

PENNSYLVANIA STATE TRANSPORTATION COMMISSION
BUSINESS MEETING
CLEARFIELD, PENNSYLVANIA
JUNE 15, 2017



CALL TO ORDER:

Secretary Leslie Richards convened a quarterly business meeting of the State Transportation Commission (STC) at 10:11 am on June 15, 2017, in Clearfield, PA.

ROLL CALL:

Commissioners Present:

Honorable Leslie S. Richards, Chairwoman
Honorable Robert B. Pease, P.E., Vice Chairman
Honorable Edward J. Cernic, Sr.
Honorable Ronald J. Drnevich
Honorable William F. Keller, alternate present
Honorable James D. Kingsborough
Honorable George M. Khoury
Honorable Sharon L. Knoll
Honorable Charles H. Martin, via Phone
Honorable Frank E. Paczewski
Honorable John C. Rafferty, alternate present
Honorable John Sabatina, alternate present
Honorable John Taylor, alternate present
Honorable Frederic M. Wentz, via Phone

MINUTES: ON A MOTION by Commissioner Cernic, seconded by Eric Bugaile, and unanimously approved, the February 16, 2017 meeting minutes were accepted.

ON A MOTION by Commissioner Pease, seconded by Commissioner Cernic, and unanimously approved, the April 24, 2017 meeting minutes were accepted.

SECRETARY'S REMARKS:

Secretary Richards delivered brief opening remarks, discussing the Real ID participation law which was signed by the Governor in May 2017. She also provided an update on PennDOT Connects. noting that it has been well received in the MPOs and RPOs and Deputy Secretary James Ritzman is working closely with planning partners to ensure the success of the initiative.

Secretary Richards also announced that Mr. Leo Bagley has been promoted to Executive Deputy Secretary at the Department.

2017 TWELVE YEAR TRANSPORTATION PROGRAM ADJUSTMENTS

Deputy Secretary Jim Ritzman presented the 2017 Twelve Year Program (TYP) adjustments stating that between January 28, 2017, and May 26, 2017, there were 840 program adjustments including:

- 415 Project or Phase Additions
- 330 Projects or Phase Changes
- 51 Project or Phase Deletions
- 44 Adjustments to Funding Line Items

Mr. Ritzman explained that the overall changes represent a \$215,240,032 increase for the Program and highlighted Transportation Alternative Programs (TAP) changes, which totaled \$38,654,856 for the time period.

ON A MOTION by Commissioner Cernic and seconded by Commissioner Martin, the 2017 Twelve Year Program Adjustments were unanimously approved.

WORKING SESSION

TRANSPORTATION ADVISORY COMMITTEE ARLE PROGRAM REVIEW

Automated Red Light Enforcement Program Evaluation, Tim Smith, Gannett Fleming

Mr. Tim Smith presented the Automated Red Light Enforcement (ARLE) Program Evaluation.

The ARLE Program is intended to improve safety by reducing crashes related to red-light running. The study was commissioned to evaluate the effectiveness of the Program. The results show that ARLE is effective in reducing crashes at intersections, is underutilized and funding from the program benefits many communities.

The findings also showed that of the seventeen municipalities eligible to implement the ARLE Program, only two have done so. These two municipalities include the City of Philadelphia and Abington Township. In Philadelphia, the ARLE Program covered intersections increased from three in 2005 to 30 in 2016, while Abington Township has had three intersections since 2014.

In the City of Philadelphia, data has shown that the ARLE Program has successfully improved safety. In Abington Township, on the other hand, the program is too recent to make any definitive conclusion.

The study includes several recommendations:

- Amending ARLE legislation to:
 - Expand the number of eligible counties
 - Require additional supporting financial documentation with quarterly reports

- Require PennDOT approval before eliminating ARLE intersections
- Eliminate the requirement of police force accreditation for a municipality to be eligible
- Reinvest ARLE funds back into ARLE projects
- Continue and enhance ARLE program promotion
- Consider statewide contracting for ARLE to encourage additional municipal participation
- Consider requiring a local match for ARLE-funded projects
- Provide targeted information and awareness to elected officials and municipalities
- Establish regular ARLE program evaluations

Commissioner Drnevich asked about the mechanism by which the violations are recorded. Mr. Smith explained that cameras installed at the intersections monitor the white line and when a vehicle crosses the white line under a red light, a picture of the front and rear of the vehicle is taken. The vendor reviews the pictures to make sure that there is a violation. Once the violation is confirmed, the police department issues the fine.

Commissioner Drnevich also asked why vendors still need physical people to review the pictures when technology could be used at a cheaper cost to do that the job. Mr. Smith answered that the process is too complex to be left for technology to decide.

Commissioner Houry asked if scenarios in which the vendor is willing to make less money than contracted for could be replicated. Mr. Smith answered that similar scenarios are being proposed by vendors in Philadelphia.

Mr. Bugaile commented that some states have legislation that allow vendors to make money based on the number of violations recorded but the PA legislation doesn't allow that to prevent vendors from arbitrarily increasing violations to make more money. Mr. Smith added that the state of New Jersey ended their program because it was proven that vendors were shortening the duration of the yellow light to increase violations.

Commissioner Drnevich asked if the contract renegotiations would give more control to vendors. Mr. Smith answered no and added that the Department still holds the final decision. Mr. Bugaile commented that the legislation is written in a way that it gives the Department the authority not only to approve an intersection but also to withdraw its approval if needed.

Mr. Dan Farley commented that the only issue with the ARLE Program is public perception. He added that the study has shown that the program is effective and there is a need to work on improving the public perception of the program. Secretary Richards commented that despite all the progress and low fatality numbers on the Commonwealth's roadways, there is still more to do to improve safety and this program is a great opportunity to do so.

ON A MOTION by Mr. Bugaile and seconded by Commissioner Martin, the ARLE Program review report was unanimously approved.

2019 TWELVE YEAR PROGRAM PUBLIC OUTREACH CAMPAIGN

Ms. Jessica Clark and Ms. Lugene Keys delivered a presentation on the 2019 Twelve-Year Program Update Outreach campaign. Ms. Clark started off by reminding the audience that the Public Outreach campaign began in February 2017 with the release of the Transportation Performance Report, after which an open comment period ran from March 6th to April 19th. Ms. Clark said that this year's open comment period started earlier to make sure that the Planning Partners got the data soon enough to incorporate it in their planning efforts. The feedback collected in March and April has been compiled and analyzed. The data have been shared with the Planning Partners so it can be better utilized in regional Transportation Improvement Program (TIP) and Twelve-Year Program development.

Ms. Clark stated that a customized web-based survey tool was designed to address the deficiencies identified by the Planning Partner focus group and to accommodate future needs of the STC online survey process. The survey was comprised of four parts including identifying respondent's transportation modes, ranking transportation priorities, distributing budget allocations, and mapping transportation issues. In addition, the survey also gave participants the opportunity to provide information about the stakeholder group they identify themselves with, and 87% identified as a member of the general public. Paper copies of the surveys were also available by contacting the STC office.

Overall, over 4,800 responses were received throughout the state and within every Planning Partner. The male to female ratio was more balanced this year with 54% men and 46% women responding. In 2015, the ratio was 63% male, 37% female. Additional results follow:

Respondent Transportation Modes:

- 75% drive alone as their main mode of transportation,
- 25% use alternative modes of transportation on a regular basis (rideshare, public transit, and walking, etc.) which stresses the need for a multi-modal transportation system.

Transportation Priorities Ranked:

1. Road Pavement
2. Traffic Flow
3. Bridges
4. Interstate Highways
5. Walking
6. Public Transit
7. Bicycling
8. Aviation
9. Passenger Rail
10. Freight

For the *Budget Allocations*, Ms. Keys explained the changes made this year. She added that in this year's version, participants were presented with six budget options with values that align with PennDOT's current budget. They could then add or subtract from each total, as long as they stayed within a 100 dollar budget. The results showed that respondents did not stray very far from the original setting for the majority of categories.

In the *Transportation Issues Mapping*, participants were asked to submit geographic locations of specific transportation concerns. Ms. Keys pointed out improvements to the mapping tool to upgrade the quality of data collected. A minimum zoom-in was required before a point could be added to ensure the accuracy of the location of the concern being mapped. In addition, the mapping tool was linked to PennDOT's existing project database (MPMS) so the public can see if the concern is already being addressed by a project on the current Program.

Ms. Keys added that nearly 3,600 transportation issues were identified statewide. Roadway concerns were among the most frequently reported with bridges coming in second. This is similar to the previous year's results.

Ms. Keys indicated that a statewide survey results summary, as well as regional fact sheets, were developed for each Planning Partner region. This information has also been shared with the STC Commissioners in individualized toolkits for their meetings with their respective Planning Partners. The results of the outreach survey will also be made available on the STC website.

Mr. Ritchie asked Ms. Keys if she could elaborate more on the concerns raised about transit and the specific feedback. Ms. Keys indicated that much of the feedback was related to quality of the service. Secretary Richards commented that her office also receives feedback from customers who would like to see certain routes run more frequently and go farther.

Mr. Khoury asked about the number of responses from the previous survey. Ms. Clark said that the previous survey had over 5,200 responses but not all of them were completed.

PA DEPARTMENT OF TRANSPORTATION UPDATE:

Transportation Advisory Committee (TAC)

Mr. Ritzman gave an update about the TAC stating that a new chair has been appointed. He also added that future actions and study topics will be discussed at the July 27, 2017, TAC Meeting.

Administration and Budget

Deputy Secretary Suzanne Itzko gave a brief report discussing the progress of delegated projects and construction contract lettings. Ms. Itzko also mentioned the Infrastructure and Economic Development Delivery Center which is a partnership between PennDOT and the Department of Community and Economic Development (DCED) to share Human Resource services beginning July 1, 2017. The goal of this consolidation is to save money and make the departments involved more efficient. Meetings have been held between the two agencies to determine how those goals

can be met. Ms. Itzko added that an interactive map is being developed by the Bureau of Equal Opportunity to show physical locations of all Disadvantaged Business Enterprise (DBE). She also noted that the Department averaged a 99% filled rate based on the Office of Administration's complement ceiling levels. Deputy Secretary Itzko concluded her report by saying that as far as the budget goes, the House version of the Governor's Budget has no changes for Motor License Fund.

Director of Aviation Tony McCloskey asked if Transit and Aviation would be part of that map and Ms. Itzko said that they will be.

Drivers and Vehicles Services

Deputy Secretary Kurt Myers gave a report discussing Cross Cultural Diversity Training to better serve the increasingly diverse customer base of the Department. This training focuses on effective communication with all customers. He also discussed updated Pennsylvania registration plates including the new military registration plates, the newly designed "Municipal Government" registration plates, and the new "Official Use" registration plates. Deputy Secretary Myers also discussed Act 165, Suspension of Registration Plate upon Unpaid Tolls, Medical Marijuana ID Card production, and the Real ID Participation Bill.

Mr. Bugaile commented about customers complaining about being charged for services by websites that look like PennDOT's website. Deputy Secretary Meyers responded that they have been working hard to resolve these issues. Secretary Richards commented that the issue should be addressed at their next meetings.

Multimodal Transportation

Director of Aviation Tony McCloskey, sitting in for Deputy Secretary Fauver, gave a brief report stating that PennDOT received 222 Multimodal Fund applications with requests totaling \$243 million. The application evaluations are currently being conducted by the Deputate. As for Aviation, a new policy regarding the use of drones, internally or by contractors, is being reviewed. The 2016 State Aviation System Plan completion activities are in progress. Rail Freight Grants Agreements, the Bureau of Public Transportation Performance Reviews, the Public Private Partnership Compressed Natural Gas Project, and access improvements to rail stations along the Keystone Corridor were also discussed.

Commissioner Pease commented about the Pittsburg to Harrisburg Rail corridor, which he hopes would get more attention from the Bureau of Rail Freight.

Office of Planning

Deputy Secretary Jim Ritzman gave a brief report discussing the Twelve Year Program Public Outreach and the Planning Partners Meeting, which achieved a unanimous consensus on the financial guidance. Mr. Ritzman also highlighted PennDOT Connects which is starting the second round of three levels of training in order to continue to bridge the gap between the planning and engineering aspects of the transportation planning process. The Public Private Partnership Bridge Replacement Program was also discussed.

Highway and Bridge Program

Deputy Secretary McAuley gave a brief report stating that established construction contracts and county maintenance efforts have been improving and that the number of structurally deficient bridges has been reduced to its lowest level since 1998. Mr. McAuley also added that they were successful at getting the Rapid Bridge Replacement contractor to agree to physically complete 558 bridges.

NEXT MEETING:

The next STC quarterly meeting is scheduled for Thursday, September 14, 2017, in Cranberry Township, Pennsylvania.

ADJOURNMENT:

ON A MOTION by Commissioner Cernic seconded by Mr. Nolan Ritchie, the STC quarterly meeting was adjourned at 12:25 pm.