



PENNSYLVANIA STATE TRANSPORTATION ADVISORY COMMITTEE
SUMMARY MINUTES
HARRISBURG, PENNSYLVANIA
OCTOBER 10, 2013

CALL TO ORDER:

A meeting of the State Transportation Advisory Committee (TAC) convened at 10:00 a.m. on Thursday, October 10, 2013, in room 8N1 of the Keystone Building in Harrisburg, PA with Chairman Lou Schultz presiding.

MINUTES:

ON A MOTION by Mr. Mangarella, seconded by Mr. Gus Scheerbaum, and unanimously approved, the minutes of the July 11, 2013, TAC meeting were accepted as presented.

CHAIRMAN'S REMARKS:

Chairman Schultz began with a memorial to the TAC member alternate for the Secretary of Education, Harry Sherman, who passed away on July 17, 2013. He indicated that Linda Bryant would be taking over as the alternate for the Secretary of Education, Carolyn C. Dumaesq. The final report of the Driver Education Study now contains a memorial for Mr. Sherman.

Chairman Schultz acknowledged the passings of former State Transportation Commission (STC) member Dennis Louwerse and Representative Dick Hess. He noted that Representative Nicolas Miccozze (R-Delaware County) has replaced Rep. Hess on the STC. Chairman Schultz also acknowledged the passing of Dave Sims, a retired PennDOT Deputy Secretary and TAC member.

The Senate President reappointed both TAC member Larry Segal and TAC member Ron Wagenmann and their terms will be for three years.

Chairman Schultz stated that there were still nine expired terms, two from the House of Representatives and seven from the Governor's Office. TAC members with expired terms may continue to serve until they are replaced or until they wish to end their membership with TAC.

Chairman Schultz acknowledged former PennDOT staffer Ashley Shultz who took a position at PEMA and praised her exemplary work with TAC.

PA DEPARTMENT OF TRANSPORTATION UPDATE:

Executive Deputy Secretary for Administration

Executive Deputy Secretary Brad Mallory presented an update on the funding package deferred from the summer that is currently moving through the Pennsylvania General Assembly. He stated that the link between the transportation funding package and liquor privatization that

existed during the Assembly's summer session appeared to be dissolved. The transportation funding package appeared to be around \$2.3 billion to \$2.4 billion.

Mr. Mallory commented on the STC Public Hearing process, noting the first-ever STC statewide webcast that was hosted on September 26, 2013 and that the webcast was well received.

Mr. Mallory also highlighted the recent bridge postings statewide. PA has 25,000 state owned bridges and 6,000 locally owned bridges. The average age of a bridge in PA is 51 years. Due to a lack of funding, weight restrictions were placed on 530 state owned bridges and 470 locally owned bridges.

Deputy Secretary for Highway Administration

Deputy Secretary R. Scott Christie, P.E., discussed the construction program for letting would be \$1.6 billion for 2013, noting the need for a funding increase. The funding increase would aid the counties. Without a funding increase after winter 2013-2014, eight counties would have no funds available to do any work other than manual labor, such as brush clearing and ditch clearing. An additional twenty-five counties will reach a point where they can buy a small amount of materials but not enough to replace culverts. Roughly half of Pennsylvania's counties are in tight financial straits, and that will grow over time without a significant funding increase.

Mr. Christie indicated that the P3 Bridge Program was approved although the size of the program was not yet known. The P3 Bridge program will reconstruct structurally deficient bridges. With a funding increase, the program could reconstruct approximately 1,000 bridges; however, only 200 structurally deficient bridges could be addressed with current funding levels.

PennDOT Next Generation projects within Highway Administration were noted, including a presentation on local Bridge Bundling.

Deputy Secretary for Safety Administration

Deputy Secretary Kurt Myers discussed two items relating to Safety Administration's modernization and efficiency improvements. One item is a new transaction that enables a user who has a lost or stolen driver's license to request a duplicate through the mail and print out a temporary license directly from PennDOT's website that would be recognized by law enforcement. The duplicate license arrives in the mail in approximately two days. Within the first day of the new program, 26 transactions were completed and within three weeks, 3,000 transactions were completed. Mr. Myers stated that these were 3,000 transactions that would not have to be completed by staff and it would free staff to complete other work tasks. The other modernization item is mobile computing. This item enables field staff who administer driving skills tests to enter the data into an iPad via custom application, which then downloads the data into PennDOT's mainframe computer system. This will allow field staff to complete more driving skills tests, as they will not have to return to a physical office to complete paperwork.

Mr. Myers referred to the Veterans Trust Fund and Veteran indicator on drivers' licenses. PennDOT is ahead of schedule for the ability of driver's license customers to donate up to \$3 to the Veterans Trust Fund, which would be ready for release in November 2013. The veteran indicator for drivers' licenses will be deployed in the spring of 2014.

In response to an inquiry about autonomous automobiles, Deputy Secretary Myers stated that he had attended a workshop at Carnegie Mellon University, who has signed an agreement with PennDOT to study the issues about autonomous vehicles even though they will not reach the commercial market until around 2020 to 2025.

Deputy Secretary for Planning

Deputy Secretary James Ritzman, P.E., discussed one positive about the Federal government's shutdown, describing it from a PennDOT perspective as fairly minor. However, another shutdown occurring in Federal fiscal year 2015 would cause a transportation-funding crisis. MAP-21 is a two-year bill. Currently, expenditures from the Highway Trust Fund exceed revenue by approximately \$15 billion annually. All of the funds that would enter the Highway Trust Fund starting on October 1, 2014 would be used to pay the bills of projects that are already underway. Instead of receiving \$1.6 billion in federal money, Pennsylvania would receive only \$8 million.

MAP-21 defines the Federal government's role in transportation funding. The National Highway Performance Program contains 60% of the funds within MAP-21 and can only be spent on interstates, the National Highway System, and principal arterials. These three groups of roads make up 16% of the state's system. The remainder of the system is not eligible for much of the funding available within MAP-21. Deputy Secretary Ritzman indicated the need for additional state resources to balance out the program because of tight funding constraints at State and Federal levels.

In response to a query from Mr. Jack Rutter about the Panama Canal, Mr. Ritzman stated that the Long Range Transportation Plan and Comprehensive Freight Movement Plan would have more information that could be presented at a future TAC meeting.

PRESENTATIONS:

STC Modernized Public Participation Initiative Update

Ms. Jessica Clark, PennDOT and Ms. Leanne Doran, McCormick Taylor

Jessica Clark began the STC Modernized Public Participation Initiative Update with an overview of what was learned in the time between the July 10, 2013 TAC meeting and the October 11, 2013 TAC meeting as the Public Comment period occurred within that timeframe.

Ms. Clark emphasized that the previous meeting structure was not working well for PennDOT at obtaining public input. A policy-based survey, derived from the *Transportation Performance Report*, was used for the STC Public Participation Outreach period.

Press releases, social media, and the transportation network such as MPOS, RPOs, Transportation Management Agencies (TMAs), advisory groups, and Chambers of Commerce were used to advertise the initiative, survey and new website.

The STC website (www.talkpatransportation.com) was highlighted along with the public comment survey, which was offered online and via telephone. Ms. Clark stated that the data collected would be analyzed and presented to the STC at its December 12, 2013 Quarterly Meeting and workshop. In addition, the public can still get involved by contacting the STC via the website to be added to the Quarterly Meeting agenda, which now contains an agenda item for public comment.

Leanne Doran discussed the data received via the online survey. 4,000 people visited the website within the first month. Over 2,200 people completed the MetroQuest survey and Ms. Doran noted the complements the survey received on being user-friendly. The telephone reverse-hotline received 38 responses. Individual project forms were submitted by 130 people. Over 100 people across the Commonwealth attended the webcast public meeting held on September 26, 2013.

The survey asked respondents to prioritize their areas of focus. As an area of safety, the public viewed pedestrian and bicycle safety as its number one priority, followed by distracted/aggressive driving and safety improvements. In the mobility area, traffic signals, congestion, and passenger rail as it relates to Amtrak were highlighted as the public's priorities of concern. Under preservation and renewal, the public identified public transit as its number one priority, followed by reconstructing pavement and state bridge upgrades.

A color-coded heat map indicated that the online survey obtained good feedback from across the state. Some counties did stand out, such as Somerset County in southwestern Pennsylvania.

Ms. Doran noted that the opportunity to provide feedback would be available outside of the public comment period, including a printable PDF form. The public will be able to comment during the STC Quarterly Meetings, along with the regional MPO and RPO public meeting. STC members were assigned to a specific planning region and they will attend a regional public planning meeting.

Mr. Gus Scheerbaum asked if comments that came in after the comment period closed were included. Martin Sargent indicated that traditionally all comments that came in after the end of the comment period were included as additions for the STC's December workshop but all data would be collected. Ms. Doran added that all public feedback will be reported at each of the STC's 2014 Quarterly Meetings so that an ongoing feedback mechanism would be available.

Mr. Brad Cober asked if the data from Somerset County would be made available. Ms. Doran indicated that the map could be used at higher level.

PennDOT Bridge Bundling Initiative **Deputy Secretary Scott Christie, PennDOT**

Deputy Secretary Scott Christie, P.E., discussed the Local Bridge Bundling initiative. The initiative uses economies of scale to reduce costs in designing and constructing local bridges. This will achieve cost and time savings. The initiative bundles local bridges and the Department administers the design and construction on the behalf of the local owner. The entire cost, as an incentive, would be borne by the department for the pilot program. Twenty percent of the costs could be saved via bundling.

Mr. Christie noted the selection criteria. The Bridge Bundling Initiative uses the PennDOT Bridge Management System (BMS) to determine bridge condition data. The Linking Planning and NEPA GIS database was used to determine the level of environmental impact. This ensured that the program bundled the right type of bridges together so they could be streamlined. The focus for the pilot used one group of local bridge owners (county governments.) All local bridge owners were initially considered but significant timeframes were associated with local governments who would have to pass ordinances and resolutions.

The program was piloted in Blair, Washington, and Luzerne Counties. Blair County did 13 deck replacements using 100% federal funds. The projects were let on May 23, 2013 in two construction contracts. There were 18 superstructure replacements using 100% federal funds in Washington County. The projects were let on July 18, 2013 in two construction contracts. Luzerne County fully replaced seven bridges and removed three bridges using a combination of 80% Appropriation 183 Funds and 20% Act 26 Funds. The project letting occurred on August 29, 2013 in one construction contract.

Total project delivery occurred in two years, and county ordinances expedited the right of way process. Design savings resulted in the consolidation of the preliminary engineering (PE) phase and the final structure type was determined quickly. Design saved 50% of geotechnical costs in design, which can be up to 20% of the costs in difficult areas. Construction savings resulted in reduced contractor oversight and the efficient mobilization of equipment and utilization of labor.

Steps to successfully deliver the pilot program are identifying funding sources, identifying a pool of local bridges and their respective owners, design savings such as one design for several bridges and constructions savings such as work on similar structures.

Moving forward, the Governor's plan for Phase II of the Local Bridge Bundling Program offers local governments the opportunity to participate in a bridge bundling and management program. In addition, participation in a program will significantly reduce local cost shares by as much as 100%. A regional approach will be used and criteria for bridges to be included in bundling will be available to local governments.

TAC CURRENT STUDY UPDATE:

TAC Chairman Lou Schultz

TAC Driver Education Study

TAC Chairman Lou Schultz stated that the *TAC Driver Education Study* had been adopted and approved by the State Transportation Commission at its August 22, 2013 Quarterly Meeting held in Erie, PA.

Traffic Incident Management—Policy and Legislation—Best Practices

Chairman Schultz indicated that the TAC Traffic Incident Management study was underway. Mr. Bob Regola, TAC member, is the chair for the study task force. The study is anticipated to be completed in March 2014. The Chairman noted that the study included a Reverse Peer Review which was held at the Pennsylvania Farm Show on September 17, 2013 and was highly regarded by its participants.

Transportation Performance Report—Reporting Requirements

Chairman Schultz stated that a taskforce meeting for the *Transportation Performance Report—Reporting Requirements* would be held after the TAC business meeting in 8N1. The study is anticipated to be completed in March 2014.

NEXT MEETING:

The next TAC meeting is scheduled on Thursday, December 5, 2013, in Harrisburg, Pennsylvania. The next public STC Quarterly meeting is scheduled for Thursday, December 12, 2013 in Harrisburg, Pennsylvania with a workshop planned for the afternoon.

ADJOURNMENT:

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

Attendance from the TAC Meeting
July 11, 2013

1. Mr. Louis C. Schultz, Jr., TAC Chairman
2. Mr. Brad Cober, TAC Member
3. Mr. Donald Detwiler, TAC Member
4. Mr. Greg Grasa, Alternate for Representative David Hickernell
5. Ms. Kelly Heffner, Alternate for E. Christopher Abruzzo, Acting Secretary DEP
6. Mr. Joseph Mangarella, TAC Member
7. Mr. Joel McNeil, TAC Member
8. Mr. Robert Regola, TAC Member
9. Mr. Jack Rutter, TAC Member
10. Mr. Gus Scheerbaum, TAC Member
11. Mr. Larry Segal, TAC Member
12. Mr. Jeffrey Stroehmann, TAC Member
13. Mr. Paul Opiyo, Alternate for C. Alan Walker, Secretary DCED
14. Mr. Charles Welker, TAC Member
15. Mr. Brad Mallory, Executive Deputy Secretary for Administration
16. Mr. Scott Christie, P.E., Deputy Secretary for Highway Administration
17. Mr. Jim Ritzman, P.E., Deputy Secretary for Planning
18. Mr. Jim Arey, Program Center
19. Ms. Jessica Clark, Program Center
20. Ms. Julie Harmantzis, Program Center
21. Mr. Martin Sargent, Program Center
22. Mr. Larry Shifflet, Program Center
23. Ms. Sarah Dohn, Greenlee Partners, LLC
24. Ms. Leanne Doran, McCormick Taylor
25. Mr. Keith Chase, Gannett Fleming, Inc.
26. Mr. Dale Witmer, Office of Planning
27. Ms. Kathryn Tartaglia, Policy Office
28. Mr. Bob Taylor, Gannett Fleming, Inc.