

PENNSYLVANIA STATE TRANSPORTATION COMMISSION
BUSINESS MEETING
HARRISBURG, PENNSYLVANIA
FEBRUARY 22, 2018



CALL TO ORDER:

Vice Chairman Robert Pease convened a quarterly business meeting of the State Transportation Commission (STC) at 10:02 am on February 22, 2018, in Harrisburg, PA.

ROLL CALL:

Commissioners Present:

Honorable Robert B. Pease, P.E., Vice Chairman
Honorable Edward J. Cernic, Sr.
Honorable Ronald J. Drnevich
Honorable James D. Kingsborough
Honorable George M. Khoury
Honorable Sharon L. Knoll, via phone
Honorable Frank E. Paczewski, via phone
Nolan Ritchie, Alternate for John Rafferty Jr.
Jason Gerard, Alternate for John Sabatina
Eric Bugaile, John Taylor

MINUTES:

ON A MOTION by Edward Cernic and seconded by James Kingsborough, and unanimously approved, the December 14, 2017, STC business meeting minutes were accepted.

VICE CHAIRMAN'S REMARKS:

Vice Chairman Pease welcomed Commissioners and Guests to Harrisburg, PA. He indicated that Secretary Richards has a schedule conflict and is appearing at a Budget Hearing with the PA House of Representatives Appropriations Committee. Mr. Pease announced that Mr. Roger Cohen has been promoted to Special Advisor to the Secretary and Ms. Natasha Fackler has returned to PennDOT to take over as Policy Director. Vice Chairman Pease also provided some updates about the TAC and STC. For TAC Mr. Pease announced that Mr. Joseph Mangarella passed away on December 27, 2017. He was active in several community organizations in addition to serving on the TAC for 20 years. For the STC, Mr. Pease announced the resignation

of Commissioner Charles Martin, who joined the STC in 2012, and the expiration of Commissioner Fred Wentz's term. He added that the Commission is awaiting more information regarding this position from the Governor's Office. Mr. Wentz joined the STC in 1992.

2017 TWELVE YEAR TRANSPORTATION PROGRAM ADJUSTMENTS

Deputy Secretary Jim Ritzman presented the 2017 Twelve Year Program (TYP) adjustments stating that between November 18, 2017 and January 26, 2018, there were 484 program adjustments including:

- 127 Project/Phase Additions
- 299 Project/Changes
- 16 Project/Phase Deletions
- 42 Adjustments to Funding Line Items

Mr. Ritzman explained that the overall changes represent a \$40,215,043 million increase for the reporting period. He added that close to 90% of the increase occurred in the Highway and Bridge Programs in the Southwestern Pennsylvania Commission MPO. Mr. Ritzman highlighted the Southern Beltway Connector Construction Project in Allegheny County in District 11 and the OhioPyle Multimodal Gateway Project in Fayette County in District 12.

Mr. Ritchie asked if multimodal projects will be included in the Districts Transportation Improvement Programs.

Mr. Ritzman answered that highway and bridge related Multimodal projects will be included in the upcoming Programs.

ON A MOTION by Edward Cernic and seconded by George Khoury, the 2017 Twelve Year Program Adjustments were unanimously approved.

2018 AVIATION FOUR YEAR PLAN UPDATE

Mr. Anthony McCloskey discussed the 2018 Aviation Four Year Program Update highlighting several projects and funding amounts for both the Federal Airport Improvement and State Aviation Development Programs for the four year period. Mr. McCloskey noted that there is a total of 244 projects for the four year period totaling \$96.2 million.

Mr. Kingsborough asked how much is the tax on aviation fuel.

Mr. McCloskey indicated that it is 2 cents per gallon. He added that he has initiated a survey to determine alternative revenue sources for aviation programs.

Mr. Kingsborough indicated that he has received concerns about the increased cost for new airport hangars due to ADA requirements. Mr. McCloskey said that there is an ongoing discussion about ways to address those concerns.

Mr. Cernic commented about the decrease of funding for the Johnstown Airport, which he said went from \$1,000,000 to \$100,000. Mr. McCloskey answered that the funding decrease is due to FAA's new rules.

Mr. Ritchie asked if the funding issue could be discussed with Congress.

Mr. McCloskey answered yes.

ON A MOTION by Edward Cernic and seconded by George Khoury, the 2018 Aviation Four Year Plan was unanimously approved.

WORKING SESSION

2019 TWELVE YEAR PROGRAM UPDATE 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*. She explained that Pennsylvania was chosen as one of the top five projects out of over 40 projects that were submitted.

Looking forward, Ms. Clark noted that there are still some steps before the 2019 TYP Update is approved. She added that PennDOT and the Planning Partners are currently working on coming to an agreement on their individual TIPs. Once this step is completed, they will collect public feedback on the TIPs and the STIP. During the spring and summer, the process will move toward the approval steps in which Planning Partners approve the individual TIPs. In August, the STC will approve the TYP, so that Federal Agencies can approve the TIPs and STIP in time for implementation in October.

Twelve Year Program Format Change

Ms. Clark discussed the upcoming TYP format change. She indicated that each cycle, along with the printed list of projects, additional information is included to help give more context to the project listing. Ms. Clark explained that in the past, a printed book was made available, later replaced by a PDF version on the website, and, more recently a digital flipbook format was adopted in 2017.

Ms. Clark announced that this cycle she'd like to continue with the momentum of that success and she is looking to create a new, interactive online web document experience. She noted the PA Department of Environmental Protection (DEP) has had great success with their reports using ESRI's *StoryMap* format and she'd like to do something similar and 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.

New Features for TYP

Ms. Clark indicated that some new features that will be incorporated into the 2019 TYP including the Plans to Projects Infographic, which has been part of the 2017 TYP. She explained that this infographic will be animated in a way that let users travel along the path of TYP

process, and stop at each individual step to gain a better understanding of the activity that takes place. Some of the new features include:

- Animated/interactive graphs
- Engaging photography
- Video
- Maps
- Searchable project listing
- Linked resources
- Animated infographics

Ms. Clark indicated that visitors can watch graphs grow over time to draw their attention to those visuals. She added that the StoryMap will include hover over features that can spell out any specific point on the chart that they want, something that's impossible to do on paper. Ms. Clark also noted that another feature she'd like to add would be an interactive map, which would link various geographic items including Planning Partners websites or TYP projects. Ms. Clark also indicated that a searchable project listing, which can allow the visitor to filter the projects based on specific data such as *Improvement Type* or *County* would be a great way to simplify the accessibility of the TYP. She added that the hope is that by adding these features, we'll make the TYP online program more attractive to new visitors.

Finally, Ms. Clark discussed the 2018 Photo Contest, which is scheduled to run from March 12 to May 7. The purpose of the Photo Contest is to collect high-quality transportation photographs for the TYP. Ms. Clark noted that some of the best photos used in previous TYPs have come from PennDOT staff and the Planning Partners, therefore, she'd like to once again invite these partners to submit their photos for a contest. STC Commissioners will then get to vote on which photos should be featured in the TYP at the May business meeting.

THE 2018 EASTERN PA FREIGHT SUMMIT: By Michael Rimer, AICP

Mr. Rimer gave a presentation on the upcoming *PA Eastern Freight Summit* planned for June 22-23, 2018 at Lehigh University. Mr. Rimer provided a snapshot of some of the themes and information relevant to freight in the Commonwealth. He explained the reasons behind this Freight Summit and the driving forces of the freight movement in Pennsylvania. Mr. Rimer listed the State's Location, the Panama Canal Expansion, and the Bayonne Bridge Lift Project as the most influential drivers of the freight movement in the Commonwealth.

About the location, Mr. Rimer indicated that Pennsylvania is the "*keystone state for freight*" as it is located between two of the largest mega-regions or megalopolises in the US, which encompasses the Great Lakes and Northeast megalopolis regions. He added that PA is also within a two-day drive to the growing Piedmont/Atlantic megalopolis region. These regions are large producers and consumers of goods and commodities that originate in and/or pass through Pennsylvania.

As for the Panama Canal Expansion, Mr. Rimer explained that not many other large infrastructure projects are anticipated to have a larger impact on freight movement than the expansion of the Panama Canal in 2015. With this expansion, the largest container ships in the world are now able to pass through to the east coast and points in the Atlantic Ocean. Mr. Rimer also mentioned that the Bayonne Bridge lift project, which elevated the bridge deck to allow the largest shipping vessels to reach the Port of Newark and ports situated in New Jersey and just south of Interstate 78 is immediately influencing shipping volumes and the movement of goods in Pennsylvania.

Mr. Rimer indicated that the Eastern Freight Summit will specifically:

- serve as a forum for sharing ideas and information concerning transport problems and challenges we collectively face
- inspire and spur the actions and partnerships that are needed to address the challenging issues (Bottlenecks, Truck Parking, Safety, Efficiency, Land Use Conflicts).

He added that the Summit will also look at the industry trends, market developments, modal safety and efficiency, interconnectivity, land use impacts, and public and private sector collaboration.

Mr. Rimer also indicated that it is impossible to talk about freight without mentioning the rail freight system and its emerging corridors. Therefore, the Eastern Freight Summit will discuss issues related to the Central PA Corridor, the I-95 Corridor, the Harrisburg/Binghamton Corridor and the I-81 Corridor.

Mr. Rimer noted that over 250 attendees anticipated from various organization including:

- 4 PennDOT District,
- 12 Planning Partners
- 25 Counties
- Key Municipal Organizations
- Rail/Fright Industry
- Private Freight Carrier Industry Representatives

Mr. Kingsborough asked how the meeting is being advertised. Mr. Rimer answered that the MPOs are getting the word out through flyers. He added that there is also email blast to stakeholders.

Mr. Khoury commented that, as indicated in the public outreach survey, there is a need to focus more on freight movement and explain it more to people because many still don't see issues related to freight movement as a pressing issue.

STATE TRANSPORTATION ASSET MANAGEMENT PLAN (TAMP) AND PERFORMANCE MEASURES: By Mike Long

Mr. Long gave a presentation on the State Transportation Asset Management Plan (TAMP) and Performance Measures. He stated that the Federal Highway Administration (FHWA) on October 24, 2016, published its final rule on required state-approved asset management plans and processes. He noted that FHWA defines Asset Management as a “*strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost.*”

Mr. Long explained that MAP-21 requires the implementation of a TAMP to guide transportation infrastructure investments. He added that the federal regulation governing asset management was introduced in the Moving Ahead for Progress in the 21st Century (MAP-21) regulations and carried forward in the Fixing Americas Surface Transportation (FAST) Act and the mandatory items under those federal regulations include:

- Summary listing of the pavement and bridge assets
- Description of the condition of those assets
- Asset management objectives and measures
- Lifecycle cost and risk management analysis
- Financial plan
- Investment strategies

Mr. Long noted that federal regulations require that the Pennsylvania TAMP address both state and local agency owned pavements and bridges on the National Highway System (NHS). Federal regulations also standardize the condition assessment methods and performance measures for pavement and bridges.

Asset Management Implementation Process and Timeline

Mr. Long noted that the Department is currently rewriting and restructuring the TAMP based on final rulemaking. The Department has also developed a Bridge Asset Management System (BAMS) and Pavement Asset Management System (PAMS).

Mr. Long noted that the both the BAMS and PAMS are data driven decision processes that generate forecast from historical records. They are specifically used to:

- Improve analysis of conditions and treatments
- Improve decision making for funding, planning, project selection and maintenance activities
- Analyze and optimize funding scenarios

Mr. Long also mentioned other actions undertaken by the Department in the Asset Management Process include:

- Pavement data collection for each 0.10 mile

Began on April 2017

- Extreme Weather Vulnerability Assessment
Done by the Office of Planning
- Asset Management Workshop with Governors' Institute on Community Design October 12, 2017
- Risk Assessment Workshop
October 31, 2017

Mr. Long also highlighted the timeline for each step of the Asset Management process.

- April 30, 2018: submit a State-approved TAMP to FHWA
- June 30, 2019: submit State-approved TAMP meeting all the requirements (including LLCC, risk, financial) to FHWA
- August 31, 2019 (and not later than July 31 in each year thereafter): FHWA will notify the State DOT whether the TAMP meets all requirements, or specify the deficiencies needing to be addressed
- October 1, 2019 (and in each fiscal year thereafter): if no approved TAMP, the maximum Federal share for National Highway Performance Program projects and activities in that fiscal year shall be reduced to 65%.

Mr. Drnevich asked about the process through which the State TAMP gets approved. Mr. Long indicated that the Secretary of Transportation approves the TAMP.

Condition Assessment

Mr. Long indicated that asset management relies on having a good baseline of existing asset conditions. The new rulemaking resulted in changes in the way that pavement and bridge conditions are assessed. He added that Federal requirements for pavement condition assessment required major technology changes to be able to collect the data needed.

Performance Measurement

Mr. Long explained that under provisions of MAP-21, all states are required to utilize nationally defined performance measures for pavement and bridges. He indicated that these measures were called out in legislation as *good, fair* and *poor* based on the surface area of the asset. The specific details of what constitutes *good, fair* and *poor* were left to the federal rulemaking process. In 2015, a Notice of Proposed Rule Making (NPRM) was issued to begin the process of defining the specifics of these performance measures.

Performance Target Setting

Mr. Long indicated that under the provisions of the new rulemaking, States and MPO/RPOs are required to establish targets for:

- Interstate pavement condition
- NHS non-Interstate pavement condition
- NHS bridge condition

He noted that States are also required to provide relevant MPO(s) targets to FHWA, report baseline condition and performance at the beginning of a performance period, and 2-year and 4-year targets achievement. The first performance period starts October 2018. Mr. Long explained that for States to meet the requirements, they must make significant progress or be above their set targets.

The timeline of the Performance target setting is as follow:

- March 2018: Submit bridge data
- May 2018: Set performance measure targets
- May 2018: Submit a (Pavement) Data Quality Management Program
- June 2018: Submit 2017 Interstate and NHS Non-Interstate IRI data
- October 2018: Baseline Performance Period Report
- March 2019 (and each March thereafter): Submit bridge data
- April 2019 (and each April thereafter): Submit Interstate pavement data (all conditions)
- June 2019 (and each June thereafter): Submit 2017/2018 NHS Non-Interstate IRI data
- October 2020: Submit mid-1st Performance Period Report
- October 2022: submit full 1st Performance Period Progress Report and 2nd Performance Period Baseline Report

Risk Management

Mr. Long explained that MAP-21 required and the FAST Act confirmed the requirement that the asset management plan must be “risk-based”. This requirement is interpreted to mean two distinct activities: the identification of risks that could impact the delivery of agreed upon performance targets and the incorporation of transportation risks in the project prioritization methodology.

Mr. Long finally discussed factors that would contribute to the success of the Asset Management implementation process. He mentioned short term and long term factors including:

Success in the Short Term:

- FHWA approved TAMP
- PennDOT and Planning Partner buy-in
- Improved coordination within PennDOT
- Coordinated targets and goals
- Expansion to other assets
- Transition away from “worst first”

Success in the Long Term:

- Data-driven based planning and programming

- Integrated processes
- Public buy-in
- Elimination of worst-first programming
- Target achievement
- Longer life from bridges and pavements

Mr. Khoury asked if the FHWA is working with the Department in the process of setting those performance measures and how to achieve them.

Mr. Long answered that there has been good collaboration between the Department and the FHWA.

Mr. Ritchie commented on the status of data collection on local roadways. Mr. Long indicated that there is a conversation between the Department and MPO/RPOs about data collection on local roadways but he has no knowledge of how much data has already been collected.

PA Department of Transportation Update:

Transportation Advisory Committee (TAC)

The report stands as written

Administration and Budget

Deputy Secretary Suzanne Itzko gave an update about the Administration deputeate. She indicated that the Department is leveraging its Engineering Construction Management System (ECMS) used for highway and bridge construction for facilities. She noted that ECMS offers a fully electronic system for project initiation, through design and construction, including inspection services and payment. Ms. Itzko added that to make vendors aware of contracting opportunities and the transition, PennDOT's facilities staff, in concert with the Bureau of Equal Opportunity, conducted vendor outreach sessions in Philadelphia, Pittsburgh and Harrisburg in early September with an emphasis on increasing diverse business participation.

Ms. Itzko also discussed the diversity in workplace program that her deputeate is implementing. She explained that this program is a result of the strategic directives, which recommended more efforts to promote diversity. She noted that three sessions have been held so far and over 300 hundred people have participated. Ms. Itzko noted that the meetings have generated very useful feedback.

Ms. Itzko concluded her update with the Secretary's Innovation Challenge, which gives high school students the opportunity to give their take on transportation-related issues. She added that the underlying idea is to get the youth more involved in solving the challenges transportation is facing. This year's challenge is *Driving and Texting*. It encourages high school students to propose ideas to eradicate driving and texting. She mentioned that they have already received 80 entries so far and the first presentations are scheduled to begin soon.

Driver and Vehicle Services

The report stands as written.

Office of Planning

Deputy Secretary Jim Ritzman delivered an update in which he discussed the Trump Administration's Infrastructure Plan. Mr. Ritzman indicated that although it is good to get the conversation started, there is still a lot of uncertainty about how the funds will be allocated. He mentioned that the proposal seems to flip the traditional formula in which the Federal Government provides 80% of the funding and the State and Local Government provides 20%. Based on the new proposal, the States and Local Governments would have to provide 80% of the funds. Mr. Ritzman indicated that the new proposal, aside from being a conversation starter, doesn't really solve any of the financial uncertainties the Nation's transportation infrastructure is facing. Mr. Ritzman concluded his update mentioning the uncertainties related to the Federal Highway Trust Fund.

Mr. Drnevich asked if there any proposal so far for the Federal Highway Trust Fund.

Mr. Ritzman answered that there are no alternatives that bring real money into the Trust Fund.

Mr. Khoury commented on the President's Infrastructure Proposal stating that it is hard to know what the impacts will be because the proposal is too vague.

Mr. Drnevich asked about the status of the Oregon VMT Project.

Mr. Ritzman answered that it seems to be working well but there are pros and cons and there is a need to get all the variables right.

Highway and Bridge Program

The report stands as written.

Multimodal Transportation

Sitting in for Deputy Secretary Toby Fauver, Tony McCloskey gave a brief report highlighting the State Aviation System Plan Resumption (SASP). He noted that the SASP will be completed this quarter.

Mr. Kingsborough asked about the meaning of the Airport Hazard Zoning (Act 164) compliance in the report.

Mr. McCloskey noted that the Airport Hazard Zoning (Act 164) current compliance stands at 45 percent meaning that only 45% of the airports have that type of zoning compliance.

COMMISSION REPORTS

Commissioners discussed Mr. James Kingsborough handout from the Franklin County MPO Meeting. He indicated that someone from the meeting asked why there are not 6 lane highways in the Commonwealth.

Mr. Ritzman commented that there is a study about upgrading some highways to 6 lanes but funding has always been the issue.

Mr. Drnevich asked if the Department can provide other Interstate widening projects going on or programmed.

Mr. Ritzman said that he can provide that.

Vice Chair Pease discussed the idea of the Commission preparing for its 50th Anniversary in 2020. He introduced the idea of an STC time capsule. Commissioners were asked to think about the idea over the next few months and make suggestions.

OTHER BUSINESS

NEXT MEETING

The next STC quarterly meeting is scheduled for **Thursday, May 17, 2018**, in Williamsport, Pennsylvania.

ADJOURNMENT:

ON A MOTION by Ronald Drnevich and seconded by James Kingsborough, the STC quarterly meeting was adjourned at 12: 09 PM.