

PENNSYLVANIA STATE TRANSPORTATION COMMISSION
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
FEBRUARY 21, 2019



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

CALL TO ORDER:

Vice Chair Robert B. Pease convened a quarterly business meeting of the State Transportation Commission (STC) at 09:01 am on February 21st, 2019, in Harrisburg, PA.

ROLL CALL:

Commissioners Present in Person:

1. Honorable Ronald Drnevich
3. Honorable James D. Kingsborough
5. Honorable Kim Ward
Mr. Nolan Ritchie, Alternate Present
7. Honorable Tim Hennessey
8. Honorable Michael Carroll
9. Honorable John Sabatina
Mr. Jason Gerald, Alternate Present

Commissioners Present by Phone:

2. Honorable Robert B. Pease, P.E., Vice Chair
4. Honorable Sharon Knoll
6. Honorable Frank E. Paczewski

Commissioners Not Present:

1. Honorable Christina G. Cavalieri
2. Honorable George M. Khoury
3. Honorable Leslie S. Richards, Chair

MINUTES:

ON A MOTION by Mr. Carroll and seconded by Mr. Paczewski, and unanimously approved, the December 20, 2018, STC business meeting minutes were accepted.

VICE CHAIR'S REMARKS:

Mr. Pease gave brief remarks welcoming Commissioners and Guests to Harrisburg PA. He noted that Secretary Richards is unable to attend the meeting due to a schedule conflict. Mr. Pease mentioned that this was the first meeting for three new legislative members:

- Senator Kim Ward (alt Nolan Ritchie present)
- Representative Tim Hennessey (present)

- Representative Mike Carroll (present)

Due to a schedule conflict, Vice Chair Pease had to pass the duties of chairing the meeting to Mr. Drnevich for the rest of the STC business meeting.

ELECTION OF OFFICERS (VICE CHAIR AND SECRETARY)

In accordance with the Administrative Code of 1929, the STC held its biennial election for a Vice Chair and a Secretary. Mr. Pease was nominated for the Vice Chair position and Mr. Khoury was nominated for the Secretary position.

ON A MOTION by Mr. Drnevich and seconded by Mr. Paczewski, and unanimously approved, Mr. Pease's nomination for Vice Chair was accepted.

ON A MOTION by Mrs. Knoll and seconded by Mr. Paczewski, and unanimously approved, Mr. Khoury's nomination for Secretary was accepted.

2019 TWELVE YEAR TRANSPORTATION PROGRAM ADJUSTMENTS

Deputy Secretary Jim Ritzman presented the 2019 Twelve Year Program (TYP) adjustments stating that between December 1, 2018 and February 1, 2019, there were 554 program adjustments including:

- 178 Project/Phase Additions
- 313 Project/Changes
- 14 Project/Phase Deletions
- 49 Adjustments to Funding Line Items

Mr. Ritzman explained that the overall changes represent a \$23,090,125 increase for the reporting period. He added that most of the increase occurred in the Highway and Bridge Programs in the SEDA-COG MPO.

Mr. Drnevich asked if there were any major changes. Mr. Ritzman explained that aside from the Central Susquehanna Valley Transportation (CSVT) Project, there were no significant changes.

ON A MOTION by Mr. Paczewski and seconded by Mr. Pease, the 2019 Twelve Year Program Adjustments were unanimously approved.

WORKING SESSION

2021 TWELVE YEAR PROGRAM PUBLIC OUTREACH PLAN BY: JESSICA CLARK

Ms. Jessica Clark gave a presentation about the open public comment period for the update of the 2021 Twelve Year Program. Ms. Clark explained that the 45-day public comment period for the update of the 2021 Twelve Year Program will 'unofficially' kick off pending the STC's approval of the 2019 Transportation Performance Report that will be presented shortly.

Ms. Clark noted that the public is encouraged to review this report in advance of their participation in the public comment period which includes the customized transportation survey

and an online public meeting. She reminded that the public comment period will officially begin on Monday March 4, and will continue through Wednesday, April 17.

Ms. Clark went on to list some of the key highlights and steps of the public outreach plan including:

Key Outreach Initiatives

- Online Toolkit: Fact Sheets, Posters, Videos
- Social Media Campaign: Promotional Videos for targeted audiences
- Email Blasts to Stakeholders: Planning Partners, Previous Participants, etc.

Online Transportation Survey

- Available throughout the 45-Day Public Comment Period
- Accessible on the STC website, links on social media, and functional on mobile devices
- Printed copies available upon request

Online Public Meeting March 21st, 2019, hosted by STC Chair

- Live feed by the Commonwealth Media Services
- Facebook Live Event
- Questions answered live
- Closed captioning

Ms. Clark indicated that the feedback from the outreach campaign will be compiled, analyzed, and shared in June. She added that the information will also be shared with the Regional Planning Partners, and the public.

Mr. Drnevich asked how many participants we had during the last outreach cycle. Mrs. Clark answered over 4,500 participants.

2018 TAC STUDIES PRESENTATIONS BY Keith Chase and Tim Smith

Mr. Tim Smith and Mr. Keith Chase of Gannett Fleming presented the Final Draft Reports of three TAC Studies to the STC. Mr. Chase highlighted the connection between all three TAC studies. He explained that identifying funding issues in the *Risks to Transportation Funding Study* will have an impact on the implementation of the intercity passenger rail, assessed in *the Intercity Passenger Rail Study*, while the *2019 Transportation Performance Report (TPR)* evaluates the overall state of the transportation system in the Commonwealth. All three reports can be found on www.TalkPATransportation.com

2019 Transportation Performance Report

Mr. Smith and Mr. Chase presented the 2019 Transportation Performance Report (TPR), which features a new StoryMap format. Mr. Smith noted that the new format will make the TPR easily accessible, easier to share and overall more user-friendly. He explained that performance measures are organized into five categories: Safety, Mobility, Preservation, Accountability, and

Funding. Users can click each performance measure to view details and explore the interactive charts. He also presented the different ratings icons and trends featured on the StoryMap. The performance status is represented by a color while the arrow indicates the trend. Green indicates good performance, yellow, marginal performance, and red, low performance. He also noted that some of the performance measures are Federally mandated and are represented by the FHWA icon.

Mr. Chase highlighted some Safety, Mobility, Funding, Accountability, and Preservation performance trends on the TPR StoryMap.

For Safety performance measure, work zone fatalities, teenage drivers and distracted driving related crash trends were discussed.

On Mobility, Mr. Chase highlighted Amtrak ridership growth, the continuous increase of freight demand in the Commonwealth, the overall transit performance, and Connected and Automated Vehicles.

For Preservation, the decrease of the number of the state-owned bridges rated “poor”, which is now less than 3,000 for the first time in more than 20 years, the improvement of the number of local bridges rated “poor”, and the Rapid Bridge Replacement initiative, which is replacing 558 bridges through a public-private partnership (P3) approach, were highlighted.

In the Accountability rubric, Mr. Chase noted that PennDOT continues to save more time and money year after year through various initiatives that are part of the “GO-TIME” initiative, such as improved winter operations through automated snowplow tracking. He also explained that PennDOT emphasizes transit operator performance, efficiency and accountability, adding that the Commonwealth’s public transportation system operators rank eighth best in the nation in terms of the portion of total revenues that are generated through passenger fares.

In regards to Funding, Mr. Chase explained that despite the careful management of the Commonwealth’s \$9.68 billion transportation budget (FY 2018-19) to prioritize improvements for safe and efficient travel, several risks could impact future transportation funding, including the potential insolvency of the federal Highway Trust Fund, further reductions in fuel tax revenue due to increasing vehicle fuel efficiency/alternative fuel vehicles, and unforeseen emergency expenses due to flood and other disaster repairs such as occurred during 2018. He noted that four important and related studies are underway to proactively analyze Pennsylvania transportation funding, including:

- **Risks to Transportation Funding:** A Transportation Advisory Committee study identifying potential future risks to PA transportation revenue sources and the possible impacts associated with those risks.
- **PA Interstate Reconstruction/Capacity Improvement Funding Needs:** An analysis of the funding required to maintain Pennsylvania’s interstate highways and meet the reconstruction, modernization, and capacity needs for these critically important roads.

- **SEPTA Funding Analysis:** Identifies SEPTA's capital improvement and operational needs, as well as potential funding sources.
- **Port Authority of Allegheny County Funding Analysis:** Identifies PAAC's capital improvement and operational needs, as well as potential funding sources.

Mr. Ritchie asked if there is an overall rating for the TPR. Mr. Chase answered that there is only a rating for each of the categories.

Mr. Drnevich commented about the amount of data collected and the quality of the report.

ON A MOTION by Mr. Drnevich and seconded by Mr. Paczewski, and unanimously approved, the 2019 Pennsylvania Transportation Performance Report was accepted.

Intercity Passenger Rail Study

Mr. Chase outlined the major steps of the *Intercity Passenger Rail Study* including the Study Questions, the Case Studies, the Corridors Success Factors, the Corridors Profiles, the Application of the Success Factors to the Corridors, and the Recommendations.

He explained that the study aimed to provide a clear understanding of how intercity passenger rail has worked in places that have implemented it and indicate the reasons for the success or failure in those places. Additional study initiatives include:

- Trends, technologies, and influences that may affect intercity passenger rail success in Pennsylvania
- Success factors for intercity passenger rail success in Pennsylvania
- Corridors with potential for new or expanded intercity passenger rail service

Mr. Chase also discussed the Case Studies used to determine what is already being done in the Commonwealth and elsewhere in the Nation. The Case Studies include:

- Pennsylvania's Keystone Corridor
- Pennsylvania's Keystone West Corridor
- Florida's Brightline/Virgin Trains USA
- Virginia's Amtrak System
- Texas Central Railway, Dallas to Houston High-Speed Rail
- Connecticut's Hartford Commuter Rail Line
- Minnesota's Northern Lights Express.

Ms. Granger commented about the Pennsylvanian expansion initiative. She indicated that she has had discussions with both Amtrak and Norfolk Southern and a feasibility study will likely be conducted in the coming months.

Mr. Chase explained that infrastructure, capital costs and funding, trip-making potential, local connectivity, public policy support, etc. all play a significant role in making passenger rail a success.

Mr. Chase also discussed the 10 City-paired Corridors assessed in the study. He explained the Corridor Evaluation Matrix and the various factors used in the matrix. Mr. Chase concluded his presentation with recommendations for the implementation of intercity passenger rail. Some recommendations include:

- Use long-range transportation planning for determining intercity travel priorities
- Establish funding and financing strategies and concepts
- Consider potential partnerships and coalitions
- Advocate for supportive policy
- Build upon the Keystone Corridor's success

Ms. Holton commented about the need for an intercity passenger rail study and the challenges the consulting team faced while conducting the study. She also noted that, as some metropolitan areas continue to grow, congestion is becoming a major issue. An issue that intercity passenger rail could help address.

ON A MOTION by Mr. Paczewski and seconded by Mr. Kingsborough, and unanimously approved, the Intercity Passenger Rail Study Report was accepted.

Risks to Transportation Funding in Pennsylvania Study

Mr. Chase explained that the study aims to identify and analyze potential risks that could threaten transportation funding and document needs for a better assessment of the potential funding gaps.

Mr. Chase mentioned that Pennsylvania's transportation needs significantly exceed projected funding. He listed Additional Annual Funding Needed for:

- Interstate Highways and Bridges - \$2.5 billion
- National Highway System Highways and Bridges - \$1.8 billion
- Public Transportation - \$1.2 billion

Mr. Chase also indicated that there are additional cost pressures that further strain resources including:

- Emergency repairs
- Regulatory compliance
- Modernization
- Inflation

Mr. Chase explained that the study was conducted following a four-step methodology including:

- The identification of current and projected transportation funding levels
- The estimate of transportation funding needs
- The estimate of financial impacts of transportation funding risks over a 12-year period (Through FY 2029-30)
- The identification of risk impacts and implications.

He added that using that methodology, the potential risks for five major funding sources were assessed including:

- Federal Transportation Funding Reduction
- Vehicle Sales Tax Provision Repeal
- Pennsylvania Turnpike Commission Pending Litigation
- PA State Police Transfer Statutory Revision
- Reduced Motor License Fund Tax Receipts

Mr. Chase indicated that if all the risks are to materialize, transportation funding in the Commonwealth would decrease by a combined \$18.5 billion over the 12-year period. He noted the PA Motor License Fund Revenue could decrease by \$6.7 billion, Federal Funding by \$6 billion, and the PA Public Transportation Trust Fund Revenue by \$5.8 billion in the 12-year period.

Mr. Chase concluded his presentation noting that the necessary investment to keep the Commonwealth's transportation system in a safe state of good repair is great and present resources do not cover the needs. The risks to transportation funding could further compound this problem. He added that for the foreseeable future, risks to transportation funding should be an essential focus.

Ms. Holton commented that the study was chaired by Mr. Wagenmann. She praised his leadership in getting the study to focus on risk analysis.

Mr. Kingsborough asked about the status of the proposal to put a toll on I-80

Mr. Ritzman answered that the proposal was turned down because the funds collected would have to be used exclusively on I-81.

Mr. Kingsborough asked if the report will be made public.

Ms. Clark answered that, once approved, the report will be posted on the STC website along with the two other reports.

ON A MOTION by Mr. Paczewski and seconded by Mr. Kingsborough, and unanimously approved, the Risks to Pennsylvania Transportation Funding Study Report was accepted with changes.

PA Department of Transportation Update:

Transportation Advisory Committee (TAC)

TAC Chair, Jody Holton, gave a brief report in which she explained the need for the TAC to get the word out about the three Studies it has just completed. Ms. Holton also mentioned the TAC's new Enhanced Communication and Coordination Initiative, which aims to improve communication between the TAC, the PennDOT support staff and the public. She added that several documents are being drafted and a review taskforce is being created.

Office of Planning

Deputy Secretary Ritzman gave a brief update in which he announced that PennDOT Connects is now the starting point of every project. Mr. Ritzman explained that truck parking has become a concern. He noted that an information request was initiated and has received over 90 responses. An evaluation will be conducted to determine the best approach to solving the issue, mostly likely through Public-Private Partnership.

Administration and Budget

Deputy Secretary Suzanne Itzko gave a report in which she announced that the Roadside Rest Program, which cost 18 million a year to operate, is being reviewed to determine how to better operate the facilities. Ms. Itzko also announced that the Diversity training program has already trained 800 staff members. She added that the training is now being offered at the district level for Managers and District Executives.

Ms. Itzko also discussed the Memorial for PennDOT employees killed on the line of duty, the new logo to honor them, and the Secretary's Innovation Challenge, which will look at cost effective ways to increase work zone safety.

Drivers and Vehicles Services

Deputy Secretary Kurt Myers gave an update stating that Real ID is moving along, and delivery is scheduled to begin in March 2019. Mr. Myers explained that five more delivery centers and 250 more employees are being added to speed up the process. He added that the pre-verification process went well, and an effective communication campaign is being conducted to explain the process.

Mr. Myers announced that PennDOT is partnering with DCNR and the Fish and Boat Commission to take over Snow Mobile and ATVs registration and renewal. Mr. Myers noted that there are some talks going on to ensure the compatibility of the process and procedures and improve customers' experience.

Mr. Ritchie commented about the benefits of providing training for legislative staffs about the Real ID.

Mr. Myers commented that it is a critical partnership. He added that the DHS has recognized PennDOT's Real ID outreach as the most extensive in the Nation.

Highway and Bridge Program

Mr. Brian Thompson gave a brief report in which he explained that Department has spent over 200 million on winter maintenance operations. He added that salt supply is good, but it's been hard to recruit temporary staff.

Mr. Thompson indicated that there were three commercial vehicles ban throughout the winter. The purpose of those bans was to reduce incidents on the Interstate during the inclement weather. He added that the coordination with the neighboring states and the trucking companies went well.

Mr. Thompson also mentioned the impacts of longwall mining activities on State roads and Bridges, especially in District 12. He noted that several roads are being impacted including Interstate 70.

Multimodal Transportation

Deputy Secretary Jennie Granger gave a brief report in which she announced 50 new Multimodal grants. She explained that this year's grant cycle has been very competitive with over 200 applications received.

Mr. Richie asked if the cycle for rail projects consideration has started yet.

Ms. Granger answered that the Rail Freight Grant list will soon be put together and submitted to the STC for approval.

OTHER BUSINESS

NEXT MEETING

The next STC quarterly meeting is scheduled for **Thursday, June 13, 2019**, in Washington, Pennsylvania.

ADJOURNMENT

ON A MOTION by Mr. Kingsborough and seconded by Mr. Drnevich, the STC quarterly meeting was adjourned at 11:48 AM.