

PENNSYLVANIA STATE TRANSPORTATION COMMISSION  
BUSINESS MEETING  
HARRISBURG, PENNSYLVANIA  
DECEMBER 14, 2017



**CALL TO ORDER:**

Vice Chairman Robert Pease convened a quarterly business meeting of the State Transportation Commission (STC) at 10:02 am on December 14, 2017, in Harrisburg, PA.

**ROLL CALL:**

**Commissioners Present:**

Honorable Robert B. Pease, P.E., Vice Chairman  
Honorable Edward J. Cernic, Sr.  
Honorable Ronald J. Drnevich  
Honorable James D. Kingsborough  
Honorable George M. Khoury  
Honorable Sharon L. Knoll, via phone  
Honorable Frederick M. Wentz  
Honorable Frank E. Paczewski, via phone  
Honorable Charles H. Martin, via phone  
Honorable John Taylor  
Honorable John Sabatina, via phone  
Honorable William F. Keller

**MINUTES :**

**ON A MOTION** by Edward Cernic and seconded by James Kingsborough, and unanimously approved, the September 14, 2017, STC business meeting minutes were accepted.

Mr. Ritzman gave an update on the McBride Viaduct demolition project. He indicated that he had followed up with William Petit and Brian McNulty of PennDOT District 1-0. Mr. Ritzman explained that the bridge was structurally deficient and the decision to replace it has followed department standards. Efforts were made to engage the public, consider the costs of alternatives and the schedule moving forward has been reasonable. District executives have also proposed that advocacy groups take ownership of the bridge if they are to pursue the rehabilitation option, However, the advocacy groups have declined the offer. Mr. Ritzman also added that he contacted

Mr. Adam Trout, who told him that his group was pursuing a legal procedure to slow down the process of demolition.

Mr. Khoury asked if the lawsuit has already been filed. Mr. Ritzman answered that the Department has not been notified of a lawsuit yet.

**VICE CHAIRMAN'S REMARKS:**

Vice Chairman Robert Pease delivered brief opening remarks in which he welcomed Commissioners and Guests to Harrisburg, PA. Mr. Pease indicated that Secretary Richards had a schedule conflict and hopefully will be able to join in a little later during the meeting. Mr. Pease also welcomed the Transportation Advisory Committee's new Chair, Ms. Jody Holton, who was attending her first STC meeting.

**2017 TWELVE YEAR TRANSPORTATION PROGRAM ADJUSTMENTS**

Deputy Secretary Jim Ritzman presented the 2017 Twelve Year Program (TYP) adjustments stating that between August 19, 2017 and November 17, 2017, there were 880 program adjustments including:

- 227 Project or Phase Additions
- 544 Project or Phase Changes
- 48 Project or Phase Deletions
- 61 Adjustments to Funding Line Items

Mr. Ritzman explained that the overall changes represent a \$38,740,429 million increase for the report period. He added that nearly 40% of that increase occurred in Highway and Bridge Programs. Mr. Ritzman highlighted Highway and Bridge Program changes that occurred in the Southwestern Pennsylvania Commission MPO.

Mr. Drnevich indicated that it would be helpful for the Commission to have a report on the Rapid Bridge Replacement (RBR) Program. Mr. Ritzman pointed that there was a brief summary in the current report but he can provide a more detailed summary in the next report.

**ON A MOTION** by Ronald Drnevich and seconded by George Khoury, the 2017 Twelve Year Program Adjustments were unanimously approved.

**WORKING SESSION**

**2019 TWELVE YEAR PROGRAM UPDATE OUTREACH CAMPAIGN: BY LUGENE KEYS**

Ms. Lugene Keys, McCormick Taylor, delivered a presentation on the Public Outreach Campaign for the 2019 TYP. Prior to the modernization efforts, the STC held public hearings across the state in various locations to try to reach as many communities and planning regions as possible. She said that the hearings were intended to gather feedback from the public and although the approach and format were common at that time, they did not generate the public involvement expected. They were costly in terms of time and resources, public attendance was generally low, and feedback was very limited and specific to projects.

Ms. Keys indicated that it was clear that a new approach was needed. That new approach started with the STC public outreach modernization effort, which created new tools and techniques to increase public feedback, improve the quality of participation and expand the public's awareness of the STC and the overall transportation planning process. It was also determined that the collaboration between the STC's efforts and existing PennDOT/MPO/RPO planning processes needed to be improved. Consequently, a pilot project was launched in 2013 with the understanding that effective and successful techniques would be continued in future TYP updates. Ms. Keys also announced that for the first time since the modernization effort, the outreach campaign has achieved national recognition including second place in **AASHTO's 2017 TransComm** contest for exceptional public involvement approach and a runner up in the Transportation Research Board's 11<sup>th</sup> annual **John and Jane Q. Public Communications Concepts Competition**.

Ms. Keys described the four key components of the 2017 outreach campaign including: the Transportation Performance Report (TPR), the Online Public Meeting, the Customized Online Survey, and the Planning Partners Meeting. Each component, she said, is tailored to fulfill a specific purpose. Ms. Keys specifically explained that:

The **Transportation Performance Report**, which was released in February 2017, is designed to educate and inform the public. The TPR is a biennial document that contains STC's assessment of the state's multimodal transportation system, its performance, and highlights the state's plans moving forward. It is intended to reflect the good transportation work accomplished and showcase challenges and opportunities for the future. Also, using the TPR as starting point for the outreach efforts has allowed the STC to focus on policies, investments and needs as opposed to projects.

The **Online Public Meeting**, held on March 21, 2017 and the **Customized Online Survey**, open from March 6 through April 19, 2017, were designed to get the public involved in transportation issues identification and project prioritization. The online public meeting recorded a total of 250 registration with nearly half of those attending. Ms. Keys noted that the development of a customized survey came as a direct response to feedback received from Planning Partners during a focus group discussion. The survey was designed, developed and tested over a five-month period beginning in October 2016, and was completed in time to be incorporated in the public outreach campaign in March 2017.

The **Planning Partner Meetings**, the **STC Website**, and the **Interactive Map** are designed to share the feedback collected with the public and planning partners. Following the survey, results were released to Planning Partners and the general public. STC members attend the MPOs and RPOs pre-TIP public meetings. Toolkits were designed for each commissioner for their meetings with planning partners to help them present the feedback results and collect any additional input from the meeting. Overall, STC commissioners attended eighteen MPO/RPO meetings to discuss the outcomes of the outreach survey and the results within their regions.

Ms. Keys concluded her presentation by stating that, at this point in the TYP Update process, planning partners are now working with PennDOT to develop their regional transportation improvement programs which will be combined into one plan called the State Transportation

Improvement Program (STIP). The information that was gathered through the campaign will be reflected through the final production of the TYP. She added special efforts will be made to reach out to those who participated so that they can see how their efforts affected the transportation planning process.

Mr. Kingsborough commented that the Commissioners' Toolkit binders put together were useful for the meetings with planning partners.

Ms. Clark announced that the STC website has been redesigned to become mobile-friendly. She added that this change will make the website easy to navigate on smartphones and tablets and ultimately attract more users, especially younger users.

### **SAFETY PERFORMANCE TARGETS: BY GENE HEYMAN**

Deputy Secretary George McAuley indicated that Performance Measures are not new to PennDOT. However, there is a new rulemaking from the FHWA that creates national performance management measures and standards to be used by the States to meet the national transportation goals identified in the Moving Ahead for Progress in the 21st Century Act (MAP-21). He added that this rulemaking also establishes the process to be used by States to set performance targets that reflect their performance measures.

Mr. Ritzman commented that this presentation is the result of several conversations he had with STC Commissioners who suggested a discussion about what the department is required to do in terms of performance measures. Mr. Ritzman also encouraged Commissioners to make suggestions if they think there are other safety performance metrics that the Department should focus on.

Mr. Gene Heyman gave a presentation in which he explained the safety performance management measures process and the timeline of target setting for those measures. Mr. Heyman explained that MAP-21 specifically requires the establishment of performance measures for the number and rate of fatalities and serious injuries, for States and MPOs to set targets against those measures, and for FHWA to evaluate whether a State has achieved or made significant progress toward achieving targets. Mr. Heyman indicated that the safety performance measures came as part of new rules to implement MAP-21 performance management requirements for safety and update the Highway Safety Improvement Program (HSIP). He noted that the HSIP is a core Federal-aid highway program, which aims to reduce fatalities and serious injuries on all public roads, including non-State-owned public roads.

Mr. Drnevich asked if the performance measures were specific to safety. Mr. Ritzman answered that these measures are specific to safety.

Mr. Khoury asked if there will be guidance or funds for planning partners from PennDOT if they agree to support the Department's performance measure targets. Mr. Ritzman answered that discussion would certainly happen in the future.

Mr. Khoury commented that since PennDOT depends on planning partners to develop projects to meet the goals the Department has established, how will PennDOT ensure the right projects are developed.

Mr. Heyman answered that there are Highway Safety Programs that are directed toward improving safety. He indicated that funding for those programs consider safety performance measures.

Mr. Heyman mentioned five specific safety performance measures that are being implemented to assess fatalities and serious injuries on all public roads. Those measures include:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries

He added that States are required to set statewide targets against each of these measures. The targets will be established annually beginning one year after the effective date of the rule on a calendar year basis. States will report targets to the FHWA in the HSIP report due in August of each year. MPOs will then set targets for the same measures for all public roads in the MPO within 180 days after the State sets each target. The targets will be set in coordination with the State. The MPO can either agree to support PennDOT's target or set a numerical target specific to the MPO planning area.

Mr. Heyman indicated that in this process, Pennsylvania uses five-year rolling averages to calculate historical crash trends and set new targets. Pennsylvania has set a 2% annual fatality reduction as initial target. It has also set a goal to reduce the current number of fatalities and serious injuries by 120 and 305 respectively over the next five years. This ambitious timeline will rely heavily on the implementation of autonomous vehicle technology, which is anticipated to be implemented in the mid to late 2020's. He added that, as autonomous vehicle technologies are implemented, the fatality reduction goals are expected to increase.

Mr. Drnevich asked what is the definition of serious injury? Mr. Heyman answered that the definition lists specific injuries such as broken bones, lacerations, etc.

Mr. Kingsborough asked if the fatalities are categorized by reasons such as texting, DUI, or pavement condition? Mr. Heyman indicated that they are and the safety performance measures take that into account.

Mr. Heyman concluded his presentation stating that two years after States set targets, FHWA will annually assess target achievement. He added that targets will be assessed individually for whether a State has achieved or made significant progress toward achieving targets. If the State did not meet or make significant progress toward meeting 2014-2018 targets, the State must submit an HSIP Implementation Plan to FHWA.

## **PA DEPARTMENT OF TRANSPORTATION UPDATE:**

### **Transportation Advisory Committee (TAC)**

Ms. Holton stated that the Transportation Advisory Committee discussed several study topics at its last business meeting. The Committee voted to undertake two study topic proposals.

- **Intercity Passenger Rail and Connectivity between Mid-size cities and Major Metropolitan Areas in Pennsylvania**
- **Collection of Taxes from Alternative Fuel Vehicles.**

Vice Chairman Pease asked if the discussion included adding more train service between Pittsburg and Harrisburg. Ms. Holton said that it was mentioned in the discussion and the study will include that too.

Ms. Holton also indicated that the Committee will discuss the scope of the two study topics at the next TAC meeting.

### **Administration and Budget**

Deputy Secretary Suzanne Itzko gave an update about the Administration deputeate. She indicated that PennDOT and the Department of General Services (DGS) jointly agreed to have DGS delegate more than 170 PennDOT owned facility projects to PennDOT along with an additional 49 projects within the late fall of 2016. Doing so relieved DGS of an existing project backlog and gave PennDOT direct oversight of its projects enabling expedited project design and construction. Ms. Itzko added that PennDOT has realized more than \$1 million in cost savings for the 141 projects already completed, under construction or in contract award including mission-critical vehicle wash facilities and roof replacements.

Ms. Itzko also discussed the diversity in workplace program that her deputeate is implementing. She explained that this program is a result of the strategic directives, which recommended more efforts to promote diversity. She noted that three sessions have been held so far and over 300 hundred people have participated. Ms. Itzko noted that the meetings have generated very useful feedback. Ms. Itzko also discussed the open house session to reach out to high school students to familiarize them with what the Department does.

Ms. Itzko concluded her update with the Secretary's Innovation Challenge, which gives high school students the opportunity to give their take on transportation-related issues. She added that the underlining idea is to get the youth more involved in solving the challenges transportation is facing. This year's challenge is *Driving and Texting*. It encourages high school students to propose ideas to eradicate driving and texting.

Mr. Pease asked if the topic also includes talking on the phone while driving? Ms. Itzko answered that the topic encompasses all distracted driving activities.

## **Drivers and Vehicles Services**

Sitting in for Deputy Secretary Kurt Myers, Ms. Anita Wasiko gave a report in which she discussed the REAL ID. Ms. Wasiko explained that Since Act 3 of 2017 was passed in May, planning the deployment of REAL ID has been a key operational focus for PennDOT. PennDOT has committed to the Department of Homeland Security (DHS) that REAL ID-compliant products will be available to customers by Spring 2019. REAL ID regulations require that for a customer to be issued a REAL ID-compliant product, PennDOT must verify the following documents:

- Proof of Identity (Original or certified copy of a birth certificate with a raised seal or valid U.S. Passport)
- Proof of Social Security Number (Social security card)
- Proof of all Legal Name Changes (Marriage license or court order issued by your county's family court)
- Two Proofs of Current, Physical PA Address (Current, unexpired PA license or ID and a no more than 90-day-old bank statement or utility bill with the same name and address)

Ms. Wasiko added that PennDOT has developed a robust communications plan for REAL ID, and has been working closely with Commonwealth Media Services (CMS) to strategize its deployment.

Ms. Wasiko also discussed the \$5 county registration fee. She indicated that as of December 1, 2017, the fee has been implemented in a total of 17 counties and PennDOT has collected approximately \$38.4M in county fees.

## **Multimodal Transportation**

Sitting in for Deputy Secretary Toby Fauver, Mr. Mike Sorbo delivered an update highlighting the completion of the Pennsylvania State Aviation System Plan (SASP) and ongoing construction projects at the Philadelphia Regional Port Authority. Mr. Sorbo indicated that the three capital improvement projects are progressing at the Philadelphia Regional Port Authority (PRPA). He added that significant progress has been made at the southern end of the Port where Hyundai and Kia cars are imported and readied for distribution to US car dealerships.

Mr. Sorbo also discussed the Public Private Partnership Compressed Natural Gas Project and Public Transportation Ridership Trends.

Mr. Khoury asked about the type of projects that are being approved under the Multimodal Transportation Fund and what is the process of project selection?

Mr. Ritzman answered that the process is like the Transportation Alternatives Program. He added that specific projects would include improvement to local bridges, rails and trails, pedestrian access type of improvements, etc.

## **Office of Planning**

Deputy Secretary Jim Ritzman delivered an update in which he indicated that the Office of Planning obligated a total of \$1,757,481,728.34 in federal funds for Federal Fiscal Year 2017. He added that Pennsylvania received \$153,964,112 in additional obligation authority as part of the annual August Redistribution process. Mr. Ritzman also mentioned discussions between his office and planning partners about performance metrics and the timeline for their implementation. The County \$5 Registration Fee for Local Use, which is now being collected for 17 counties has also been discussed. Mr. Ritzman concluded his update discussing the uncertainty about the Trump administration's Infrastructure legislation and the uncertainties related to the federal gas tax increase that would need to happen to maintain federal programs' funds leveled.

## **Highway and Bridge Program**

Deputy Secretary George McAuley gave a brief report stating that the number of structurally deficient bridges has been reduced from 6,034 to 3,472, the lowest level since 1998. He also added that as of September 30, 2017, 237 state SD bridges are scheduled to be let by the end of 2017, in addition to 218 P3 Replacements. Mr. McAuley also said that PennDOT has bid 102 highway and bridge projects in the third Quarter of 2017 and On-time project delivery performance for this quarter was 92%. Mr. McAuley also discussed winter maintenance activities saying that the Department's negotiation tactics have kept salt prices relatively low.

Mr. Khoury commented that given that the Federal focus seems to be on the National Highway System, it is fair to say that the FHWA doesn't understand that there are other issues that states must deal with. Mr. McAuley said that the FHWA is aware of the other issues. He added that he has a meeting scheduled with the acting Regional FHWA administrator to discuss those issues and how the funding that they provide falls short of what is needed to keep the Interstate system on track.

## **OTHER BUSINESS**

### **2018 STC QUARTERLY MEETING POTENTIAL DATES AND LOCATIONS**

- **February 22, 2018** in Harrisburg or **March 1, 2018** in Harrisburg.
- **May 17, 2018** in Williamsport.
- **August 16, 2018** in Philadelphia (Within the City limits).
- **December 20, 2018** in Harrisburg.

**ON A MOTION** by Mr. Cernic and seconded by Mr. Wentz, and unanimously approved, the STC business meetings schedule for the 2018 calendar year were accepted.

**NEXT MEETING:**



The next STC quarterly meeting is scheduled for **Thursday, February 22, 2018** in Harrisburg, Pennsylvania.

**ADJOURNMENT:**

**ON A MOTION** by Mr. Paczewski and seconded by Mr. Kingsborough, the STC quarterly meeting was adjourned at 11: 42 am.