

PENNSYLVANIA STATE TRANSPORTATION COMMISSION
SUMMARY MINUTES
HARRISBURG, PENNSYLVANIA
AUGUST 22, 2013

CALL TO ORDER:

A quarterly business meeting of the Pennsylvania State Transportation Commission (STC) was convened by STC Secretary Robert B. Pease, P.E., at 10:00 a.m. on Thursday, August 22, 2013, at the Port Authority Building in Erie, PA.

ROLL CALL:

Commissioners Present:

Honorable Robert B. Pease, P.E., Secretary
Honorable Edward J. Cernic, Sr.
Honorable Ronald J. Drnevich
Mr. Eric Bugaile, Alternate for Honorable Dick L. Hess
Honorable George M. Khoury, III, P.E.
Honorable Sharon L. Knoll
Ms. Meredith Biggica, Alternate for Honorable Michael P. McGeehan
Honorable Charles H. Martin via conference call
Honorable Frank E. Paczewski
Mr. Josh Myers, Alternate for Honorable John N. Wozniak

Commissioners Not Present:

Honorable Barry J. Schoch, P.E., Chairman
Honorable Cristina G. Cavalieri
Honorable John C. Rafferty, Jr.
Honorable Frederic M. Wentz, Esq., Vice Chairman

SECRETARY'S OPENING REMARKS:

- STC Secretary Robert Pease, P.E., indicated that Chairman Barry J. Schoch, P.E., could not attend the STC business meeting due to a speaking engagement in Harrisburg on posted bridges.
- STC Commissioner Sharon Knoll was thanked for her hospitality in providing meeting arrangements at the Port Authority Building in Erie, Pennsylvania.
- STC Secretary Pease welcomed Representative Gregory Lucas, County Councilman Phil Fatica, and Ms. Mariah Hanson from PennDOT District 1-0 to the STC meeting.

MINUTES:

ON A MOTION by Commissioner Cernic, seconded by Commissioner Khoury, and unanimously approved, the minutes of the May 23, 2013, STC quarterly business meeting were accepted as presented.

TWELVE YEAR TRANSPORTATION PROGRAM:

2013 Highway and Bridge Program Adjustments/Major Project Adjustments Presented by Deputy Secretary for Planning James D. Ritzman, P.E.

Deputy Secretary Ritzman presented the 2013 Highway and Bridge Twelve Year Program (TYP) adjustments for consideration. There were 998 adjustments from April 27, 2013 through July 26, 2013, with an approximate \$112 million change to the program.

Mr. Ritzman highlighted a few intermodal programming actions that were considered key changes in the Major Project Adjustments Report:

- The Mount Joy Station in Lancaster County had a \$27.5 million increase with 90 percent of the project work in design. Project costs were raised due to issues with storm water management, karst topography, and the need to bring the station into compliance with the federal Americans with Disabilities Act (ADA) for the final approaches of the building.
- A State of Good Repair item adjustment in Bucks County for \$19 million provides federal funding through the “Moving Ahead for Progress in the 21st Century” (MAP-21) authorization. As projects are developed, funds are drawn from this account for projects needing general maintenance and repair.
- A Statewide Line Item titled Section 5311 Yearly Amount contains an adjustment for \$16.6 million that is for the rural transportation-funding component of MAP-21.

ON A MOTION by Commissioner Cernic, seconded by Commissioner Paczewski, and unanimously approved, the 2013 Highway and Bridge TYP Adjustments/Major Project Adjustments were accepted as presented.

PRESENTATIONS:

Welcome to District 1-0: Above the Line

Presented by Ms. Mariah Hanson, Planning and Programming Manager, District 1-0

On behalf of Mr. Bill Petit, P.E., PennDOT Engineering District 1-0, District Executive, Ms. Mariah Hanson, Planning and Programming Manager, District 1-0, provided a brief update on the transportation program in District 1-0. Ms. Hanson indicated capital and county maintenance funds support highway and bridgework throughout the District. In fiscal year (FY) 2009-2010, the American Recovery and Reinvestment Act (ARRA) provided a spike in funding. As funds from ARRA were exhausted, the cash flow dropped significantly and the program was fueled solely by Transportation Improvement Program (TIP) funds for FY 2013-2014.

From 2003-2013, District 1-0 experienced a \$42.4 million decrease in TIP funds. There are three planning partners in the District (Erie MPO, Mercer MPO, and Northwest MPO); TIP trends show a reduction in the Erie MPO of \$14.4 million. Most funds on the TIP are allocated for construction; there are not enough funds to sustain the engineering portion of the program in the latter years. Despite the reduction in funds, District 1-0 has been the 1st or 2nd lowest for statewide dollar needs per mile for six years, with the state average at \$62.17 per segment mile

and the District holding at \$40.38 per segment mile. The International Roughness Index (IRI) results for 2010 reveal that District 1-0 had the lowest overall IRI in the state for the 12th time in the last 13 years.

The District is expending fewer dollars on roadways with maintenance funds decreasing by 20 percent in the past two years and limiting the buying power available for operations. The Surface Improvement Program (SIP) underwent a gradual decrease from over \$1 million in 1997-1998 to approximately \$521,000 for 2014-2015. On a positive note, District 1-0 has achieved fourth best bridge health overall in comparison to all of the PennDOT Engineering Districts. District 1-0 has approximately 9 percent structurally deficient (SD) deck area versus 11 percent statewide. Erie County ranks below the statewide percentage of SD deck area, ranking nine of 67 counties, with roughly 4 percent of SD deck area.

Local SD bridges are a growing concern within the District, specifically Crawford County, with 35 percent of overall TIP expenditures being allocated for these bridges. The District administers a Waterproofing Program that installs a waterproof deck membrane to help bridges maintain their integrity; 922 out of 1,490 bridges have been completed. The District is actively engaged in Department Force bridgework and has achieved savings of \$999,600 in 2012 through pre-casting concrete bridges. An initiative to market and “sell” pre-cast products to other districts and municipalities is underway. The District has received several awards; the Association for Bridge Construction and Design, Pittsburgh Chapter, recognized the District in 2011 as the Award Winner for Multiple Span Bridge and for Pilot Use of Concrete Filled Tubular Flange Beams.

The District is supporting a respectable winter maintenance budget in anticipation of designating any savings toward roadway resurfacing. All Reclaimed Asphalt Pavement (RAP) is set aside and recycled to produce significant cost savings; the 2011-2012 RAP costs were documented at \$28.44/ton versus regular construction Hot Mix Asphalt (HMA) costs of \$75.00/ton. Four redundant bridges have been removed in the District due to reduced traffic volumes and nearby bridges have been able to support the operational needs. Another ongoing initiative is the Competitive Enterprise in the District to ensure success and job preservation through the implementation of performance standards. A Stakeholder Survey and Customer Survey have been launched to obtain feedback from constituents for the identification of priorities in the District.

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

STC Modernized Public Participation Update

Presented by Ms. Jessica Clark, Transportation Planning Manager, PennDOT, and Ms. Leanne Doran, Public Involvement Specialist and Associate, McCormick Taylor

Ms. Jessica Clark, Transportation Planning Manager, PennDOT, gave an update on developments that originated from an STC Workshop held in Lewisburg, Pennsylvania in May 2012. STC Commissioners began a rigorous undertaking to develop a Public Participation Plan as challenged by STC Chairman and PennDOT Secretary Barry J. Schoch, P.E. With the assistance of Ms. Clark, the technical expertise of the Gannett Fleming consultant team, and the STC Chairman providing direction, two important elements emerged; a redefined role of STC as

PennDOT's Board of Directors and a five step Action Plan for the Commission. The components of the Action Plan incorporated a Transportation Performance Report, Investment Strategies, Rate Recommendations, a Summary of Public Input, and Revisions to the STC Bylaws/Recommendations for the Future.

The *Transportation Performance Report* is the result of a five-month effort and provides a snapshot of the transportation system's current status, performance within current resources, and potential for progress as the Department moves forward. A revision to the STC Bylaws modified the language to remove public hearings and reflect a gender-neutral tone. These two items, the report and the bylaw revisions from the STC Action Plan were completed at the STC business meeting on February 14, 2013.

The Summary of Public Input is an ongoing effort that engages the public, government, and private industry through technology and social media, while reducing overlapping public meeting efforts. Investment Strategies and Rate Recommendations will be addressed following the Summary of Public Input effort. This sequence allows the STC to ascertain a good understanding of transportation needs through public outreach before developing the financial components of the Action Plan.

The Modernization for the Summary of Public Input effort began early in 2013. The development of a Public Outreach Pilot incorporated best practices from other states. STC Chairman and PennDOT Secretary Barry J. Schoch, P.E presented this pilot at the STC business meeting on May 23, 2013, in Scranton, Pennsylvania. PennDOT's regional partners gave positive feedback after receiving a presentation on this pilot at their Planning Partners meeting on June 25, 2013, in Harrisburg, Pennsylvania.

Ms. Leanne Doran, Public Involvement Specialist, and Associate, McCormick Taylor, highlighted the elements of the Public Outreach Pilot. A new STC website was created to modernize the STC's method of conducting business; this website can be found at the following URL: www.talkPAtransportation.com. The STC will open a comment period for interested parties to voice their concerns about transportation priorities for Pennsylvania's Twelve Year Program (TYP); the comment period will be held from August 26, 2013 through October 7, 2013. A policy focused Public Survey generated by MetroQuest offers an option to submit project needs. Participants may take the survey online, in writing, or through phone at the following telephone number 855-896-4930.

On September 26, 2013, from 6 pm – 7 pm, STC Chairman and PennDOT Secretary Barry J. Schoch, P.E will lead a Statewide Webcast Public Meeting. The webcast outlines the 2013 Public Outreach Pilot, presents findings from the *Transportation Performance Report*, requests feedback on the report elements, TYP needs, and public feedback preferences and allots time for questions and comments through an interactive online forum.

STC members assigned to specific regions will attend public meetings in coordination with Metropolitan Planning Organization/Rural Planning Organization (MPO/RPO) meetings where applicable. At these meetings, STC members will focus their participation on the review of local transportation priorities and needs. The attendance of an STC Commissioner at a pre-determined

public meeting will be displayed on the agenda as 2015 TYP Public Input Solicitation. An Email Resource Account designated for STC captures correspondence from STC Commissioners and aids in scheduling meetings and determining per diem for attendance. The Resource Account is located at the following email address: RA-PennDOTSTC@pa.gov. In the event an STC member is unable to attend the public meetings, the liaison from PennDOT Central Office or a PennDOT District Representative will attend the meeting and collect information pertaining to the TYP.

An enhanced promotion campaign for the 2013 Public Outreach Pilot incorporates a press release to all Media Outlets on August 26, 2013. The Department is sending an email blast and flyer campaign to target the general public, MPO/RPOs, the PA Chamber, and Local Chambers, Economic Development Areas (EDAs), Environmental Organizations, and other stakeholders. Posts through existing social media sites will promote the pilot in addition to QR codes on all promotional materials. In December 2013, STC will hold a workshop and assess the effectiveness of the Public Outreach Pilot.

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

TAC Driver Education Study--Final

Mr. Lou Schultz, TAC Chairman, and Mr. Dennis Lebo, Project Manager, Gannett Fleming, Inc.

Mr. Lou Schultz, TAC Chairman, introduced TAC's final *Driver Education* report and Mr. Dennis Lebo, Project Manager, Gannett Fleming, explained the background behind the impetus for the *Driver Education* study. The focus of the study centered on continuing education for all drivers, including mature drivers. The first formal driver education course was offered at a high school in State College in 1933. The growth of adding driver education to high school curriculums progressed from the 1940s to the early 1960s.

In the late 1960s through 1970s, research questioned the safety benefits of driver education. The DeKalb Study, a major undertaking by the National Highway Traffic Safety Administration (NHTSA) in the 1980s, had 16,000 participants broken into three groups. The first group received a basic course in driver education, the second group was administered an extensive course, and the third group received no driver education training. The outcome of this study was inconclusive; there were no realized benefits for formal driver education courses.

After the DeKalb study, the emphasis changed to the driver licensing process, which led into the Graduated Driver Licensing (GDL) laws. The process to acquire a license was considered too relaxed; continuing research reviewed where improvements might be made to the driver education standards. The first GDL law in Pennsylvania was the Young Drivers Law (1999), as part of that bill; a Driver Education Task Force (2000) formed and grappled with the safety benefit of driver education. Their recommendations were minor and it was decided to continue the driver education program as optional in Pennsylvania. Since the onset of GDL laws, there has been marked improvement in safety statistics concerning young drivers. Current statistics show the likelihood of being involved in a crash continues to decline until age 74, when it begins to climb again.

Driver education is not required in Pennsylvania, although school districts and private driving schools make the courses available for students. The Department of Education establishes and administers *Content and Performance Expectations for Driver Education*. These standards are based on the protocol used for the 30-hour classroom instruction and 6-hour behind-the-wheel training. The Department of Education reviews and approves the curriculums in schools, certifies driver education teachers, and reimburses school districts from the Motor License Fund (MLF).

Over the past nine years, the number of high schools that offer driver education is declining, with a 30 percent decrease due to budget issues in school districts. The actual cost of driver education is in the range of \$350-\$600 per student. The Department of Education reimburses \$35 per student. The school can still charge up to \$50 in expenses to the student, if the school charges above this amount, they cannot receive the \$35 reimbursement. Out of 261 school districts offering driver education last year, only 139 filed for reimbursement. Most schools charge students several hundred dollars for a driver education course. The reimbursement does not match the current cost of driver education today.

A learner's permit is good for one year and the GDL restrictions require six months of skill building training. During these six months, the driver must complete a total of 65 hours behind-the-wheel training, 10 of those hours must be nighttime driving, and 5 of those hours must be driving in inclement weather. This training must be supervised and certified by a licensed driver 21 years or older. A driver with a learner's permit is also required to adhere to passenger and curfew restrictions. After successful completion of the exam, a junior's license is granted, although passenger and curfew restrictions still apply. Full licensure is granted at 18 years of age or at 17 ½ years with the completion of a driver education course and a clean driving record.

PennDOT administers a point system as a driver education tool for drivers with multiple driving violations. A violation places six points on a driver's record and they are required to take an exam. In the event of more violations, the repercussions become more severe; a driver may be required to attend a hearing or have their license suspended.

PennDOT also approves mature driver courses; there are three organizations in the state providing these courses, including the American Automobile Association (AAA), the American Association of Retired Persons (AARP), and Seniors for Safe Driving. Insurance companies offer a five percent discount to senior citizens after successful completion of a mature driver course. PennDOT also oversees a medical testing program, which is considered a national best practice. Every month this program selects 1,900 drivers over 45 years of age to undergo vision and physical testing to ensure their continued ability to drive. Medical professionals are required to report to PennDOT any patient that is not physically fit to drive.

The *Driver Education* study recommendations are divided into three groups:

Teen Driver Education Programs

- Consider eliminating the cap of \$50 per student to receive \$35 reimbursement
- The Department of Education should update “*Content and Performance Expectations for Driver Education*” to align with model curriculum standards
- The Department of Education should review school curriculums at regular intervals on an ongoing basis
- The Department of Education should establish administrative expectations and performance metrics
- The Department of Education should develop updated driver education instructor training and certification standards that are uniform for public and private schools
- The Department of Education should require a parent orientation meeting as part of approved driver education courses
- The Department of Education should require driver education programs to complete a debriefing with parents
- Support national efforts to create a full complement of model driver education administrative standards

Graduated Driver Licensing

- PennDOT should develop a new Supervised Driving Guide for Parents
- Require driver education and GDL restrictions for all new drivers, regardless of age
- PennDOT should require submission of a completed logbook at the time of the driver’s exam

Continual Learning/Mature Drivers

- PennDOT should publicize changes in driving laws and safety tips using TV monitors in Driver Licensing Centers
- PennDOT should fully embrace social media and other recent technology to communicate and promote law changes and safe driving practices
- PennDOT should enhance its website information for older drivers
- Continue to track ongoing driver education research

Mr. Lebo indicated that an acknowledgement was placed inside the front cover of the *Driver Education* report dedicating the study in the memory of Mr. Harry H. Sherman, who served on behalf of the Pennsylvania Department of Education’s Secretary for the Transportation Advisory Committee (TAC). Mr. Sherman was a significant contributor to this study on Driver Education in Pennsylvania.

ON A MOTION by Commissioner Knoll, seconded by Commissioner Cernic, and unanimously approved, the *Driver Education* study was accepted as presented.

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

REPORTS:

Transportation Advisory Committee (TAC)

TAC Chairman Lou Schultz was in attendance and his report stands as written.

Administrative/Budget

Executive Deputy Secretary for Administration Brad Mallory presented information on the bridge-posting situation in Pennsylvania. The bridge posting system is risk-based with weight restrictions that preserve bridge safety. Pennsylvania has the third largest number of bridges in the nation, with 25,000 state owned bridges and 6,000 locally owned bridges.

The average age of a bridge in Pennsylvania is over 51 years and the average design life is 50 years; leaving the average bridge in Pennsylvania older than its design life. Pennsylvania also has the eighth most heavily travelled interstate highway system in the nation. Before the recent bridge restrictions went into place, Pennsylvania had 567 weight-restricted bridges on the state owned system and 42 closed bridges; 1,600 out of the 6,000 locally owned bridges were also weight restricted and 200 are closed. The local system carries significantly less traffic although it is still in a serious state of distress.

The American Association of State Highway Transportation Officials (AASHTO) standards contain a range of possibilities and Pennsylvania has roughly 1,000 bridges posted, one of the most liberal bridge posting standards in the country. This is partly due to the state engaging in a very aggressive bridge program for many years and having a leading bridge inspection effort in the nation. On average, Pennsylvania has delivered over 960 bridges a year through building new bridges, rehabilitating, or preserving structures. Connecticut has the most restrictive bridge posting standard in the nation; Pennsylvania would have nearly 11,000-posted bridges if the same standard were applied.

As the condition of the bridge erodes, the safety factor begins to decline; Pennsylvania policy advises programming a bridge within two years or have the life of the bridge extended. Approximately 300 bridges become structurally deficient (SD) each year. The Department needs to gain ground by slowing the number of bridges losing their safety factor and accelerate the rate at which SD bridges are addressed. Next to Alaska, Pennsylvania has the most streams and rivers per mile in the United States. Pennsylvania's climate is more susceptible to freeze-thaw cycles compared to other states, resulting in advanced deterioration on roadways and bridges.

In comparison to other states, Pennsylvania has the highest percentage of SD bridges. It is number 14 with the percentage of its bridges posted/closed and number 27 with the percentage of SD bridges posted/closed. The Department's goals include extending the service life of bridges, and prioritizing projects to minimize weight postings and closings. Another 530 additional state owned bridges and 470 locally owned bridges will be posted or have additional restrictions added to their status.

The quality of pavements and bridges will continue to suffer with the Department losing progress in terms of financial resources. Current funding levels have removed the ability to complete capacity-adding projects and resources were redirected from roadways in recent years to focus on SD bridges. Highway and bridge funding available amounts to \$3.8 billion, although a vast majority of this funding is being allocated for construction and maintenance. The process to

announce the posting/closing of bridges is expected to take four to five weeks, around two to three hundred bridges will be announced each week. The Department is anticipating difficulty in re-routing trucks that exceed the weight restrictions and will continue to look for solutions to make these commutes more navigable.

Safety Administration

Deputy Secretary Kurt Myers was not in attendance and his report stands as written.

Highway and Bridge Program

On behalf of Deputy Secretary R. Scott Christie, P.E., Executive Deputy Secretary for Administration Brad Mallory reported on the highway and bridge program. The Highway Administration evaluated the durability of new line painting materials and identified opportunities for the potential to share line painting equipment and responsibilities across PennDOT District borders. The benefits include the use of more durable materials to reduce the frequency of re-painting and facilitation of more effective use of equipment, technology, and labor. The projected savings for this project is estimated at \$2.2 million annually.

A reduction in duplicative reviews for the design of minor projects places the responsibility with the design consultants and maintains efficiency through reducing the overall design schedule. This project was completed in August 2012 with the issuance of a Strike-off letter (SOL) that was be incorporated into Design Manuals; the actual savings will be identified in fall 2013. A cooperative effort with the Pennsylvania Turnpike Commission (PTC) involves the sharing of design standards for Intelligent Transportation Systems (ITS) between PennDOT and the PTC.

The PennDOT Next Generation (PNG) initiative launched a mobile application that enables roadway inspectors to perform weekly road condition surveys for productivity increases. Additionally, the Mapping the Future Initiative promotes coordination to share facilities, inspectors, and training opportunities for cost savings between PennDOT and PTC. The Highway Administration is collaborating with other state agencies for the PNG effort and joining forces with the State Transportation Innovation Council (STIC) to move initiatives forward. The IdeaLink website empowers all PennDOT employees to submit innovative ideas and provides significant cost savings for the Department.

The International Roughness Index (IRI) is increasing on all networks and reported fatalities have been decreasing, typically, this measure is tied to discretionary driving due to the economy. Few events of significant snowfall transpired last winter, although the large number of smaller events made the winter comparable in cost to previous years. PennDOT is analyzing the use of contractor routed rental trucks to determine if cost savings can be realized. The Department will also be utilizing Geographic Information Systems (GIS) to optimize fleet and plow routes to identify additional cost savings.

Rock salt prices are rising and a monthly price adjustment occurred to compensate for transportation-related costs. Asphalt price trends indicate a rise in crude oil, liquid asphalt, and gasoline costs. Design delivery has improved dramatically with 96 percent of scheduled program

contracts constructed on-time and within the budget. A list of major projects generated by Highway Administration outlines estimated construction costs in excess of \$5 million with original committed, recovery (if needed) and actual let dates in calendar year 2013.

Local and Area Transportation, Aviation and Rail Freight

Deputy Secretary Toby Fauver was not in attendance and his report stands as written.

Planning

Deputy Secretary James D. Ritzman, P.E., stated that the Highway Trust Fund (HTF) is subsidized through the end of Federal Fiscal Year 2014 and federal funding expires September 30, 2014. The HTF has remained solvent through regular infusions of \$12 billion a year from general funds allocations. The obligation of federal funds and the timing of cash flow associated with the HTF have implied that the \$40 billion available for obligation nationwide is more realistically represented through \$200 million. For Pennsylvania, the potential implications alter the funding trajectory from \$1.6 billion to \$8 million. The main concern for transportation stakeholders is to see movement at the federal level for increased funding.

Federal funding arrives through the MAP-21 legislation, specifically through designated funding categories. The Office of Planning is working with its Planning Partners to review the current TIP plans in relation to available federal funds. The National Highway Performance Program (NHPP) is approximately 60 percent of the federal money of which; expanded National Highway System (NHS) and Principal Arterials provide the framework for 16 percent of the highway and bridge system. These monies are only expended on higher-level roadways carrying heavier traffic. Non-NHS roadways and Surface Transportation Program (STP) categories receive about 27 percent of the funds for the rest of the system; any projects with bridges not located on the principal arterials, interstates, and NHS will have trouble acquiring federal dollars.

Public-Private Transportation Partnership (P3) Board

Mr. Bryan Kendro, Policy Director, PennDOT, updated the STC on the status of the Public-Private Transportation Partnership (P3) Board. KPMG was selected by a committee representing PennDOT, the Pennsylvania Turnpike Commission (PTC), and the Governor's Budget Office to serve as Strategic Consultant and Financial Advisor; KPMG will formally be under contract in September 2013. The P3 Board approved the 511/Traffic and Traveler Information Project, to develop a hands free/eyes free application for users, an Invitation for Bid (IFB) will be announced in the near future. A Request for Proposal (RFP) has been issued to develop and administer a joint PennDOT and PTC sponsorship and advertising program for service patrol vehicles, rest areas, welcome centers, and other opportunities.

The Department is recommending a few unsolicited projects for the Board to consider. One project vouches for upgrading PennDOT's Automated Permit Routing/Analysis System (APRAS) with Bentley Systems located in Exton, Pennsylvania. The hope is to have a fully functional special hauling analysis, routing, and permitting solution, to enable multi-state

permitting for haulers. The other project entails the SASI/PennDOT Wireless Telecom Partnerships where SASI will identify and market all existing structures controlled by PennDOT. These include locations where wireless antennas and related equipment can be attached and market those opportunities to wireless services providers that may find those locations desirable to improve signals in the surrounding areas.

A solicited project being presented to the P3 Board includes the engineering associated with the development of a statewide bridge reconstruction P3 project. This project includes the replacement of 500-1,000 structurally deficient bridges and is contingent on additional revenue to support ongoing payments to the private entity to cover the cost of design, construction and lifecycle maintenance. The next P3 Board meeting is scheduled for September 27, 2013, at the PUC Hearing Room 1 in Harrisburg, Pennsylvania.

NEXT MEETING:

The next STC quarterly business meeting is scheduled on Thursday, December 12, 2013, in Harrisburg, Pennsylvania.

ADJOURNMENT:

The STC quarterly business meeting was adjourned at 12:30 p.m.