$125 million this year was budgeted to PennDOT, \$75 million has been invested in the fleet in the past two years. \$250 million of the MLF still goes to the State Police, down from \$500 million, with the hope of getting it down to \$125 million in 2025.

DEPARTMENT OF TRANSPORTATION UPDATE:

Executive Office

Executive Deputy Secretary Larry Shifflet gave a brief update from the Executive Office.

Mr. Shifflet said that the annual AASHTO meeting will be the following week in Philadelphia, with representatives from all 50 state DOTs in attendance. The I-95 Cottman Avenue emergency bridge repair is a top project up for awards at the meeting.

Administration and Budget

Deputy Secretary Corey Pellington gave an update from the Administration and Budget Office.

Winter hiring is in progress, with 116 out of 928 temporary winter operator positions filled. 56 out of 197 non-operator positions have been filled. Hiring will continue through the season.

The Department has finished a space utilization study and has begun working with the Department of General Services (DGS) to look at the facilities footprint in Harrisburg. This is not targeting facilities throughout the state.

A new procurement directive has been issued, following new DGS policy. District purchasing staff will now be able to purchase from small businesses up to \$25,000, up from the previous limit of \$10,000. This will allow districts to be able to get needed supplies quicker.

The Bureau of Equal Opportunity (BEO) has concluded the 2024 Disparity Study. Results can be found on the BEO website. The results will be used for any in-line corrections as well as new methodologies from Federal partners.

Driver and Vehicle Services

Director of the Bureau of Motor Vehicles Steve Madrak, on behalf of Deputy Secretary Kara Templeton, gave an update from Driver and Vehicle Services (DVS).

23% of Pennsylvania Drivers License and ID holders have obtained RealID.

During Teen Driver Safety Week, DVS and the Turnpike Commission launched a statewide training program at Carlisle High School, highlighting teen driver work zone safety and education. The program is available on the PennDOT website under Work Zone Safety.

October 21-25 was School Bus Safety Week. Ms. Templeton is absent due to judging the School Bus Safety Poster Contest at the State Museum. There were 822 entrants, and the theme was Driver Safety Into The Future.

DVS is preparing for the implementation of the EV Road User Charge set to take effect in January, as set by the signing of Act 85 in July.

Secretary Carroll noted that the implementation of the EV fee is very difficult due to the aged computer system used by DVS. A bill was introduced in the Senate that will delay the start date of the fee collection to ensure the fees can be taken properly. He also noted that PennDOT would be sending out renewal notifications in October for renewals in January, in effect giving PennDOT a 3-month implementation window.

Mr. John Kashatus commended DVS on their collaboration with the Turnpike and Department of Education on putting together the new driver work zone safety program. He said that he distributed the program to all of the 800+ Driver's Ed teachers in the commonwealth.

Multimodal

Deputy Secretary Meredith Biggica gave an update from the Multimodal deputate.

The Lancaster truncation of the AMTRAK Keystone Line will end on November 7. Some additional trackwork will be done after that date, but minimal service delays are expected. AMTRAK is ahead of schedule, as the truncation was originally scheduled to run until late November.

The Pennsylvania line is on target for record high ridership in 2025, though that may be affected by the Keystone truncation. The second Pennsylvania line is still on target for 2026. The line services Pittsburgh to Harrisburg to Philadelphia.

PennDOT submitted two lines to the CorridorID program, the Harrisburg line, and Scranton to New York. Materials were submitted to the Federal Railroad Administration on September 11, 2024, and is preparing the service development plan for the next submission before the end of October.

Submissions for the Multimodal Fund are open until November 5, 2024.

The Safety Oversight Office oversees the safety of rail transit agencies including SEPTA, PRT, and CamTran. The office has been elevated and is now a direct report to the Deputy Secretary. It was formerly under the Office of Rail Freight, Ports, and Waterways.

An unofficial announcement was made the previous week for Philaport, who received a \$214 million mega-grant for the second berth at South Port. PennDOT funded the first berth.

Mr. Ritchie noted that November 5 is Election Day, and that many offices will be closed for last minute questions and changes. Ms. Biggica said that their office will be open, and the closing fell on that day by happenstance.

Ms. Biggica said that 102 applications had already been submitted. Unsuccessful application submitters from the previous year were contacted and asked if they would like to reapply automatically, without needing to go through the initial submission procedure.

Secretary Carroll noted that applications were now allowed to be cured if there is an issue, even after the submission date. This is partially to be sensitive to issues and needs of smaller counties and communities that apply, who may not have the knowledge or staff necessary to submit a thorough application.

Mr. Murawski said that sometimes there are multiple state agencies managing similar funding purposes. The Department of Community and Economic Development (DCED) and PennDOT each managing a pot of Multimodal funding, and Trails related programs are managed by PennDOT, the Department of Conservation and Natural Resources (DCNR), and DCED. He asked if they were happy with the coordination and communication among the agencies when making project selections decisions.

Ms. Biggica said that when reviewing applications, Multimodal will look at what the Commonwealth Financing Authority (CFA) has awarded, and will try and fully fund those projects, while confirming that PennDOT does coordinate with DCED. For Trails and TASA, there is a coordination between DCNR and PennDOT's Multimodal, Planning, and Policy groups that find trail gaps and how to utilize funding to fully fund the trails.

Mr. Murawski said that he brought it up because of the TAC report that noted that for local level government, working through the grant programs is difficult because of limited capability. He asked if there was a way to streamline the process so local governments can benefit more and access more programs, and not leave a project only partially funded.

Ms. Kristin Mulkerin said that they are mindful of that on the TASA side, especially as that includes federal funding. The planning bureaus coordinate with Multimodal to line up projects. They are mindful of CFA rounds and coordinate with DCNR for TASA.

Mr. Shifflet said that his advice to applicants is to be honest on the application for cost and timeline. Shortfalls are often due to a poor estimation in the application. He has worked with Multimodal to go through each project to find and address funding gaps. He said it is important to not have all the money in one pot, as it can reduce flexibility.

Secretary Carroll noted that many of those pots are legislatively denoted. It is less an issue of not coordinating, but one department being given an assignment statutorily.

Highway Administration

Deputy Secretary Christine Norris gave an update from Highway Administration.

Ms. Norris said that they are ready for winter. A mild winter would allow work activities to begin sooner but they are prepared for however the season turns out. The 511 system will be operational for winter on November 1, 2024. The system already provides road closure information and traffic cameras but will now include plow truck locations. On Routes 80 and 81, the information systems, variable speed limit signs and other facilities will continue to operate regardless of condition.

The 2024 letting program is a \$2.8 billion dollar program and is likely to exceed that goal. 478 projects have been let for \$2.18 billion, \$691 million in the third quarter alone. Some projects

include the US 322 interchange project in District 6, SR 309 Tilghman Street interchange construction in District 5, and the SR6 bridge over the Delaware River in District 4.

There are three remaining lettings for 2024 calendar year, and bids have come in very close to the engineering estimates, often under half a percent over-estimate. Inflation is still being monitored, and impacts are not as severe as in 2023.

Digital project delivery efforts continue, with 23 active pilot projects in both bridges and highways. They are working with their partners with training and feedback to ensure the success of the program. They expect to have multiple digital delivery projects in each district in 2026. Fourteen universities are looking at including digital delivery in their curriculum.

Planning

Deputy Secretary Kristin Mulkerin gave an update from the Planning deputate.

The STC approved the 2025 12-Year Program (TYP) on August 14, 2024. The STIP was submitted to FHWA and FTA on the same day, was approved on September 27, 2024, and became active on October 1, 2024.

Federal funding is operating under a continuing resolution, and PennDOT received approximately a quarter of its yearly authority to operate until December 20, 2024.

Since the April meeting, 25 projects were awarded discretionary funding. This includes 11 Safe Routes for All awards, 2 PROTECT awards, 4 RAISE awards, 3 CFI awards, the \$500 million Large BIP award for South Bridge, and the multimodal port award. There are still submissions pending, mostly on the technical side. There are no grant submissions currently being worked on.

The wildlife crossing program is still finalizing the grant agreement. When that is complete, the project will officially be able to start.

Secretary Carroll said that the \$500 million isn't just good for Harrisburg and District 8 but is good for the entire state. The grant allows the \$500 million to be spent elsewhere in the state. This was the single largest grant in PennDOT history. He also mentioned that the Federal Transportation Bill will have to be reauthorized by the new Congress, which should be a top priority for them.

NEVI Program

Mr. Derrick Herrmann gave an update on the National Electric Vehicle Infrastructure (NEVI) program.

Registrations for battery electric vehicles and plug-in hybrids has passed 1% over the past few months.

The NEVI program is at 80% to agreement with all 91 of the initial projects from the first three rounds. Three are already completed and operational. The Pittston location is one of Pilot's highest usage sites in the entire country. Ten more projects are in construction, and half are expected to be finished by the end of the year. Many others are nearing their Notice to Proceed and expected to start in the spring.

The next goal is community deployment. \$80 million will go towards communities, putting chargers in towns and cities statewide. A framework for spending is laid out in the most recent

NEVI plan on the EV website. A survey was issued on the framework. They have reached out to keep the Planning Organizations in the loop as well. Municipalities with interest in EV can reach out to their Planning Organization or to the NEVI program office.

The Reliability and Accessibility (RAA) program is relaunching, with the intent to repair broken and non-functional chargers.

Studies Update:

Study Topic Selection

Mr. Brian Funkhouser from Michael Baker gave a presentation on study topic selection for 2025.

Mr. Funkhouser noted that the TAC is in the unusual position of having three studies open at the same time, but those studies will be closing early in 2025. He asked that the TAC members fill out the study suggestion form to create a list of unique topics that will be compiled and vetted.

The December TAC meeting will contain a more detailed conversation about the submitted topics. After that meeting, a survey will be sent out and topics will be scored by members. At the February TAC meeting, the final selection will be made, and schedule decided.

Mr. Murawski asked if older non-selected topics would be readded to the list. Mr. Funkhouser said that historically yes, they have been considered.

Ms. Holton said that while the more recent studies have been significant in scope, there are also opportunities for quicker, smaller studies. She suggested updating some of the older funding studies.

Ms. Rebecca Oyler said that Mr. Ritchie had mentioned an older TAC study that informed Act 89, and asked what the nature of that study was. Ms. Norris said that Transportation Funding Advisory Commission (TFAC) was the study.

Mr. Shifflet said that Mr. Ritchie was the director of that study, as a PennDOT employee at the time. It was a comprehensive study covering all modes and is why Act 89 had legislated carve-outs for modes.

Ms. Oyler asked if that study was decided on similarly, or if there was a group assembled for that purpose. Mr. Shifflet said that he believed it was a separate committee, similar to the TROC study. Both committees were about twice the size of the TAC.

Mr. Murawski asked what the TAC's role is in informing the budget discussion, and if it is necessary for the TAC to be involved at all. Secretary Carroll said that it is more complicated now than it was, due to the declining motor fuel revenues from electric vehicles.

Ms. Holton said the TROC report looked at other states and how they had solved problems, and there may be value in updating it.

Ms. Mulkerin said that there is a list of previous studies with executive summaries on TalkPATransportation.com, including the 2010 study.

Ms. Holton reiterated that the deadline is November 22, 2024, and to have a detailed idea so that it can be turned into a full scope.

E-Commerce Study

Mr. Tom Phelan from Michael Baker gave a presentation on the status of the E-Commerce Study.

Mr. Arnold, chair of the study, said that the comprehensive funding questions and the need for equitability in all modes of transportation underline the importance of studies like this. The early findings seem like this is a viable path if there is political will. He is excited to have this report ready early 2025, when budget discussions start in earnest.

Mr. Phelan said that one of the biggest potential key outcomes is potential funding options. At the beginning of the process, they focused on the mechanics of the E-Commerce process and distinctions between industrial uses of E-Commerce relative to traditional warehousing. A lot of the work and case studies will look at the difference between the two, not just in funding but the general impact on infrastructure and operations. Other objectives and outcomes are to identify land use changes over time, economic impacts of the changes, transportation infrastructure needs and potential package delivery fees.

The project highlights thus far were an MPO/RPO Online Survey with nearly 100% return. There was an E-Commerce Expert Panel on August 7, 2024, as well as discussions with Colorado state representatives on delivery fee challenges and opportunities.

The survey said that 83% of respondents had not done any e-commerce related studies and have no plans to. Most said that e-commerce does impact their region's transportation system (78%) and land use (83%). 61% do not know if their local communities are prepared to address e-commerce impacts. 65% believe e-commerce growth will have an impact on their region's transportation infrastructure and operations.

The E-Commerce Expert Panel was a web-based discussion held on August 7th. There were more than 200 registrants and 150+ participants. Panelists included representatives from Amazon, real estate, and urban and rural government and planning organizations, moderated by Mr. Phelan. Key themes included that e-commerce is customer driven and has disproportionate impacts on local transportation systems both at fulfillment centers and urban streets. It drives innovations in technology, such as warehouse operations, delivery vehicles, and in AI, but is labor-intensive. Both adaptation in local land use planning, and a deep understanding of supply chains is required.

Mr. Phelan then compared a traditional distribution center to a modern Amazon-style fulfillment center. Traditional distribution centers have standard loading docks for trailers, some trailer storage, and minimal parking needs for employees. Fulfillment centers have many times more employee parking, and smaller docks to fill delivery vans instead of other tractor trailers. Fulfillment center traffic tends to be much higher due to using vans.

Mr. Arnold said that the funding implications side of the study will need to evolve beyond the study. The conversations on funding are really about tax policy. The study is documenting the impacts, and having better understanding on how e-commerce affects infrastructure, and the needs of the industry and communities. Funding questions will primarily be held by the legislature. He said that TAC's role is to explain what and where the needs are.

Mr. Phelan said that Colorado had a 28-cent delivery fee, indexed to inflation. One thing that stood out to him during the discussion is that they deeply fine-tune where the money goes, out to the fourth decimal point. This is much more precise than the scope of this study allows. Colorado

raised approximately \$70 million in their first year. Mr. Arnold said that Colorado now raises \$7.8 million monthly with the delivery fee. If Pennsylvanians ordered as much as Coloradans, it would raise \$260 million a year assuming the same legislation. The second year, they exceeded revenue projections by \$5-6 million dollars.

Ms. Felicia Dell asked about fulfillment center locations that were beginning to creep deeper into communities. They are not only on parcels along I-83 but may have to go further out and take other roads to reach the interstate. Mr. Phelan said that it didn't come out in discussions for this study but was a part of the Municipal Freight Forum held by York County. The explanation from that forum was that all the straightforward sites had already been purchased and developed.

Demographic Workforce Development Study

Ms. Kathy Wyrosdick from Michael Baker gave a presentation on the Demographic Workforce Study.

Mr. Murawski, chair of the study, said that this demographics study is dovetailing with the PA Aging plan, attempting to not duplicate work, but enhance the existing report. PennDOT staff suggested pushing back the completion date of the study for six months, in order to digest and incorporate the PA Aging plan. He said that he supported this measure, as it provides extra time for things to be done right, incorporating both the demographic and workforce ideas and the aging plan as one document.

Ms. Wyrosdick said that the demographic study is not as far along as the E-Commerce study. The overview is to identify both economic and demographic trends that may impact transportation demand and services, what those impacts will be, and what that means for the transportation workforce. Even early on, there are findings that these trends are also impacting other segments of the transportation system.

So far, the project initiation and first task force meeting have been held, and they have identified demographic and economic trends and are building a profile of the most impactful trends. Those profiles will be vetted with the task force at the next meeting. The task force will help identify stakeholders to be contacted to get their perspectives in their industry sector. She hopes to have a draft by April 2025, but that may be extended depending on how the Aging Our Way PA study is to be included.

The demographic trends identified so far include: Aging population, low birth rate, decrease in working age population, rural population decreasing and urban areas growing, transportation preferences between generations, immigration, and lack of affordable housing. Economics trends include priority industry sectors, technology, e-commerce, and the post-pandemic impact. The task force was asked to rank the trends.

The goal is to make each trend accessible and easy to understand. Each trend will list expected effects on sectors of the transportation industry, along with a general increase/decrease estimation. The workforce piece will have a deep dive on it, but they felt that there was merit in exploring the common threads of the trends.

Transportation Performance Report

Mr. Brian Funkhouser from Michael Baker gave a presentation on the Transportation Performance Report (TPR).

Mr. Funkhouser said that most of the work so far has been updating data from the existing TPR. The TPR is released biannually in February of odd numbered years.

The TPR has several focus areas, increasing from six to eight for this report: Safety, Mobility, Preservation, Accountability, Funding, Freight, and now includes Equity and Environment. Efforts so far have been primarily reaching out to PennDOT bureau directors and division managers for interviews and updated data sources.

A meeting was held recently with the Communications staff to update the appearance of the TPR. A working draft will be available at the December meeting.

Mr. Ritchie asked what would be tracked under the new Environment focus. Mr. Funkhouser said that it would include air quality, which is already tracked by the planning partners.

Mr. Ritchie suggested that it could include Emissions Testing pass/fail rates. Mr. Funkhouser said they would look into that.

Virtual Queue Protection

Mr. Ryan McNary, Chief of Transportation Systems Management and Operations (TSMO), gave a presentation on the Virtual Queue Protection (VQP) system.

Mr. McNary said that he was focused on innovation on operating the network effectively. The system was designed approximately six years ago, but queue protection is not new. Queue protection uses data-driven messaging to give warnings to drivers as they approach slowdowns to mitigate safety concerns.

There are approximately 7,000 crashes annually in existing congestion. 1,000 are in work zones. 1,000 are secondary crashes that happen in the queue that forms for a primary crash. There are changeable message signs (CMS) in over 90% of those locations that could be used to warn drivers.

Powered by INRIX speed data, the system is able to calculate how far ahead you would encounter a slowdown, and alert users using existing CMS. Signs update every three minutes. Currently there are 600 miles of roadway protected by this system. Districts must only fill out a simple form to take advantage of the system. This allows construction projects, especially smaller ones, to use the system at no extra cost.

Eleven corridors have a year each of before and after data, from January 1, 2021, to activation, and from activation to December 31, 2023. In those 11 corridors, there were a 10% reduction of total crashes, 14% reduction in rear end crashes, 35% reduction in fatal crashes, and a 12% reduction in injury crashes annually. This is a \$53 million annual reduction in crash costs. He made special note that this severely reduced the number of truck fatalities. This bucks the trend for all other roads.

The mobility results also show improvement. There was an over 72,000 minute annual reduction in vehicle travel times, \$300,000 in annual vehicle operating cost savings, and a \$2.2 million annual travel time cost savings. Traditional queue protection costs \$200-300 thousand per project. This can also protect short-term projects, like utility work.

This project received a 2024 AASHTO Regional America's Transportation Award and a 2024 National Operations Center of Excellence TSMO Award for Overall and Best TSMO Project.

The TMSO office plans to move forward with more data-driven messaging.

Mr. Shifflet said that there was a TSMO summit in Pennsylvania, with 170 people.

Ms. Holton said that the highway fatalities had increased in the last few years, and that this is a move in the right direction, especially in the trucking industry, and hopes that it can be expanded.

Study Implementation Updates

None.

MEMBER UPDATES:

None.

OTHER BUSINESS:

Mr. Pocius said that the National American Society of Highway Engineers (ASHE) conference will be held in the Poconos in June 2025.

Mr. Iseman asked if there was an update on the e-scooter bill 2218. Mr. Ritchie asked if it had passed the House. Mr. Iseman said it did not. Mr. Ritchie said that it was in consideration, but it would likely die due to the end of session.

Ms. Oyler said that there is a Safety Day conference the following Wednesday in Carlisle. She noted that the speaker would be speaking on the possibilities of hydrogen as a fuel in the trucking industry.

Secretary Carroll noted that he was able to attend the Motor Truck Association's rodeo this year and was very impressed with the exceptional skill on display. Ms. Oyler said that they were happy to have a Secretary in attendance with a CDL. It is a popular event, and they take a lot of pride in the safety of the event.

Adjournment

ON A MOTION by Mr. Arnold, seconded by Mr. Pocius, and unanimously approved, the TAC meeting was adjourned at 12:04 p.m.