



Webcast Public Meeting Questions and Answers

The following list of questions were asked during the State Transportation Commission (STC) Webcast Public Meeting held on September 26, 2013.



Safety

Education/Driver Safety

1. Are there plans to encourage transportation education in our schools? Will there be funding for additional education initiatives for such programs as Safe Routes to School, Bicycle and pedestrian safety and PA Land Choices...People Land and Community Education?

Funding for the Federal Safe Routes to School program offers a non-infrastructure element that provides educational funding for our schools. More information can be found at www.saferoutespa.org. The contract for this initiative ends in February 2014 and will not be continued due to the end of dedicated funding. Future funding is dependent upon both state and federal legislative action. However, we will continue to work with our safety and education partners to share resources like our bicycle and pedestrian education videos, which can be found at www.youtube.com/pennsylvaniadot.

2. Are there any plans for senior relicensing more often? Such as changes to address their issues other than normal testing i.e. reaction time and ability to stay focused.

Currently, every month individuals over the age of 45 are randomly selected to participate in the Department's Medical Re-Examination Program. This program requires randomly selected individuals to have a physical and vision screening completed by their health care provider and the results forwarded to the Department before they can renew their driving privilege. Once the Department reviews the results, additional follow-ups and/or testing may be required if deemed necessary. If the individual fails to respond to our request, he/she cannot renew their driving privilege until our request has been complied with.

3. Motorcycle fatalities are way too high. Are there plans to address this problem?

Each year PennDOT focuses on motorcycle safety and education through its' Share the Road Program and its' Live Free Ride Alive Program (www.livefreeridealive.com). The Share the Road Program consist of various ways in which the Department looks to remind motorists to watch for motorcycles, such as variable message boards, radio tags, gas pump toppers, bumper stickers, yard signs, etc. The Live Free Ride Alive program is outreach specifically to encourage the motorcyclist to get licensed, take training, wear all the protective gear, and focuses on key safety messages such as DUI and speeding. PennDOT is continually exploring new avenues to reach its target audiences through these programs to urge all motorists to watch for motorcycles and for motorcyclists to ride responsibly.

Questions and Answers, continued

4. The car registration form has had the same Litter Law paragraphs since 1987. Will you work with the PA State Legislature to change the message on one of the 'only important paper letters' every vehicle owner gets 'every year' and 'has to sign', to include current changes to vehicle safety and driving laws? Since last year, with a PA population of over 12 million people only 360 citations (not including Philadelphia) were issued with a total revenue of \$110,000 it seems that real estate would be much better utilized by informing people (and having them sign knowledge of) more significant changes in our traffic and safety laws, i.e. no texting while driving, current seat belt laws, what to do while passing a police car with lights on the side of the road, lights on when windshield wipers on, remove snow from roof of vehicles, lights on in construction areas, etc. Things that many people do not seem to know.

Any change to this requirement would need to be legislated. If legislation were proposed to change the requirement PennDOT would review, understanding that efforts to educate citizens about anti-littering laws are an important quality of life issue. PennDOT has a dedicated safety web site, www.JustDrivePa.com. PennDOT also prints a variety of safety messages on the back of the renewal envelopes. PennDOT also uses social media to deliver messages.

Distacted Driving

5. New York State has purchased elevated SUV's to be able to see into passenger vehicles better to enforce the no text or cell calling law, would something similar work in PA?

Enforcement of traffic laws are the responsibility of the Pennsylvania State Police and other local law enforcement agencies.

6. How can we better enforce the texting law? I can see driver's texting every day during my commute.

Texting while driving in Pennsylvania is a primary offense. Law enforcement is the responsibility of the Pennsylvania State Police and local law enforcement agencies.

Pedestrian Safety

7. How can we get all PennDOT districts on the same page when it comes to installing audio pedestrian signals? Shouldn't that be standard procedure and not have to be asked for?

When evaluating or re-evaluating the appropriate pedestrian accommodations at an intersection, audible pedestrian signals (APS) are considered by completing the Department's Traffic Engineering form (TE-672 "Pedestrian Needs Accommodation at Intersections Checklist"). Nationally there have been several Transportation Research Board (NCHRP) studies performed, but no standardized method has been adopted yet. The Department currently follows direction provided in the Manual on Uniform Traffic Control Devices (MUTCD) which specifies that appropriate accommodations be studied and provided.

8. You have given yourself high marks regarding pedestrian but locally we have several curb cuts (ADA ramps) that were constructed inadequately or not at all. How can you give yourself such good marks but continual fail to meet PennDOT's obligations regard?

Curb cuts are required to meet ADA standards. PennDOT continues to improve or install curb cuts as funding allows.

9. Delaware's DOT is making bicycling safer and better for their citizens and visitors. They recognize the importance and value of this mode of transportation. There are wide shoulders, signage and road markings to alert motorists and enable bicyclists to travel on their state roads with greater comfort and safety. Pennsylvanians return home from vacationing at the shore and ask why this can't this happen in Pennsylvania? Can you offer some assurance that the needs for bicycling facilities will be addressed by Penn DOT?

Questions and Answers, continued

Multimodal transportation is a focus in the comprehensive transportation plan signed by Governor Tom Corbett on Nov. 25, 2013. You can find details on multimodal investments, including bicycle/pedestrian facilities, at www.dot.state.pa.us.

10. Now that pedestrian/bike safety has been identified as a top priority by residents, what concrete steps is PennDOT taking to make roads safe?

Improving safety continues to be one of PennDOTs most important goals. The Department has set the bar high in reducing fatalities and improving safety over the next several years.

Work Zone Crash Trends

11. What are some of the changes planned to reduce the accident rate in construction zones?

The Transportation Advisory Committee completed a study in 2012 that recommended the implementation of work zone cameras to reduce accidents.

Technology

12. Can you explain for our participants a bit about what autonomous vehicles are and whether they're a part of Pennsylvania's future?

Autonomous vehicles are vehicles that drive themselves. It doesn't mean you don't sit at the wheel. It's a lot like your cruise control that if you grab the wheel, touch the break, or push a button it goes off, but in the interim it will drive the vehicle on the basis of the information in the computer, by cameras that are on board and by thermal sensors. Autonomous vehicles are a big part of America's future and elements are already appearing in current vehicles such as those that self-parallel park. Here in Pennsylvania, we are starting to evaluate what effect it might have on our system and investment strategies.

13. What manufacturers are leading in the autonomous vehicle market?

PennDOT is currently conducting research with Carnegie Mellon University on the future of transportation in a world with connected and autonomous vehicles. More information can be found at <http://gm.web.cmu.edu/>.

Speed/Aggressive Driving

14. What is the likelihood that the speed limit will get raised to 70 or 75, as it now is in most states?

Once engineering and safety studies have been completed, 70 mph speed limits may be instituted on rural interstate and interstate-like highways throughout the Commonwealth.

Mobility

Congestion

15. Are Intelligent Transportation Systems (ITS) projects a priority for PennDOT in helping to address congestion issues along heavily travelled corridors throughout the State?

ITS devices are one tool in the congestion management toolbox. Pennsylvania's planning partners (Metropolitan Planning Organizations and Rural Planning Organizations) consider ITS deployments along with other types of projects when they are looking to address issues associated with congestion along a corridor. PennDOT is currently establishing the Corridor Modernization program which will provide data and information to help improve overall operations planning.

Questions and Answers, continued

Capacity Enhancements

16. Why are you putting money into extending a highway and I don't know which highway (near Altoona I believe towards Ebensburg) when we are putting a load limit on our bridges - should we not be fixing our bridges and keeping our citizens safe?

The Route 219 extension in Somerset County utilizes a dedicated stream of federal dollars that can only be utilized for projects of this nature. The US Congress authorized, for quite a number of years, an amount of money for highway construction in the Appalachian region. Legislation limited this money to the construction and upgrade of highway corridors for the purpose of economic development. The use of this money for other purposes is prohibited by federal law.

17. Why can't we change it? The extension of 219, I know it's about the funding but we need it more on our bridges!

The US Congress authorized funding dedicated to highway construction on certain corridors in the Appalachian region. Legislation limited this money to the construction and upgrade of these highway corridors for the purpose of economic development. The use of this money for other purposes is prohibited by federal law.

18. What about federal funding from the redevelopment of the Willow Grove Naval Air Station? How can we identify and get relief for additional traffic beyond Horsham Twp.?

Before Act 89 signed by Governor Corbett last year went into effect, there was insufficient funding for anything other than addressing structurally deficient bridges and maintaining our existing roadway infrastructure. As part of the "Decade of Investment" (DOI) plan, a study of widening and interchange improvements at the Pennsylvania Turnpike Route 611 Interchange is a potential undertaking. A corridor study on Route 611 in Cheltenham, Abington, Upper Moreland, Horsham Townships, and Jenkintown Borough is also included on the DOI list in hopes of additional funding resources being made available.

19. Do you foresee any new major capacity adding projects in Pennsylvania over the next 5-10 years?

Because of the state's new comprehensive transportation funding plan, some long-awaited capacity adding projects will begin, such as the Central Susquehanna Valley Thruway. The majority of projects will focus on longstanding maintenance and repair needs.

20. Mr. Secretary, I sent an email regarding the condition of SR1003 in the Borough of Hatfield. Borough Council & Mayor Kaler is willing to partner with the State Dept. of Transportation & PennDOT. One specific item that would benefit is the completion of the second portion of connector road between the N.E. Extension of the PA Turnpike and Rt. 309. With the completion of phase 1 the Borough has experienced increased traffic from the north side of town rarely utilized by truck traffic. With half the connector complete the big rig drivers are left in the middle of nowhere, their GPS takes them back to the Borough to SR 463 & 1003. Can you help get the connector road project finished?

As you probably know, most of the transportation resources across the Commonwealth are being directed toward addressing structurally deficient bridges and maintaining our existing roadway infrastructure. Now that a comprehensive funding plan is in place, we can proceed with many projects such as moving forward with Phase 2 of the Route 63/Route 309 Connector Project.

21. Coordinate with the Turnpike at Willow Grove and increase volume capacity on and off the Turnpike and along 611.

Now that a comprehensive transportation program is in place, part of the "Decade of Investment" (DOI) plan, a study of widening and interchange improvements at the Pennsylvania Turnpike Route 611 Interchange is a potential undertaking. A corridor study on Route 611 in Cheltenham, Abington, Upper Moreland, Horsham Townships, and Jenkintown Borough is also included on the DOI list.

Questions and Answers, continued

22. When will the planned widening of PA Route 252 intersection at the Rose Tree Park be initiated? The Rose Tree Inn Historical Building was completed quite a while ago as a required preliminary step to the planned widening but the road is still at its original width at this intersection which is inadequate for traffic flow in this area. Thank You!

The widening of PA Route 252 intersection has already started. Bids were received for the project on July 18, 2013 and a contract awarded on August 8, 2013. Only minor physical work has been performed to date. Most of the work will be completed during the 2014 construction season. The work is scheduled to be complete by the end of 2014.

23. Why isn't the widening of RT-286 in Allegheny County on the short list of projects? It has been proposed for over 20 years and it (the road and area) has done nothing but get worse while PennDOT has done nothing!

The first of three planned construction phases from Route 22 to Sagamore Road is anticipated to start in 2014. The work will include widening to add a center turn lane, milling and resurfacing, shoulders, curb, signals and structure work on three bridges. This phase is the least expensive, can be completed independent of the second and third phases and will have a significant impact reducing congestion. With the passage of Act 89, additional funding will allow for the remaining construction phases to take place.

Traveler Information

24. Have you considered using the SR Code Barcode with a NFC (Near Field Communications) ID tag to direct people to the website for a point of contact for each intersection? Could also be used by repair people to get current repair/intersection information from a site using smart phone technology.

Thank you for the unique suggestion, however, cost and safety factors would need to be considered.

25. How does PennDOT interact with Gmaps, Mapquest, Garmin and such for real time updates of travel conditions?

PennDOT provides this information upon request through XML data feed accounts from our Road Condition Reporting System (RCRS). Current partners using this data include government agencies, internet search engines and other information service providers, and the media. In addition, to raise awareness and improve the process, PennDOT plans to launch a 511PA Developers Resources website in the coming months through which partners can register and receive information and data as well as gain access to our traffic camera feeds if they agree to Department terms and conditions. With this improvement, the list of partners is expected to grow, helping PennDOT reach their goal of more broadly disseminating traveler information.

26. You mentioned traveler information before, what is the best place for people to find traveler information when they are in Pennsylvania?

The Department of Transportation's traveler information website can be found at: www.511pa.com or you can dial 5-1-1 on your phone.

Note for the participants that at www.511pa.com you can find regional Twitter alerts and you can sign up for personal alerts.

Questions and Answers, continued

Traffic Signals

27. How do you see municipalities working together with PennDOT on improved maintenance for modernized traffic signals?

It is imperative that PennDOT and municipalities collaborate to provide the best possible service on our corridors to reduce congestion. The new Act 89 Legislation for traffic signals provides an accountability and competitive funding program to improve maintenance and operations of traffic signals. More details regarding this program will be coming out in the near future. Other items the Department is trying to develop are better training opportunities and regional maintenance and operations contracts where municipalities may choose to participate.

28. Is there a website to find out who has ownership of various highways and intersections? I tried to find out who has ownership of the intersection at Walnut Street and Water Street (422) in Kittanning and I was sent to 3 different entities, Kittanning borough, Kittanning sheriff and PennDOT. I wanted to find out how and when that intersection would be upgraded to a 'smart' signal versus a timed one that usually lets the main traffic sit for an unusually long time waiting for no traffic coming out of Walnut Street (no matter what time of day or night). A website posting points of contacts for various highways and intersections could help with determining 'customer dissatisfaction', potential problems and possible upgrades that would make the 'taxpayer/customer' happier and more involved.

In Pennsylvania, traffic signals are owned and maintained by the local municipality, in this case Kittanning Borough. The traffic signal at the intersection of State Route 1040 (Water Street) and Walnut Street has been scheduled to be upgraded in the summer of 2014 as part of the Southwestern Pennsylvania Commission's regional traffic signal program. PennDOT District 10-0's website (www.dot.state.pa.us/pennDOT/Districts/District10.nsf/) has a Frequently Asked Questions section which addresses questions on ownership and maintenance of traffic signals as well as other traffic related issues. Additionally, concerns or questions can be submitted through our online Customer Care Center via the link also found on the District webpage.

Transit Ridership/Amtrak Ridership

29. PennDOT had said back in March that they had a 20 million dollar pool that could fund the Amtrak Pennsylvanian Line and this was the original plan for funding it.....Is it still a viable option/will they use the pool to fund line for next year even if a transportation bill doesn't get passed by PA State House?

Since Act 89 was signed by the Governor, the Pennsylvanian service between Harrisburg and Pittsburgh will continue to be supported financially by PennDOT. As a result of changes in Federal law, Pennsylvania began funding the operation of this service in 2013-14 just as it does the Keystone Service between Harrisburg and Philadelphia.

30. I would like to see public transportation in Sheppton Oneida area in Schuylkill County. It is not fair that Hazleton and Shenandoah both have it and we do not.

Hazleton and Shenandoah are served by fixed route services provided by Hazleton Public Transit and Schuylkill Transportation. Fixed route services are designed to serve more heavily populated areas and usually use larger vehicles. The Sheppton/Oneida area is served by Pennsylvania's Shared-Ride Service. This service is open to everyone with advance reservations. Seniors 65 and older can have authorized trips covered up to 85% by sponsoring agencies. For more information call the Schuylkill Transportation system @ (570) 429-2701 or Toll Free @ (800) 832-3322.

Questions and Answers, continued

31. What priority is parking at the Lancaster Amtrak station? It's a big issue for commuters and other regular rail users.

An action item in the Lancaster County Long Range Transportation Plan is to "Improve parking availability at the county's Amtrak Stations" and MPO and PennDOT staff is working with our planning partners and the private sector to achieve this at the Lancaster Station.

32. Are you doing anything to work on paratransit so that people with disabilities can travel during weekends and non-business hours?

It is a local decision as to the operating hours of the service and each local transit system works within their budget to make those decisions. A transit service area is determined locally and is based on balancing resources available to the transit agency—vehicles, drivers, funding, fare revenue, etc.—with the level of service they want to provide. Level of service includes days and hours of service, and geographic service area. The larger the geographic service area, the more expensive the service. Since there is no operating subsidy for shared-ride service, fares are very important to cover operating costs. Many counties want to maintain low fares so that the service is affordable for the majority of people who need it. Therefore they control service levels to control costs and maintain lower fares.

33. I have written to two governors & others over the years, about such large buses that are not needed on certain routes or time of day. With good management smaller buses could be used at times & larger at peak time. I see large buses that handle large loads with four or five folks on them. The only answer I ever got back was they buy buses with others towns in large amounts. Why can't they do the same & buy buses that fit the purpose? They also say that they have nothing to do with any input. If a governor or other who are voted in, have no say, who does? We waste so much money & nothing changes, not only in the state, but in our Federal Government.

In an effort to promote consistency in fleets and standardize maintenance practices, transit agencies match the vehicle size to peak demand periods. Otherwise, they need to deploy more and different types of busses and costs increase for operations and maintenance. In addition, larger vehicles are built for heavy-duty use and experience less downtime for maintenance issues.

34. Are there any funds being allotted towards improving ADA accessible public transportation and paratransit?

Funding limitations prevent the expansion of transit services beyond what is currently offered. Now that a comprehensive transportation plan is in place, providers may decide to expand those services where they see the demand.

Freight Movement/Freight Demand

35. What is the status of the proposed Cargo Airport in Schuylkill County?

The Legislative Budget and Finance Committee conducted a feasibility study in 2008 to look at the cost/benefits of a cargo airport in the Hazelton Area. The Study highlighted that the proposal was too risky for funding participation by the Commonwealth without some operational guarantees from the developer. Since these were nearly impossible to provide, the proposal did not gain the traction needed to move ahead.

36. Your presentation stated how much freight passes through the keystone state. What plans are there to address freight routes (80) in the future, especially as it is expected nationally to triple? Also, what impact will the Panama Canal expansion have on Pennsylvania's freight community?

PennDOT is currently developing a new Long Range Transportation Plan with a Comprehensive Freight Movement Plan that will address these and other questions. More information can be found at www.PAonTrack.com.

Questions and Answers, continued

Preservation and Renewal

State/Local/Posted Bridges

37. 1-Can propane trucks comply with lower bridge limits by carrying partial loads?
 2- Can propane trucks receive exemptions to carry loads across bridges in rural areas if bridge limits interfere with heating deliveries? Must these be obtained on an individual basis?
- 1 -- Yes, provided the weight of the truck and load is less than the weight limit of the posted bridge.
 2 -- Yes, but the propane truck must have a valid 4902 permit. The 4902 permit allows a truck to cross a weight restricted bridge. The propane hauler must submit the permit application to the respective District Office. The regulation involving posted highways and bridges, Chapter 4902 of the Vehicle Code does not allow an exception for local deliveries across a weight restricted bridge, a valid permit is required.
38. What consideration was given to local economic impact before bridge weight limits were downgraded?
 Pennsylvania was the most liberal state in terms of bridge posting standards. In updating these standards, only engineering factors were included in the determinations to extend the service life for each bridge.
39. Is there a place online to see the status of each of the bridges in PA, i.e. weight limits, and status of possible collapse?
 PennDOT's website includes information related to bridge statistics including sufficiency ratings. Visit www.dot.state.pa.us and click on "Bridge Information."
40. Regarding the repairs to the George Platt Bridge: 1) is the project on schedule and when will it be complete? 2) I commute on Interstate 476 Southbound daily and have been concerned that the electronic information signage between US route 1 and I-95 no longer provides info about the travel times on that segment of I476 but is continually warning trucks not to use the Platt Bridge. Why can't the signage be cycled between the bridge warnings and the travel info that we commuters depend upon? Thank you!
- Work on the George Platt Bridge is behind the original schedule. The contractor was given Notice to Proceed on May 18, 2011. At that time, work was also being performed on the Girard Point Bridge and there was concern that having both bridges under construction would create too much congestion. The contractor was directed to delay road restrictions until the spring of 2012, which also delayed the completion of the project to June 18, 2014. With that said the long term road restrictions on the George Platt Bridge should be removed within the next three to four weeks. All major repairs have been completed and the bridge will be reopened to two lanes of traffic in each direction. Remaining work will be minor in nature and any traffic impacts will occur next spring during non-peak hours. Currently there are two electronic message boards between US 1 and I-95. Both signs have a two part message indicating the ban of trucks and busses on the Platt Bridge (PA 291) with the second message being for motorist to follow the Detour in support of the project conditions. One of the signs has been switched to the travel time message in support of the request.

Pavement Reconstruction

41. How do the industries using the highways pay for the damage they do? Is it like the fracking water trucks and the coal and lime stone trucks?
 All haulers are required to get a permit and are bonded.

Questions and Answers, continued

42. PennDOT has seemed to have significantly reduced their repaving projects. It appears that this is a funding issue and the list for paving that I have experienced changes with political pressure. (View/Hide Answer)

PennDOT has indeed had to reduce paving over the past several years in response to decreased funding and reduced buying power. Now that we have a new comprehensive transportation funding plan in place, roadway conditions will improve.

Transit and Rail Infrastructure

43. What is the status of upgrades to Amtrak stations along the Keystone Corridor?

Many upgrades along the Keystone Corridor, including station improvements have already been made and some of them are in development. The Department of Transportation is exploring the possibility to partner with the private sector to collaborate with Amtrak regarding the necessary upgrades and improvements along the Keystone Corridor.

44. Is the Keystone West rail corridor being considered for funding in the near future?

Passenger rail operating will be funded for FFY 2014, however, there currently is no plan to fund any capital improvements. There are no Rail Freight projects pending or in progress in that corridor.

45. With the existing funding structure, do you anticipate funding support for the Paoli Intermodal Transportation Project which is located on the Keystone Line? The first phase would entail funding for the final design of the Darby Paoli Road Bridge and working with SEPTA on the complete project.

The Paoli Intermodal Transportation Project is a SEPTA-led project. PennDOT has been involved in the project development specifically as it relates to bringing the station and its platforms into ADA compliance. SEPTA will need to prioritize this project within their list of projects to determine if it will receive new/additional funding through the SEPTA allocation.

Accountability

Business Partnerships

46. What can the average business owner or citizen do to bring awareness of this critical problem to the attention of our legislators and governor?

On Nov. 25, 2013, Governor Tom Corbett signed Act 89 into law, which will bring an additional \$2.4 billion into our system by its fifth year. To learn more, visit www.dot.state.pa.us. As always we encourage business owners to work through your Chamber of Commerce to bring awareness to any issues.

47. What role will TMAs (Transportation Management Associations) play in PennDOT's future plans?

TMAs play a major role in acting as a liaison between the Department and regional partners. We expect that TMAs will play a more active role as the Department engages them more through their relationships with their business partners.

48. Your site talks about partnerships; possibly private partners. That is interesting but what about partnerships with other entities like the PA Turnpike or Federal Transportation Agency.

PennDOT considers the Pennsylvania Turnpike as well as the US DOT partners in maintaining our transportation system. We also have a large network of state and local agencies with whom we partner. In addition, PennDOT has partnered with the Turnpike Commission in the 'Mapping the Future' endeavor to ensure sharing of resources across our two agencies.

Questions and Answers, continued

49. The Borough of Hatfield would entertain a partnership for road maintenance and reconstruction and taking back of State roads in the Borough.

Please contact PennDOT's Bureau of Municipal Services to participate in the Highway Turnback and Agility Programs. Contact information can be found on PennDOT's website: www.dot.pa.state.us.

Modernization

50. You mentioned in your presentation a little bit about something called "PennDOT Next Generation." Can you expand on that?

Next Generation is a catch-all term that we have for all the activities we are doing in our department to try and modernize our workforce, our planning processes, our project development processes and our construction processes. The intent of this initiative is to see what we can do better, improve efficiency, reduce overlap and redundancies and save money. For more information, please visit our website at: www.dot.state.pa.us and click on "Modern PennDOT".

51. Are all State Vehicles equipped with GPS for efficient and timely routing processes?

PennDOT currently only has Automatic Vehicle Locators (AVL) on our plow trucks. Our current OA software runs off the 800mhz system and requires us to buy an antenna for each truck. The Commonwealth has not yet made the investment for all state vehicles. The cost is high and the 800mhz system may not be able to transfer all the data. It's an old system.

52. Why can't we be provided an email address for our local district office to send in complaints about road conditions instead of having to call some phone number in God knows where?

Thank you for your suggestion. It will be considered for implementation.

Project Delivery

53. How often does PennDOT exercise accountability on projects such as bridges that are less than the average 75 year life span and appear on the replacement/rebuild phase due to faulty design – how is this avoided in the future?

In general, we routinely perform AAR's on projects (bridges or roadways) that require some type of action sooner than the expected life cycle. Examples of this are the SR 33 bridges in District 5 (significant geotechnical issues associated with sinkholes), Walnut Lane Bridge in District 6 (first generation beam design that lead to improvements in current practice) and the I-80 pavement in District 10 (asphalt mix design issues). We use these AAR's to determine not only the fix for the issue at hand but to determine if there are processes and procedures we need to change to ensure that the issue doesn't occur again in the future. These AAR's often involve industry partners to gain different perspectives on the causes for the issue. That being said we really haven't had a lot of instances where this has occurred. For example, since the inception of the 100 yr. bridge life criteria (1996) we did not have any bridges that required us to perform significant work over and above the normal preventative maintenance schedules required to preserve them. So as you can see these instances don't happen very often but when they do we take them seriously because we simply can't afford to not get the most out of our investments.

54. When there is a project planned or going on, there is no where to get what the project is doing and what the status. i.e. The Ambridge-Aliquippa bridge is being worked on. This is a 2 year project from March to November of each year. Last year no one knew when the bridge was opening even a couple days before it was open. This year I and no one I know has seen any real information on this. PennDOT should have status of projects on their websites.

Questions and Answers, continued

Information on construction projects can be found at www.dot.state.pa.us by selecting your region under the “PennDOT Near You” section. Active construction projects on major highways are also listed on the state’s traveler information website, www.511pa.com. Some large projects also have their own websites with project schedules and other facts, which can be found listed in travel advisories and on the district pages.

55. Is there some place on the web where we (the customers and taxpayers) can see project design, status and time frames?

Information on construction projects can be found at www.dot.state.pa.us by selecting your region under the “PennDOT Near You” section. Active construction projects on major highways are also listed on the state’s traveler information website, www.511pa.com. Some large projects also have their own websites with project schedules and other facts, which can be found listed in travel advisories and on the district pages.

56. What’s on tap for Washington/Greene counties? Are there any bridge projects in the works or any large road projects planned?

The Twelve Year Program is on the STC Website at www.talkpatransportation.com which includes available funding and project listings. Additional projects that will be addressed if additional revenue materializes is on the Decade of Investment website at: www.dotdecade.pa.gov.

57. Will transportation issues in less populous areas be addressed tonight? I am the president of the Red Rose Council of the Blind and as part of the blind and visually impaired community transportation is a very big concern to us and many times less populated areas seem to get forgotten. And frankly that is where more attention may need to be focused.

Transportation issues in all areas and to all constituents are important to PennDOT and the STC. Our aim is to address the transportation system throughout the Commonwealth. Whether it’s in one of our major cities like Pittsburgh or Philadelphia or more rural communities. We continue to make the case for new investment in our system as a whole in an effort to support economic growth and promote our communities quality of life.

Funding

58. What taxing models are in place to continue to provide constant source of income from vehicles using compressed natural gas?

Conversion rates based on BTU are in place. Rates are published by the Department of Revenue. The Title 75 section that references the alternate fuel taxation is 9004 (d) (1-2).

59. What plans are there to increase revenue for general repair and upkeep?

On Nov. 25, 2013, Governor Tom Corbett signed Act 89 into law, which will bring an additional \$2.4 billion into our system by its fifth year. To learn more, visit www.dot.state.pa.us.

60. Why does the Turnpike Commission allow/use advertising on their facilities and vehicles while PennDOT does not? Would this not provide additional funding or less use of county General Fund money for some items such as safety vehicles patrolling highways?

PennDOT recognizes the potential value of its highly visible assets and has recently approved a statewide initiative to generate revenue as a Public Private Partnership (P3) project. This effort is in collaboration with the Pennsylvania Turnpike Commission.

Questions and Answers, continued

61. Who should we contact at the state and Federal level to get more transportation monies allocated? Who is holding up the transportation monies?

Additional transportation revenues are the responsibility of Congress and the State Legislature. Please contact your local representatives to express your interest in additional transportation funding.

62. Does the STC and the General Assembly know that it will be very difficult to replace or rehabilitate state and local bridges off the expanded National Highway System with the new federal (MAP-21) funding streams? And current state funding will not be able to make up the difference. In Lebanon County, I believe that if current funding circumstances don't change, we will have to remove many programmed bridges from our Transportation Improvement Program (TIP). Thanks!

The STC and General Assembly are fully aware that previous funding levels were insufficient to maintain our infrastructure. On Nov. 25, 2013, Governor Tom Corbett signed a comprehensive transportation plan into law that will invest an additional \$2.4 billion in Pennsylvania's transportation system by its fifth year.

63. Would PennDOT or the Dept. of Transportation be interested in Borrowing Funds from the Borough for future projects? (The Borough has funds in investments that could be made available on a loan basis.)

PennDOT currently does partner with several of our municipalities through many of our existing programs such as the Highway Transfer Turnback Program and the Agility Program. We also have a Pennsylvania Infrastructure Bank that provides low interest loans to our municipalities.

Twelve Year Program/Transportation Improvement Program Process

64. You indicated that there were about 50 projects on the list submitted today; how will we review the suggestions and add feedback regarding these recommendations?

The list of projects suggestions will be considered by the State Transportation Commission for inclusion in the Twelve Year Program Update.

65. Please talk about the role that DVRPC plays in getting projects on the list and how they garner funding.

In its capacity as the Metropolitan Planning Organization (MPO) for the region, DVRPC establishes regional transportation policies, determines allocation of available transportation funds and prioritizes transportation projects for the region. PennDOT provides guidance which includes the amount of funding which may be reasonably anticipated to be available for highway and transit projects for the Transportation Improvement Program (TIP). Approximately 20 agencies directly participate in DVRPC's TIP development process. They include member governments, operating agencies, and state and federal agencies. Municipalities within the region participate through their respective county governments. Countless other groups, the business community, and the general public become involved through the DVRPC public participation process in addition to involvement at the municipal and county level.

66. What about old projects that were previously on the 12 year list and were never funded or constructed?

Projects that were included on a previous Twelve Year Program could be considered based upon various factors involved with the project and priorities within the Department.

67. I just wanted to inquire when the next round of the TIP application process will start for 2015.

The 2015 TIP update is currently underway.

68. How many project suggestions have you received? (as part of the survey on the website)

Nearly 130 project suggestions involving roads, bridges, trails and many other infrastructure components have been received.

Questions and Answers, continued

69. What does the STC do with the results of the survey?

The responses to this survey will be incorporated into the final results of this Public Participation pilot program. The STC will consider the results of this Pilot Program when adopting the 2015 Twelve Year Program.

Webcast

70. Just wanted to express my thanks for putting this presentation on.

The STC appreciates the opportunity to connect with the public and welcomes the variety of participation received throughout the webcast.

71. Next time would there be some way to have a call in number because my ISP is very choppy? A call in number would be much better for me and probably many people on here.

Thank you for your participation. We are sorry to hear you had connection issues. Unfortunately, a land-line telephone line was not possible with our webcast technology.

72. Will this presentation be archived to watch at another time? My ISP slows down at this time due to 'congestion'.

The presentation has been recorded and is available for viewing at www.talkpatransportation.com

73. Will the power point presentation be available online?

The video of the Webcast is available for viewing at www.talkpatransportation.com