

PENNSYLVANIA STATE TRANSPORTATION COMMISSION
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
JUNE 13TH, 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:

Chair Leslie Richards convened a quarterly business meeting of the State Transportation Commission (STC) at 10:03 am on June 13th, 2019, in Washington, PA.

ROLL CALL:

Commissioners Present in Person:

1. Honorable Robert B. Pease, P.E., Vice Chair
3. Honorable George M. Khoury
5. Honorable Sharon L. Knoll
7. Honorable Michael Carroll
Ms. Meredith Biggica, Alternate Present
8. Honorable John Sabatina
Mr. Jason Gerard, Alternate Present

Commissioners Present by Phone:

2. Honorable Leslie S. Richards, Chair
4. Honorable Tim Hennessey
Mr. Josiah Shelly, Alternate Present
6. Honorable Kim Ward
Mr. Nolan Ritchie, Alternate Present

MINUTES:

ON A MOTION by Mr. Khoury and seconded by Ms. Knoll, and unanimously approved, the February 21st, 2019, STC business meeting minutes were accepted.

ON A MOTION by Mr. Khoury and seconded by Ms. Knoll, and unanimously approved, the April 29th, 2019, STC conference call minutes were accepted.

CHAIR'S REMARKS:

Secretary Richards provided brief opening remarks welcoming Commissioners and guests to Washington, PA. Secretary Richards also welcomed Ms. Yassmin Gramian to PennDOT. Ms. Gramian is the new Executive Deputy Secretary for PennDOT. Secretary Richards also congratulated the outgoing Executive Secretary Mr. Leo Bagley and Deputy Secretary for Planning Mr. Jim Ritzman on their upcoming retirements.

Secretary Richards discussed the various initiatives to address transportation funding as well as the efforts to expand broadband in areas where internet coverage is still lacking.

VICE CHAIR'S REMARKS:

Mr. Pease also congratulated Mr. Martin Sargent, a PennDOT employee with the STC Support Staff on his upcoming retirement. He thanked all retirees for their dedication to public service and their commitment to a job well done. Mr. Pease wished each of them a long, happy and healthy retirement.

Mr. Pease also acknowledged the PennDOT District 11-0 and 12-0 offices for their help and coordination in setting up the June STC meeting.

2019 TWELVE YEAR TRANSPORTATION PROGRAM ADJUSTMENTS

Deputy Secretary Jim Ritzman presented the 2019 Twelve Year Program (TYP) adjustments stating that between February 2, 2019 and May 17, 2019, there were 1,113 program adjustments including:

- 422 Project/Phase Additions
- 567 Project/Changes
- 58 Project/Phase Deletions
- 66 Adjustments to Funding Line Items

Mr. Ritzman explained that the overall changes represent a \$248,998,786 increase for the reporting period. He added that most of the increase occurred in the Highway and Bridge and Intermodal Programs in the SPC MPO. He highlighted a few of those projects in the SPC MPO.

ON A MOTION by Mr. Khoury and seconded by Ms. Knoll, 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 Open Public Comment period for the 2021 TYP update was held from March 11 through April 26, and included the Transportation Survey and Online Public Meeting, held on March 20.

Ms. Clark noted that multiple techniques were used to reach the public during the campaign and increase participation including a press release to reach the media, an announcement in the PA Bulletin, email blasts to stakeholder organizations and previous participants, a social media campaign through PennDOT's platforms, frequent website updates, and an online toolkit. She said that regional Planning Partners helped spread the word on a local level.

Ms. Clark explained that the toolkit contained resources to help stakeholders spread the word and increase public awareness. It also contained important links, multiple downloadable videos,

printable content, and a Public Service Announcement (PSA) script that could be used to promote the comment period.

Ms. Clark indicated that the PSA script, postcards, and posters were items suggested by Planning Partners during the Planning Partner focus group conducted in 2018.

Ms. Clark explained that during each TYP update cycle, the Team strives to improve the overall outreach campaign. This year's goals included increasing the total number of participants to over 6,000, continuing to improve the quality of feedback and the usability of the Transportation Survey, and to increase the number of 18-24-year-old participants.

Ms. Clark announced that over 2,000 people participated in the Online Public Meeting. She added that 84 questions were received during the meeting and an additional 382 people viewed the meeting recording within two months. She explained that the panel this year was smaller than in years past, however it was very effective. The panel included PennDOT Secretary Leslie Richards, Commissioner George Khoury, and PennDOT Deputy Secretary for Planning Jim Ritzman.

Ms. Clark said that an after survey of the online meeting showed that the majority of viewers were satisfied with the meeting and reported a better understanding of the STC, the planning process, and the importance of public input for the Twelve Year Program, after participating the meeting.

As for the Online Survey, Ms. Clark said that the questions remained the same as the 2017 campaign to provide consistency and comparable results. First the participants were asked to identify their travel modes, then their transportation priorities, next their suggested transportation budget. An updated mapping tool was also available, and finally voluntary demographic information was requested.

Ms. Clark said that 6,400 responses were received and nearly 2,500 mapped issues. She added that 97% of the respondents who completed the survey provided demographic information. The split is as follow: 55% Male, 42% Female, 1% identified as third gender/nonconforming, and 2% preferred not to answer. 89% of survey participants were from the General Public, and 35-44 was the largest age group.

Ms. Clark also provided comparative snapshots of the 2017 and 2019 programs. She noted all those results can be found on the STC website.

Ms. Clark noted that overall, the original goals of this year's campaign have been achieved as participation exceeded 6000, completed surveys increased by 29%, and the number of survey participants under 25-years-old increased by 66%.

Ms. Clark concluded her presentation noting that every planning partner region was represented with the mapped issues and the statewide and regional results will be posted to the STC website next week.

Mr. Pease commented about the increase in participation.

PENNDOT DISTRICT 12-0 OVERVIEW: By Joseph J. Szczur, P.E.

Mr. Szczur gave an overview of PennDOT District 12-0. Mr. Szczur highlighted the state of the District's transportation infrastructure, funding and investment challenges, current and future projects.

Mr. Szczur explained that District 12-0 has 2349 bridges, 3,982 roadway miles, 10 public use airports, 3 ports, 8 operating railroads, and annual budget of \$129 million.

Mr. Szczur noted that 840 projects have been funded through the Decade of Investment Program for a total of \$2,496,467,333.

Mr. Szczur discussed the Department Force Bridges Program. He said that the Program was instituted in 2007 and challenged each County to replace 5 bridges per year. So far, it has replaced over 150 bridges to date and resulted in \$250,000 savings for each structure replaced.

As for current and future project, Mr. Szczur listed the:

I-70 Modernization Project in Westmorland and Washington Counties:

- 57 Miles / 229 Travel Lane Miles
- 32 Interchanges
- 113 Structures
- \$521 Million Total Investment to date
- Additional \$350 Million to be invested by 2024

PA 166 (New Geneva Road), Springhill Township, Fayette County for a total cost of \$2,147,500

US 40 (Chestnut Street Ext), North Franklin Township, Washington County for a total cost of \$1,435,000

SR 1021 (Crucible Road), Cumberland Township, Greene County for a total cost of \$410,000

SR 3020 (Dillie Road), South Franklin Township, Washington County for a total cost of \$688,290

PA 993 (Irwin Trafford Road) North Huntingdon Township, Westmoreland County for a total cost of: \$126,500

Mr. Szczur also mentioned the Longwall Mining operations in Washington and Greene County. He explained that Longwall Mining is a practice where the mining company extract the coal from under a large panel in one continues operation.

He explained that there are only 5 mines permitted in PA to longwall mine and all 5 are in District 12. One of the active mines in the District is Tunnel Ridge Mine, which passed under Interstate 70 at the PA and West Virginia border from Mid-January through Mid-February 2019. Special funding was allocated for the preparation, monitoring, and repair of the damages after the subsidence occurs.

Mr. Szczur also mentioned that a research project has been funded in cooperation with The University of Pittsburgh to collect subsidence data on the roadway and embankments and develop a model to predict how subsidence from future mining may affect 70.

Landslides issues were also discussed. Mr. Szczur said that well above precipitation in the region has created favorable conditions for landslides. He noted that there are currently 258 active landslides in the District and it is unclear how much it will cost to repair the transportation infrastructure impacted. Mr. Szczur also added that the District is currently working on creating a Slide Severity Tool that will allow them to prioritize slides.

PENNDOT DISTRICT 11-0 OVERVIEW: By Cheryl Moon-Sirianni, P.E.

Ms. Moon-Sirianni gave an overview of PennDOT District 11-0. Ms. Moon-Sirianni highlighted the state of the District's transportation infrastructure, funding and investment challenges, current and future projects.

Ms. Moon-Sirianni explained that the District has 2, 569 roadway miles, 1,797 bridges, 4 tunnels, and 31 stockpiles. Ms. Moon-Sirianni provided a breakdown the District's budget:

- Budget **\$518 Million** (SFY 18-19): \$211 Million State funds and \$307 Million Federal funds

Budget Breakdown

- \$132 Million Maintenance
 - \$27 Million Maintenance (Expanded)
 - \$242 Million Capital Highway
 - \$75 Million Capital Bridge
 - \$42 Million Local
-
- Allegheny County Maintenance - **\$53 Million**
 - Tunnel Organization Maintenance - **\$7.6 Million**
 - District Office Maintenance - **\$7.4 Million**

Ms. Moon-Sirianni discussed the District's Landslide Status and Funding Needs :

- District 11 experiences roughly 30 – 40 significant new slides per year
- 75% of the slides are drainage related
- The District repairs about 20 slides per year
- Current slide funding = \$6M/year
- Funding keeps the number of active sites at 80-90
- The District currently has 95 slides
- \$75 Million is projected to remediate all of the slide

Ms. Moon-Sirianni noted that District 11 has four Tunnels, which are operated 24/7 and maintained by 67 employees.

Ms. Moon-Sirianni also gave an overview of the Allegheny County Construction, which includes:

- 202 miles of state roads paved or resurfaced
- 59 projects will be bid for \$219 million in 2019
- 97 projects currently in construction
- 43 bridges improved or replaced in 2019
- \$208 million in 2019 construction expenditures.

Ms. Moon-Sirianni listed the following current and future projects:

The I-279 Construction

- Estimated \$87.94 million
- Concrete patching, inlet rebuild, and asphalt overlay
- Bridge expansion Dam work, HOV structure for the McKnight Road Exit
- Anti-Icing System.

SR 19 West End Bypass

- Estimated \$14.6 million
- Project consists of reconstruction of four lanes of highway
- Replacement of Shaler Street Bridge
- Completion date by June 2020.

SR 2040-A23 Lebanon Church/Curry Hollow Rd

- Anticipated Let Date: February 25, 2021
- Scope includes resurfacing, upgrades to drainage facilities, signals, median, signing, structure repair and ADA facilities as well as concrete patching and other miscellaneous work.

MOBILITY PARTNERSHIPS: By Larry Bankert

Mr. Larry Bankert gave a presentation about the Southeast and the Southwest Partnerships for Mobility reports released earlier this year.

Mr. Bankert explained the objectives of the Mobility Partnerships, which include: enhancing services, maintaining the system, creating an inclusive economic growth, and increasing economic competitiveness of the regions.

Mr. Bankert described the Southeast Partnerships for Mobility as a collaboration between the Pennsylvania Turnpike Commission (PTC) and Southeastern Pennsylvania Transit Authority (SEPTA) in coordination with the Pennsylvania Department of Transportation (PennDOT). He noted that the Partnership was created in late 2017 to develop a blueprint to meet the region's growing mobility challenges and to develop potential solutions to address the impacts of changes coming to Act 44 public transportation funding sources.

As for the Southwest Partnership for Mobility, Mr. Bankert said that it is a collaboration between the PTC, Port Authority of Allegheny County, and PennDOT to address challenges facing the

region's transportation system and provide a framework for state elected officials as they address the need for dedicated, annual statewide funding.

Mr. Bankert discussed the Key Findings and Next Steps from the reports. He said that Act 89 of 2013 stipulates that in 2022, PTC's annual payment to PennDOT (per Act 44 of 2007) will be reduced from \$450 to \$50 million and the burden for the difference will transfer to the state's General Fund. Therefore, the time to find a solution is now.

Specifically, the reports recommended two actions to address the region's transportation funding challenges:

- **Fix Pennsylvania Act 44.** Stabilize statewide public transportation funding without the current structure that relies on payments from PTC. This will ease PTC's debt burden and need for future toll increases without adversely affecting the operational stability or progress provided by Act 89 of 2013, and also allow the PTC to continue expanding and maintaining its system.
- **Fund projects to maintain the region's competitiveness.** Pass enabling legislation to allow the region's residents and local officials to explore locally-enacted revenue sources. This will allow local officials to make decisions about investments in additional projects to accommodate and accelerate regional growth.

Mr. Bankert also discussed the need to ease the pressure off the PTC and its customers from Act 44. He explained that the report makes it clear that the state's current system for financing transit statewide, which is heavily dependent on Turnpike tolls, is increasingly at risk. The PTC needs to provide relief to its customers from excessive toll hikes and make critical investments in new interchanges to power economic growth across our entire commonwealth. He added that the reports recommend that the legislature consider alternative funding sources and timing in order to maintain the baseline of \$450 million to support Pennsylvania's public transportation systems.

STC members were provided with a copy of the Southwest Mobility Partnership Executive Summary Report.

AVIATION FOUR YEAR PLAN UPDATE: By Larry Shifflet

Larry Shifflet gave a brief presentation of the 2019 Four-Year Aviation Plan, which includes 221 projects for a total of \$102.5 million.

ON A MOTION by Ms. Knoll and seconded by Mr. Khoury, the 2019 Four Year Aviation Plan Update was unanimously approved.

PA Department of Transportation Update:

Transportation Advisory Committee (TAC)

Report stands as written.

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 a Public-Private Partnership.

Administration and Budget

Report stands as written.

Drivers and Vehicles Services

Report stands as written.

Highway and Bridge Program

Deputy Secretary George McAuley gave a brief report in which he explained that the number of bridges in poor condition decreased from 6,059 in 2009 to 2, 839 in 2019. Mr. McAuley noted that the focus is now on defining new metrics for measuring bridge conditions.

Mr. McAuley indicated that the number of fatalities on the Commonwealth's roadways slightly increased last year. He added that the Department is still committed to working hard to make the Commonwealth's roadways the safest they can be.

Mr. McAuley also mentioned winter services cost remains the same as they were last year. He explained that salt usage was down, but high prices have driven the budget up.

Multimodal Transportation

Report stands as written.

OTHER BUSINESS

Public Comment

Ms. Robin Matisis commented about the issues Green County is facing in further harnessing the potential of Natural Gas. She explained that the increase of Marcellus Shale activities has had significant impacts of the County but there is still great need for more adequate infrastructure to build a sustainable economy around Natural Gas extraction. Ms. Matisis noted that the State needs to take the leading role in fostering Public-Private Partnerships initiatives to help the County and the whole Region develop an economy built around Natural Gas extraction activities.

NEXT MEETING

The next STC quarterly meeting is scheduled for **Thursday, September 19, 2019**, in Jim Thorpe, Pennsylvania.

ADJOURNMENT

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

