

PENNSYLVANIA STATE TRANSPORTATION COMMISSION  
BUSINESS MEETING  
HARRISBURG, PENNSYLVANIA  
FEBRUARY 20, 2020



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

**CALL TO ORDER:**

Chair Yassmin Gramian convened the quarterly business meeting of the State Transportation Commission (STC) at 10:02 am on February 20, 2020, in Harrisburg, PA.

**ROLL CALL:**

**Commissioners Present in Person:**

1. Honorable Yassmin Gramian, P.E., Chair
2. Honorable George M. Khoury, Secretary
3. Honorable Chad M. Amond
4. Honorable Ronald J. Drnevich
5. Honorable Paige M. Willan
6. Honorable Tim Hennessey  
    Mr. Josiah Shelly, Alternate Present
7. Honorable Michael Carroll  
    Ms. Meredith Biggica, Alternate Present
8. Honorable Kim Ward  
    Mr. Nolan Ritchie, Alternate Present
9. Honorable John P. Sabatina  
    Mr. Jason Gerard, Alternate Present

**Commissioners Present by Phone:**

10. Honorable Sharon L. Knoll, Vice Chair
11. Honorable James D. Kingsborough
12. Honorable Frank E. Paczewski

**Commissioners Not Present**

None

**MINUTES:**

**ON A MOTION** by Ms. Paige Willan and seconded by Mr. Ronald Drnevich, and unanimously approved, the December 12, 2019, STC business meeting minutes were accepted.

### **CHAIR'S REMARKS:**

Chair Yassmin Gramian, P.E., welcomed Commissioners and guests to Harrisburg, PA.

Ms. Gramian explained that the FAST Act ends this year and Congressional proposals for new authorization are in development. She said that so far, the proposals have failed to include any provision for sustaining the Highway Trust Fund, which is expected to run out of money later this year.

Ms. Gramian gave updates about recent changes that have taken place within the PennDOT Leadership Team:

- George McAuley became the new Executive Deputy Secretary
- Melissa Batula became the new Deputy Secretary for Highway Administration.
- Robert Chiappelli became the permanent Deputy Secretary for Administration.

Ms. Gramian reminded STC members that Ms. Karen Heath recently emailed them the annual notice to submit their Financial Disclosure and Code of Conduct Statements. Electronic submission of these documents is due by May 1.

### **2019 TWELVE YEAR TRANSPORTATION PROGRAM: By Larry Shifflet**

Deputy Secretary Larry Shifflet presented the 2019 Twelve Year Transportation Program (TYP) adjustments stating that between November 20, 2019, and January 21, 2020, there were 668 program adjustments including:

- 218 Project/Phase Additions
- 309 Project/Phase Changes
- 63 Project/Phase Deletions
- 78 Adjustments to Funding Line Items

Mr. Shifflet explained the changes to the TYP adjustments format, which include a snapshot of the program's different components with the corresponding cost for the reporting period.

Mr. Shifflet said that the overall changes represent a \$46,950,849 increase for the reporting period.

Mr. Shifflet highlighted two projects in the Southwestern Pennsylvania Commission MPO including the MSA Thruway construction project in Butler County and a facility rehab project in Indiana County.

**ON A MOTION** by Mr. George Khoury and seconded by Ms. Paige Willan, the 2019 Twelve Year Program Adjustments were unanimously approved.

## **STATE TRANSPORTATION COMMISSION QUARTERLY REPORT: By Mark Tobin**

Mr. Mark Tobin gave a brief presentation about the status of proposed updates to the STC quarterly report.

### *STC Meeting Minutes*

At the December meeting, the STC requested that minutes be distributed digitally two weeks after each meeting. Mr. Tobin noted that meeting minutes were digitally provided a little over two weeks after the meeting because of the holidays.

### *Deputate Reports*

Mr. Tobin explained that the goal of the Deputy report is to provide a concise written summary of high priority initiatives and activities.

He added that the Multimodal Deputate produced an executive summary at the beginning of their report this month.

Mr. Tobin noted that moving forward, efforts will continue to ensure the reports are concise, useful, and include visuals such as charts and graphs.

### *Twelve Year Program Reports*

Mr. Tobin explained that some adjustments have been made to the TYP reports. In fact, one report, which just duplicated information in a different format, has been eliminated.

Mr. Tobin said that the staff will continue to work with the Department's IT personnel to incorporate additional improvements in the coming months as schedules allow. This work will focus on modernizing the TYP Report Program Areas and investigating methods of including 'major' projects and project justifications.

## **2021 TWELVE YEAR PROGRAM UPDATE: By Mark Tobin**

Mr. Mark Tobin provided a status update on the development of the 2021 TYP.

The MPOs and RPOs have submitted their draft TIPs and work is underway to finalize the information, ensure that all TIPs are fiscally constrained and complete air quality requirements.

Each MPO and RPO will hold a 30-day public comment period this spring before TIPs are formally approved, combined into the Twelve Year Program and sent for STC's approval later this summer. The STC website will play a role in these public comment periods this year by hosting a webmap with links to regional TIPs.

## **TRUCK PARKING IN PENNSYLVANIA: ONGOING DEVELOPMENTS: By Tom Phelan, P.E.**

Mr. Tom Phelan, a consultant currently under contract with the Center for Program Development and Management, gave a presentation about truck parking in the Commonwealth. Mr. Phelan explained that truck parking in Pennsylvania is lacking in available capacity, and information about available spaces is unreliable.

Mr. Phelan noted that over the past decade, there have been multiple attempts to address the issue through various initiatives both at the national and state levels. He listed some key milestones at the national and state level including:

*Key Milestones (National)*

- 2000 – NTSB Highway Rest Areas report
- 2002-05 – FMCSA Hours of Service (HOS) rule changes
- Late 2000s – State DOTs and MPOs evaluate overflowing rest areas and ramp/shoulder parking
- 2012 – Jason’s Law (MAP-21 Section 1401)
- 2015 – Jason’s Law initial survey completed
- 2017 – FMCSA electronic logging device (ELD) mandate
- 2018 – Jason’s Law survey update

*Key Milestones (Pennsylvania)*

- 2007 – TAC Truck Parking Study
- 2013 – PA Turnpike Mainline Study
- 2017 – PennDOT Safety Rest Area Transition Report
- 2018 – Eastern Pennsylvania Freight Summit
- 2018 – PennDOT P3 Request for Information for Truck Parking
- 2019 – MPO Truck Parking Roundtables

Mr. Phelan discussed the 2007 Pennsylvania Transportation Advisory Committee Report, which concluded that:

- Insufficient truck parking capacity is a major problem for public agencies and private industry (trucking, truck stops, shippers/receivers).
- **1,100** trucks are parked on highway shoulders and interchange ramps during a typical overnight period.
- Truck parking demand is likely to grow because truck traffic is projected to increase 50% between 2007 and 2030.
- Public-private collaboration is critical.

Mr. Phelan highlighted the 2018-19 PennDOT P3 Initiative. He noted that the initiative was launched in December 2018 and received 19 formal and unsolicited responses in five respondent categories including:

- truck stop operators
- highway Design, Finance, Building, Operations and Maintenance firms

- technology developers
- consultants
- property owners

Mr. Phelan also discussed PennDOT roles and responsibilities. He noted there several considerations, but the key question remains whether PennDOT should be a partner, a facilitator, or both?

Mr. Phelan concluded his presentation highlighting the Action Plan for 2020:

- Update 2007 TAC Study – data and analysis.
- Hold Potential additional MPO Truck Parking Roundtables.
- Incorporate truck parking needs in Long Range Transportation Plan and Comprehensive Freight Movement Plan development.
- Conduct Pennsylvania Freight Summit (tentatively scheduled for November 2020).
- Address truck parking needs for emergencies and road closures.
- Identify Municipal/industry stakeholder coordination and public-private collaboration opportunities to address capacity needs (PennDOT Connects approach).

Ms. Jessica Clark asked about Jason’s Law.

Mr. Phelan explained that Jason’s Law was passed by Congress to address the lack of rest stations for commercial truck drivers. The bill was named after truck driver Jason Rivenburg, who after failing to find rest stations, pulled into an abandoned roadside gas station for a nap. While he slept, he was tragically robbed and murdered.

Ms. Willan asked if there were any municipalities that require real estate developers to provide truck parking.

Mr. Phelan answered that some municipalities in the nation do, but not in Pennsylvania.

Mr. Drnevich asked if the issue is going to get worse with the freight increase in the area.

Mr. Phelan answered that is likely to happen if the issue is not properly tackled.

Mr. Amond asked if there is any data on crashes due to lack of available truck parking, and how the state ranks.

Mr. Phelan answered that he doesn’t have the specific data, but he thinks there are many crashes. He added that when those crashes happen, they tend to make the news headlines more than other transportation related crashes.

Mr. Shelly asked if the restrictions on commercialization of rest areas are making it difficult to solve the problem.

Mr. Phelan answered yes but added that even in places where commercialization is allowed, truck parking is still an issue.

Ms. Willan asked if there is any state-level legislation being considered to solve the problem.

Mr. Phelan answered that there are some proposals in a few states but nothing concrete yet.

## **PENNSYLVANIA DEPARTMENT OF TRANSPORTATION UPDATE**

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

Report stands as written.

### **Executive Deputy Secretary**

Executive Deputy Secretary, Mr. George McAuley, P.E., gave a brief report noting that budget briefings for the upcoming budget hearings are being worked on.

Acting Secretary Yassmin Gramian said that her preconfirmation meetings are ongoing. She noted that she has had meetings with State lawmakers and they have voiced their concerns about transportation funding issues. Ms. Gramian also added that she has her budget hearings on February 25, 2020, at the State Capitol.

### **Administration and Budget**

Mr. Robert Chiappelli, Deputy Secretary for Administration, gave a brief report in which he discussed the Green County Maintenance Office reconstruction, which is expected to be completed in July 2021.

Mr. Chiappelli also discussed the opening of the new Bucks County Maintenance Office. He explained that the old site is being turned over to the Heritage Conservancy through DGS as part of an agreement sale for \$800,000.

Mr. Chiappelli concluded his update noting that guidelines for the Fiscal Year 2020-21 Agency Budget Request were issued to Deputies and District Executives in early August and the final budget request package was submitted to the Governor's Budget Office on October 2, 2019.

### **Driver and Vehicle Services**

Deputy Secretary for Driver and Vehicle Services, Mr. Kurt Myers gave an update about Real ID. He noted that PennDOT is now delivering up to 5000 Real IDs a day and more than 800,000 overall. Mr. Myers said that up to 1.8 million of Pennsylvanians have made the decision not to get a Real ID. He added that there is still a robust advertisement campaign ongoing to promote the Real ID ahead of the October 1, 2020, DHS deadline for enforcement.

Ms. Willan asked why some sites can deliver a Real ID on the same day a customer visits and some sites cannot.

Mr. Myers answered that the main reason is due to Homeland Security compliance. He explained that certain sites are equipped to complete the verification process in one day and some are not. He added that all refurbished and new centers are equipped to deliver the Real ID on the same day.

Mr. Amond commented that some businesses are complaining that their employees do not know much about the Real ID

Mr. Myers answered that there has been a very strong advertising campaign about Real ID and an extensive outreach with lawmakers to explain the process. He added that if there are specific groups of businesses that need information, he can coordinate meetings with them.

### **Highway Administration**

Mr. Brian Thompson, P.E., gave an update about the Highway and Bridge Program. Mr. Thompson explained that the number of bridges in poor condition continues to decrease. Mr. Thompson noted that winter maintenance expenditures have reached \$160 million so far and are in line with the 5-year average.

Mr. Thompson indicated that the Rapid Bridge Replacement Program only has two bridges left to complete. He also mentioned the Automated Workzone Speed Enforcement Pilot Project. The enforcement is set to begin on March 9, 2020. The first offense will result in a warning, the second offense will result in a fine.

### **Multimodal Transportation**

Report stands as written

### **Office of Planning**

Deputy Secretary for Planning, Mr. Larry Shifflet, mentioned that the Statewide Long-Range Transportation Plan and the Comprehensive Freight Plan updates are progressing well.

### **OTHER BUSINESS**

### **NEXT MEETING**

The next STC quarterly meeting is scheduled for **Wednesday, May 6, 2020**, in Harrisburg, PA.

### **ADJOURNMENT**

**ON A MOTION** by Mr. George Khoury and seconded by Ms. Paige Willan, the STC quarterly meeting was adjourned at 12:11 PM.

## **FOLLOW UP ITEMS**

### **2019 Twelve Year Program Changes**

As part of the Twelve Year Program changes discussion, Paige Willan requested more information in regard to a nearly 2000% increase in costs for IT Software and Equipment in Lackawanna County. Upon further review, a data entry error was discovered. The actual total cost for the project is \$396,310. A technical correction is being made.

### **2021 Twelve Year Program Public Outreach and Financial Guidance**

Multiple Commissioners requested information on last year's Public Outreach Comment Period held from March 11 to April 26, 2019. Results are located at:

- <https://www.talkpatransportation.com/tell-us/survey-results>

The information on this webpage include statewide and regional feedback and online survey results along with the recording of the online public meeting.

The Twelve Year Program Update Process Infographic:

- <https://www.talkpatransportation.com/2019TYP/infographic/index.html>

In response to Mr. Jason Gerard's request for the 2021 Financial Guidance documents, please select ***Download 2021 Guidance Documents*** at the bottom of this webpage:

<https://talkpatransportation.com/transportation-planning/STIP>

### **Truck Parking**

As a follow-up to the presentation on Truck Parking, please see the links below for further information:

- National Coalition on Truck Parking – Basic site at FHWA:  
<https://ops.fhwa.dot.gov/publications/fhwahop17026/index.htm>
- National Coalition on Truck Parking – Working Group info with products:  
[https://ops.fhwa.dot.gov/freight/infrastructure/truck\\_parking/workinggroups/index.htm](https://ops.fhwa.dot.gov/freight/infrastructure/truck_parking/workinggroups/index.htm)
- American Planning Association Guide on Freight -  
<https://www.planning.org/policy/guides/adopted/freight/>

### **Airport Zoning Act Compliance**

In response to Commissioner Drnevich's question about the Airport Zoning Act compliance:

In 1984, the Commonwealth passed the Airport Zoning Act (Act 164) codified at 74 Pa. C.S. §5911-5920, that requires local municipalities to protect the “navigable airspace” existing around public airports.



The code states that: *“In order to prevent the creation or establishment of airport hazards, every municipality having an airport hazard area within its territorial limits shall adopt, administer, and enforce, under the police power...airport zoning regulations for such airport hazard area.” 74 PA.C.S. §5912(a).*

Furthermore, the airport sponsor should coordinate with the local municipality(ies) to assure local zoning is in place and assist with the clarification of protecting navigable airspace.

Finally, it is the municipality’s responsibility under the law to have zoning under both ends of a runway approach which prohibits any development that would penetrate the approaches.

The reasons for low percentage include:

- The area requiring zoning involves only a small area of a municipality (i.e., one acre of property 4,990’ out from airport) – little need or value to airport
- Current municipality leaders unaware of requirement (previous leadership may have known, but failed to act)
- Municipality leaders concerned over cost, bureaucracy, and difficulty of enacting zoning
- Municipality refuses to protect individual’s airspace (local personal feuding)
- Impact of zoning may affect municipal leaders
- Municipal leaders may not want to do it (added work for community volunteers)

### **Real ID**

In addition to the discussion on Real ID, more information can be found on the Department’s Website: <https://www.dmv.pa.gov/REALID/Pages/default.aspx>

### **Travel Reimbursement**

Clarifying the materials distributed before the meeting, reimbursement for utilizing a personal vehicle for travel to and from STC meetings (when it is not least expensive option), is now 17 cents per mile. The rate was 20 cents per mile during 2019.