

TROC July 28, 2021 Meeting 9 Minutes





The Transportation Revenue Options Commission (TROC) held its ninth and final meeting virtually on July 28, 2021. Paul Caulfield and Keith Chase led the meeting. The meeting began promptly at 1:00 P.M. and was conducted via Zoom; it was also accessible through a public link to Zoom. The full video of the session is available online at <https://www.penndot.gov/about-us/funding/Pages/TROC.aspx>.

The session agenda follows:

1. Meeting Objectives
2. Commission Chair's Opening Remarks
3. Submission Plan
4. Strategic Funding Proposal
 - Comments Review and Disposition
 - Review of Draft Final
5. Next Steps to Advance the Proposal
6. Meeting Summary and Public Comments
7. Commission Chair's Closing Remarks

Meeting Objectives

Session co-facilitator Paul Caulfield opened the meeting and presented the following meeting objectives:

- To summarize comments received and their resolution.
- To review highlights of the Draft Final Strategic Funding Proposal.
- To review the submission plan.
- To discuss next steps for advancing the proposal.

Commission Chair's Opening Remarks

Commission Chair Gramian expressed her gratitude to Commission members for their hard work since the start of the Commission in March. She noted particularly the shared commitment to arrive at the proposed solutions. The Chair also briefly highlighted the purpose of the Executive Order establishing TROC as context for this final meeting.

Chair Gramian also asked for a motion to approve the minutes from the July 14 meeting:

- Motion to approve by Bob Shaffer
- Seconded by Carl Belke
- Approved

TROC by the Numbers

Paul briefly recounted the Commission members' journey in creating the strategic funding proposal, highlighting the meetings, work group collaborations, briefings, and reviews that have been conducted, with these highlights:

- Nine TROC meetings
- Eight work group collaborations
 - Multimodal Revenue Sources
 - Transit Revenue Sources
 - Mileage-Based User Fees
 - Vehicle Registration Fees
 - Tolling Scenarios
 - Taxing and Other Revenue Scenarios
 - Local Solutions
- Nine briefings
 - *National Perspective* (Dr. Alison Premo Black and Carolyn Kramer)
 - *Planning and Environmental Linkages* (PEL) [Provided through video link]
 - *Multimodal* (Jennie Granger)
 - *MBUF Presentation* (Patricia "Trish" Hernden, Ph.D.)
 - *Highway Overview* (Mike Keiser)
 - *Federal Funding Initiatives* (Larry Shifflet)
 - *Package Tax/Fee Feasibility* (Jennie Granger)
 - *PennDOT Maintenance Funding* (Mike Keiser)
 - *Modernization and Efficiencies* (Larry Shifflet, Michael Keiser, and Kurt Myers)
- Countless reviews and revisions of the (now) 39-page report

Submission Plan

Paul outlined the plan for submitting the TROC proposal, as follows:

- Minor editing continues through Thursday
- InDesign formatting completed by COB Thursday
- Submission on Friday, July 30
- PDF of proposal provided to TROC members simultaneously

Paul also noted that the submission of the proposal would not entail a vote, and indicated that Chair Gramian would explain in her closing remarks how the submission would be carried out.

Strategic Funding Proposal

Keith provided a brief review of the categories of comments received in the latest Commission-wide review and how they were addressed in the TROC proposal. Comments were categorized as follows:

- Local Solutions
- Multimodal
- Intergovernmental Partnership
- Efficiencies
- Consequences of Inaction
- Making the Case
- Next Steps (especially work group leaders)

Review of Final Draft

Next, Paul provided highlights of the major charts and graphs to be included in the TROC proposal. The major components covered were:

- Pennsylvania's Transportation Funding Gap
- PennDOT's Current Funding by Source
- PennDOT Loss of Buying Power
- Strategic Transportation Funding Proposal (spreadsheet)
- Funding Targets by Phase
- Funding Proposal Summary by Revenue Type (chart and graph including portion of MBUF revenue replacing gas tax)

Commission members participated throughout this presentation by offering their perspectives on the funding proposal.

Next Steps to Advance the Proposal

Commission Chair Gramian discussed the following steps to advance the TROC proposal from options into action:

1. Work collaboratively with the Wolf Administration to act on the proposal.
2. Continue to expand and strengthen a coalition.
3. Establish leadership and technical teams to support the General Assembly and Administration.
4. Adhere to a six-month timeline for acting on TROC's proposal.
5. Secure sponsor(s) to introduce the TROC proposals as legislation.
6. Ensure public involvement.

In response to the presentation of these activities, a Commission member emphasized the importance of including the Legislature in the collaboration toward successful implementation (in addition to the Wolf Administration noted in the first item).

Meeting Summary and Public Comments

The session concluded with a brief summary of the session's topics. A period for public comment was opened to allow members of the public to provide their input. No additional comments were voiced.

Paul and Keith acknowledged Commission members for the hard work they put into creating the TROC proposal.

Commission Chair's Closing Remarks

In closing, Chair Gramian thanked the Commission for a great final meeting and the many comments and questions received. The Chair indicated that after her review of the final draft report, she intends to deem it appropriate for transmission to the Governor and the Legislature.

Chair Gramian noted that after the submission, "our collective leadership in advocating these recommendations and potential alternatives would be critical for the safety, mobility, reliability, prosperity and quality of life for the people of our Commonwealth. The next few months will be a time that calls for unity of purpose. As transportation leaders, we are called to join together to solve this problem and solve it well. I want to stress that I'm personally committed to working with the Governor's Office, legislative leaders and our many stakeholders to advance options presented in this report—and that commitment extends to PennDOT's leadership team as well. I look to your continued leadership and advocacy in your own spheres of influence. We are a broad base of stakeholders reflective of the kind of coalition that can make real change happen."



Chair Gramian closed by encouraging Commission members to “provide our fellow Pennsylvanians with 21st-century solutions that they deserve,” and thanked all for their hard work, sincere engagement and open dialogue over the past five months.