

**SOUTHERN ALLEGHENIES
PLANNING AND DEVELOPMENT COMMISSION**

RURAL TRANSPORTATION TECHNICAL COMMITTEE

April 25, 2018

9:00 AM

SAP&DC Conference Room

Altoona, PA

ACTION SUMMARY

The following are the major actions taken by the Rural Transportation Technical Committee (RTTC) at its regular meeting held on April 25, 2018, at the SAP&DC in Altoona PA.

1. Approved the February 7, 2018, RTTC meeting minutes as presented.
2. Recommended putting the Draft FY 2019-2022 TIP, including the Draft FY 2019-2022 Highway & Bridge TIP, the Draft FY 2019-2022 Transit TIP, Memorandum of Understanding, and Environmental Justice Analysis, out for public comment from May 4, 2018, through June 4, 2018.

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MEETING MINUTES

I. Welcome

The following members were present at the meeting:

- Donald Schwartz, Bedford County Planning Commission
- Rick Suder, Bedford County Planning Commission
- Mary K. Seville, Fulton County Planning Commission
- Julie Dovey, Fulton County Partnership, Inc., via conference call
- Mark Colussy, Huntingdon County Planning Commission
- Brad Zearfoss, Somerset County Planning Commission
- Mike Whyson, Huntingdon – Bedford – Fulton Area Agency on Aging via conference call
- Jeff Eisaman, CLI Transport
- Karl King, Central PA Rails to Trails
- Frank Hampton, PennDOT Central Office
- Vince Greenland, PennDOT District 9-0
- Brandon Peters, SAP&DC
- Brandon Carson, SAP&DC

Others in attendance included:

- Marty Malone, P. Joseph Lehman, Inc.
- David Lybarger, PennDOT District 9-0
- Chris Hall, PennDOT District 9-0
- Joe Szczur, PennDOT District 12
- Joseph Saxfield, SAP&DC
- Justin Ruggles SAP&DC

Each participant received a meeting packet that included:

- Agenda
- February 7, 2018 RTTC Meeting Minutes
- Draft FY 2019-2022 TIP Public Comment Period Ad
- 2019 Program Development Schedule
- Memorandum of Understanding – PA Statewide Procedures for the 2019-2022 TIP

- FY 2019-2022 TIP Environmental Justice Analysis
- SA RPO TIP Adjustments
- SA County Traffic Count Requests
- PennDOT Potential Freight Rail Projects/Improvements Questions for PREP Partners

II. Review and Approval of the February 7, 2018 RTTC Meeting Minutes

Brandon Carson welcomed the committee to the meeting and conducted roll call. Julie Dovey and Mike Whysong attended the meeting via the conference call system. Brandon asked the committee to review the February 7, 2018, meeting minutes included in the meeting packet. All of the action items have been completed except the last one, to replace the rail representative on the RTTC, which has been tabled by the RTCC.

With no further discussion, Frank Hampton made a motion to approve the February 7, 2018, RTTC meeting minutes as presented. Mary K. Seville seconded the motion. The motion was approved unanimously.

III. Interstate System Conditions & Needs Presentation

Brandon Carson introduced Joe Szczur from PennDOT District 12 who would be giving a presentation on the Interstate System. Brandon Peters informed the committee that at the last planning partners meeting, the committee gave a presentation on the status of the Pennsylvania Interstate System. PennDOT Central Office agreed to send a committee member to discuss status of the Southern Alleghenies Region interstates. Joe Szczur, PennDOT District 12, began by telling the committee that he is very familiar with the Southern Alleghenies Region as he grew up in Richland and interned at PennDOT District 9-0. In the early 2000s PennDOT assumed ownership of the interstate system. Statewide there are 21 interstates, 2,740 segment miles, and 2,191 PennDOT Bridges. Interstates make up 6% of the total state-owned miles and hold 24% of traffic volumes. The average interstate age is 48 years; the same holds true for bridges. The oldest section is on I-70 and was built in 1952. These interstates were not built to withstand the pressures of today. The Southern Alleghenies Region Interstates contain 75 segment miles and 47 bridges. The pavement conditions are mostly good with only 4 miles of fair IRI rated pavement, 21 good and 51 excellent. The interstate bridges are 2 poor, 14 fair and 31 good. He reviewed the background of the Interstate Steering Committee, the current conditions of pavement and bridges statewide, and the 2019 Interstate TYP. He has participated in four other districts other than his own and added that the bridge situation is statewide, there is never enough money. Some of the statewide concerns moving forward are that interstates, SD bridges and critical preservation remain unfunded. Preservation is not lasting as long as needed; and capacity/freight issues are also unfunded. There are 33 interstate rest areas that also need significant investments. In the Southern Alleghenies Region there are five Interstate Priority Needs projects totaling \$58 Million. Only three of those projects totaling \$45.6 Million are programed. The next steps moving forward are to finalize the Draft TYP,

review the interstate needs, and review and prioritize the Interstate Preservation projects for possible SPIKE funding.

Tom added that the gas tax was not going to be enough to fully fund the road maintenance anymore. Fuel efficient cars mean less gas tax while the costs to maintain the roads increases. Some sort of fee will eventually have to be added to make up the difference.

IV. Retroactive Reimbursement

There have been recent inquiries on the process followed for retroactive reimbursements. The process is very similar to that of placing local bridges on the TIP. Municipalities submit projects to the counties, who in turn submit them to these committees to be prioritized and placed on the TIP. The advantage of retroactive reimbursement is the process is much quicker and usually at a lower cost. The disadvantage is that the owner has to pay up front and then be reimbursed. Once completed, the owner can submit invoices and go through the agreement process to be reimbursed. The agreement process can take some time so getting involved early is recommended. No federal funds can be used on a retroactive reimbursement. These bridge projects are typically under 20 feet as over that they can use federal funds. Project must be on the draft tip to guarantee reimbursement. If not completed in two-year period it will have to be programmed on the TIP twice. Some other districts are adding a line item to the TIP rather than individual projects and then reimbursing on a first come first serve basis. All sponsors are notified of this up front. If costs come in higher than originally anticipated, they can cover an additional 50% but nothing higher than that. Vince added that PennDOT can work with the municipalities at that point. Brandon Peters then opened the topic up for discussion and PennDOT answered the committee's questions on the program.

As an action item, PennDOT offered to coordinate with Randy Albert to have a presentation on the program for the committee.

V. Draft 2019-2022 Transportation Improvement Program (TIP)

Brandon Peters gave a PowerPoint presentation on the draft 2019-2022 TIP projects and Environmental Justice results. Once again, bridge projects were heavy in the counts for all counties with 70% of the projects being bridge work. He also reviewed the public transit TIP, which was coordinated with the local transit agencies. He reviewed the remaining documents in the Draft 2019-2022 TIP packet and reminded the committee they would be voting today to send the Draft 2019-2022 TIP for public comment. One of the items is the TIP revisions MOU. The committee discussed the threshold for modifications vs amendments and decided to keep the \$2 Million threshold. He reviewed the Environmental Justice documentation noting any minority populations under the state threshold of 18.1% and low-income communities under 13.2%. No projects adversely affect these communities. SAP&DC distributed letters and information on the Draft FY 2019-2022 Transportation Improvement Program (TIP) to the county human services agencies, the

municipalities identified in the EJ analysis, and representatives from tribal groups that once resided in various areas of the Southern Alleghenies Region. The letters explained the region's TIP, provided a link to the SAP&DC website where draft TIP documentation and maps could be reviewed, and provided information on public hearings, as well as how to provide comments.

He then reviewed the public meeting schedule for Draft 2019-2022 TIP with the committee as well as the locations for the Draft FY 2019-2022 TIP to be viewed. A public notice will run in the four rural county newspapers on Friday, May 4, 2018, to advertise the public meetings and locations for viewing the Draft FY 2019-2022 TIP. A public meeting will be held in each of the four rural counties.

With no further discussion, Mark Colussy made a motion to put the Draft FY 2019-2022 TIP, including the Draft FY 2019-2022 Highway & Bridge TIP, the Draft FY 2019-2022 Transit TIP, Memorandum of Understanding, and Environmental Justice Analysis, out for public comment from May 4, 2018, through June 4, 2018. Frank Hampton seconded the motion. The motion was approved unanimously.

The Southern Alleghenies RPO Rural Transportation Coordinating Committee (RTCC) is scheduled to approve the Draft FY 2019-2022 TIP at a public meeting on June 20, 2018. Frank Hampton complimented PennDOT and SAP&DC staff on a job well done.

VI. FY 2017-2020 TIP Modifications and Amendments

David Lybarger reviewed the TIP modifications with the committee, answering any questions they had. There were no amendments requiring approval.

VII. Other Business

Supplemental Traffic Counts

Brandon Carson reminded the committee that the counties were previously asked to submit a list of supplemental traffic counts they would like to see completed in their counties. Brandon Peters thanked everyone for submitting their location requests. He noted that a few bridges were added for each county based on the local bridge assessments and the final lists have been distributed to the counties. County requests will be completed first with the bridges as time permits. If you have something that is more of a priority than others, please let us know. Mark Colussy added that he appreciates the SAP&DC staff doing these counts as the information will be helpful. Brandon Carson added that the SAP&DC is looking into purchasing additional counters to assist in getting these counts completed in the limited amount of time weather permits.

Brandon Peters also reviewed some of the data collected to date on the trail counters that were installed at the Bedford Heritage Trail showing a breakdown of daily and hourly

activity. He informed the committee that one counter is still available if anyone is interested.

RTTC Structure

Brandon Carson added that the RTCC has some concerns about the recommended changes to the RTTC membership. It is on the agenda for the May 2, 2018, meeting. He will update the committee on what they decide at the next meeting.

MTF Applications Submitted

There were 18 Multi-Modal fund applications submitted district wide, 7 of those in the RPO. Brandon Peters reviewed the projects with the committee noting that the committee is already familiar with several of those. PennDOT District 9 has already provided comment. The RPO will need to provide comment on the projects as well. David Lybarger will share his notes on the projects the RPO is not familiar with. The comments are due May 25, 2018.

The RPO recently ranked the TA Set-Aside projects and provided input to PennDOT Central Office. To date the awards have not been announced.

Rail Freight Improvement Input

A questionnaire on economic activity involving rail and freight was previously forwarded to the committee members. Brandon Carson asked that the committee members fill it out and get it in to Debbie Prosser if they have not already done so.

Frank Hampton informed the committee that recently a federal judge sided with a complainant in a suit against the UPA regarding the 1997 8-hour ozone standards. PennDOT may have to go back to the date of the decision and complete air quality clearances on any projects from that point on. PennDOT Central Office has a 2 PM phone call today with the federal agencies to determine how to move forward.

Frank also noted the upcoming performance metrics targets. The RPO recently adopted he states performance metrics targets for safety. There are three more coming online. They are bridges, pavement, and performance-based planning. The state will release their guidelines next month. The RPO will then have 180 days (late November) to either decide to use the state guidelines or develop its own. This may need to be an agenda item on the next meeting. Frank asked that he be kept informed.

VIII. Adjournment

Mark Colussy made a motion to adjourn at 11:15 AM.

<p><u>NOTE:</u> The next meeting of the RTTC is scheduled for June 13, 2018, at the SAP&DC beginning at 9:00 AM.</p>

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 RURAL TRANSPORTATION TECHNICAL COMMITTEE
 April 25, 2018**

ACTION ITEMS

Date Issued	Action Items	By Whom	Due Date
April 25, 2018	Coordinate with Randy Albert to have a presentation on the retroactive reimbursements program for the committee.	PennDOT	No Date Given
April 25, 2018	Update the committee on the RTCC's decision on the recommended changes to the RTTC membership. It is on the agenda for the May 2, 2018, meeting.	Brandon Carson	The Next Meeting