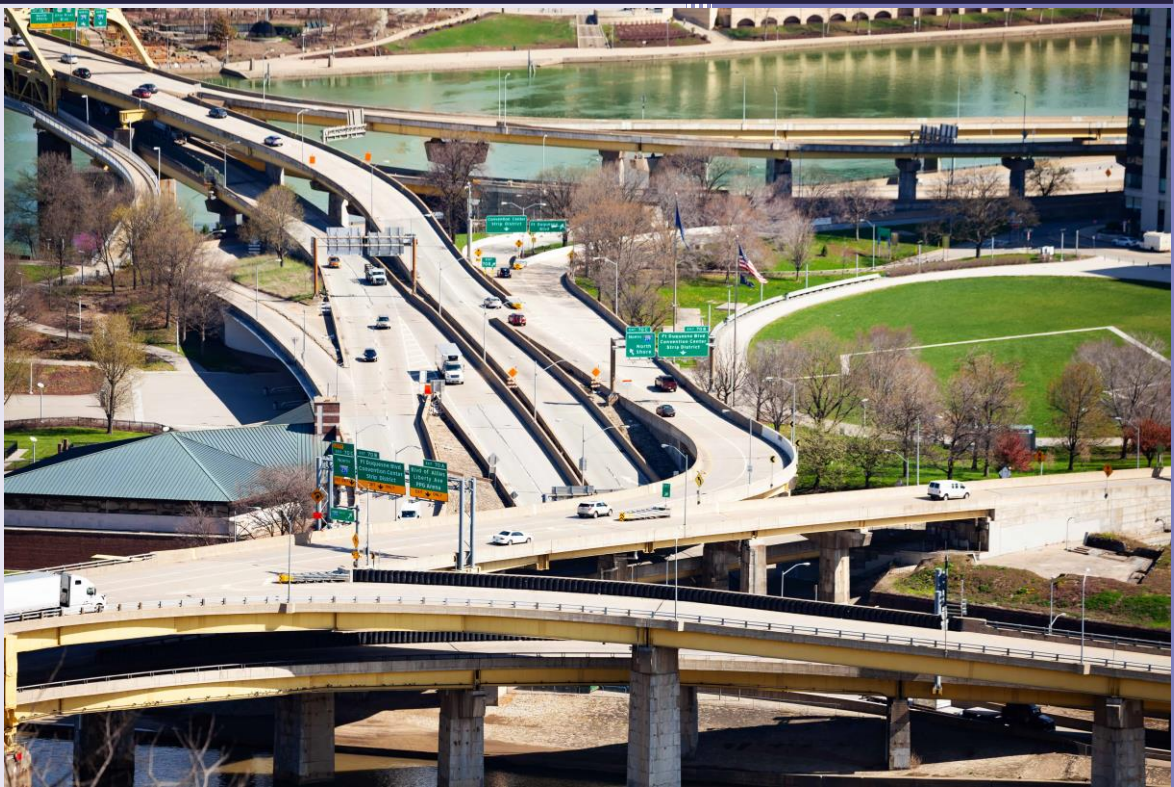




2021

ANNUAL REPORT




Transportation Advisory Committee
Pennsylvania Department of
Transportation
12/31/2021

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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:

In 2021, COVID-19 continued to affect transportation trends and everyone personally in so many ways and to various degrees. In 2020, this meant moving from in person TAC meetings to completely virtual and shifting to identify studies to respond to and understand the changes in travel, freight movement, and commuting patterns in the short and long term. While the beginning of 2021 brought a feeling of relief and hope with the COVID-19 vaccine becoming more widely distributed, the pandemic still lingers, and we are still meeting virtually. I am optimistic that 2022 holds a better outlook for our communities, partners, stakeholders, and the Commonwealth of Pennsylvania.

This will be my fifth year as Chair of the TAC, and I am thankful for the contributions of each board member, the Secretary, and PennDOT staff over these past years. As we move into 2022, I am looking forward to the opportunity to work with every single one of you to identify and conduct impactful study topics and make recommendations for improving transportation throughout Pennsylvania.

The Transportation Advisory Committee was productive throughout 2020 and 2021. As such, it is my privilege to present you with the 2021 TAC Annual Report. In this report, you will read about the most recent TAC studies as well as some upcoming initiatives. During this time, TAC completed *The Truck Weight Exemption*, *The Small Bridges Investment Plan*, *The Utilities in the State Right-of-Way*, and *The Transportation Impact Fees* studies. The TAC also expanded its involvement with the Pennsylvania Long Range Transportation and the Freight Movement Plans.

My fellow committee members, staff, and I are all excited and proud of what we have accomplished in these challenging times. I want to personally thank each and every one of you for your time, commitment, dedication, and support over the past year. I look forward to 2022.



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 Yassmin Gramian, P.E.
Secretary
PA Department of Transportation

Honorable Gladys M. Brown Dutrieuille
Chair
PA Public Utility Commission

Honorable Dennis M. Davin
Secretary
PA Department of Community and
Economic Development

Honorable Meg Snead
Director of Planning and Policy
Office of the Governor

Honorable Patrick McDonnell
Secretary
PA Department of Environmental
Protection

Honorable Russell Redding
Secretary
PA Department of Agriculture

Honorable Noe Ortega
Acting Secretary
PA Department of Education

Honorable Wayne Langerholc
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 Tim Hennessey
Pa House of Rep.
Majority Chair of House Transportation
Comm.
Alt: Josiah Shelly

Honorable Mike Carroll
Pa House of Rep. Minority Chair of
House
Transportation Comm.
Alt: Meredith Biggica

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

Ms. Felicia Dell
Director of Planning
York County Planning Commission

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

Mr. Thomas C. Geanopoulos
Marketing Consultant (ret.)
Allegheny County

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

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

TAC Membership Cont'd

Mr. L. Ashley Porter, P.E.
Porter Consulting Engineers, P.C.
Crawford County

Ms. Karina Ricks
Associate Administrator
Federal Transit Administration

Ms. Brenda A. Sandberg
Executive Director at Erie-Western PA
Port Authority, Erie 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

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

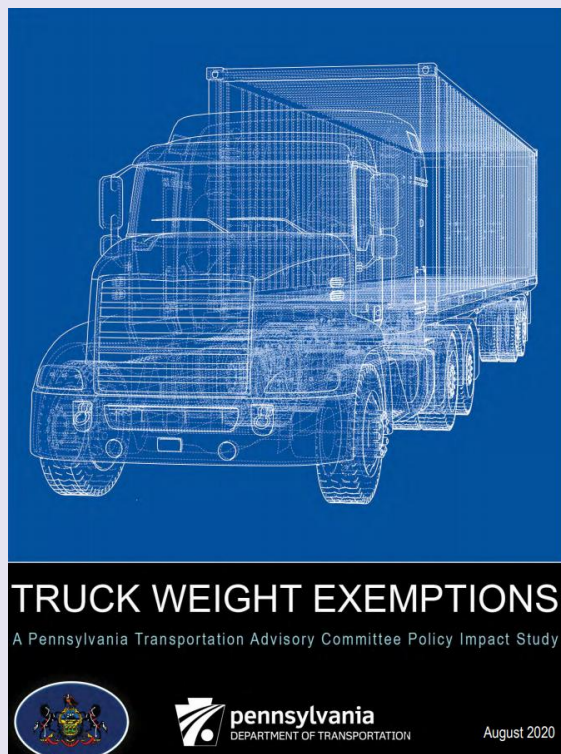
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Completed Studies Highlights

In the years 2020 and 2021, the TAC completed four studies including: *Statewide Local Small Bridges Investment Plan*, *Truck Weight Statutory Exemptions*, *Utilities in the State Right-of-Way*, and *Transportation Impact Fees*.

Truck Weight Statutory Exemptions

The TAC approved the Truck Weight Statutory Exemptions in July 2020.



Study Purpose

The Pennsylvania Transportation Advisory Committee (TAC) undertook this study as an initial assessment of the complex range of impacts of two decades of overweight truck permitting.

Study Findings

- PennDOT issued nearly 577,000 overweight permits over a two-year period from 2016 to 2018; overweight and oversize permits yielded a combined \$72 million in estimated revenue.
- Most truck weight-exempted travel under PennDOT permits originates and ends

in Pennsylvania.

- Truck weight exemptions accelerate deterioration of Pennsylvania's aging state and local road and bridge network. The cost of this damage cannot be determined using available data.
- Overweight truck permits may increase or decrease truck trips or truck miles depending on the freight economics of the situation.
- Truck weight exemptions appear to shift a significant portion of heavy truck traffic off Interstate highways and onto state and local roads, raising both infrastructure and safety concerns.
- Shippers whose commodities are transported using overweight permitted trucks are beneficiaries of the transport cost savings provided by the

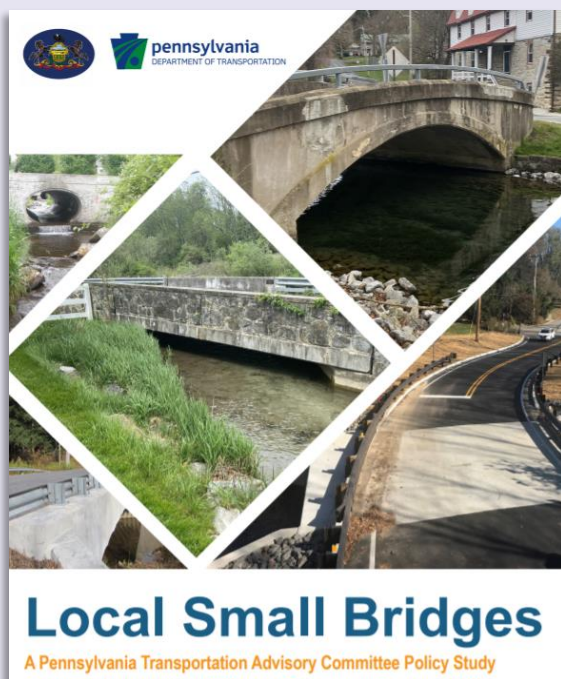
overweight permits. But the economic benefits of overweight permitting are not distributed evenly across Pennsylvania businesses and residents.

- Pennsylvania's rail freight operators, particularly regional and shortlines, are placed at a competitive disadvantage by some truck weight exemptions.
- Enforcement of truck weight limits is likely inconsistent across Pennsylvania's municipalities.
- Experiences of other states can help inform PA's further evaluation of truck weight exemptions.

The study also concluded that the costs and benefits of overweight trucks are not clear-cut or simple to quantify because there are numerous variables and interconnected impacts to infrastructure, the economy, safety, and community issues. With the range of issues and impacts now better defined there is a foundation for conversations among decision-makers and stakeholders and for setting an agenda for improvement.

Local Small Bridges Study

The TAC approved the Local Small Bridges Study in December 2020.



Study Purpose

The study was commissioned to review the condition of local small bridges located in the Commonwealth of Pennsylvania. Local small bridges are defined as a bridge, culvert, or pipe between 8 and 20 feet in length and are owned at the local level by counties and municipalities. Based on a 2011-2012 statewide inventory by PennDOT, there are an estimated 7,000 small bridges owned by local governments. With a lack of any state or federal mandate that requires municipalities to conduct routine inventory and inspection, local governments are not required to plan for and

fund the long-term capital needs of the local bridge inventory. Nearly 30 percent of the state's locally owned bridges greater than 20 feet are rated as being in poor condition despite biennial inspections and funding support through the Transportation Improvement Program (TIP). As a whole, local structures between 8 and 20 feet in length are likely in much worse condition. Through the study process, TAC engaged in a dialogue with Pennsylvania's counties and municipalities to understand if and how organizations are inventorying, inspecting, and maintaining local small bridge structures and to identify the constraints on these efforts. By understanding local perspectives and needs, the study offers recommendations for how PennDOT can help create increased capacity and incentives to create uniformity in local small bridge asset management.

Study Findings

The four major findings and actions include:

Standardized Approach

- Finding: A standardized approach based on the NBIS for inventorying and assessing the condition of local small bridge structures is needed to ensure consistency and accuracy of the data collected and maintained.
- Action: PennDOT, in collaboration with the Planning Partners, counties, and municipalities, should communicate the methodology and requirements for the ongoing inventory, condition assessment, and management of local small bridges.

Capacity Building

- Finding: Technical assistance and training programs and tools are needed to increase local knowledge and proficiencies in asset management.
- Action: PennDOT's Local Technical Assistance Program (LTAP) should be used to develop and deliver a new, day-long training course on the Standardized Approach.

Incentivization

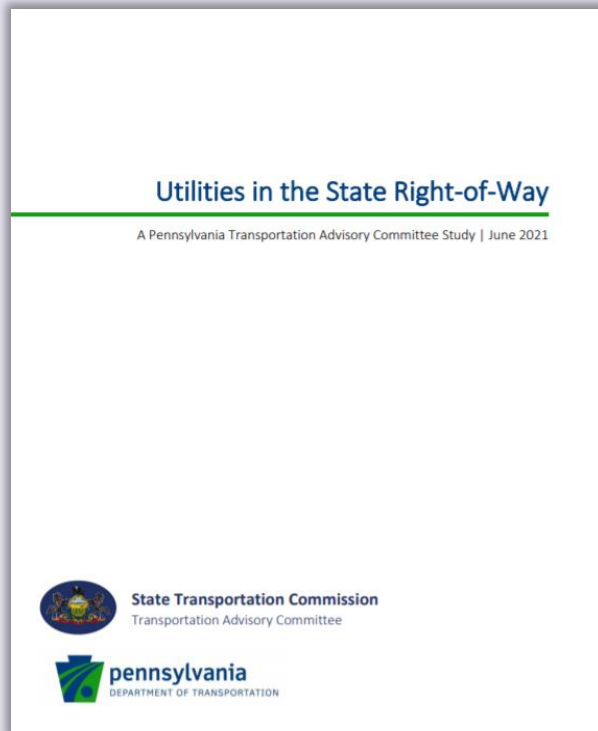
- Finding: Financial incentives are needed to increase and achieve statewide participation in a standardized asset management approach for local small bridge structures.
- Action: The General Assembly or PennDOT should utilize its various grant programs to incentivize counties and municipalities to inventory, assess, and help maintain local small bridges.
- Action: The General Assembly or PennDOT should consider instituting a phase-in of reporting requirements/standards associated with liquid fuels funds with incentives offered for having a local bridge asset management plan.

Implementation

- Finding: A dedicated team of subject matter experts is needed to serve as the lead champion for developing the technical details of the Standardized Approach and associated training curriculum.
- Action: PennDOT in conjunction with the TAC should organize a "Local Small Bridge Action Team" (Action Team) to lead the implementation of the findings and actions specified by this study.

Utilities in the State Right-of-Way

The TAC approved the Utilities in the State Right-of-Way in April 2021.



Study Purpose

The Pennsylvania State Transportation Advisory Committee (TAC) formed the Utilities in State Right-of-Way Task Force (Task Force) to guide this study to review the current state of the practice relative to the coordination with utilities in state right-of-way and identify potential opportunities for improvement. The focus was to be on how utilities companies coordinate with the facility owner (PennDOT) relative to utility and PennDOT capital projects and to determine where there would be opportunities for improving that coordination.

Study Findings

Study recommendations include:

Process Improvements

- Require utilization of Utility Relocation Management System (**URMS**) and Coordinate PA on all projects administered by PennDOT.
- Provide integration of Coordinate PA and PA OneMap to inform utility owners of programmed work.
- Ensure that Districts are utilizing Best Practices outlined by PennDOT Next Generation (PNG) and update Design Manual Part 5 Subsurface Utility Engineering (SUE) Form to align with Section 6.1 of the PA One Call Law.

Regulatory Improvements

- Require utilities in the state right-of-way to perform predetermined relocations within a defined timeframe or be responsible for delay costs incurred for non-compliance to the relocation timeframe.
- Provide new legislation or regulations to define responsibility for tracking and identification of aerial utilities (utility pole attachments).
- Increase the amount of ticketing required to go through Coordinate PA for utility owners, professional designers, and professional excavators.

Transportation Impact Fees



The TAC approved this study in December 2021.

Study Purpose

This TAC study purpose includes the identification of structural challenges in administering land use and transportation in Pennsylvania and in paying for transportation improvements. The emphasis is on provisions of the Pennsylvania Municipalities Planning Code (MPC) which address Transportation Impact Fees 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.

Study Findings

Land Use and Transportation:

Issue: Lack of coordinated input from transportation planning partners.

Identified Solution: Modify the MPC to require planning partner input during local review.

Issue: Many municipalities control land use in Pennsylvania sometimes resulting in unintended transportation consequences.

Identified Solution: Encourage MPO/RPO review in multi-municipal transportation partnerships.

Issue: Private sector timeframes not in sync with public sector planning.

Identified Solution: Continue and build upon local government coordination.

Issue: Inability to effectively mitigate traffic volume and congestion.

Identified Solution: Encourage municipalities to require Traffic Impact Studies.

Transportation Impact Fees

Issue: Viewed as costly and time consuming to enact and effectively administer.

Identified Solution: Consider MPC amendments to Transportation Impact Fee language.

Issue: Complex upfront planning studies with several restrictive requirements.

Identified Solution: Expand funding for preparation of Transportation Impact Fee studies.

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

Identified Solution: Encourage preparation of Multi-Municipal Transportation Capital Improvements Plans.

HOP Process

Issue: Process is reactive, and improvements viewed with a narrow focus.

Identified Solution: Involve partners in the HOP process.

Issue: HOP addresses impacts on state roads and does not address impacts on local roads.

Identified Solution: Amend the MPC to permit municipalities to address offsite impacts on local roads.

Issue: Decisions sometimes made independent of impact fee planning/implementation.

Identified Solution: Involve the PennDOT District staff in impact fee studies/capital improvements planning.

Issue: Transportation planning partners not involved in HOP Process.

Identified Solution: Consider revisions to the HOP process to include a corridor approach.

Ongoing Studies:

While work continues on the Public Transit Demand and Post-Pandemic Mobility Planning and Address Economic Disparities in Rural PA by Increasing Transportation Options and Demand for Alternate Uses of State Right-of-Way studies, the TAC has also kicked off the 2022 studies identification process.