

PENNSYLVANIA STATE TRANSPORTATION COMMISSION
BUSINESS MEETING
WILLIAMSPORT, PENNSYLVANIA
MAY 17, 2018



CALL TO ORDER:

Vice Chair Robert Pease convened a quarterly business meeting of the State Transportation Commission (STC) at 10:02 am on May 17, 2018, in Williamsport, PA.

ROLL CALL:

Commissioners Present in Person:

1. Honorable Robert B. Pease, P.E., Vice Chair
2. Honorable Frank E. Paczewski
3. Honorable Ronald J. Drnevich
4. Honorable James D. Kingsborough
5. Honorable George M. Khoury
6. Honorable John C. Rafferty Jr.
Mr. Nolan Ritchie, Alternate Present

Commissioners Present by Phone:

7. Honorable Sharon L. Knoll
8. Honorable John Sabatina
Mr. Jason Gerard, Alternate Present
9. Honorable John Taylor
Mr. Eric Bugaile, Alternate Present
10. Honorable William F. Keller
Ms. Meredith Biggica
Alternate Present

Commissioners Not Present:

1. Honorable Leslie Richards, Chairperson
2. Honorable Christina G. Cavalieri

MINUTES:

ON A MOTION by Frank Paczewski and seconded by George Khouri, and unanimously approved, the February 22, 2018, STC business meeting minutes were accepted with changes.

ON A MOTION by James Kingsborough and seconded by Ronald Drnevich, and unanimously approved, the March 27, 2018, STC business meeting minutes were accepted with changes.

VICE CHAIR'S REMARKS:

Vice Chair Pease welcomed Commissioners and Guests to Williamsport, PA. He indicated that Secretary Richards had a schedule conflict and was unable to attend the meeting. Vice Chair Pease shared the news of the passing of Commissioner Edward Cernic on March 21, 2018. He noted that Mr. Cernic had been a member of the STC for the past 13 years and had always attended the meetings with a smile on his face and a story to tell. Mr. Pease added that Mr. Cernic was a US Army and Navy veteran, who fought for our freedom and safety, a businessman who created jobs in his community, he was also instrumental in the 1977 flood recovery efforts in his beloved Johnstown. In addition to the STC, Mr. Cernic was a member of several community organizations and most importantly he was a good friend and a family man who many knew simply as, 'PAP'.

Vice Chair Pease indicated that a Resolution for Commissioner Cernic is available for all STC Members to sign. The Resolution will be sent to the late Commissioner's family. He also indicated that a Resolution for Commissioner Charles Martin who resigned prior to the February STC meeting is available for STC members to sign. He added that Commissioner Martin's time and efforts are appreciated and the resolution will be sent directly to him.

In other Department news, Mr. Pease announced that Deputy Secretary for Multimodal Transportation, Toby Fauver has resigned from the Department and wished him well in his future endeavors. He added that Mr. Anthony McCloskey is serving as the interim Deputy Secretary for Multimodal Transportation until PennDOT selects a candidate to fill the position.

2017 TWELVE YEAR TRANSPORTATION PROGRAM ADJUSTMENTS

Mr. Larry Shifflet, Bureau Director for the Center for Program Development and Management, presented the 2017 Twelve Year Program (TYP) adjustments between January 27, 2018 and April 27, 2018. There were 929 program adjustments including:

- 284 Project/Phase Additions
- 532 Project/Changes
- 52 Project/Phase Deletions
- 61 Adjustments to Funding Line Items

Mr. Shifflet explained that the overall changes represent a \$197,639,048 million increase for the reporting period. He added that most of the increase occurred in the Multimodal Programs. Mr. Shifflet highlighted two projects in Lycoming County including access improvements at Williamsport Area High School and the restoration of US 220 between Bennett Lane and Muncy Creek.

ON A MOTION by Frank Paczewski and seconded by Ronald Drnevich, the 2017 Twelve Year Program Adjustments were unanimously approved.

WORKING SESSION

2019 TWELVE YEAR PROGRAM UPDATE PHOTO CONTEST: by Jessica Clark

Ms. Clark delivered an update on the 2019 Twelve Year Program in which she highlighted recent milestones and future improvements. Ms. Clark announced that the public outreach campaign for the 2019 TYP concluded last year and, as a final milestone to the campaign, she presented the work that was done at the TRB conference in January as a recipient of a runner-up award for the *John and Jane Q. Public Competition for Communicating the Value of Long-Term Transportation Planning*.

Ms. Clark explained that for this update cycle, a new, interactive online web document experience is being created. She noted the PA Department of Environmental Protection (DEP) has had great success with their reports using ESRI's *StoryMap* format and doing something similar for the TYP will help create an interactive and immersive web page that will engage the existing audience and hopefully bring in new visitors due to its ease of use and visually stimulating content.

Finally, Ms. Clark discussed the 2018 Photo Contest, which ran from March 12 to May 7. The purpose of the Photo Contest was to collect high-quality transportation photographs for the TYP. Ms. Clark noted that the photographs were submitted by PennDOT staff and the Planning Partners.

STC Commissioners were given a collection of submitted photographs to vote on. The photograph with the most votes will make the cover of the TYP update document. The rest of the entries will be featured in the document.

PENNDOT ENGINEERING DISTRICT 3-0: By Justin D. Blakeney, P.E.

Mr. Blakeney gave a presentation about PennDOT District 3-0, which he said encompasses 9 Counties, 2,903 State Bridges and 4,494 Miles of State Highways. Mr. Blakeney noted that 75 (2.6%) of the District's bridges are Structurally Deficient and 805 miles (18%) of the District's Highway have Poor IRI. Mr. Blakeney also indicated that the District employs 999 people and the operating budget expenditures for 2017-18 is estimated at \$324 million. He added that the budget expenditures are a little high because of the large projects the District has planned.

Mr. Blakeney discussed Letting Trends, Highlights of Major Projects, and the Central Susquehanna Valley Transportation Project (CSVV). He explained that construction contract trends have fluctuated over the past few years and the target for 2018 is \$121 million.

Some of the major projects completed, in construction or scheduled to begin in 2018 include:

Bradford County, Route 6 pavement restoration & Bridge Rehabilitation

- This project includes: Work on three bridge structures including one full rehabilitation and two preventive maintenance
- 7.2 mile resurfacing with shoulder upgrades and widening.

- \$11.5 million construction cost.
- Multiyear construction to be completed in September of 2019.

Bradford County, Route 220, Bridge replacement

- This bridge replacement project includes: Environmental issues including Archeology (Phase 3) and a Phase 2 Environmental Sensitive Areas.
- Extensive ROW claims included 9 buildings demolished on 6 separate parcels.
- Total relocations include: one owner/occupant, one tenant/occupant, and 6 businesses.
- \$1.529 Million ROW cost.
- \$3.2 million construction cost.
- Construction to be completed in November of 2018.

Lycoming County, I-180 Resurfacing and bridge preservation

This project includes:

- Resurfacing of 8.6 miles of I-180 from Cemetery Road to Muncy Creek.
- Interchange lighting and bridge work.
- \$6.0 million construction cost.
- Construction will begin in the summer of 2018 and be completed by the fall of 2019.

Northumberland County Routes 11 and 147 Reconstruction

This project is a multi-year construction project scheduled to be completed in 2020. It includes:

- 2-mile reconstruction on Duke, Water, and King Streets.
- Extensive coordination with the Borough and utility companies.
- \$13.9 million construction cost.

Northumberland County, Route 11 Widening

This project was let in May 2018 and its completion will be tied to Duke Street reconstruction.

The project includes:

- Extending the left turn from Route 147 intersection to underneath the railroad bridge.
- Resurfacing Route 11 from Route 147 to River bridge.
- Extensive coordination with Norfolk Southern.
- \$2.8 million construction cost.

Central Susquehanna Valley Transportation Project

A new 4-lane limited access highway, approximately 13 miles long and separated into 2 sections. The Northern Section will connect PA 147 south of Montandon to US 15 south of Winfield. This Northern section includes a 4500-ft-long bridge over West Branch Susquehanna River. The Southern Section connects US 15 south of Winfield to US 11/15 north of Selinsgrove and includes connector from the new highway to PA 61 (Veterans Memorial Bridge).

Project Purpose:

- Reduce Congestion and Accommodate Growth:
 - By 2020, traffic is anticipated to more than double on area roadways, and without CSVT, nearly all primary roadways will be congested.
- Improve Safety:
 - 6 miles of primary roadways exceed statewide average crash rate, and 8 miles exceed statewide average fatal crash rate.
- Separate Trucks and Through Traffic from Local Traffic:
 - Over 50% of autos and over 90% of trucks pass through the area.
 - Nearly 50% of accidents involve a truck.
- Total cost estimate = \$669.4 million
(includes pre-construction costs, construction costs, and inflation).

Lycoming County, CSVT –Transportation Impact Study

The purpose of this study is to:

- Evaluate land use and transportation system impacts of CSVT on the I-180 and US 15 (South) corridors in Lycoming County.
- Develop an action plan to ensure orderly development, smart growth, and a safe and efficient multimodal system.
- The study will focus on the growth areas along the Interstate 180 and Route 15 corridors, including Muncy, Montoursville, Williamsport, Loyalsock Township, South Williamsport and other nearby communities.
- Review the County Hazard Mitigation Plan, consider special hazard areas and incorporate recommendations as part of scopes of work for transportation improvement needs to ensure resiliency goals are adequately addressed in the Muncy area.

The funding for the study includes \$70,000 State planning research funds and \$30,000 county funds.

Commissioner Khoury commented about the low percentage of SD bridges in the District and the opportunity to focus on other issues in the District. Mr. Blakeney indicated that although there will always be a need for bridge work, the low numbers of SD bridges in the District give them the opportunity to focus efforts on resurfacing and bridge painting.

Mr. Shifflet commented that the region is also leveraging the Local \$5 Fee Program to address the local SD bridges too.

Commissioner Drnevich asked about the number of bridges the district has on the RBR Program. Mr. Blakeney indicated that there were 48 bridges on the RBR Program.

Mr. Ritchie commented about the impacts of Marcellus Shale activities on traffic in the district and ask if the District is anticipating some uptick in traffic related to the Marcellus Shale

activities. Mr. Blakeney answered that the impact of Marcellus Shale on traffic in the District has been relatively small and he doesn't really anticipate any considerable change in the future.

David Stone of the Williamsport Bike Committee also commented about the Williamsport Bicycle/Pedestrian Initiatives. He said that the City of Williamsport, with the help of PennDOT, took several steps toward making Williamsport a more pedestrian- and bicycle-friendly city. He noted that the Market Street Renovation Project in the City of Williamsport did a great job in incorporating bicycle lanes and made it easier for people to ride their bike in the city. He also mentioned that the City of Williamsport has created a new Bike Path, which predominately covers East and West Third streets, but also includes connections from Brandon Park into the downtown and links to the Susquehanna River Walk. Mr. Stone indicated that the decision made by the city to include engineer consultation from urban bicycle design guides will make the city more walkable and bicycle-friendly.

PENNDOT STATE TARGET SETTING FOR THE PM-3 PERFORMANCE MEASURES: By Dan Szekeres

Performance Measure and Target Setting Reporting Requirements

Mr. Szekeres gave a presentation about the state target setting for the PM-3 Performance Measures. Mr. Szekeres explained that on May 20, 2017, a Federal Highway Administration (FHWA) final rule took effect and established performance measures that State Departments of Transportation (DOTs) and metropolitan planning organizations (MPOs) will use to report on the performance of the Interstate and non-Interstate National Highway System (NHS), freight movement on the Interstate system, and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

Mr. Szekeres listed six established performance measures, which include:

- Percent of reliable person-miles traveled on the Interstate
- Percent of reliable person-miles traveled on the non-Interstate NHS
- Interstate System truck travel time reliability index
- Total emissions reductions by applicable pollutants under the CMAQ program
- Annual hours of peak hour excessive delay per capita
- Percent of non-single occupancy vehicle travel

Mr. Szekeres explained that the reliability measures compare the longer trip travel times to the time normally expected by the typical user of the roadway. The reliability measures focus on travel time variability and reflect the consistency of trip time durations. He added that the Truck Travel Time Reliability Index reflects the consistency of travel time as experienced by shippers and suppliers and is used to assess the performance of freight movement on the interstate system. Traffic congestion, on the other hand, will be measured by the annual hours of Peak Hour Excessive Delay (PHED) per capita on the NHS. The excessive delay will be based on travel time at 20 miles per hour or 60 percent of the posted speed limit travel time.

Mr. Szekeres noted that the first performance period for peak hour excessive delay and non-SOV travel measures, which extends from January 1, 2018, to December 31, 2021, only applies to urbanized areas of more than 1 million people. After the first performance period, the population criteria will change to include urbanized areas of more than 200,000 people.

State Reporting Requirements and Key Dates

Mr. Szekeres detailed different phases of the state reporting requirements as established by the rulemaking. He noted that the first performance period begins on January 1, 2018 and ends on December 31, 2021 and added that PennDOT has already completed the targets for the May 20, 2018 deadline, for all measures required by this rule. The MPOs have an additional 180 days beyond this date to agree with PennDOT's targets or establish their own.

Mr. Szekeres indicated that for each 4-year performance period, the following reports are required:

PennDOT Baseline Performance Period Report (due on Oct 1, 2018)

- To include state two-year targets for the interstate travel time reliability performance measure and the Truck Travel Time Reliability Index and state 4-year targets for all measures.
- To include baseline performance derived from the latest data collected through the beginning date of the performance period (January 1, 2018) for each target.

PennDOT Mid Period Report (due on October 1, 2020)

- Two-year performance derived from the latest data collected through the midpoint of the performance period (December 31, 2020) for each target
- Four-year targets can be adjusted at this time.

PennDOT Full Period Report (due on October 1, 2022)

- To include performance derived from the latest data collected through the end of the performance period (December 31, 2021) for each target.

FHWA-PennDOT-MPO Coordination

Mr. Szekeres indicated that PennDOT and the FHWA have taken several steps to coordinate with relevant MPOs on the selection of targets to ensure consistency to the maximum extent practicable. Some of the steps include:

- Planning Partner Meetings and Calls (May 9th review of targets)
- January 11th Workshop with PennDOT/FHWA
- February 26-27th Workshop with SPC, DVRPC, YCPC
- Multi-state coordination (NJ-MD-DE) for DVRPC

Pennsylvania Targets

Mr. Szekeres explained that PennDOT has established conservative targets and focuses more on:

- Continued tool and data enhancement
- Limited historical information and trends
- Need for additional and research on variances and factors influencing each measure.

He added that PennDOT will re-evaluate targets at the performance period midpoint (October 2020). Upcoming activities include:

- Finalize and Distribute *Road Map* and FY19 TIP language – Expected by end of Month (May).
- Evaluate methods to produce measures for RPO regions.
- Possible development of materials to support the public’s understanding of performance measures.
- Continued tracking and enhancement of performance measure calculations.
- Revisit targets at midpoint period (Oct 2020).

Mr. Khoury asked if the measures were developed by PennDOT or by the FHWA. Mr. Szekeres said that the measures were developed by the FHWA.

Mr. Pease asked if the annual average delay per person is significant enough for people to want to do anything about it. Mr. Szekeres said that those numbers only represent the time spent on National Highways and are not uniform throughout the year. Mr. Drnevich asked if there is a chance that any of the MPOs will decide to establish their own targets or will they all agree with the State’s targets. Mr. Szekeres said that he believes that all MPOs will agree with the State’s targets because it will be difficult for them develop their own individual targets.

PA Department of Transportation Update:

Transportation Advisory Committee (TAC)

The report stands as written

Administration and Budget

The report stands as written.

Driver and Vehicle Services

The report stands as written.

Office of Planning

The report stands as written.

Mr. Larry Shifflet gave a brief update stating that Transportation Alternative Program (TAP) projects were announced on May 8th. He indicated that two projects from Lycoming County have been selected. The two projects include the Willow Street Green Infrastructure Pathway Project, which received \$1,000,000 and the Miller’s Run Greenway Project Phase II, which was awarded \$682,000.

Highway and Bridge Program

Mr. Richard Roman, Director for the Bureau Maintenance and Operations, gave a brief update stating that during the January through March period the Department let 160 projects for a total of \$433 million. He indicated that the number of SD bridges has been reduced from 6,034 to 3,098, the lowest since 1998. Mr. Roman discussed fatality numbers for 2017, noting that the decrease has continued. He concluded saying that Pothole blitz is coming up. Additional crews have been recruited and a press release will soon happen.

Mr. Khoury asked if there were any specific issues with the SD bridges Program. Mr. Roman said the efforts to reduce the SD bridges number continue to progress with no major issues.

Multimodal Transportation

Mr. Tony McCloskey gave a brief report highlighting Airport Planning Studies. He noted that there are currently five federally-funded airport planning studies underway. The Williamsport Regional Airport Project is one of them.

Mr. McCloskey discussed the Eastern PA Freight Summit planned for June 22-23, 2018 at Lehigh Valley University. He explained that the Summit will look at industry trends, market developments, modal safety and efficiency, interconnectivity, land use impacts, and public and private sector collaboration.

Capital Improvement Projects at the Philadelphia Regional Port Authority for a total of \$293 million were also discussed.

COMMISSION REPORTS

Mr. Nolan Ritchie and Commissioner James Kingsborough introduced a report from the Aviation Council of Pennsylvania. The report highlights inquiries about the timeline of the Aviation Capital Budget, which is still awaiting announcement from the Governor's Office. Mr. Kingsborough asked if there is any timeline of when the Governor will announce the Aviation Capital Budget.

Mr. McCloskey commented that he doesn't know exactly when that announcement will be made but he is hoping it will be soon. Mr. Ritchie noted that the ACP and the Keystone State Railroad Association provided a handout that underlines their respective priorities and that it is important for the STC to be aware of those priorities. He also added that the Aviation and Railroad Committees are not currently active; adding that those are issues the STC should be aware of.

Mr. McCloskey commented that the Bureau of Aviation has a good collaboration with the ACP.

OTHER BUSINESS

NEXT MEETING

The next STC quarterly meeting is scheduled for **Thursday, August 16, 2018**, in Philadelphia, Pennsylvania.

ADJOURNMENT

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