



PENNSYLVANIA STATE TRANSPORTATION ADVISORY COMMITTEE
SUMMARY MINUTES
HARRISBURG, PENNSYLVANIA
APRIL 11, 2013

CALL TO ORDER:

A meeting of the State Transportation Advisory Committee (TAC) convened at 10:00 a.m. on Thursday, April 11, 2013, in Conference Room 8N1 of the Commonwealth Keystone Building in Harrisburg, Pennsylvania with Chairman Lou Schultz presiding.

CHAIRMAN'S REMARKS:

- Five vacancies exist in the TAC membership, and Chairman Schultz indicated that seven terms would expire by July 1, 2013.
- Chairman Schultz informed TAC members that the State Transportation Commission (STC) has one vacancy to fill.
- A copy of the 2011 Pennsylvania Highway Statistics was provided to TAC members.
- The next STC meeting will be held in Scranton, Pennsylvania at the Radisson Lackawanna Station Hotel on Thursday, May 23, 2013.

MINUTES:

ON A MOTION by Mr. Wagenmann, seconded by Mr. Scheerbaum, and unanimously approved, the minutes of the February 4, 2013, TAC meeting were accepted as presented.

PRESENTATIONS:

Statewide Long Range Transportation Plan/Comprehensive Freight Movement Plan
Mr. Brian Wall, Contract Management Division, Center for Program Development and Management (CPDM), PennDOT

Mr. Brian Wall, Contract Management Division, CPDM, PennDOT, gave a presentation on the milestones of the Statewide Long Range Transportation Plan (LRTP) and the progress of the first Comprehensive Freight Movement Plan. The LRTP update process began in November 2012 as the fourth iteration; the predecessors include the 1995 Policy Plan, PennPlan Moves in 2000, and the Mobility Plan in 2006. The LRTP and the Comprehensive Freight Movement Plan will be completed by fall 2014, along with an associated implementation plan.

Mr. Wall mentioned there were several recommendations in the Transportation Funding Advisory Commission (TFAC) report, advising the creation of a multimodal plan that served as the impetus for the Comprehensive Freight Movement Plan. The plan will address capacity enhancements (i.e. longer combination vehicles), quantify needs, prioritize projects, identify anticipated sources of funding for necessary investments, and quantify economic opportunities for job creation. As a result, the plan would achieve targeted improvements for the transportation system in freight logistics and infrastructure, leading to increased speed and efficiency, at which

freight moves into, out of, and through the state, ultimately benefitting the economy and transportation flow.

The *Moving Ahead for Progress in the 21st Century* (MAP-21) legislation contained a few changes related to planning. These changes include adherence to specific performance measures for pavements (interstates and the National Highway System), bridge conditions, injuries, fatalities, traffic congestion, on road mobile source emissions, and freight movement on the interstate system. MAP-21 supports an advanced National Freight Policy and encourages states to develop a statewide freight plan, which allows eligibility for a higher funding match. This match includes 95 percent for interstate freight related projects and 90 percent for other freight related projects. MAP-21 recommends the formation of a Statewide Freight Advisory Committee. This committee would be tasked with developing a priority list of modal infrastructure improvements based on technical analysis, mobility needs, modal alternatives, intermodal connections, freight strategies, economic impact, land-use, and systems preservation.

The Pennsylvania Mobility Plan is being reviewed to place emphasis on the public participation component for the next LRTP update. The review will take place through stakeholder outreach, it will build on previous work, and reflect the priorities outlined in the TFAC report. Stakeholder input from all of the transportation modes will be included as the vision, goals, and objectives are defined. An analysis of the performance measures will occur in early summer of this year. The plan will quantify multimodal capital and operation needs, estimate and project future revenues based from the TFAC report, develop multiple scenarios and quantify those outcomes, develop project prioritization criteria, and, for the first time, the interstate management strategy will be included in the LRTP.

A multimodal prioritization tool is being developed for use in the Commonwealth, specifically the Metropolitan and Rural Planning Organizations (MPOs/RPOs); the tool will be available in early 2014. The development of a reporting tool associated with the performance measures is also being discussed for potential application in the future. In March 2013, stakeholder outreach was initiated for the communication aspect of the LRTP; TAC members and other interested groups can attend the first stakeholder outreach by webinar on April 25, 2013, from 1:00 pm—4:00 pm.

A presentation on the vision, goals, and objectives will be held for the MPOs/RPOs to submit their feedback; the PennDOT Executive Committee will receive the presentation for consideration and approval in June 2013. An implementation plan will be created prior to November 2014. Freight data will be incorporated for the first time for the Commonwealth and MPO/RPO partners, the data is from a county level detail for base year 2010. The information is critical when identifying freight performance measures and understanding freight movement within the Commonwealth, between various regions in the state, and outside of our borders.

The LRTP update progress can be tracked and notifications can be received through the following website: www.paontrack.com

A copy of the PowerPoint presentation was distributed to Members of the Committee.

Roundabouts in PA

Mr. Jeffrey Bucher, Bureau of Project Delivery, Statewide Roundabout Coordinator, PennDOT

Mr. Jeffrey Bucher, Bureau of Project Delivery, Statewide Roundabout Coordinator, PennDOT, detailed the tenets for placement of roundabouts in Pennsylvania. The Federal Highway Administration (FHWA) promotes the consideration and implementation of roundabouts as a proven safety countermeasure. Four conditions must be satisfied for the consideration of a roundabout including:

- 1) Intersections that involve new construction or reconstruction.
- 2) Intersections needing major safety or operational improvements.
- 3) Freeway interchanges ramp terminals.
- 4) Rural high-speed intersections.

The utilization of roundabouts compared to stop/control signalized intersections provides numerous benefits and these include:

- 1) A typical single lane roundabout contains eight conflict points in contrast to 32 with a signalized intersection.
- 2) Conflict severity is reduced with sideswipe incidents becoming more common than the dangerous 90-degree collisions.
- 3) Operating vehicles at slower speeds because of geometrical limitations in the range of 20-25 miles per hour.
- 4) Offers easier decision-making for drivers through:
 - i. Entry into only one conflicting traffic stream.
 - ii. Conflicting speeds are fairly uniform.
 - iii. Conflicts with pedestrians are physically separated from conflicts with other vehicles.

National studies have shown the roundabout benefits have resulted in a reduction in fatalities by 90 percent, a reduction in injuries by 76 percent, a reduction in vehicle crashes by 35 percent, and a reduction in pedestrian crashes by 35 percent. The capacity improvements of roundabouts signify an increased ability to carry traffic flow with 30 percent more vehicles than a signalized intersection during peak hours. Average daily traffic (ADT) counts are upwards of 25,000 for single lane capacity. Roundabouts result in shorter delays with significant time, fuel, and money savings. Long-term operating costs are reduced; long-term signal maintenance and power for signal operation are eliminated, although typically roundabouts have overhead lighting.

The implementation of modern roundabouts on a national level has been increasing rapidly, 2,000 were constructed in 2010. Pennsylvania has built 20 roundabouts; there are 21 in the design phase and another 14 are in the preliminary planning phase. A pilot study in District 8-0 is being conducted to develop a system to evaluate corridors and locations to implement roundabouts. This effort is being coordinated with FHWA, planning partners, and various bureaus and divisions within PennDOT. The roundabout pilot has been presented at MPOs/RPOs throughout District 8-0, at the American Society of Highway Engineers (ASHE) conference in spring 2012, at a legislative meeting in District 8-0, and at the Program Management Committee (PMC) meeting in January 2013.

Screening guidelines have integrated design criteria from the National Cooperative Highway Research Program (NCHRP) that considers high crash areas, operational and accessibility concerns, and geometric environmental issues in acquiring right-of-way around the edges of the roundabout. A list of candidate sites from District 8-0 was developed based off the Transportation Improvement Program (TIP); 26 locations were identified on two corridors. The consultant RK&K Engineering produced a planning level report focusing on Lancaster County; the top 10 candidate locations and top four corridors were identified in this report.

The Department is updating guidance to incorporate roundabouts into design criteria, using the NCHRP—672 Report that was co-branded by FHWA. The Department adopted this federal guidance, eliminated internal roundabout guidance. References are included for the 2009 Manual on Uniform Traffic Control Devices (MUTCD) and the 2010 Highway Capacity Manual (HCM). The design guidance is now available for the districts. Planning and project development guidance related to the screening criteria will provide further assistance, and is in the process of being developed. The consultant, Kittles and Associates, is generating a Life Cycle Cost Comparison spreadsheet and are coordinating with the Highway Safety Administration to generate financial options to install roundabouts versus signalized intersections.

The Department is updating their roundabout brochures for the public, and is revising their website to release the updated design criteria in the near future for roundabouts. More studies similar to the one conducted in Lancaster County will be prepared for high-speed crash corridors in corresponding districts and MPO/RPO regions. The Planning Deputate is coordinating with Highway Administration to set up a Public Fund Reserve. The Public Fund Reserve will help offset the initial costs for roundabout installation and encourage developers to install a roundabout instead of a signal option. The Department is checking into the Highway Safety Improvement Program (HSIP) for funding eligibility of roundabouts; this effort is also being coordinated through the Division of Highway Safety and Traffic Operations and FHWA.

A copy of the PowerPoint presentation was distributed to Members of the Committee.

PennDOT's Corridor Modernization Planning Efforts
Mr. Larry Bankert, Michael Baker Jr., Inc.

Mr. Larry Bankert, Michael Baker Jr., Inc., highlighted an effort within the Division of Highway Safety and Traffic Operations to advance corridor modernization in Pennsylvania. The main purpose of the corridor modernization program is to better evaluate, prioritize, plan, deploy, and measure the effectiveness of Transportation Management and Operations (M&O) strategies through Pennsylvania's transportation system. A congestion management system is being considered, including incident management, which requires passage of Safe, Quick Clearance (SQC) laws to help bring safety to the forefront in the corridor modernization program.

There are three incentives driving the development of the corridor modernization program including:

- 1) Avoidance of funding shortfalls through prioritization, strategic deployment, and expansion of Intelligent Transportation Systems (ITS).
- 2) A regional operations plan to prioritize project management, and design guidance documents that center on consistency.

- 3) Investments in traffic signal maintenance and operations, which are experiencing a \$40 million per year shortfall.

Traffic incidents account for 25 percent of congestion; the implementation of SQC laws would mitigate this source of congestion. The Department is attempting to develop a goal to establish incident clearance times for all of the regions in Pennsylvania. Innovative programs are occurring throughout Pennsylvania; the Delaware Valley Regional Planning Commission (DVRPC) publishes a report that uses operational data for planning. The Maryland State Highway Administration (MSHA) issues a mobility report every year that addresses congestion status, and the Colorado Department of Transportation employs roadway tiering for their core transportation network.

MAP-21 requires certain performance metrics in developing a corridor modernization program and the Department is tracking the guidance resulting from this legislation. The August 2006 TAC study, *Defining a Core Pennsylvania Transportation System* was examined for information associated with building a tiering system for the roadway network in Pennsylvania. A draft roadway tiering system effort began in 2012, creating a tier for every roadway segment across the state. This effort includes the business units affected by the system with the concept that not all roadway segments are created equal across the Commonwealth. An example illustrates rural signals as isolated and not interconnected, although these signals still function safely. Whereas, congested corridors function as a system and have communication networks that tie them together.

There are intense ramifications of poor signal timing in terms of congestion. Investing in these systems first, helps to prioritize transportation operations across the state. PennDOT's Business Plan Network (BPN) seeks to tie federal funding to Pennsylvania's National Highway System (NHS) and uses internal efforts to tie the corridor modernization program and the BPN together. In June 2013, the corridor modernization life cycle will begin; initial milestones include forming roadway tiers, goals/objectives, performance metrics, and data requirements. The intent of the corridor modernization program is to manage congestion through driving smart investments by way of operational strategies and solutions.

The tier objectives are under development to determine operationally how each tier of roadway will be expected to function. Several congestion areas were identified including work zones, incident management, and traffic signals; accompanying tiers related to construction and maintenance, clearance times for unplanned events, and signal retiming were developed. Generally, objectives that are more austere exist for higher tiers. There are three tiers, the highest tier corresponds with interstates or limited access roadways, the middle tier is non-limited access roadways with volumes greater than 10,000 and all NHS roadways (regardless of volume), and the third tier belongs to low volume, non-NHS roadways. The volume demarcation for these tiers is based in the HCM for level of service.

A series of meetings were held to gain consensus on one tiering system for the Commonwealth; employees from PennDOT's Central Office and the consultant team visited all 11 engineering districts in the past two months, planning partners were invited to attend these meetings. Discussion revolved around the management of data, the program's effects on funding, and the measurement of tier objectives. The tiering system will help dedicate available funds to priority driven projects that each planning partner can undertake in their respective regions. The roadway

tiers are still in draft form, the Department is working on the goals and objectives, and performance metrics, and it is anticipated this step will be completed by late June 2013. A draft corridor modernization structure is being outlined; the ultimate goal is to incorporate the Pennsylvania Mobility Plan to help minimize congestion.

A copy of the PowerPoint presentation was distributed to Members of the Committee.

TAC DRIVER EDUCATION STUDY UPDATE:

Mr. Michael Untermeyer, Esq., Task Force Chair, and Mr. Dennis Lebo, Project Manager, Gannett Fleming, Inc.

Mr. Michael Untermeyer stated the most notable finding from the research to date is that there is no evidence to suggest there is an undisputed link between driver's education and a reduction in crashes on the roadways. Drivers that are granted privileges early are more susceptible to factors that cause unsafe driving, such as inexperience, risk-taking behavior, immaturity, carrying teen passengers, and driving late at night. Greater concentration on Graduated Driver Licensing (GDL) legislation would show a more positive effect on driver safety. A comprehensive analysis has revealed the practices of Pennsylvania and best practices of other states. Additionally, findings from national studies offer suggestions to consider for driver education in the future.

Mr. Dennis Lebo indicated that the task force reviewed the initial alternatives and options for recommendations at the meeting held in February 2013. A draft report has been generated through the feedback submitted and the task force will convene following the main TAC meeting to review the draft report. Pending incorporation of comments from the task force, the report will be finalized and presented to TAC for consideration and approval at their July 11, 2013, business meeting.

TAC STUDIES MOVING FORWARD:

Mr. Lou Schultz, TAC Chairman

Chairman Schultz addressed the TAC Studies Moving Forward; a handout was provided that concisely summarizes studies that have been completed or that are ongoing under the current contract with Gannett Fleming, Inc. The handout also indicated the relevance of the studies throughout the Department and lists study recommendations for TAC to consider pursuing in the future. Chairman Schultz asked TAC members to decide on one or two study topics to perform for the remainder of the current TAC contract that expires on March 31, 2014.

Chairman Schultz emphasized the importance in conducting an after action review (AAR) of the first *Transportation Performance Report*. This assessment would identify areas to collect data missing from the first rendition of the report, analyze the methods in which data is compiled, and interview other transportation advisory committees and commissions, including the following:

- State Transportation Innovation Council
- State Transportation Commission
- Aviation Advisory Committee

- Motor Carrier Safety Advisory Committee
- Pedalcycle and Pedestrian Advisory Committee
- Rail Freight Advisory Committee

The *Transportation Performance Report* is a three-part study process; the prototype determined the appearance of the document, the actual preparation of the study signified the first edition, and the AAR will enhance and refine the next biennial update. After gathering additional information to integrate into the AAR, the consultant team will assemble a summary document to serve as the preface for the next edition of the *Transportation Performance Report*. The second *Transportation Performance Report* would come from the next TAC contract and be performed by the consultant team that is awarded the Request for Proposal (RFP) during the selection process.

Mr. Bryan Kendro, Policy Office, PennDOT, advocated for the exploration of SQC legislation for Traffic Incident Management in Pennsylvania as a prospective study. Mr. Kendro explained the topic was proposed during the Department's Business Plan presentation as part of the Next Generation initiative. Pennsylvania is underperforming in clearing accidents compared to its peers in other states; clearance times are reviewed by the average length of time it takes to restore traffic lanes. There are inconsistencies within district performance levels that are contingent upon coordination efforts with the Pennsylvania State Police (PSP).

The Department would like to examine incident management practices across the Commonwealth and take inventory of current practices that are performed well and others that need improvement. Maryland serves as a model peer state for incident clearance times and experiences similar weather conditions, and amounts of traffic as Pennsylvania. The Department has been in touch with FHWA, which has expressed interest in looking at this issue with PennDOT. FHWA has offered to set up peer groups of other states to help learn the best practices in incident management on a national level. The PSP will need to be involved as part of the discussion since they will be a partner in the decision of the Department. It is necessary for PSP to conduct their investigations while maintaining the safety of those involved in an accident, including first responders.

Mr. Kendro noted that the Department is already performing the study topic concerning the Panama Canal. A consultant team will be hired to complete research on the port of Philadelphia and determine how to strategically make investments and market Philadelphia's port for future opportunities overseas. The Department will work with its partners at each of Pennsylvania's ports and Mr. Kendro offered to update TAC on the progress of this effort at future meetings.

STC member Mr. Bob Pease recommended the study topic Pedestrian Safety and Walkable Communities, which concentrates on fostering safer walking environments for the convenience and accessibility of residents. TAC member Mr. Gustave Scheerbaum gave his support for this topic and stressed the importance of reducing impacts on the environment and promoting healthy lifestyles through focusing on pedestrian and bicycle friendly communities. Mr. Scheerbaum also suggested the topic of automated driving, a study recommendation not provided on the list. Deputy Secretary Jim Ritzman indicated that the Department is collaborating with Carnegie Mellon University (CMU) to study connective vehicles and would report to TAC on developments occurring with this effort in the future.

TAC member Mr. Ron Wagenmann supported the study regarding SQC legislation for Traffic Incident Management in Pennsylvania. The Department should utilize available capacity to clear accidents and refrain from additional capacity to keep traffic flowing. Mr. Wagenmann also mentioned that a coroner should be involved with the study to have discussion on the procedures associated with fatalities and their influence on clearance times. Florida was noted for having a successful program that clears accidents in record time.

Deputy Secretary Scott Christie added that SQC legislation goes beyond PennDOT and involves locals, emergency services, and other stakeholders. This subject requires an independent group, such as TAC, to evaluate the needs, allow the Department to improve traffic flow, and reduce clearance times. TAC members Mr. Jeffrey Stroehmann and Mr. Bob Regola also endorsed the study and maintained that this study would assist the Department in obtaining an impartial perspective that would appeal to other partners for assistance, such as emergency responders, and PSP.

Chairman Schultz instructed TAC members to rate their top three choices on the study list provided; the responses were collected and tallied. TAC will apply the remaining funds from the current contract, and undertake the following studies:

- 1) Safe, Quick Clearance (SQC) legislation for Traffic Incident Management in Pennsylvania
- 2) Transportation Performance Report—Information Reconcile for February 2015 Report

Chairman Schultz asked the consultant team to prepare a scope of work, cost estimate, and schedule for both studies. The third study ranked by TAC members is Pedestrian Safety and Walkable Communities and will be considered for the next TAC contract after the consultant selection process is completed.

A copy of the 2013 Study Status Update and Recommendations was distributed to Members of the Committee.

PA DEPARTMENT OF TRANSPORTATION UPDATE:

Deputy Secretary for Safety Administration

Deputy Secretary Kurt Myers reported on a meeting that was held with business partners to discuss bringing all Department transactions into an exclusively electronic process. The agents administering these transactions typically work in locations such as; new and used car dealerships, notary, and vehicle transfer centers, and registration renewals/titling for the Department of Motor Vehicles (DMV). The objective is to bring all 8,000 agents currently under contract in Pennsylvania to a point where data entry is performed electronically and customers can receive a product at the time of the transaction. PennDOT would have more of an auditing and quality control function in the future, as the process becomes automated. By January 2015, the Department anticipates moving all agents online to help redeploy PennDOT personnel and achieve savings through efficiency.

Connective vehicles are in use today with features that allow the car to operate independent of human control. This technology utilizes backup cameras, steering cameras, interactive cruise

control, and braking features through communications with other vehicles sharing their locations. The Department is collaborating with Carnegie Mellon University (CMU) in Pennsylvania and a completely autonomous car has been developed that only requires a driver to be present. Autonomous vehicles are anticipated to become a standard in the near future. Additionally, the Veterans designation on driver's licenses will be available to veterans across the state in early 2014; the word "Veteran" along with a picture of the American flag will be present on the license.

Deputy Secretary for Highway Administration

Deputy Secretary R. Scott Christie, P.E., provided a brief update on project delivery and performance metrics. The project lettings have been on time for design, remaining above 90 percent. Results for projects that are on budget for the first quarter of the year have been trending down. Currently, many projects have high estimates because of more competition as contractors are building their portfolios. Fewer projects can be booked with the number of lettings decreasing, and bids are coming in lower than originally expected.

In the construction area, project delivery has been on time, staying above 80 percent. The target for construction on budget is not being met with the life expectancy of pavement treatments becoming shorter than anticipated. This is being addressed through project scoping; the Department has been informing the contractor that additional work needs added to these projects. This difficulty in pavement treatments is indicative of the need for a funding increase for both design and construction; construction costs continue to rise through force account work to maintain project integrity.

Corridor modernization seeks to improve safety and decrease costs; the Highway Administration Deputate has been involved with implementing the design components outlined in the PennDOT Next Generation (PNG) initiative including the following:

- 1) The costs of relocating a utility will be shared if the utility owner agrees to the move. PennDOT retains project predictability with the guarantee of utility relocation.
- 2) The Right-of-Way PNG team is streamlining the process to eliminate redundant activities for cost savings.
- 3) PennDOT is working with the Department of Environmental Protection (DEP) to clear all permits and meet environmental policies and regulations.
- 4) The Highway Administration Deputate is eliminating redundancies through focusing on information technology and examining current policies to streamline any processes that can be compiled with others.

Deputy Secretary Christie offered to provide presentations to TAC in the future concerning the effects of corridor modernization on the core business of the Department.

Deputy Secretary for Planning

Deputy Secretary James Ritzman, P.E., summarized the transportation funding efforts and stated that he and Secretary Schoch have been meeting extensively with members of the General Assembly to demonstrate the Decade of Investment (DOI) website. The projects shown on the DOI site have been developed extensively through the Bureau of Planning and Research, and the

Center for Program Development and Management. The DOI gives project guidance that is economical based on current revenues available and delineated on the Twelve Year Program (TYP); the DOI also shows the provisions for the Governor's funding level. Senator Rafferty is introducing legislation at a higher level than the Governor's proposed level, and in anticipation, PennDOT is adding another layer of potential projects in the event this legislation is passed. The application that supports the DOI is similar to Google Maps. The website will go live once finalized, and everyone will have access.

Deputy Secretary Ritzman added that the LRTP is connected with the Comprehensive Freight Movement Plan; historically the LRTP has been policy oriented. The Comprehensive Freight Movement Plan will have specific projects, such as bottlenecks and key freight movement projects that need a transportation solution.

The Department is in the midst of working on the next TIP update. The financial guidance workgroup has been diligent in interpreting the MAP-21 federal legislation to help blend the requirements into the TIP update.

OTHER BUSINESS:

Chairman Schultz mentioned that there would be one task force meeting following the main TAC meeting. The meeting would take place for the *Driver Education* task force at 1:00 pm in Conference Room 8N1 of the Commonwealth Keystone Building.

NEXT MEETING:

The next TAC meeting is scheduled on Thursday, July 11, 2013, and the location is yet to be determined.

ADJOURNMENT:

ON A MOTION by Mr. Geanopulos, seconded by Mr. Wagenmann, and unanimously approved, the TAC meeting was adjourned at 12:00 p.m.

Attendance from the TAC Meeting
April 11, 2013

1. Mr. Louis C. Schultz, Jr., TAC Chairman
2. Mr. Roy E. Brant, Ph.D., TAC Member
3. Ms. Mary Bender, Alternate for Secretary of Agriculture George Greig
4. Mr. Brad J. Cober, TAC Member
5. Mr. Donald L. Detwiler, TAC Member
6. Mr. Thomas C. Geanopulos, TAC Member
7. Mr. Joel B. McNeil, TAC Member
8. Mr. Paul Opiyo, Alternate for Secretary of Community and Economic Development C. Alan Walker
9. Mr. Robert T. Regola, III, TAC Member
10. Mr. John (Jack) P. Rutter, P.E., TAC Member
11. Mr. Gustave Scheerbaum, III, P.E., TAC Member
12. Ms. Elizabeth Sickler, Alternate for Representative David Hickernell
13. Mr. Jeffrey J. Stroehmann, TAC Member
14. Mr. Michael W. Untermeyer, Esquire, TAC Member
15. Mr. Ronald G. Wagenmann, TAC Member
16. Mr. Charles F. Welker, P.E., TAC Member
17. Deputy Secretary for Highway Administration R. Scott Christie, P.E.
18. Executive Deputy Secretary for Administration Brad Mallory
19. Deputy Secretary for Safety Administration Kurt Myers
20. Deputy Secretary for Planning James Ritzman, P.E.
21. Mr. Jim Arey, PennDOT
22. Mr. Jeffrey Bucher, PennDOT
23. Mr. Steve Chizmar, PennDOT
24. Ms. Jessica Clark, PennDOT
25. Ms. Julie Harmantzis, PennDOT
26. Mr. Bryan Kendro, PennDOT
27. Ms. Rhiannan Nearhood, PennDOT
28. Mr. Terry Pinder, PennDOT
29. Mr. Martin Sargent, PennDOT
30. Mr. Larry Shifflet, PennDOT
31. Ms. Ashley Shultz, PennDOT
32. Ms. Kathryn Tartaglia, PennDOT
33. Mr. Mark Tobin, PennDOT
34. Mr. Brian Wall, PennDOT
35. Mr. Dale Witmer, PennDOT
36. Mr. Douglas Zimmerman, PennDOT
37. Mr. Larry Bankert, Michael Baker Jr., Inc.
38. Mr. Dennis Lebo, Gannett Fleming, Inc.
39. Mr. Bob Taylor, Gannett Fleming, Inc.
40. Ms. Sarah Dohn, Greenlee Partners, LLC