

**SOUTHERN ALLEGHENIES
PLANNING AND DEVELOPMENT COMMISSION**

RURAL TRANSPORTATION TECHNICAL COMMITTEE

June 13, 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 June 13, 2018, at the SAP&DC in Altoona, PA.

1. Approved the April 25, 2018, meeting minutes as presented.
2. Recommended approval of the FY 2019-2022 Highway and Bridge TIP as presented.
3. Recommended approval of the FY 2019-2022 Transit TIP as presented.
4. Recommended approval to apply for TSMO funding for the two antiquated Permanent Dynamic Message Signs projects in the Southern Alleghenies RPO. One is on U.S. 22 near Water Street and one is on PA 453 near the PA 45 intersection. Both are located in Huntingdon County. The total project cost to replace the signs is \$100,000 (\$50,000 TIP/\$50,000 TSMO).
5. Recommended approval to apply for TSMO funding for one new device in the RPO. The device is located on I-70 East of PA 484 in Fulton County. The estimated cost, including design and construction, is \$340,000 (\$170,000 TIP/\$170,000 TSMO).
6. Recommended adoption of the performance measures for IRI, bridge and pavement conditions (PM2) and environmental performance measures (PM3) adopted by the State.

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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
- Julie Dovey, Fulton County Partnership, Inc. via conference call
- Mark Colussy, Huntingdon County Planning Commission
- Bob Reitman, HCB&I via conference call
- Brad Zearfoss, Somerset County Planning Commission
- Jeff Eisaman, CLI Transport/Sheetz
- Frank Hampton, PennDOT Central Office
- Vince Greenland, PennDOT District 9
- Brandon Carson, SAP&DC
- Brandon Peters, SAP&DC

Others in attendance included:

- David Lybarger, PennDOT District 9
- Anne Stich, PennDOT District 9
- Tia Kirby, PennDOT District 9
- Tony Tavzi, PennDOT District 9
- Justin Ruggles, SAP&DC

Each participant received a meeting packet that included:

- Agenda
- April 25, 2018 RTTC Meeting Minutes
- TSMO Capital Funding Information
- PennDOT District 9 ITS Device Locations Map
- SA RPO TIP Adjustments
- Rural Transportation Technical Committee Membership List
- Map of Deployed Trail Counters
- ARLE Program Guidance
- MTF Program Guidelines

II. Review and Approval of the April 25, 2018 RTTC Meeting Minutes

Brandon Carson welcomed the committee to the meeting and conducted roll call. He then asked the committee to review the April 25, 2018, meeting minutes included in the packet. He reviewed the action items with the committee. PennDOT discussed the Retroactive reimbursement Program with Randy Alberts counterpart, as Randy is the municipal services representative and does not work with the projects on the TIP. He said what they do is put approximately \$1 M in a line item for Retroactive Reimbursement projects; which have been previously selected to fit that amount. One of the biggest issues they face is finding municipalities willing to take on the projects. Vince Greenland added that this is very similar to what District 9 does, they just put the funds directly on the projects rather than using a line item. One thing he did take away from the discussion was to talk to their municipal services representative to be sure they understand the benefits of the plan.

The second action item was to update the committee on the RTCC's decision on the changes to the make-up of this committee. This item is on today's agenda.

With no further discussion, Frank Hampton made a motion to approve the April 25, 2018, meeting minutes as presented. Vince Greenland seconded the motion. The motion was approved unanimously.

III. FY 2019-2022 Transportation Improvement Program (TIP)

Brandon Peters began by noting that there have been no changes to the TIP itself since the last meeting. The public comment period for the FY 2019-2022 TIP was held from May 4, 2018, through June 4, 2018, and public hearings were held in each of the four rural counties between May 17-23, 2018. There was a total of 25 attendees at the public hearings and a fair amount of comments were received. No comments were received outside of the public hearings and all comments were addressed there by Jim Pruss, Vince Greenland, and David Lybarger all from PennDOT District 9.

With no further discussion, Mark Colussy made a motion to recommend approval of the FY 2019-2022 Highway and Bridge TIP as presented. Brad Zearfoss seconded the motion. The motion was approved unanimously.

With no further discussion, Donald Schwartz made a motion to recommend approval of the FY 2019-2022 Transit TIP as presented. Brad Zearfoss seconded the motion. The motion was approved unanimously.

IV. Future Project Selection Processes

There has been some discussion about how to improve the project selection process. Typically, the RPO/counties have been going through a two-year selection process with the TIP rather than using the LRTP. The goal would be to create a more robust, more uniform outreach process/project solicitation process on the front end of the LRTP and then filter those projects down through the TIP.

Currently the County Planners solicit for projects every other year. The RPO would take a lead role with the Counties to solicit for projects. Projects identified during TIP development could still be added. Informational workshops could also be held to review the process with the municipalities, including project timeline and types of funding. The process could also be discussed with the municipal representatives at the Township Officials Conventions or combined with the PennDOT Connects process. There is a lot of value in front end education as there is a lot of turnover in those positions. PennDOT voiced some concern about the connects process with a five-year cycle creating more projects than they have staff to conduct meetings for. PennDOT Central Office recommended the RPO have face to face meetings for the LRTP and PennDOT only conduct Connects meetings for the projects selected for the TIP. Mark Colussy recommended still having the municipalities submit their projects to the county, and then they can filter through them and submit to PennDOT. There was some discussion about the PennDOT Connects process and how they are seeing some frustration from some of the municipalities who are less willing to meet with them again as they are yet to see the projects they discussed the first time. Once the first round of projects are delivered, it may add some credibility to this.

PennDOT will need project lists from the counties this fall for the FY 2021-2024 TIP update to have enough time for the PennDOT Connects process. Brandon Peters asked if we know what is left on the county priority lists from the last submissions. Anne Stich had been looking at those and made a list of projects submitted from 2013 to present that have not been programmed. She added additional information, if available, as to why the project has not been completed, such as no longer a priority, intersection is adequate, etc. She included anything that an LPN form was submitted for. Once the list is completed and PennDOT reviews it internally, she can send it out to the RPO for them to review and determine if these projects are still valid. This could be used to determine if the counties need to resolicit for projects. The next LRTP is due in 2023. Project solicitation for that plan will begin in 2020-2021. A decision also needs to be made as to what process the RPO wants to use in the interim.

Brandon Carson discussed the timeline moving forward. Anne expects to have the project list out to the RPO in approximately one month. PennDOT would like to have the county priority lists by October of this year so they can begin to discuss the District Planner meetings. The counties did not think they could provide the list that quickly. It was recommended the solicitation process begin now. Projects already submitted to the counties that did not make the last priority list could also be used for this submission. A general list of projects could be submitted to PennDOT in October with the prioritized list to follow in January. That would be the latest that PennDOT would still have time to complete the PennDOT Connects process, field views, and cost analysis. PennDOT added that some of the smaller lower priority projects could be added to current resurfacing projects and be completed now. PennDOT is using the bridge assessment for bridge prioritization and that is planned well into the future, so bridge projects are not needed right now. There was some discussion about municipalities who do not respond to the solicitation process and what can be done to engage them. Someone suggested verbally contacting municipalities who either don't respond to the solicitation or have submitted projects that were not completed to see if they are still and issue and what else they may

have. It was decided that while PennDOT puts together their list, the counties put together more of an illustrative list to provide back to the RPO by July 16th. The RPO could solicit for projects and conduct county meetings in August and September to discuss priorities with the municipalities. Mark added that he thought the response would be better if both the counties and RPO sent out correspondence for the solicitation process, then submit the list to PennDOT by October. A prioritized list of county projects would then be submitted by January. PennDOT added that they plan to schedule follow up meetings with the municipalities they held PennDOT Connects meeting with to review what projects got programed and what did not; as well as reviewing a timeline for the projects to help with expectations. If anyone receives feedback from a municipality who did not feel their expectations were met, please let PennDOT know so they can follow up.

V. Transportation Systems Maintenance & Operations (TSMO)

Brandon introduced Tony Tanzia from PennDOT who was here to give a presentation on Transportation Systems Maintenance and Operations (TSMO) Capital Funding. The guidelines for the program were included in the meeting packet. The mission of TSMO is to move people and goods from point A to point B as efficiently, safely, and reliably as possible. The purpose of the program is to address the liability of systems, the mobility of congestion, and implement various strategies, rather than trying to build our way out, causing more congestion. The goal is to make sure some of these strategies are part of planning and programing of each project and also to identify funding strategies and educate stakeholders and the public on the benefits of these strategies.

There is \$5 M available statewide for each Federal Fiscal Year. TSMO funding requires a 50% match. TIP dollars are considered match but must be available to be programmed when awarded. The application period is from April 30, 2018, to August 3, 2018. An online link was included in the Guidelines and in the presentation. There is no limit to the number of applications the MPO/RPO can submit. Projects must be completed within one year of being awarded. Eligible projects include replacement of antiquated dynamic message signs (DMS) and cameras, new ITS devices, new or upgraded communication systems, deployment of an appropriate TSMO and PennDOT Connects solution identified in PennDOT's TSMO Guidebook – Part I Planning, Connected and Automated Vehicle Infrastructure Pilot Deployments, and Regional Operations Plan or Regional ITS Architecture update.

Six locations have been identified by PennDOT District 9 with antiquated signs. Two of the six antiquated Permanent Dynamic Message Signs fall in the Southern Alleghenies RPO. One is on U.S. 22 near Water Street and one is on PA 453 near the PA 45 intersection. Both are located in Huntingdon County. The total project cost to replace the signs is \$100,000 (\$50,000 TIP/\$50,000 TSMO). The RPO would be the applicant and would work collaboratively with PennDOT on these projects.

PennDOT District 9 has identified eight prioritized locations for new devices. Only one is in the RPO and is located on I-70 East of PA 484 in Fulton County. The estimated cost, including design and construction, is \$340,000 (\$170,000 TIP/\$170,000 TSMO).

Tony offered his assistance when completing the applications if the RPO decides to apply.

With no further discussion, Frank Hampton made a motion to recommend approval to apply for TSMO funding for the projects identified above. Mark Colussy seconded the motion. The motion was approved unanimously.

VI. FY 2017-2020 TIP Modifications and Amendments

David Lybarger reviewed the FY 2017-2020 TIP Modifications with the committee answering any questions they had. There were no amendments requiring approval.

VII. RTTC Committee Structure

Brandon Carson reviewed the membership list with the committee. There have been multiple discussions at the last few meetings about the composition of the RTTC. The RTTC recommended the addition of four new positions: one township representative, one borough representative, one non-motorized representative, and one public transit representative to the RTCC. At its May meeting, the RTCC approved adding four municipal representatives, township or borough, appointed by the four rural counties. Brandon Peters will work with the counties on the appointments and the new memberships will take affect the first meeting in 2019. The term will be for two years. The terms of all current memberships expire this year. The RTTC agreed that the four municipal representatives would be acceptable. Brandon Peters agreed to update the bylaws for the RTCC meeting next week.

Also discussed was the Rail Representative. Hank Parke is the current representative, but no longer works in the rail industry and feels he cannot adequately represent rail on the committee. BP will be reaching out to Norfolk Southern and Amtrack to see if they would be interested in having a representative on the committee.

VIII. Other Business

Performance Measures

Previously this committee approved the Safety Performance Measures set by the State (PM1). The State has recently set new performance measures for IRI, bridge and pavement conditions (PM2) and environmental performance measures (PM3). The RPO now has 180 days to adopt the State measures or set their own. The RPO has not received the official letter yet but the next meeting is past the 180 days. Once the official letter is received Brandon Peters will send it out to the committee members.

With no further discussion, Donald Schwartz made a motion to recommend adoption of the performance measures for IRI, bridge and pavement conditions (PM2) and environmental performance measures (PM3) adopted by the State. Frank Hampton seconded the motion. The motion was approved unanimously.

Infrared Traffic Counter Deployment

Brandon Peters noted that previously the committee was informed that an infrared traffic counter was deployed at the Bedford Springs Trail Head on the Bedford Heritage Trail. He reviewed additional data collected from the counters with the committee. An additional three counters have been deployed on the H&BT Trail. That data will be collected on June 28th. Both of these trails were previous Transportation Enhancement projects and also received DCNR Greenways Mini-Grant funding as well. There is currently one counter remaining and Brandon added he would like to install it at Thousand Steps but he isn't sure who to contact. Mark Colussy gave him a contact to try.

The RPO is looking into purchasing additional trail counters and asked the counties if there are any locations they would like counts for. There is a Greenways Mini-Grants project coming up in Somerset and one will be reserved for that project. That leaves four additional counters not spoken for. One will be reserved for temporary use. Agreements have been put in place where trail counters are located; If damaged they must be replaced. PennDOT asked if they can be used on sidewalks. Brandon said they can, you just have to be careful where you place them so that it doesn't catch vehicle traffic. Donald Schwartz asked if counters could be placed at Pike to Bike trail even though it isn't an official trail. He will contact SAC and the new authority to see if they are interested as there is a high risk for damage there.

Automated Red-Light Enforcement (ARLE) Program

Brandon Peters informed the committee that the Automated Red-Light Enforcement (ARLE) Program is currently open. Applications will be accepted through July 31st. Information on the program has been sent out to committee members. ARLE funding requires no match.

DCED Multimodal Transportation Fund

The DCED Multimodal Transportation Fund is also accepting applications through July 31st. They are blanket waving match for municipalities, but not municipal authorities. Match for this grant is 50%.

IX. Adjournment

Vince Greenland made a motion to adjourn 11:15 AM.

<p>NOTE: The next meeting of the RTTC is scheduled for October 24, 2018, at the SAP&DC beginning at 9:00 AM.</p>

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ACTION ITEMS

Date Issued	Action Items	By Whom	Due Date
June 13, 2018	Provide PennDOT with a list of potential projects for the FY 2021-2024 TIP.	County Planners	October
June 13, 2018	Provide a list of projects submitted from 2013 to present that have not been programed to the RPO following PennDOT review.	Anne Stich, PennDOT District 9-0	No date given
June 13, 2018	Send out the official letter from the State listing the new performance measures for IRI, bridge and pavement conditions (PM2) and environmental performance measures (PM3) to the committee members once it is received.	Brandon Peters	No date given