



PENNSYLVANIA STATE TRANSPORTATION ADVISORY COMMITTEE
SUMMARY MINUTES
HARRISBURG, PENNSYLVANIA
FEBRUARY 4, 2013

CALL TO ORDER:

A meeting of the State Transportation Advisory Committee (TAC) convened at 10:00 a.m. on Monday, February 4, 2013, in Conference Room 8N1 of the Commonwealth Keystone Building in Harrisburg, Pennsylvania with Chairman Lou Schultz presiding.

CHAIRMAN'S REMARKS:

- On February 19, 2013, Mr. Brad Mallory, former Secretary of Transportation, will take on the responsibility of Executive Deputy Secretary for Administration. Chief Information Officer, Mr. Philip Tomassini would serve as Acting Deputy Secretary for Administration during the interim.
- In addition to the five new State Transportation Commission (STC) members, Chairman Lou Schultz informed the TAC that Representative Dick Hess, the new Chairman of the House Transportation Committee, would be joining the STC by virtue of position.
- TAC member Ms. Mary Worthington, who also serves as Secretary, Treasurer and oversees Growth Resources at the Wellsboro Area Chamber of Commerce, was unable to attend the TAC meeting. Ms. Worthington asked Chairman Lou Schultz to share the results of the annual report for the Wellsboro and Corning Railroad (WCOR). There were 739 freight carloads reported in 1994, 2,130 in 2010, and 8,496 in 2012. This is a four-fold increase over the past two years, and a 1,000 percent increase over the past 18 years, with much of the increase attributable to the rapid growth of the Marcellus Shale natural gas industry.

MINUTES:

ON A MOTION by Mr. Geanopulos, seconded by Mr. Rutter, and unanimously approved, the minutes of the December 6, 2012, TAC meeting were accepted as presented.

SECRETARY'S REMARKS:

Secretary of Transportation, Mr. Barry J. Schoch, P.E.

Secretary Schoch stated that the Governor's budget address would be presented on February 5, 2013. The budget will include a significant transportation plan. He indicated that he appreciates the support of TAC and other industry stakeholders to reach this point. After the Governor announces the budget, Secretary Schoch will hold a press conference to discuss the details of the transportation plan. He mentioned that the plan would encompass multimodal, restructuring, modernization, and financial components for the Department moving forward. The Department will be working with its partners in the legislature to advance the plan.

The Gannett Fleming consultant staff and Ms. Jessica Clark, Twelve Year Program Manager, PennDOT, had a challenging task in developing the first *Transportation Performance Report*. Secretary Schoch expressed that the report was a moving target with his discretion influencing the appearance of the end product. To the credit of the consultant team and Ms. Clark; several prototypes of the report were juggled and updated; Secretary Schoch thanked them for their perseverance in doing a great job.

The *Transportation Performance Report* will serve as a tool for STC to examine ways to invest money the Department receives. An analysis of the Department's vision, financial decisions, and achievements will be revealed through a snapshot of its responsibilities by mode. The *Transportation Performance Report* will be useful in explaining the day-to-day business of the Department to the Governor, the legislature, and the general public. Mr. Robert Taylor, P.E., Project Manager, Gannett Fleming, presented the draft of the *Transportation Performance Report* to TAC members.

Secretary Schoch added that a briefing packet on details of the Governor's budget address would be provided to TAC members through the mail and information would be included on the Department's website.

PRESENTATIONS:

STC's Transportation Performance Report

Mr. Robert Taylor, P.E., Project Manager, Gannett Fleming, Inc.

Chairman Lou Schultz noted that the *Transportation Performance Report* was a unique study process with Secretary Schoch as a key member of the task force. The intent of the report is to address the conditions and impacts affecting the motoring public, commerce, and the economy. State Transportation Commission (STC) member and former PennDOT District Engineer, Mr. George Khoury, III, P.E., was also directly involved on the task force and provided sound advice as the report progressed. Chairman Schultz mentioned a gap exists in the funding section of the report and pending the announcement of the Governor's Budget Address, this section would be completed and remain consistent with the details of the transportation plan.

Mr. Robert Taylor, P.E., Project Manager, Gannett Fleming, presented the draft of the *Transportation Performance Report*. Starting in October 2012, the Gannett Fleming consultant team began examining other states that have conducted a similar report on overall transportation performance. The state of Utah develops a report every two years, approximately twenty pages in length and this served as a good example to help frame Pennsylvania's *Transportation Performance Report*.

Key interviews and discussions were held with stakeholders capturing information that was integrated into the body of the report. The consultant team utilized past highway performance, transit performance, and safety reports as a vital part of their research. The customer service area was merged with accountability after discussion among TAC members at the December 6, 2012 business meeting. In the next edition of the *Transportation Performance Report*, data enveloping all modes will become available including statistics from an accountability standpoint. The report was built to be modular to accommodate additional datasets for future

inclusion. A focus on performance will measure business operations and combine the impending “Moving Ahead for Progress in the 21st Century” (MAP-21) requirements.

The basic premise of the report is supported by four performance themes outlined in the following paragraphs.

Safety has been trending in a positive direction albeit slow and the report acknowledges that one fatality is too many. Work zone data trends have fluctuated and in the future, emerging technology and opportunities will mitigate the safety issue, in conjunction with changes in enforcement and legislation.

Mobility has been losing ground on capacity and bottleneck issues and this has been illustrated through the funding program. The Department has been working hard to provide better traveler information, incident management, and increased performance with transit facilities. Efficiency is being maximized through technology to sustain proper levels and improve mobility for residents and businesses. Mechanisms such as PennDOT’s Advanced Traffic Management System (ATMS) will be incorporated into future reports to monitor the progress of this performance area.

Preservation and Renewal has made headway on the structurally deficient (SD) bridge concerns and the finalized version of the report will contain an update on completed bridges. As resources are dwindling, the bridge program will begin leveling out and the number of SD bridges will accelerate in a negative direction. The Department has been falling behind on pavement maintenance through the recent focus on bridges. As resources become available, a more proactive approach will be necessary to maintain good conditions on both bridges and pavements. It was noted that the Southeastern Pennsylvania Transportation Authority’s (SEPTA) state of good repair is an expensive proposition, and is indicative of transit needs across the state.

Accountability has been realized through PennDOT’s Next Generation and Modernization initiatives. Transit performance reviews maximize the financial resources available and in two years, the Department anticipates having a better measure for this mode.

ON A MOTION by Mr. Welker, seconded by Mr. Scheerbaum, and unanimously approved, the *Transportation Performance Report* was conditionally accepted as presented. The approval is contingent upon the addition of the funding section in the report, which is awaiting details that will be announced during the Governor’s Budget Address on February 5, 2013.

The final *Transportation Performance Report* will be provided to STC Commissioners prior to the February 14, 2013, STC meeting. The Commission will consider the report for final approval at their business meeting.

A copy of the draft *Transportation Performance Report* was provided to Members of the Committee.

Modernizing Public Shared-Ride

Ms. LaVerne Collins, Bureau Director, Public Transportation, PennDOT, and Mr. Richard Farr, Executive Director, Rabbit Transit

Ms. LaVerne Collins, Bureau Director, Public Transportation, PennDOT, briefly addressed the Keystone train service operating between Harrisburg and Philadelphia, and indicated that in 2012 ridership increased eight percent. The Department has been subsidizing 140 trains a week and paying approximately \$8-\$9 million a year to operate these trains at a lower fare. In 2008, Federal legislation known as the Passenger Rail Investment and Improvement Act (PRIIA) required Amtrak to develop cost-sharing methodology for state-supported Amtrak routes. As a result, the Keystone service between Harrisburg and Philadelphia will increase to \$10-\$11 million a year. The Department has never subsidized the service for the *Pennsylvanian*, which runs between Philadelphia and Pittsburgh. When PRIIA is implemented in its entirety, Amtrak is requesting the Department to subsidize \$5 million a year for the *Pennsylvanian* train service. Currently, the service from Philadelphia to Pittsburgh operates only one train a day. The Department is considering if this huge investment with minimal service should be supported.

Ms. Collins introduced the Modernizing Public Share-Ride presentation to TAC members. She reported that fixed-route public transportation service is only available in certain counties, and does not travel to all parts of the county. Individuals who cannot use fixed-route or do not have it available are eligible for the shared-ride program. In 1981, shared-ride service was initiated in every county of the Commonwealth. Shared-ride service provides mobility for senior citizens, persons with disabilities, and low-income individuals to travel to their doctor appointments, and other life-sustaining services.

An advance reservation of one day is required to utilize the service, and the shared-ride vehicle will stop at the customer's residence to pick them up. Shared-ride service does not provide a "taxi" service, a one-person, non-stop ride, or emergency medical transportation. The service operates during limited hours, typically 6 am - 6 pm. Shared-ride is an expensive service priced at \$15 dollars per trip, although senior citizens and individuals with disabilities can afford the service because the Department offers an 85 percent discount on their fares. The Medical Assistance Transportation Program covers all costs for low-income individuals traveling to medical appointments.

The Department recognized that inflation and increased demand for shared-ride services was making the program more challenging to sustain. In 2009, the *Human Service Transportation Coordination* study was performed to analyze the diversity in organizations providing shared-ride service. The Department acknowledged that providing shared-ride service is not the core business of many of these organizations. Several counties notified the Department that they were no longer able to sustain shared-ride service. Clarion County needed assistance to administer the program and a Request for Proposal (RFP) was developed; the Department selected a private broker to come in and manage Clarion County's shared-ride program. Northumberland County also indicated they were no longer able to maintain the service. The Department contacted Rabbit Transit in York County, which utilized their call center to ensure continued service in Northumberland County.

Rabbit Transit has taken several steps to modernize paratransit through investing in innovative technology, improving service coordination among regional providers, sharing resources, and

working with human service providers to coordinate program times. Mr. Richard Farr, Executive Director, Rabbit Transit, provided detailed information on modernizing the public shared-ride program. He explained that PennDOT secured a contract with Ecolane, a software provider, to help transit providers manage their shared-ride services. After active involvement in the *Human Service Transportation Coordination* study, Rabbit Transit was chosen to pilot a program for the Ecolane software. Several other counties in Pennsylvania now have pilot programs, while other counties have incorporated Ecolane as part of their protocol in managing shared-ride services.

The challenges facing Rabbit Transit include a decline in public funding, a widely distributed geographic customer base, and maintaining collaboration with multiple shared-ride providers in the same area to make mobility available for paratransit customers. Ecolane seeks to solve these problems for shared-ride service and provides real-time information for trip data. On-time performance is web-based and enables the customer to view late transit vehicles, and a fifteen-minute reminder is sent notifying customers of the transit vehicle's arrival time. Geographic Positioning Systems (GPS) are used to pinpoint the locations of shared-ride vehicles and the transit provider can track drivers to reassign their work on a case-by-case basis. Customer service has improved based on the performance of the drivers and the ability to alert customers of arrival and departure times has made the experience more satisfying.

Mr. Farr expressed his intention to supply self-trip management in the future, which would give customers the ability to book their own trips through the internet. This would save costs by reducing call center resources and ultimately lowering fares. Additionally, the removal of municipal boundaries would create flexibility for customers in neighboring counties. A new transit system under this premise was formed in November 2011, the York-Adams Transportation Authority, and savings of \$6,500/month have been realized through combining multi-jurisdictional transit service. Rabbit Transit is also improving customer interface through a veteran's grant that allows for the placement of kiosks in Veterans Affairs medical centers, senior centers, and shopping malls to assist customers in booking trips.

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. Brian Funkhouser, Project Manager, Gannett Fleming, Inc.

Mr. Michael Untermeyer announced that there are sixteen options being presented in the *Driver Education* study and the task force will collectively determine which of these should be carried forward as recommendations. Mr. Untermeyer added that some of these options require no expenditure to implement but they do require a commitment of staff time. Mr. Brian Funkhouser noted that the objective of the study *Driver Education* is to improve safety for drivers of all ages at a minimal cost.

The task force has a significant challenge before them to focus on safety and balance the funding realities the Department is facing. 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. The task force will convene following the main TAC

meeting to discuss suggested improvement options and recommendations to advance driver's education in Pennsylvania. The task force will provide a draft report of *Driver Education* at the April 11, 2013 TAC business meeting.

TAC 2012 ANNUAL REPORT:

Mr. Lou Schultz, TAC Chairman

Chairman Schultz addressed the TAC 2012 Annual Report that was generated to keep TAC members informed of TAC studies underway and other related events that have transpired in the past year. The report highlights the progress of the most recent study, the *Transportation Performance Report*. Chairman Schultz thanked Ms. Ashley Shultz, PennDOT, for her efforts in compiling the report. A copy of the report will be provided to the State Transportation Commission at their business meeting on Thursday, February 14, 2013.

The TAC Annual Reports are available online at the following location:
<ftp://ftp.dot.state.pa.us/public/pdf/STCTAC/TAC/TAC%20Reports.pdf>

PA DEPARTMENT OF TRANSPORTATION UPDATE:

Deputy Secretary for Safety Administration

Deputy Secretary Kurt Myers provided an update on REAL ID, a federal law under the Department of Homeland Security (DHS) mandating changes to state standards, procedures, and requirements for the issuance of driver's licenses and identification cards. Currently, there is a state law that does not allow Pennsylvania to seek certification with REAL ID. A letter was sent to the Department stating that any actions on behalf of DHS have been deferred until the fall of 2013. Thirteen states are now in compliance with the DHS requirements for REAL ID.

Recent legislation signed by the Governor related to veterans is taking effect and includes three new changes. A veteran's license plate is available for anyone interested in supporting veterans. The cost of the license plate is \$35 and \$15 from this amount will be placed in the Veterans Trust Fund. The license plate is also available to non-veterans interested in supporting the Veterans Trust Fund. Proceeds from the sale of these license plates will benefit both PennDOT and veterans. The Department is updating the registration and drivers' licensing renewal process. A year from now software changes will be in place and allow individuals to donate to the Veteran's Trust Fund, similar to the Organ and Tissue Donation Awareness Trust Fund. A veteran and military affairs website will show how funds are allocated more specifically. Additionally, driver's licenses will be clearly marked in the future to show the veteran designation.

PennDOT is consulting with the Department of Conservation and Natural Resources (DCNR) and will take on the responsibilities of their registration process for All-Terrain Vehicles (ATV) and snowmobiles in April 2013. Currently, DCNR operates a manual process producing less than 100,000 registrations per year. PennDOT's high speed processing equipment can complete this workload in a few hours, allowing DCNR to redeploy employees and resources to other areas. DCNR will reimburse PennDOT for any costs associated with this adjustment through the Motor License Fund (MLF).

Deputy Secretary for Highway Administration

Deputy Secretary R. Scott Christie, P.E., gave a high-level overview on project delivery performance. He mentioned that ten years ago the Department had approximately \$1.5 billion in project lettings. During the era of Act 44 of 2007, the American Recovery and Reinvestment Act of 2009 (ARRA), and bonding for the Accelerated Bridge Program (ABP), project lettings were upwards of \$2.5-\$2.8 billion, and lettings declined to \$2 billion in the past couple years. With Act 44 and stimulus funding depleted, the Department is left paying for bridge bonding. The status of project lettings has reverted to \$1.5-\$1.6 billion of lettings per year, matching the status of lettings ten years ago.

The Department continues to track performance measures; 88 percent of design projects were let on-time with a goal of 90 percent. The let dates for local projects have remained under the goal of 90 percent, with utility issues creating delays in project delivery. Projects delivered within 10 percent of the cost estimate should be at 50 percent, and in the past quarter, the Department completed 41 percent of design projects on budget. On time project delivery performance for design was 69 percent for calendar year (CY) 2012. The Department completed 89 percent of construction projects on time for the current reporting period and over 80 percent of projects have been on budget as well.

The Secretary of Transportation released \$100 million for design projects to move forward, pending a revenue increase; the Department has approximately \$300 million in projects that could be added to the let schedule. These projects are not full design, and do not require environmental clearances. In the event of additional funding, a tremendous amount of paving needs could be addressed quickly with the Decade of Investment (DOI) initiative being priority driven to fulfill expectations for project delivery. The structurally deficient (SD) bridge number continues to decline as districts are being encouraged to complete 250 SD bridges per year. Without a funding increase, it will be difficult to maintain this amount of bridgework as the number of SD bridges progressively rises to unacceptable levels.

Acting Deputy Secretary for Administration

Acting Deputy Secretary Phil Tomassini, who also serves as the Chief Information Officer (CIO) at PennDOT, discussed the organization's move towards mobile improvements. Mr. Tomassini indicated that 75 percent of the workforce at the Department spends their time on the roadways, bridges, administering driver exams, and performing audits. The Department has researched and deployed a Virtual Private Network (VPN) to allow employees to obtain access into the backend network for PennDOT. By using Apple products, employees have the capability to enter information instantaneously through iPhones and iPads, instead of returning to a district office or drivers' licensing center for data submission.

As of January 2013, the Department launched its first mobile application for the use of posting, bonding, and inspecting roads. The first week of January produced 800 inspections in the field through mobile devices. Future development will provide the capacity to conduct bridge and construction inspections, in addition to time management through Systems, Applications and Products (SAP), with an iPad. An application is being developed for driver's test administrators to map out a route, record and post results, while sitting in a vehicle. From a transit perspective, compliance reviews and field audits will be performed on site with a similar application. The

driver's exam application will be available by July 2013, and the transit application will be available in August 2013.

Deputy Secretary for Planning

Deputy Secretary James Ritzman, P.E., reported on the dramatic changes arising from the federal transportation funding legislation, Moving Ahead for Progress in the 21st Century (MAP-21). In the past, specific funding categories were applied to the Transportation Improvement Program (TIP) and the Twelve Year Program (TYP). Many of these funding categories have been combined, because of MAP-21 requirements. The Department is collaborating with the Financial Guidance workgroup, which includes planning partners, the Federal Highway Administration (FHWA), and district engineers, to determine the fair share for distributing these funds across the state.

The Interstate Management program under MAP-21 is no longer a funding category; dedicated funding sources for interstate projects are now classified into a National Highway Performance Program (NHPP) category. Funding doubled for the Highway Safety Improvement Program (HSIP), although the overall program remained flat, and the ability to add projects cannot be done without removing projects, making changes, and adjusting timelines. Transportation Enhancements (TE) has transitioned into the Transportation Alternatives (TA) category, which also includes recreational trail projects, and the Safe Routes to Schools (SRTS) program.

MAP-21 offers the same flexibility for funding, but with a reduction of one-third in transportation revenue. Performance based planning and programming requirements, a component of MAP-21, demands an enhanced National Highway System (NHS). The enhanced system should include principal arterials, with no more than eight percent of bridges on these roadways listed as structurally deficient, according to the performance requirements. Mr. Ritzman indicated Congressman Bill Shuster from Pennsylvania, is Chairman of the Transportation and Infrastructure Committee. The Department anticipates working closely with Chairman Shuster to modify and renew the MAP-21 legislation in the future.

Mr. Frank Desendi, Bureau of Planning and Research, PennDOT and Ms. Sandra Tosca, P.E., District 3-0, PennDOT, are helping to lead the Geographic Information Systems (GIS) component of PennDOT Next Generation. Through their efforts, the Department will focus on enhancing data collection and analysis through GIS. An example of GIS improvements is exemplified using snow maps in each county to determine the best routes for plow trucks to operate most efficiently. The Department is considering moving operations beyond county lines to optimize snow removal operations. The United Parcel Service (UPS) uses GIS systems to perform routing within their organization, which could be applied to PennDOT's snow maps.

Staff from the Utah Department of Transportation visited PennDOT through a sponsorship by the American Association of State Highway and Transportation Officials (AASHTO). These transportation partners shared their GIS experiences for making decisions in the project delivery arena. The Department is also exploring opportunities through GIS applications with the Linking Planning and NEPA (LPN) process, with the Metropolitan Planning Organizations, the Rural Planning Organizations (MPOs/RPOs), and with district and regional offices across the state.

TAC MOVING FORWARD:

TAC Chairman Lou Schultz solicited study topics from TAC members, focusing on areas necessitating immediate attention. He added that a study process is in place to identify TAC study topics; although he was seeking consideration from TAC members on prevailing transportation concerns before the remaining balance of the contract is spent. The current contractual agreement with the consultant team, Gannett Fleming, Inc., has one-year left and approximately \$196,000 exists for a future study. Chairman Schultz intends to address this subject at the State Transportation Commission (STC) quarterly business meeting on Thursday, February 14, 2013.

Mr. Jack Rutter, P.E., suggested a report be performed assessing the impacts of the Panama Canal on Pennsylvania's transportation system, specifically the effects on ports and railroads in Philadelphia. Mr. Joe Mangarella proposed a study that would develop a master plan for Pennsylvania with emphasis on new construction, upgrading multi-modal systems, such as rail service extension, and addressing mass transit issues in Allegheny and Philadelphia Counties. Mr. James Ritzman, P.E., mentioned that the Department is working on the Comprehensive Long-Range Transportation Plan, which investigates all of these dynamics and the Department would be finishing the Commonwealth Freight Movement Plan by December 2014.

Mr. Chuck Welker made a suggestion to implement recordation processes for data collection in local municipalities'. Mr. Ritzman replied that the Department is currently funding a local road and bridge inventory. A pilot was initiated in Lycoming County (Williamsport MPO) to identify areas where roadways and streams crossed to find intersecting local bridges. This process has resulted in ongoing asset management within local government. Mr. Ritzman offered to provide a presentation on the local road and bridge inventory effort at a future TAC meeting.

Mr. Gus Scheerbaum, III, P.E., questioned if a review of past Committee reports had been conducted with a status on their usefulness for the STC and the Department. Chairman Schultz indicated that the Department has a list of past TAC studies with their implementation status and it would be updated for the next TAC meeting.

Mr. Brad Cober noted that the project delivery process faces many delays due to regulation compliance with the Department of Environmental Protection (DEP) for utilities and right-of-way. Deputy Secretary R. Scott Christie replied that the Department is engaged in a pilot working on incentivizing utility and railroad agreements. The agreement would allow PennDOT control and responsibility for moving and constructing utilities to share the burden of cost; if this agreement does not move forward, PennDOT will share less of the costs, creating a disincentive for the other party.

With many of the proposals submitted by TAC members already addressed, Chairman Schultz indicated that he feels the remaining balance in the Gannett Fleming contract should first focus on the next iteration of the *Transportation Performance Report*, which would concentrate on filling in the gaps for non-highway data, with the balance then available for other new studies.

Chairman Schultz inquired if TAC members would be interested in holding future meetings offsite and encouraged recommendations. TAC members provided several ideas including; a tour of the Pennsylvania Turnpike Commission (PTC), an outing to the local freight/passenger

rail yard, and/or a trip to the PennDOT Riverfront Office Complex (ROC) to observe high-tech equipment involved in the driver licensing and vehicle registration process.

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. Chairman Schultz added that the State Transportation Commission would hold a business meeting at 10:00 am on Thursday, February 14, 2013 in Conference Room 8N1 of the Commonwealth Keystone Building.

NEXT MEETING:

The next TAC meeting is scheduled on Thursday, April 11, 2013, in Harrisburg.

ADJOURNMENT:

ON A MOTION by Mr. Untermeyer, seconded by Mr. Mangarella, and unanimously approved, the TAC meeting was adjourned at 12:30 p.m.

Attendance from the TAC Meeting
February 4, 2013

1. Mr. Louis C. Schultz, Jr., TAC Chairman
2. Secretary Barry J. Schoch, P.E., TAC Member
3. Mr. Brad Cober, TAC Member
4. Mr. Donald Detwiler, TAC Member
5. Mr. Thomas Geanopulos, TAC Member
6. Mr. Greg Grasa, Alternate for Representative David Hickernell
7. Mr. Joseph Mangarella, TAC Member
8. Mr. Joel McNeil, TAC Member
9. Mr. John (Jack) P. Rutter, P.E., TAC Member
10. Mr. Gustave Scheerbaum, III, P.E., TAC Member
11. Mr. Harry Sherman, Alternate for Department of Education Secretary Ronald Tomalis
12. Mr. Michael W. Untermeyer, Esquire, TAC Member
13. Mr. Charles F. Welker, P.E., TAC Member
14. Deputy Secretary for Highway Administration R. Scott Christie, P.E.
15. Acting Deputy Secretary for Administration Phil Tomassini
16. Deputy Secretary for Safety Administration Kurt Myers
17. Deputy Secretary for Planning James Ritzman, P.E.
18. Mr. Jim Arey, PennDOT
19. Ms. Jessica Clark, PennDOT
20. Ms. LaVerne Collins, PennDOT
21. Mr. Jeremy Krebs, PennDOT
22. Ms. Eileen Ogan, PennDOT
23. Mr. Martin Sargent, PennDOT
24. Mr. Larry Shifflet, PennDOT
25. Ms. Ashley Shultz, PennDOT
26. Mr. Mark Tobin, PennDOT
27. Mr. Brian Funkhouser, Gannett Fleming, Inc.
28. Mr. Jonathan Heilman, Gannett Fleming, Inc.
29. Mr. Bob Taylor, Gannett Fleming, Inc.
30. Ms. Sarah Dohn, Greenlee Partners, LLC
31. Mr. Richard Farr, Rabbit Transit
32. Mr. Adam Krushinskie, Buchanan Ingersoll and Rooney