
Pedestrian and Pedalcycle Advisory Committee Meeting Minutes

Meeting Date: March 8th 2022, 1:00 pm – 3:00 pm (Virtual Meeting)

Member Roll Call

- Meeting was called to order at 1:06pm by Sarah Stuart. Roll was taken and a quorum was declared. Committee members in attendance were:
- Torrey Lauermann (alternate for Representative Hennessey), Kyle Wagonseller (alternate for Representative Carroll), Roy Gothie (alternate for Secretary Yassmin Gramian), Alex MacDonald (alternate for Secretary Cindy Dunn), Julie Fitzpatrick, Ben Guthrie, Sarah Stuart, Scott Bricker, Yocasta Lora, and William Hoffman.

Other in attendance: Michelle Tarquino (PennDOT), David Lapadat (PennDOT Legislative Office), Shane Rice (PennDOT Policy Office), Brian Hare (PennDOT Planning and Programming), Gavin Gray, (PennDOT Highway Administration), Dave Melville (PennDOT Office of Design), Wayne Mears (PennDOT Office of - Communications), April Hannon (PennDOT District 4-0), Lyndsie DeVito (PennDOT District 1-0), Jon Crum (FHWA), Samantha Pearson, Charles Richards (PennDOT District 5-0), Ronnique Bishop (FHWA), Nate Evans (Maryland DOT), Justin Lehman (Department of Health), Fran Hanney (PennDOT District 6-0), Bill Lestrack (PennDOT District 11-0), Joshua Theakson (PennDOT District 12), Nicole Tyler, (PennDOT Director of Equitable Transportation), Laura Heilman, Bert Lahrman, Angela Saunders (PennDOT District 12-0).

Opening Comments

- Roy Gothie introduced the three new members: Mr. Caleb Siskat as Senator Flynn's new Executive Staffer; Mr. Clifford Kitner as the new Trails Constituency representative; and as the new MPO representative, Amy Kessler

Committee Actions

- The draft by-laws were presented. William Hoffman made a motion for approval. Second by Ben Guthrie. The motion was passed by unanimous voice vote. (Approved Bylaws are Attachment #1).
- Elections for officers were held.
 - Sarah Stuart was nominated for Chair by Roy Gothie and seconded by William Hoffman. Nomination was approved by unanimous voice vote.
 - Scott Bricker was nominated for Vice-Chair by Sarah Stuart and seconded by Roy Gothie. Nomination was approved by unanimous voice vote.
 - Fred Richter was nominated for Secretary by Roy Gothie and seconded by Sarah Stuart. Nomination was approved by unanimous voice vote.

- Approval of Minutes
 - Minutes for of September 14, 2021, PPAC meeting were approved with the additional note that the meeting was held virtually. William Hoffman made the motion to approve the minutes as amended and Scott Bricker seconded. The motion was passed by unanimous voice vote.

Presentations

- New Equity Policy - Nicole Tyler - Director of Equitable Transportation (Attachment #2)
- Strategic Highway Safety Plan – Gavin Gray (Attachment #3)
- PennDOT Connects – Michelle Tarquino; Lyndsie DeVito; Anne Stich (Attachment #4)

Legislative Updates – Attachment #5

Agency Reports

- Department of Transportation – Brian Hare presented on the Jobs Act (Attachment #6)
- Department of Conservation and Natural Resources – Alex MacDonald provided agency updates
 - DCNR announced grant awards in December 2021, which included 35 trail projects totaling \$9.1M in grants to assist in the planning, acquisition and development of trails.
 - DCNR grant applications are open now, due April 6th at 4pm.
 - Delaware Canal State Park Towpath has been selected as Pennsylvania’s Trail of the Year. The Pennsylvania Trails Advisory Committee designates the Trail of the Year in cooperation with DCNR. The purpose of the designation is to help build enthusiasm and support for trails across the state, and to raise public awareness about the value of the Pennsylvania’s land and water trail network.
 - DCNR is partnering with the Pennsylvania Environmental Council to update statewide trail gap data. DCNR expects to open the process for submitting trail gaps data in spring of 2022. The process relies upon trail managers to submit data for planned miles of trail. DCNR currently maintains a list of [Priority Trail Gaps](#) and a listing of [PA’s Top 10 Trail Gaps](#). The data submitted by trail managers will be used to identify new and updates on current Priority Trail Gaps.

- Department of Health – Justin Lehman provided agency updates
 - WalkWorks is a program, in collaboration with the Pennsylvania Downtown Center, focused on increasing physical activity opportunities through the development of active transportation plans or similar policies, such as Complete Streets and Vision Zero policies. The aim of the plans or similar policies is to guide the establishment of activity-friendly routes that connect to everyday destinations through active transportation and land use plans and policies at the local and regional levels. To date, 34 communities have developed and adopted a plan or policy.
 - 10 communities were selected in September 2021 to develop 8 Active Transportation Plans and 2 Complete Streets Policies.
 - DCNR provided funds to partially support two active transportation plans.
 - Communities are from the following counties: Allegheny, Berks, Indiana, Lancaster, Montgomery and Susquehanna.
 - The WalkWorks website was updated with the newest communities.
 - On February 23, 2022, WalkWorks released its 6th Funding Opportunity Announcement, a call for municipalities to apply for funding and technical assistance to assist with the development of Active Transportation Plans and Policies to guide the establishment of activity-friendly routes that connect to everyday destinations. It is anticipated that awards for active transportation plans will range between \$10,000 to \$25,000 and between \$3,000 to \$5,000 for the development of Complete Streets and/or Vision Zero policies.
 - Announcement and application are available at [PA WalkWorks](#)
 - Overview webinar – Friday, April 8 from 12:00-1:00 pm
 - Applications due: Friday, May 13
 - Go to [PA WalkWorks](#) and click on the Locations tab.
 - The WalkWorks website will be updated within the next few months to include a compendium of resources on the importance and benefits of active transportation in rural communities. If you have resources you find valuable, please feel free to share with me.

Meeting concluded at 3:09pm

Next Meeting

The next Pedestrian and Pedalcycle Advisory Committee Meeting is scheduled for Tuesday, June 14, 2022 from 1:00pm to 3:00pm.

ATTACHMENT 1

**BYLAWS
of the
PEDALCYCLE AND PEDESTRIAN ADVISORY COMMITTEE
Adopted**

ITEM I – Name

- A. The name of this committee shall be the Pedalcycle and Pedestrian Advisory Committee, hereafter referred to as the 'Committee'.

ITEM II - Mission

- A. As established in 1995 by Act 72 of the State Legislature and reenacted in 2001 (P.L. 24, No.8) , the powers and duties of the Pedalcycle and Pedestrian Advisory Committee is to advise and comment on all phases of bicycling and pedestrian program activities being undertaken or financially assisted by the Department of Transportation (PennDOT), and other agencies of State government.

ITEM III - MEMBERSHIP:

- A. The Committee shall be as stated in Title 75. Section 3571 – consisting of 17 members who reflect a cross-section of the stakeholders concerned with bicycle and pedestrian mobility as follows:
- (1) The Secretary of Transportation, ex officio.
 - (2) The Secretary of Conservation and Natural Resources, ex officio.
 - (3) The chairman and minority chairman of the Transportation Committee of the Senate.
 - (4) The chairman and minority chairman of the Transportation Committee of the House of Representatives.
 - (5) Eleven members of the public representing various bicycling or pedestrian constituencies. Each member shall have relevant expertise and knowledge and shall be familiar with best practices in bicycle or pedestrian policy, planning, design and education. The public members shall be appointed by the Governor as follows:
 - (i) Two members representing urban and suburban constituencies in the Philadelphia and Pittsburgh metropolitan areas.
 - (ii) One member representing Statewide constituencies.
 - (iii) One member representing a metropolitan planning organization or rural planning organization.
 - (iv) One member representing trail constituencies.
 - (v) One member representing pedestrian constituencies.
 - (vi) One member representing senior citizen or disabled constituencies.
 - (vii) One member representing children and education constituencies.
 - (viii) One member representing a recreational cycling club.
 - (ix) Two at-large members representing the general public.

- B. The Committee is committed to equitably serving all residents of the commonwealth. And strives to include membership that embodies the diversity of our state, so that members represent not only their field of expertise, but also many different demographics of our state.
- C. Committee members shall represent a wider constituency and report concerns of that constituency to the Committee and report back deliberations and reports from PennDOT, other state agencies and legislators.
- D. Each member may designate an alternate to serve in their stead at a specific meeting. A member shall notify the Chair via email in writing of this designation prior to the meeting.
- E. The terms of a members of the Committee appointed by the Governor shall be for three years. Any member of the Committee may be reappointed for additional terms. An individual appointed to fill a vacancy shall serve for the unexpired term and shall be eligible for reappointment. At Large members re-appointment should be reviewed with a recommendation for reappointment made by a vote of PPAC members to ensure that a cross-section of relevant stakeholders is being represented.
- F. A public member who misses three consecutive meetings without good cause acceptable to the chair may be replaced by the Governor.
- G. Members shall respect and abide by PPAC Bylaws
- H. Members shall strive to be familiar with applicable federal, state, and local laws; modern transportation standards and innovations, funding, and other policy and equity issues affecting the transportation needs of all populations.

ITEM IV - OFFICERS:

Members of the Committee shall annually elect a Chair, Vice Chair, and a Secretary from among the public members of the committee at the summer meeting or at the next meeting after a vacancy occurs.

ITEM V - MEETINGS:

- A. The Pedalcycle and Pedestrian Advisory Committee is mandated to meet at least annually.
- B. An annual schedule of meetings shall be adopted each year at a regularly scheduled public meeting.
- C. All meetings of the Pedalcycle and Pedestrian Advisory Committee shall be open to the public
- D. Meetings may have remote access available through conference call or video conference to allow for greater participation and accessibility for voting members.
- E. Meetings may be cancelled at the PennDOT's discretion due to weather, power outages, pandemic, or other reasons as deemed appropriate and necessary. Every

effort will be made to inform members and the public in a timely fashion of these cancellations.

F. *Meeting Format*

The PPAC Chair is responsible for following the agenda and leading the meeting. If the Chair is unable to attend the meeting, the Vice Chair will assume the Chair's responsibilities. If the Chair and Vice Chair are unable to attend the meeting, the Chair may designate a temporary Chair from among the public members.

PennDOT staff are responsible for preparing and distributing the meeting agenda and minutes in coordination with the Chair.

The meeting format is as follows:

- Call to Order
- Roll Call to Establish Quorum
- Chair Remarks
- Meeting Minutes
- PennDOT Secretary Remarks
- Department Updates
- Member Updates
- Other Business
- Public Comment
- Adjournment

ITEM VI - VOTING:

- A. A simple majority of all members recorded as present is required for all votes with the exception of revision of the bylaws (discussed below).
- B. A quorum is required for any voting purposes. All members able to participate in-person or by electronic communication such as phone, video chat, or other means shall be counted as present and included in the quorum count for voting purposes.
- C. Members shall make motions by stating, "I move that we..."
 - The motion must then receive a second or it will be lost.
 - If the motion receives a second, the Chair shall be responsible for stating the motion for discussion and vote.
 - The Chair shall use the Voice method to determine vote:
 - Those in favor say, "Aye."
 - Those opposed say, "No."
 - If a member moves for an exact count, the Chair shall use the Roll Call method; members answer "yes" or "no" as each name is called.
 - In the case of a tied vote the Chair will exercise a casting vote to determine the outcome.

ITEM VII - PARLIAMENTARY AUTHORITY:

- A. The rules contained in the Modern Edition of *Robert's Rules of Order* shall govern the Pedalcycle and Pedestrian Advisory Committee in all cases where they are not inconsistent with these bylaws and any special rules of order the committee may adopt.

ITEM VIII - AMENDMENTS TO BYLAWS:

- A. These bylaws may be amended at any regular or special meeting of the Committee by a two-thirds majority vote, provided that previous notice of the amendment was given to all members at least ten days in advance and the actions taken under this section do not violate Title 75. Section 3571.

ITEM IX - RECORDS OF MEETINGS:

- A. It shall be the duty of the duly elected Secretary of the Advisory Committee to keep, or cause to be kept, minutes of all meetings of the Committee. To assist in note taking, the meetings will be recorded and therefore, at the start of the meeting the Chair shall announce that the meeting will be recorded. Additionally, all meeting agendas and invitations shall clearly state the meetings will be recorded.

ITEM X - ATTENDANCE:

- A. Members of the Committee are expected to attend all regularly scheduled meetings in person, by phone, or video conference.
- B. If a member is unable to make a meeting, they will need to notify PennDOT staff and Chair in a timely manner
- C. A public member who misses three consecutive meetings without good cause acceptable to the Chair may be replaced by the Governor.
- D. "Good cause" includes, but is not limited to, illness, occupational responsibilities, family emergency (death or illness of household member or close relative), or transportation failure (e.g., car breaks down, train is late, etc.)

ITEM XI - EXPENSES:

A. Public Members:

Members of the Committee shall be entitled to actual, necessary and reasonable per diem expenses in the discharge of their duties and in accordance with regulations of the Executive Board.

Legislative Members:

Legislative Members shall be entitled to expenses in a like manner, except as follows:

- (a) When meetings are held in Harrisburg on a Legislative day or immediately preceding or following a Legislative day (for which they will have already been entitled to Legislative mileage expenses), they shall not be entitled to mileage expenses.
- (b) When a meeting is held in Harrisburg on a Legislative day, they shall not be entitled to hotel expenses. If the meeting is held on a day or days immediately preceding or immediately following a Legislative day and such meeting requires them to stay in Harrisburg overnight, when they would not be required to do so by Legislative duties, they shall be entitled to expenses

for meals and lodging as set forth above.

ITEM XII - POLICY WITH REGARD TO GENERAL AND SPECIFIC INFORMATION:

A. General Information:

Reports to the Governor, the General Assembly, the Secretary of Transportation, and the State Transportation Commission, as well as minutes of all meetings, shall be deemed General Information, and shall be available to the public.

B. Specific Information:

All press releases and marketing information are to be issued by the Department of Transportation with the advice and consent of the members of the Pedalcycle and Pedestrian Advisory Committee. The Department of Transportation will maintain on its website pages for PPAC that are updated in a timely manner.

ITEM XII - STAFF:

1. The Department of Transportation shall provide appropriate staff support to enable the committee to properly carry out its functions.

*Adopted at the regular meeting of the Pedalcycle and Pedestrian Advisory Committee
(Held Virtually) on the 8th day of March 2022.*

ATTACHMENT 2

Cultivating Equity,
Inclusion, and Belonging
at PennDOT

Paving the
Road To
Inclusive
Excellence



My Role

- Lead PennDOT's diversity, equity, and inclusion (DEI) efforts, emphasizing a workplace culture where differences are welcomed and highly valued.
- **Inward-facing consultant** to institutionalize PennDOT's plans
 - Help formulate strategies and a sustainable framework for change
 - Create and deliver customized training
- **Outward-facing** ambassador for the Department
 - Partner and collaborate with other state DOTs and sibling agencies to understand the critical transportation concerns that vulnerable populations are bringing to other agencies.
 - Promote PennDOT as a workplace that welcomes people of diverse ethnicities, abilities, backgrounds, gender identities, life experiences, geographies, and generations

DIVERSITY, EQUITY, INCLUSION, AND BELONGING

Asking the right questions

DIVERSITY ASKS

**WHO IS IN THE
ROOM?**

EQUITY ASKS

**WHO IS
TRYING TO GET
IN THE ROOM
BUT CAN'T –
AND WHAT ARE
THE BARRIERS?**

INCLUSION ASKS

**HAVE
EVERYONE'S
IDEAS BEEN
HEARD,
RESPECTED, AND
UNDERSTOOD?**

BELONGING ASKS

**IS EVERYONE
FEELING VALUED
THROUGH
POSITIVE
CONNECTIONS
WITH OTHERS
AND ABLE TO
BRING THE
AUTHENTIC SELF
TO WORK?**

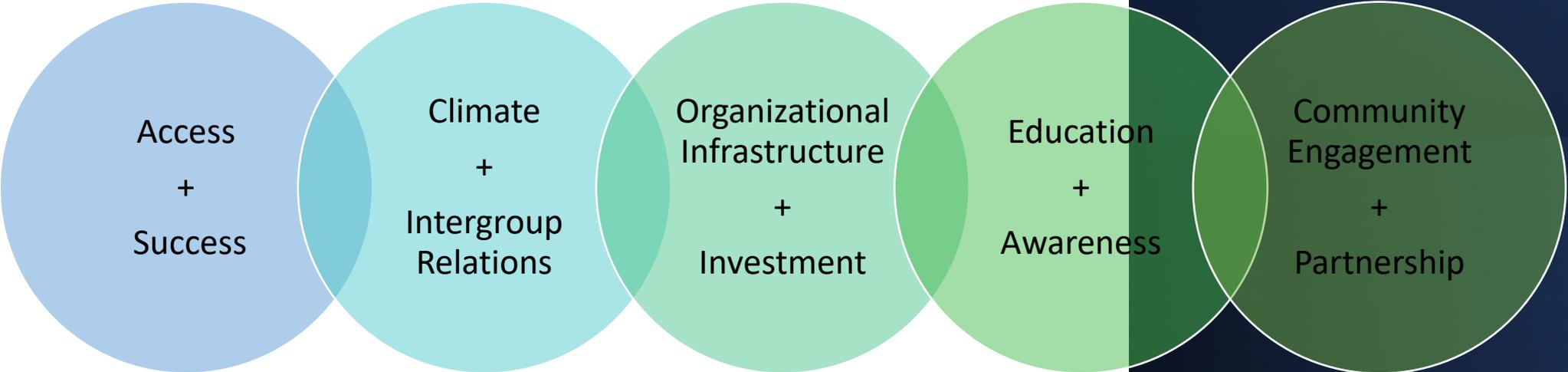
An illustration of a city street scene. In the background, there are several buildings of different colors (orange, red, blue) and heights. In the middle ground, there are green trees and a yellow and white bus. In the foreground, there is a white bus with a red stripe, a grey car with a green 'Z' logo, and two people riding bicycles. On the left, a person is riding a blue scooter. On the right, a person is riding a bicycle. The sky is light blue with two white birds flying. The overall style is flat and colorful.

Transportation Equity Defined

Envisioning Transportation Equity in PA:

- Race, disability, geographic location, or other characteristics do not determine or predict access to transportation options and services.
- Safe, environmentally sustainable, accessible, and affordable transportation options are adequately supported in all communities, particularly in historically underserved and vulnerable communities.
- Transportation decisions are made in collaboration and in participation with the communities we serve.
- All thrive in vibrant and healthy communities.

Equity, Inclusion and Belonging Framework



Guiding Principles

- Stakeholder engagement
- Intentional communication strategies
- Incorporating equity, inclusion and belonging into every aspect of our work
- Cross-deputate collaboration
- Transparent decision making
- Establish department-wide processes that are implemented with integrity

Equity in Action

- Electric Vehicle (EV) Planning
- Mentor Protégé Program
- Capstone Projects
 - Grant Disparity Study
 - Public Engagement
- Advisory Committees, Boards, and Commissions
- PennDOT Workforce Development Transportation Pilot Project

Next Steps

2022 Short-term Goals

1. Establish Council on Inclusive Excellence
2. Determine strategic vision
3. Create communication plan



Questions?

ATTACHMENT 3

STRATEGIC HIGHWAY SAFETY PLAN (SHSP)

PEDESTRIAN & PEDALCYCLE ADVISORY COMMITTEE MEETING

GAVIN GRAY ●● MARCH 8, 2022

2022 SHSP UPDATE

- Guiding document for Pennsylvania Safety Programs
- Federal requirement to be updated every 5 years
- Establishes safety goals for the state

[Pennsylvania's 2022 Strategic Highway Safety Plan.pdf \(pa.gov\)](#)



JOINT EFFORT


Yassmin Gramian
Secretary of Transportation




Jennifer Smith
Secretary of Drug & Alcohol Programs




Noe Ortega
Secretary of Education




Alicia Nolan
PA Division Administrator, FHWA




Richard Simon
Region 2 Administrator, NHTSA




Mark P. Compton
Chief Executive Officer, Turnpike Commission




Colonel Robert Evanchick
Commissioner, State Police




Keara Klinepeter
Acting Secretary of Health



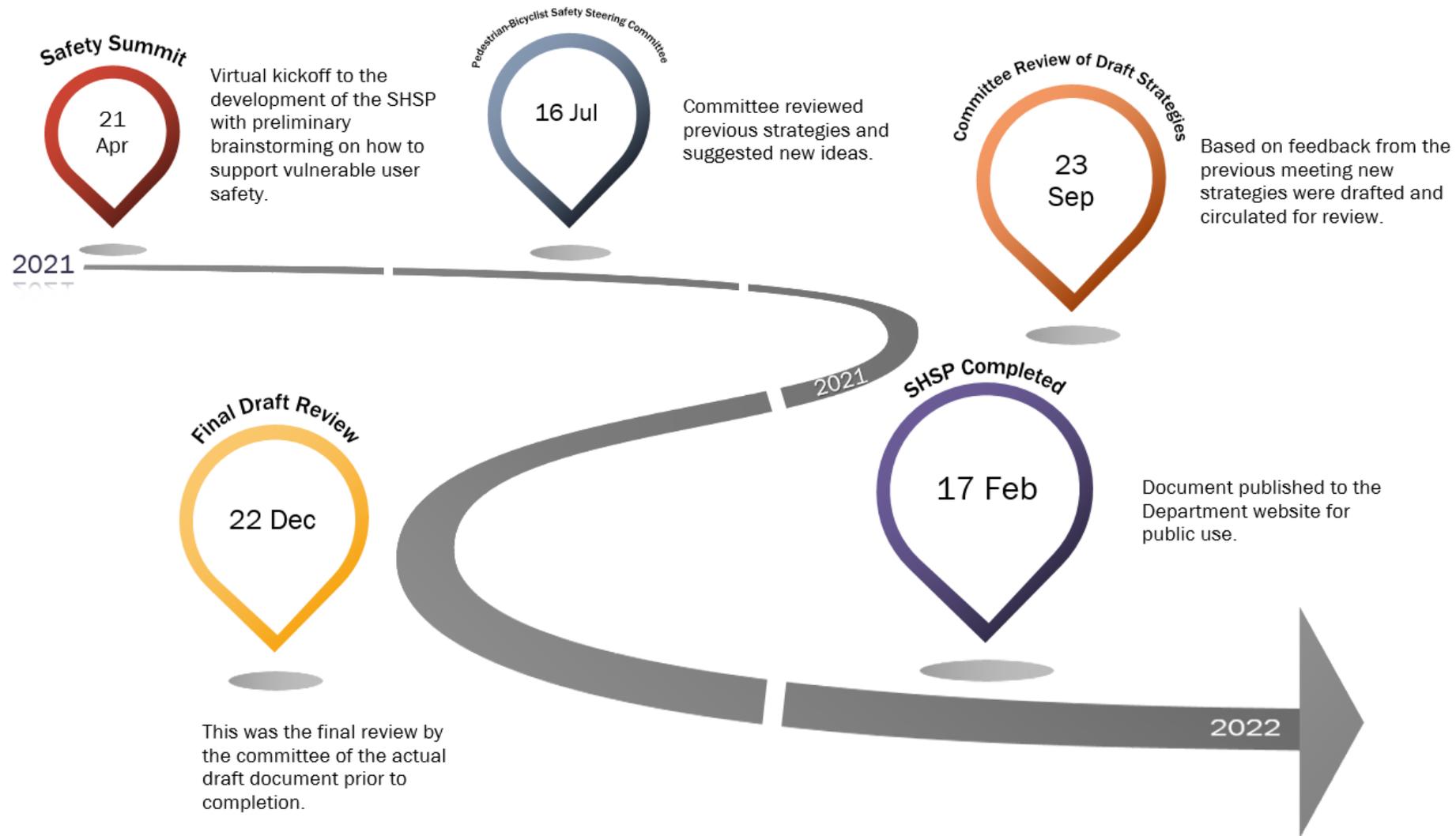

Michael G. Demko
Executive Director, Liquor Control Board



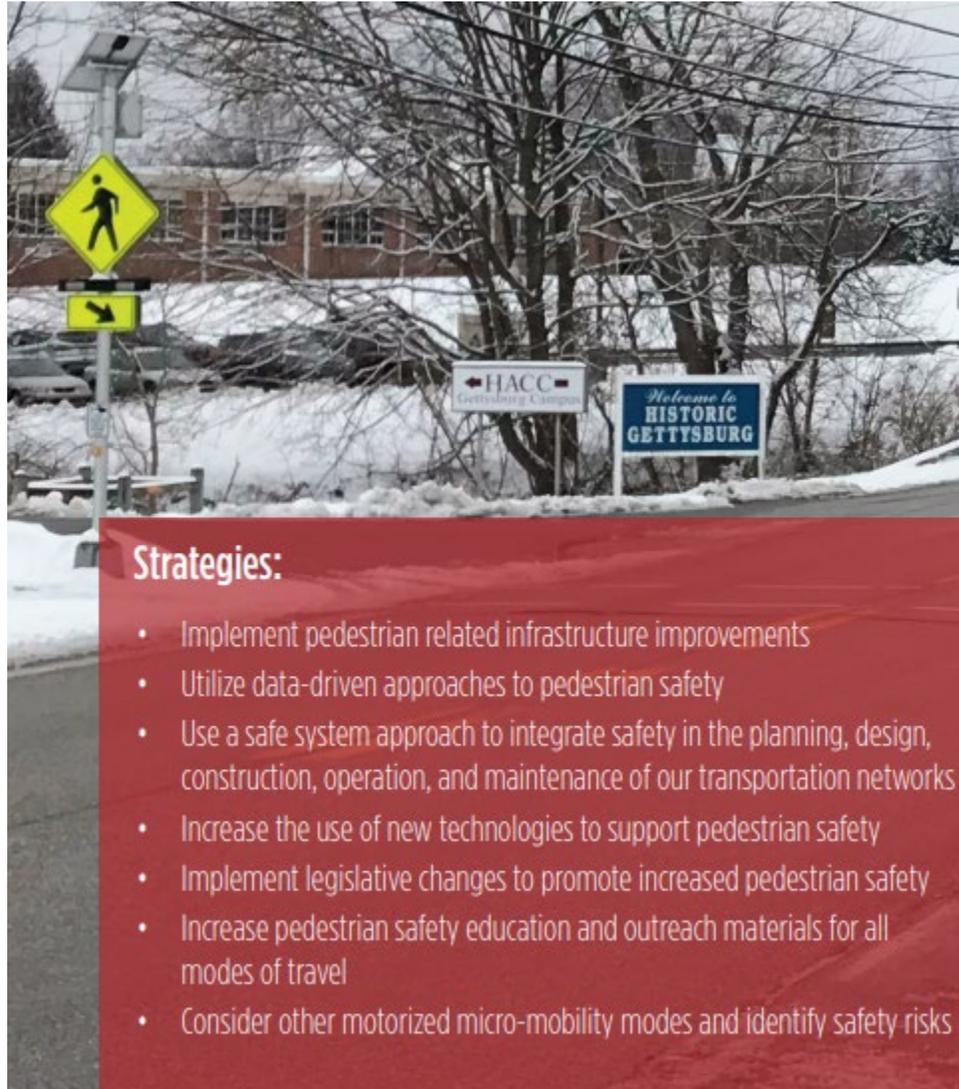
- Update involved over 50 organizations
- More than 100 individuals participated in its development
- PPAC Engagement



TIMELINE FOR UPDATE



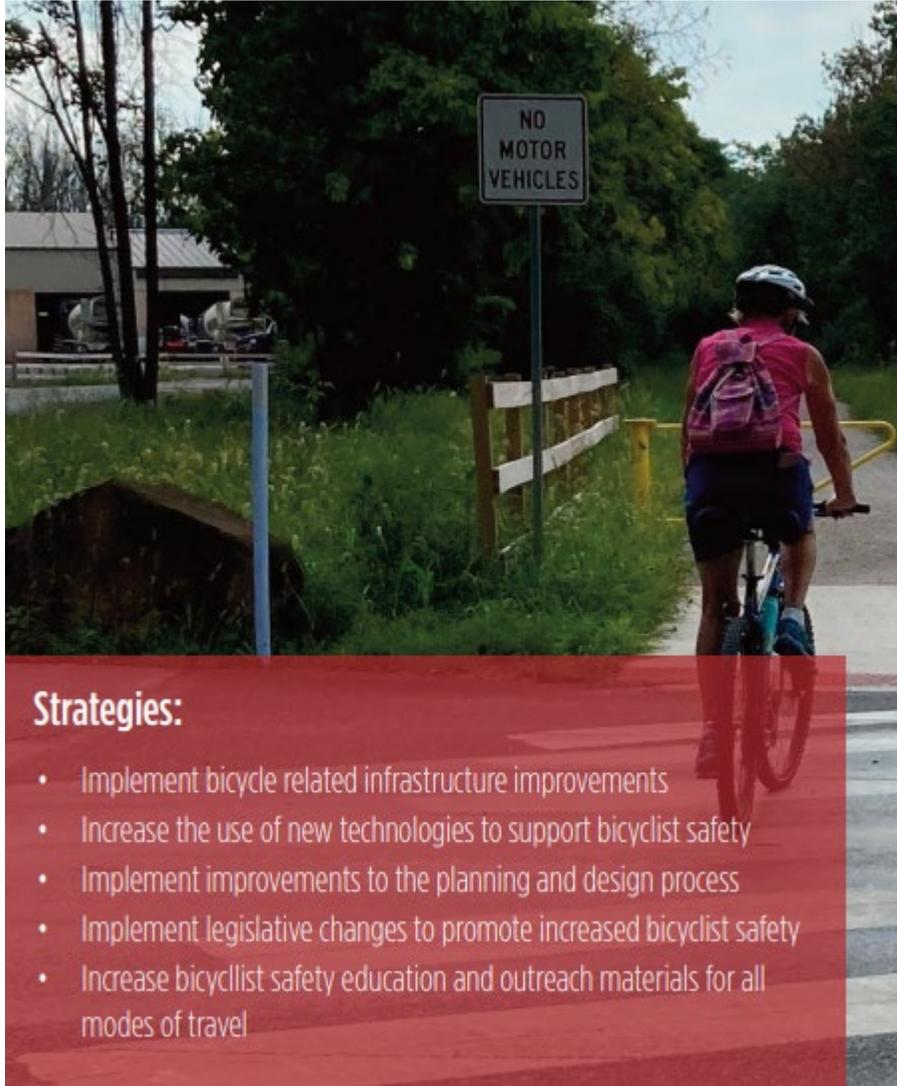
PEDESTRIAN SAFETY



- Identified as 1 of 3 emphasis areas
- 7 Strategies with 27 Specific Actions
- 6 Different Organization Leads
- Page References
 - Background/Strategies: 26-27
 - Actions: 76-79



BICYCLIST SAFETY



Strategies:

- Implement bicycle related infrastructure improvements
- Increase the use of new technologies to support bicyclist safety
- Implement improvements to the planning and design process
- Implement legislative changes to promote increased bicyclist safety
- Increase bicyclist safety education and outreach materials for all modes of travel

- 5 Strategies with 22 Specific Actions
- 3 Different Organization Leads
- Page References
 - Background/Strategies: 28-29
 - Actions: 80-82



QUESTIONS



GAVIN GRAY ●● MARCH 8, 2022

ATTACHMENT 4



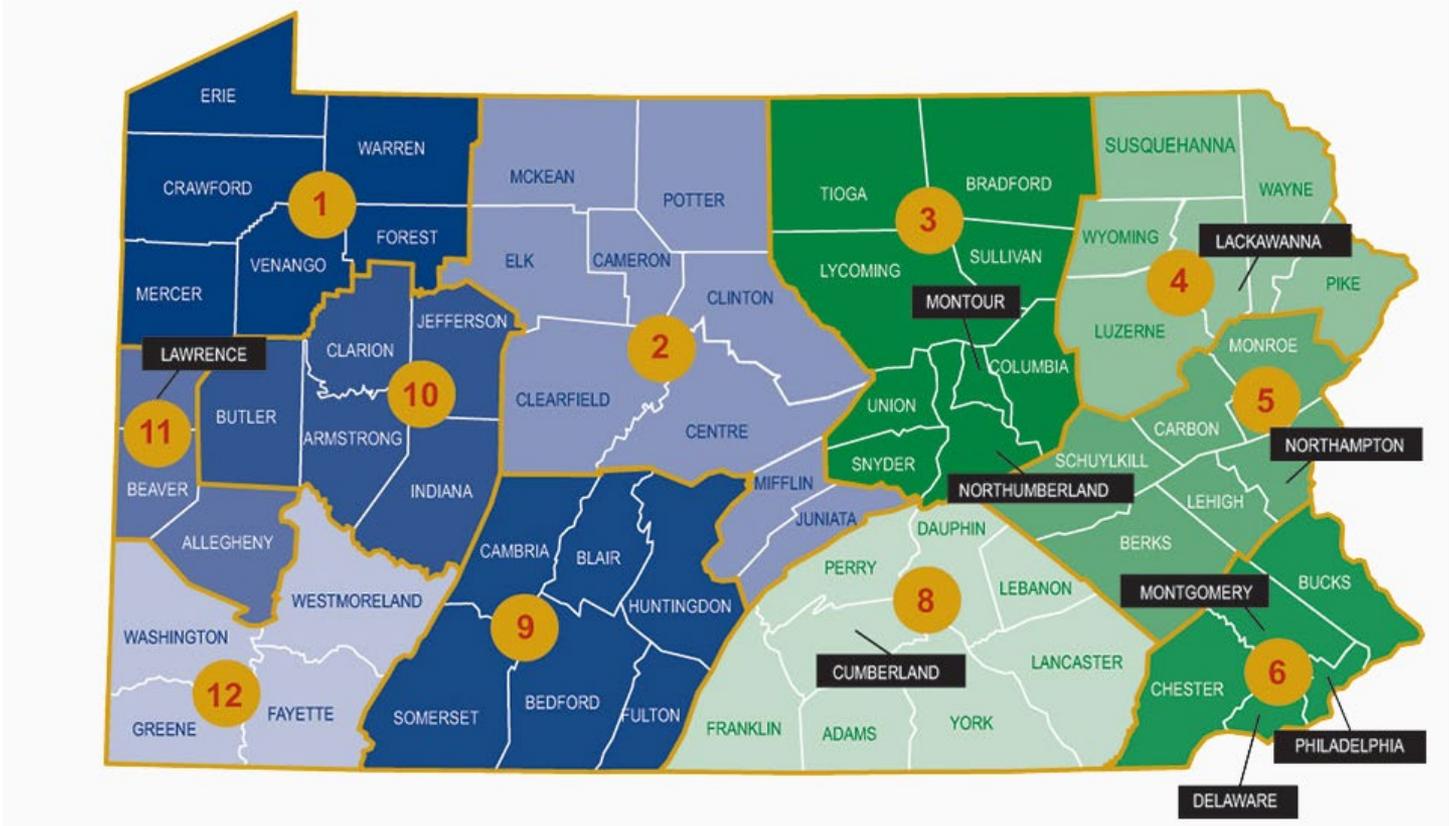
Connects Meetings held before all candidate projects are programmed connects forms are housed in the PennDOT Connects System

Forms will then be given to Project Manager to begin Preliminary Engineering

Connects doesn't end there... Connects forms can be updated during Preliminary Engineering to incorporate realistic requests

IT ALL BEGINS WITH PLANNING.

PENNDOT BY THE NUMBERS



PENNDOT CONNECTS

IT ALL BEGINS WITH PLANNING.



PennDOT Connects
Planning with our communities

Goal: Better Communities and Mobility Powered through Collaboration

PennDOT Connects:

- Builds partnerships that invest in sustainable transportation.
- Leverages resources to improve communities.
- Leads and innovates for a more livable Pennsylvania.
- Delivers projects that improve economic competitiveness, access to work, and over all quality of life.

How PennDOT Connects Works

PennDOT and our planning partners meet with local governments to discuss details for each project prior to developing project scopes and cost estimates.

All mobility needs are considered.

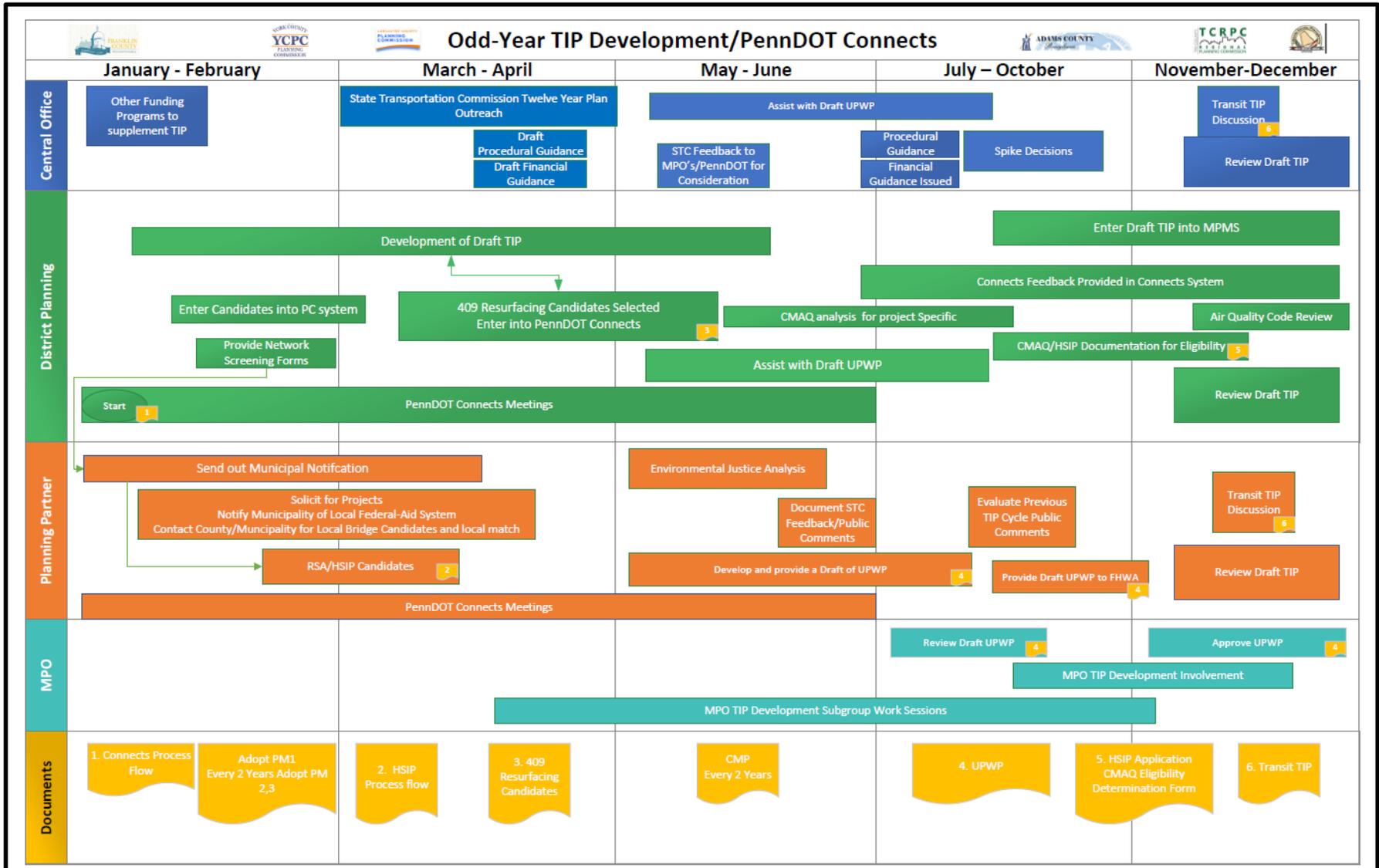
- Bicycle
- Pedestrian
- Transit
- Freight
- Operations and ITS
- Utilities
- Community health
- Stormwater management
- Green infrastructure

PennDOT is... Investing in a community with each project. Involving communities at the beginning of the planning process. Learning what elements may be important to include in the project to support a community's vision.

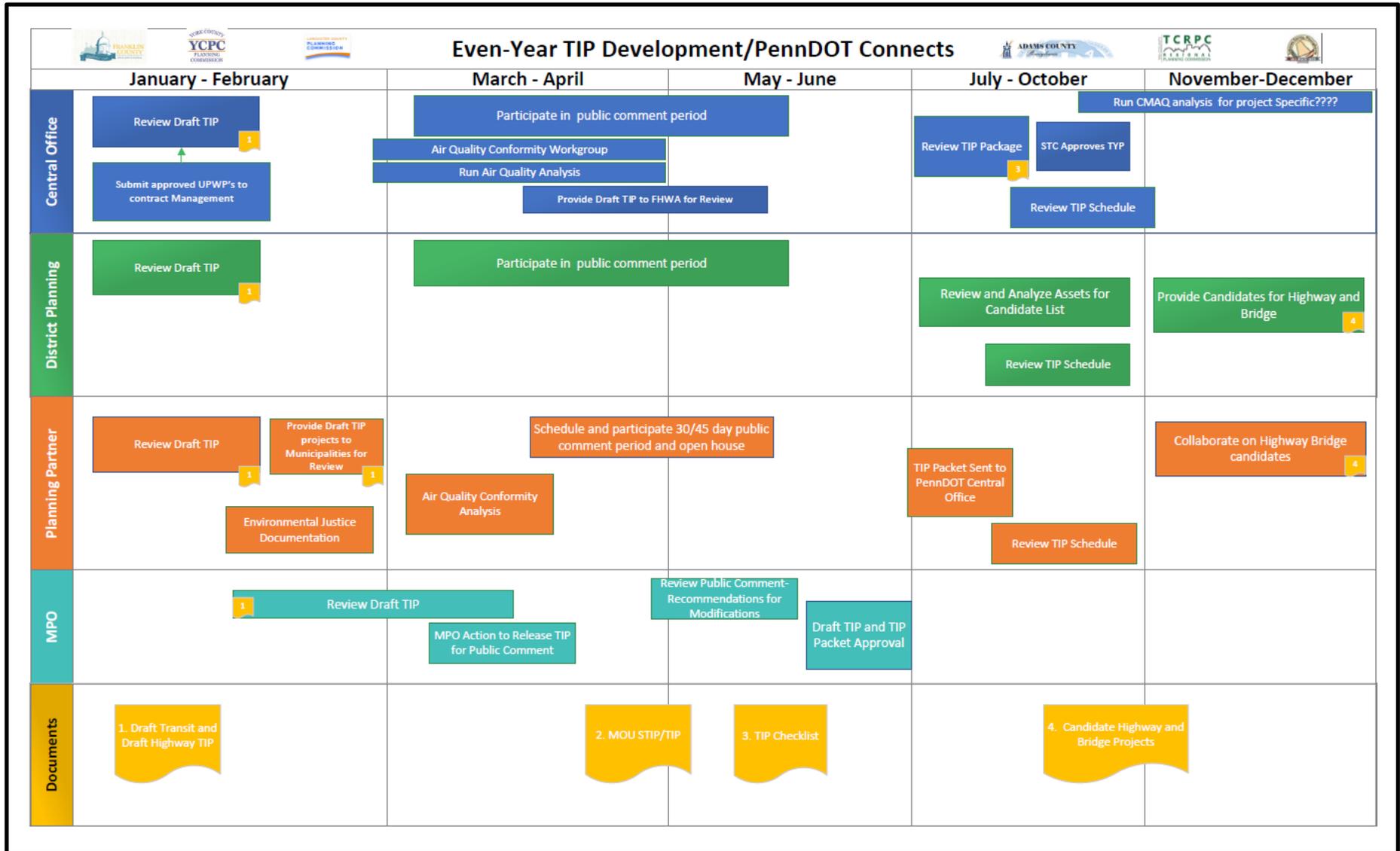
- Community transportation needs assessments based on:
 - ✓ Comprehensive plans
 - ✓ Other local planning studies
- Local government must demonstrate features are a (documented) element of the community vision
- Cost is a consideration, but not a reason enough to disregard improvements
- If justified, incorporate transportation needs into scope of work



LOCAL GOVERNMENT OUTREACH



LOCAL GOVERNMENT OUTREACH



LOCAL GOVERNMENT OUTREACH

1

Clarify roles and responsibilities of Planning Partners and District personnel, including District planner

2

Include PennDOT Connects in agendas of District meetings

3

Maintain open lines of communication with Planning Partners

4

Ensure District and Planning Partner proficiency with PennDOT Connects System

5

Support Planning Partners in the recruitment of municipalities for Outreach Sessions, training and technical assistance



LOCAL GOVERNMENT OUTREACH

- Capitalize on **relationships** with Planning Partners and stakeholders
- Maintain flexibility to **accommodate diversity** of Planning Partners and communities
- Recognize and respect **working relationships** among Planning Partners and local communities

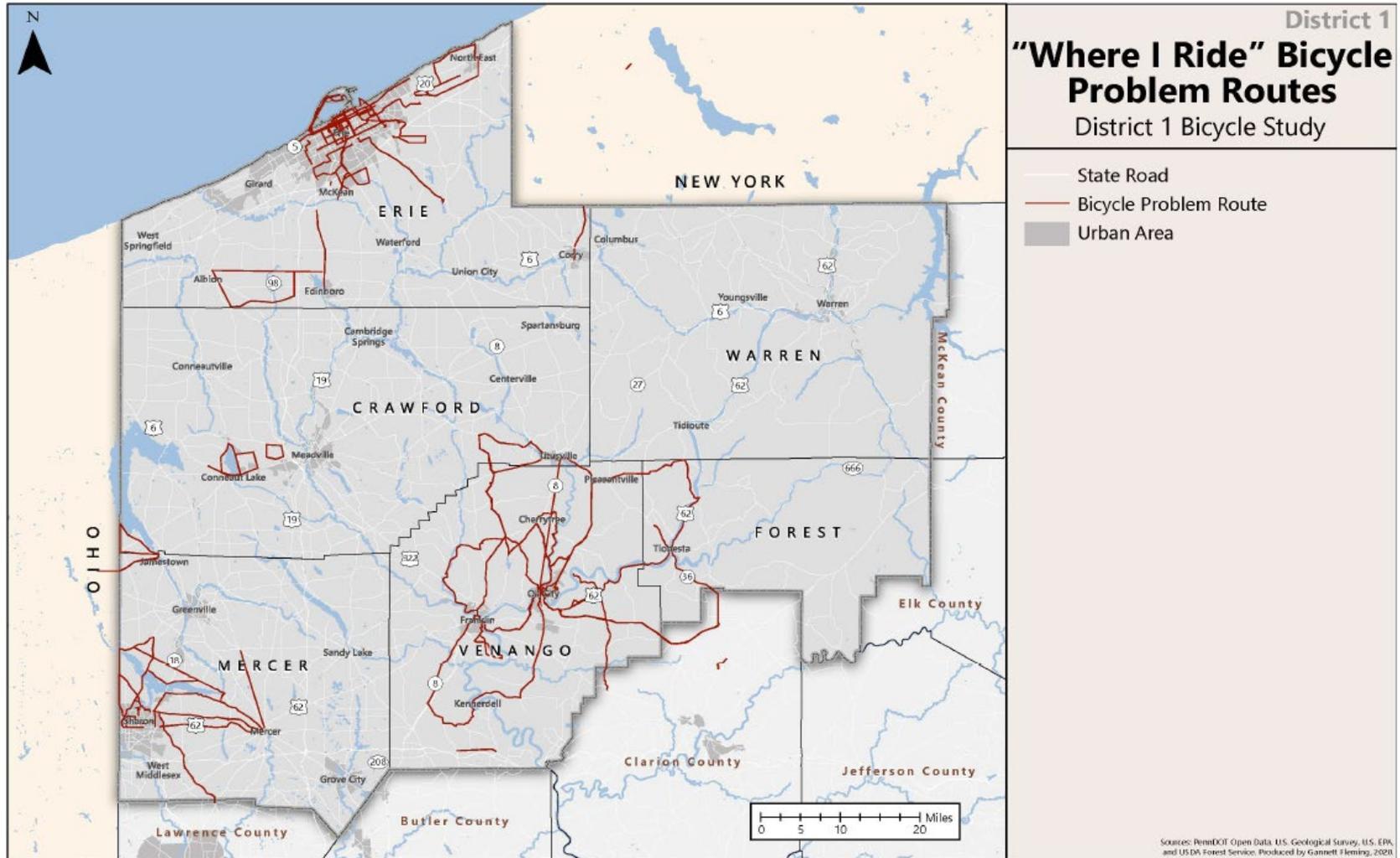


DISTRICT 8-0 EXAMPLE

Columbia-Wrightsville Bridge Rehabilitation Project



DISTRICT 1 CORE BICYCLE NETWORK STUDY



DISTRICT 1 EXAMPLE



DISTRICT 1 EXAMPLE



DISTRICT 9 EXAMPLE

- Resurfacing on PA 164 from Dulancey Drive (SR 2012) to Springhill Road (SR 2006) in Portage Borough and Portage Township, Cambria County
- Sidewalk upgrades, crosswalks, signage, and lighting along Main Street included with project
- Borough received funding through PennDOT Multimodal Transportation Fund for sidewalk and lighting improvements
- Sidewalk improvements part of multi-phase streetscape program to establish connectivity and improve safety in the Borough
- Construction: 2020-2021





Google

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PA-104

WYE
AID
9-11



10c

UNITED STATES POST OFFICE
100 N. BROADWAY, SUITE 100



Mainline
PHARMACY



RITE
AID
PHARMACY

DRIVE THRU
LET OUR FAMILY
PROTECT YOURS
15' SPOTS
AVAILABLE NOW



DISTRICT 9 EXAMPLES

- District 9 Connects Examples and additional outreach:
 - Maintain District Bicycle and Pedestrian Assets Map
 - Meetings with local Bicycle Clubs and other Trail Groups
 - PennDOT Connects section on Scoping Field View Minutes
 - Participation in Miss Wheelchair Pennsylvania



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[PennsylvaniaDOT](#)

ATTACHMENT 5

Bills under Consideration by the General Assembly of Interest to PPAC

Distracted Driving

[HB 37](#) (Brown):

- **Overview:** Prohibits drivers from physically holding or supporting with their body an interactive wireless communications device while operating a motor vehicle on a highway or trafficway in this Commonwealth, unless the motor vehicle is parked on the side or shoulder of a highway or trafficway where the motor vehicle is safely able to remain stationary.
 - **Status:** Reported as amended by House Transportation on 3/23/2021. Positioned on 2nd Consideration in the House.
-

e-Scooters

[SB 783](#) (Langerholz and Costa):

- **Overview:** Establishes a two-year e-scooter pilot program in the City of Pittsburgh. Authorizes e-scooters to operate in bike lanes, roadways and bike paths. Regulates e-scooters as pedalcycles. Empowers the City of Pittsburgh to create additional rules for the safe operation of e-scooters.
- **Status:** Reported as amended by Senate Transportation on 6/22/2021. Amended into the [2021 Fiscal Code](#) and effective immediately.

[SB 892](#) (Laughlin):

- **Overview:** Establishes a two-year e-scooter pilot program in a city of the second class A (i.e., Scranton) and third class.
 - **Status:** Reported as amended by Senate Transportation on 2/7/2022. Currently on 2nd Consideration.
-

Protected Bike Lanes

[HB 140](#) (Maloney):

- **Overview:** Clarifies motor vehicles shall be parked within 12 inches of the outside lane of the buffer area between a pedalcycle lane or pedestrian plaza.
 - **Status:** Reported as amended by House Transportation on 2/4/2021. Passed the House (201-0) on 3/17/2021. Referred to Senate Transportation on 3/18/2021.
-

Radar/LIDAR for Local Police

[SB 419](#) (Scavello):

- **Overview:** Authorizes radar or lidar for any local police officer. Contains various driver protections such as requiring a local ordinance, training before use, capping the local budget to 10 percent, etc.

- **Status:** Reported as committed by Senate Transportation on 5/25/2021. Passed the Senate, as amended on 3rd Consideration, (49-1) on 6/22/2021.

[HB 606](#) (Rothman):

- **Overview:** Authorizes radar or lidar for full-time or part-time local law enforcement officers, as defined in the bill. Contains various driver protections such as requiring a local ordinance, training before use, capping the local budget to 10 percent, etc. Authorizes moving radar for the State Police as well.
- **Status:** Reported as amended by House Transportation on 3/16/2021. Amended on 2nd Consideration. Referred to House Appropriations on 3/23/2021.

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Vulnerable Highway Users

[HB 2100](#) (B. Miller):

- **Overview:** Defines a “vulnerable highway user” as a pedestrian, excluding personal delivery devices; a pedalcyclist; a motorized pedalcyclist; an individual on an animal; an individual on an animal-drawn vehicle; an individual on an electric personal assistive mobility device; an individual on a nonmotorized self-propelled transportation device; and an individual on a motor-driven cycle.
- **Status:** Referred to House Transportation on 11/23/2021.

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e-Bikes

- No sponsor

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DRIVE SMART Act

On June 2, 2021, Senator Wayne Langerholc, Jr. (R-35), chairman of the Senate Transportation Committee, unveiled the [DRIVE SMART Act](#), *Delivering Reforms and Investments for Vehicle Efficiency and Supporting Motor carriers, Airports, Rails & trails and Transit agencies*. (“Rails” in this context refers to intercity passenger rail.)

The DRIVE SMART Act was introduced as a comprehensive proposal to reform and invest in the Commonwealth’s multimodal transportation system. Key issues for PPAC are as follows:

- Provide a roadmap towards testing and deploying driverless Highly Automated Vehicles ([SB 965](#) – Langerholc).
- Authorize an e-scooter pilot program in Pittsburgh ([SB 783](#) – Langerholc and Costa). This was enacted via the 2021 Fiscal Code.
- Reallocate funding over 5 years from the Public Transportation Trust Fund to support intercity passenger rail facility upgrades.
- Dedicate more funding from the Multimodal Transportation Fund for active transportation.

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Other

PPAC may want to review the following legislation:

- [HB 1073](#) (Malagari): Requires vehicles to stop for pedestrians in crosswalks.
- [HB 1313](#) (Driscoll): Requires red reflectors on wheelchairs and similar electrical mobility devices.
- [HB 2154](#) (Boback): Creates a fine of \$25 for distracted pedestrians.

ATTACHMENT 6

INFRASTRUCTURE INVESTMENT & JOBS ACT (IIJA)

Brian D. Hare, P.E.

Center for Program Development and Management

March 8, 2022



INFRASTRUCTURE INVESTMENT & JOBS ACT (IIJA)

History and Highlights

- Senate vote on August 10, 2021
- House vote on November 5, 2021
- President Signed November 15, 2021
- Provides \$351 billion (Nationally) for highways and bridges over five years
- Provides \$91 Billion for transit, \$12 Billion for highway safety, and \$66 Billion for passenger rail over five years
- Creates a new \$27.5 Billion Special Bridge Program
- Creates a new \$5 Billion EV charging infrastructure formula program
- Transfers \$118 Billion from the General Fund to the Highway Trust Fund (\$90 B to Highway Account; \$28 B to Mass Transit Account)
- Does not Provide for a long-term revenue solution for the Highway Trust Fund



BIPARTISAN INFRASTRUCTURE LAW (BIL)

History and Highlights

- Senate vote on August 10, 2021
- House vote on November 5, 2021
- President Signed November 15, 2021
- Provides \$351 billion (Nationally) for highways and bridges over five years
- Provides \$91 Billion for transit, \$12 Billion for highway safety, and \$66 Billion for passenger rail over five years
- Creates a new \$27.5 Billion Special Bridge Program
- Creates a new \$5 Billion EV charging infrastructure formula program
- Transfers \$118 Billion from the General Fund to the Highway Trust Fund (\$90 B to Highway Account; \$28 B to Mass Transit Account)
- Does not provide for a long-term revenue solution for the Highway Trust Fund



Highlights

- Welcome increase at Federal level
- Will address a small portion of our unmet funding needs
- Matching state funds (typically 20%)
- Additional state funds to leverage new Federal funds (\$1 Billion)
- Capital Budget needed to ensure future projects can move forward
- What could it mean for Pennsylvania?



HIGHWAY TRUST FUND

Existing Core Program Areas:

- National Highway Performance Program - \$6.1 Billion
- Surface Transportation Block Grant Program - \$2.97 Billion
- Highway Safety Improvement Program - \$656.6 Million
- Rail Highway Crossings Program - \$35.7 Million
- Congestion Mitigation and Air Quality - \$592.5 Million
- Metropolitan Planning - \$89.1 Million
- National Highway Freight Program - \$296.1 Million

New Program Areas:

- Carbon Reduction Program - \$264.8 Million
- Protect Formula Program - \$301.1 Million



New Program Areas:

- Special Bridge Program - \$1.39 Billion
- Special Bridge Program (Off System Bridges) - \$245.3 Million
- National Electric Vehicle Program - \$171.5 Million



SURFACE TRANSPORTATION BLOCK GRANT

Transportation Alternatives Set-Aside

- Set-aside for Transportation Alternatives is increased to 10% of overall STBG
- 5% of funds for technical assistance/administration
- 2022 apportionment for PA = \$46 million
- Increasing to \$50 million by 2026 (previously \$25 m/yr.)
- Eligibility for MPOs < 200k population and non-profit sponsors
- Otherwise basically same as FAST Act



COMPETITIVE GRANT PROGRAMS

Many Opportunities Moving Forward ---

- Transportation
- Climate, Energy & Environment
- Broadband, Cyber, and Other Programs



BIPARTISAN INFRASTRUCTURE LAW (BIL)

Bipartisan Infrastructure Law - FHWA

<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

Thank You!

