Appendix E: Focus Group Meeting Summaries
Multi-Modal Transportation Focus Group: June 24, 2016

Focus Group Summary

A focus group meeting was held Friday, June 24, 2016 at DuBois Regional Airport to discuss multi-modal transportation as part of the Long Range Transportation Plan (LRTP) update. The meeting started at 1:00 PM and ended at 2:15 PM. The following individuals participated.

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<th>Name</th>
<th>Organization</th>
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<tr>
<td>Timothy M. Potts</td>
<td>R. J. Corman Rail Road Company</td>
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<tr>
<td>Dick Castonguay</td>
<td>Retired</td>
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<tr>
<td>Kristen Vida</td>
<td>DuFast</td>
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<td>Bob Shaffer</td>
<td>DuBois Regional Airport</td>
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<td>Rick Viglione</td>
<td>ATA</td>
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<tr>
<td>Frank L. Hampton, Jr.</td>
<td>PennDOT Central Office</td>
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<tr>
<td>Vickie Rusnak</td>
<td>PennDOT District 2-0</td>
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<tr>
<td>Tracey Vernon</td>
<td>Michael Baker International project team</td>
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The focus group began with introductions and a review of a fact sheet discussing the purpose of the LRTP update and timeline. Participants agreed that the multi-modal focus group should address both people movement and freight movement.

**Trends and Issues – People Movement**


Aging population in rural areas. The region is aging in place and there is an increase in population over 65. Aging population has transportation needs.

There are many different agencies that provide transportation services. For example, Health Ride Plus operates out of Northern Cambria in Cambria County. There is a need to coordinate services between agencies.

Veterans have transportation needs that are not being met.

Volunteers are needed to transport people.

Public transportation is not available at DuBois Regional Airport. Rental cars are available but there is only one public taxi that is not always reliable. Public transportation in rural areas is based on funding available. A limousine service in Clarion provides transportation for airline pilots. There are a potential pool of riders that could be serviced by a private carrier.

The Fullington Terminal in Sandy Township has no sidewalks and is far from downtown. Passengers need to walk into town.

There is the need for intermodal facilities in region. One in DuBois and one in Bradford. Multi-modal terminal funding would be useful.
A TIGER grant application was filed for a multi-modal terminal in Bradford. Partners include the University of Pittsburgh at Bradford (Pitt-Bradford), the City of Bradford, and ATA.

Pitt-Bradford students use the Bradford Airport. The University shuttles students to the airport. Fares are often $19 one way to Pittsburgh.

It would be helpful to know how many private shuttle services operate in the region.

The Bradford rail-to-trail provides a link between the Pitt-Bradford campus and downtown.

Penn State DuBois is a commuter campus. Citizens who use the CareerLink located on campus have greater need for public transportation than students.

An ATA connection is needed between Clarion and DuBois, particularly to provide services between Penn Highlands Healthcare facilities.

Pedestrian access has increased in DuBois.

Older citizens not only use public transportation but bicycles and sidewalks as well. There is also an increase in the use of electric scooters and wheelchairs outdoors. Sidewalks are not always in good repair.

It is difficult to effectively place seniors citizens on buses who use wheelchairs, scooters, etc.

Recent developments in the region could be more transit oriented, yet transit is not always at the table. Example – Facility in DuBois across from the hospital on Main Street is not ADA accessible. PennDOT would conduct review on such a facility if an HOP is required. If PennDOT is not involved or if federal funding is not included in the project, transit oriented design is not often considered at the local level. It would be helpful if municipalities were better educated about transit oriented design.

Some sidewalks in the region cannot be accessed due to poor condition and infrastructure. There are instances where telephone poles are located in sidewalks.

Airports need connectivity to other modes to provide transportation service to airport passengers upon arrival and at departure. Is there some type of mechanism where transit could be coordinated when flights are booked?

Trends and Issues – Freight Movement

DuBois Regional Airport owns property surrounding the airport that is open for development. Currently, two firms are located on airport property and 2 to 4 acre lots with public water and sewer are available. Problem - pipelines are needed in the region. Liquefy natural gas closer to the source and transport to rail.

The market area is an inexpensive location for shale gas development. Relatively close to the shale cracker in Beaver County with cheaper land, water, and other utilizes. A familiarization tour was conducted at Cooks Forest as part of the Core PA Global initiative. As a result of the tour, journalists have been asking for articles to highlight the region’s advantages. Use these types of tours and resulting requests to the region’s advantage.

Leidy Hub has one of the lowest prices of natural gas in the state.
Impact of widening of the Panama Canal is to be seen and could have a positive impact on the North Central Region.

Opportunity as port facilities become more and more congested. Opportunity to move by rail and load on ships.

There is a foreign trade zone (FTZ) at the DuBois Regional Airport that could be used for the region’s advantage.

The C & M Line reopening is important to the North Central Region. The right of way is in place and has been preserved. Fee simple; not reverted. A $3 M match is required for the $30M project. The line is 30 miles in length.

It is important to protect and enhance existing rail and provide access between Buffalo and Pittsburgh.

Examples of commodities transported on the R.J. Corman Railroad Company line include grain, ethanol, rock salt, rock dust. There has been an 80% decrease in use of the line due to federal impacts to the coal industry.

Find ways to use natural gas for regional transportation and economic development. Natural gas is not available for truckers yet. One of the issues is lack of horsepower using natural gas.

Air freight is shipped at DuBois Regional Airport by the powdered metal industry. Powdered metal companies store product at the airport for just-in-time delivery to companies. When aviation is used for transport, it is time sensitive and more expensive.

Maintenance repair of aircraft could be a new opportunity. Aircraft maintenance is being attracted back to Pennsylvania due to the Commonwealth’s waiver of sales tax for aircraft maintenance. 5% freight. Silver Airways conducts maintenance at DuBois Regional Airport. There are discussions with a new airline about opening a general aviation facility, including maintenance, at the airport.

UPS has operated out of DuBois Regional Airport. Federal Express has never approached the airport most likely due to size.

There has been an increase in truck traffic on I-80. There could be a general lack of driver experience. The region needs to get back to using rail. There are mechanisms to increase rail and there may be a need to take trails back for rail.

There is an inland port at Falls Creek on the Buffalo & Pittsburgh Rail Road (BPRR). There is the need for additional pipelines in the area which would attract business and industry.

Potential Strategies

Increase coordination of services between public transit agencies.

Identify ways to increase private carrier transportation services at the region’s airports; increase the connectivity between transit and airlines.

Develop new multi-modal terminals in DuBois and Bradford and develop a public funding strategy.

Develop an ATA connection between Clarion and DuBois.
Educate local municipal officials and boards about transit oriented design.

Market the North Central region as an inexpensive location to serve the shale gas industry, particularly with the recent announcement of the shale gas cracker to be constructed in Beaver County.

Protect and enhance existing railroads providing access between Buffalo and Pittsburgh.

Maximize the use of the inland port at Falls Creek on the Buffalo & Pittsburgh Railroad.

Increase the number of natural gas pipelines in the region and use to attract business and industry.
Focus Group Summary

A focus group meeting was held Monday, July 11, 2016 at North Central Pennsylvania Regional Planning & Development Commission offices to discuss regional economic development and transportation as part of the Long Range Transportation Plan (LRTP) update. The meeting started at 10:00 AM and ended at 11:15 AM. The following individuals participated.

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<th>Name</th>
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<tbody>
<tr>
<td>Anita Dolan</td>
<td>Bradford OECD</td>
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<td>Tom Weible</td>
<td>NWIRC</td>
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<td>Sherri Geary</td>
<td>McKean County EDC</td>
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<td>Jodi Foster</td>
<td>Elk County Planning</td>
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<tr>
<td>Eric Bridges</td>
<td>NCPRPDC</td>
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<td>Bob Rusiewski</td>
<td>NCPRPDC</td>
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<td>Donna Hottel</td>
<td>NCPRPDC</td>
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<td>Christine Perneski</td>
<td>NCPRPDC</td>
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<tr>
<td>Chuck Abraham</td>
<td>Bradford Era</td>
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<td>Kristi Wendel</td>
<td>NCPRPDC</td>
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<td>Jennifer Hibbard</td>
<td>NCPRPDC</td>
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<tr>
<td>Jason Reed</td>
<td>Stahl Sheaffer Engineering</td>
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<tr>
<td>Rob Swales</td>
<td>Clearly Ahead Development</td>
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<tr>
<td>Gerry Scheggenburger</td>
<td>NWIRC</td>
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<tr>
<td>Jodi August</td>
<td>DuBois Chamber</td>
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<tr>
<td>Amy Kessler</td>
<td>NCPRPDC</td>
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<tr>
<td>Tracey Vernon</td>
<td>Michael Baker International project team</td>
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The focus group began with introductions and review of a fact sheet discussing the purpose of the LRTP update and timeline. Attendees provided the following input on discussion questions (attached).

**Goals and Objectives**

Regional focus on a broad transportation system promoting and encouraging new and enhancing existing economic and community development opportunities.

Focus on movement of both goods, services and people.

Quick and efficient access to key modes of transportation.

Maintain transportation connections, especially to communities.

Increase access and intercommunity connections in all modes of transportation.

Increase municipal and county involvement in funding decision making.

Focus on the region’s core transportation network. What has changed in the past 5 years? What changes need to be made? Invest dollars where the greatest impact is.
Trends and Issues

Employment is decreasing while manufacturing output is increasing due to automation. Manufacturers are doing more with less but freight being moved continues to grow.

Decreasing employment means a smaller number of employees are looking at public transportation.

Businesses require multimodal logistic hubs. A collaborative (perhaps a public-private partnership) might be helpful for warehousing so that several companies could share the costs. There is a logistics warehouse in DuBois located on a rail line that is not being utilized.

The region’s Foreign Trade Zone (FTZ) could be more effectively utilized.

Bonding issues on local roads. There is a lack of consistency between PennDOT Districts. A clear process should be developed to address bonding so that smaller local firms (local lumber companies provided as an example) are not paying more than national companies with greater financial resources (shale related companies provided as an example).

Transportation investment should be coordinated with new economic development. Coordinating transportation improvements requires longer lead times. Recognize that the transportation process moves a little slower than economic development. It is helpful to know about economic development projects early on to coordinate needed transportation improvements. Examples of recent projects: Sandy Township industrial park - new road and additional development; Jefferson County Business Park - potential traffic issues; new industrial park at St. Marys Airport - road alignment issues; new development at Bradford Airport; DuBois - White Wave and DuBois Logistics.

There is heavy truck traffic through residential neighborhoods on locally owned roads.

Are there ways to increase communication or collaboration to coordinate economic development, transportation, and planning? Pieces are in place in the region. Over the past few years the region has done a better job in linking transportation and economic development. Take advantage of access to stakeholders and heighten the understanding of why it is so important to link transportation and economic development.

There is a lack of communication with some local municipal officials, particularly with smaller communities that are not greatly populated and have limited staffing. Improve communication with municipalities.

County planning staff should be engaged early on with local government to help address transportation and economic development infrastructure needs.

Practitioners need to change how they operate and make sure all other players are at table. Institutional memory needs to be improved. There have been significant improvements over the last several years.

North Central RPO is now charged with reviewing, providing comments, and making recommendations on Highway Occupancy Permits (HOP). Recent examples: Sheetz in Bradford, CVS in DuBois. Make sure economic development staff and developers are looking at projects from a transportation perspective.

Reach out to transportation planners and have them become part of process.
There is an issue with state investments being made in smaller municipalities that cannot handle resulting traffic. Municipalities often feel powerless to respond and feel that development is being conducted around them rather than with them.

Route 6 is undergoing a transformation from a quiet roadway to a more heavily travelled roadway - tourism, extraction industry, expanded garbage hauling. How can the different uses best coexist?

Different types of fueling and associated infrastructure should be supported. More charging stations for CNG and LNG are needed. Most of the regional charging stations are currently located along I-80 corridor.

There are limitations on public transportation in the region due to the region’s rural nature and an aging population. Important to move people where they need to go.

Individuals are driving further and further to get to work.

Need to address transportation for low income citizens who need to get to jobs. It is sometimes difficult to get to work without public transportation especially shift work.

Transportation for medical access is an issue. Some trips are more than 30 miles away.

There are no systematic sidewalk policies. Access to bus stops is not always pedestrian friendly and schedules often do not make sense or are not known.

Ambulance services have longer commute times. There are often staffing issues – not enough drivers. Current and future hospital mergers have increased the amount of time people travel for medical services.

FUNDING is an issue for all types of transportation modes.

The region needs to make certain that funding is focused and targeted. What are funding dollars being targeted for, what are the priorities, and is funding being diverted for other purposes? It would be helpful to not have emergencies drive funding decisions.

It is important to connect communities and consider population and the movement of people, goods and services when investments are made. It is not possible to support every project.

There has been an uptick in rail road industry activity. Reinstalling rail between DuBois and Curwensville is being pursued. A trail group would like to see the rail with a trail. The DuBois to Falls Creek rail connection is also needed.

Distribution of shale gas should be considered in the LRTP. How does product get to market? Where are distribution lines? There is the need to increase the demand from the local perspective. Pipeline and water access is needed as well as land close to population centers.

The region has been diversifying its economic base through tourism; however; tourists have difficulty finding places. There may be a need to look at signage. There was a tourism funding program for signage; however, funding is no longer available. The region has been pretty successful in drawing people to the area and tourism funding dollars have been helpful. Make sure that transportation oriented activities are part of projects. Tourism agencies often promote separately rather than together. DuBois Chamber is providing a letter of support to increase hotel tax to 5 percent in Clearfield County.
Transportation data generated should be accessible to all. Some data collected is proprietary. County Hazard Mitigation Plans could be a good source of data for the LRTP.

Need to address airport funding (Essential Air Service). Enplanements have dropped below 10,000 per year. What is the regional economic impact of losing airports, especially commercial service airports? Are there creative ways to address airport funding and increase ridership?

**Potential Strategies**

Increase coordination between transportation investments and new economic development opportunities.

Increase communications with local officials to improve transportation planning.

Work with PennDOT to improve consistency in bonding of local roads.

Identify ways to increase utilization of the region’s Foreign Trade Zone.

Target Investments that connect communities.
Focus Group Summary

A focus group meeting was held Monday, July 11, 2016 at North Central Pennsylvania Regional Planning & Development Commission offices to discuss workforce and transportation as part of the Long Range Transportation Plan (LRTP) update. The meeting started at 1:00 PM and ended at 2:00 PM. The following individuals participated.

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
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<tbody>
<tr>
<td>Linda Franco</td>
<td>NC Workforce Development Board</td>
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<tr>
<td>Susie Snelick</td>
<td>NC Workforce Development Board</td>
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<tr>
<td>Sherri Geary</td>
<td>McKean County EDC</td>
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<td>Chuck Abraham</td>
<td>Bradford Era</td>
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<td>Sara Furlong</td>
<td>American Refining Group Inc. (ARG)</td>
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<td>Devon Kloss</td>
<td>American Refining Group Inc. (ARG)</td>
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<td>Amy Kessler</td>
<td>NCPRPDC</td>
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The focus group began with introductions and review of a fact sheet discussing the purpose of the LRTP update and timeline. Attendees provided the following input on discussion questions (attached).

**Trends and Issues**

Access to transportation is one of the biggest barriers job seekers face; particularly entry level job seekers.

Not having transportation to and from work is a critical issue for both employers and job seekers. Some job seekers can’t afford insurance, car payments, or their license might be revoked.

American Refining Group Inc. (ARG) has difficulty recruiting highly skilled employees. Accessibility to the area is an issue. While the airport access has improved greatly, getting to and from the facility is difficult. There is lack of access from a major roadway. There are not enough candidates with skills sets required for positions beyond entry level. Chemists, scientists, and upper level positions are needed. The company recruits from all over the country. It is not always convenient or affordable to get to/from the region. Multiple stops are required. Important to also have access to rail and highway to move freight into and out of the region.

ATA buses do not run after 5:00 PM; yet businesses operate around the clock. ARG does not have a dedicated stop. There is a stop at Futures (Pitt Bradford).

Lack of public transportation impacts the ability of some employees to get to work. Example - an intern from Pitt Bradford could not keep an internship due to lack of transportation.

It is important for businesses and employees to know where buses stop and what the route frequencies are. There should be visible postings of routes and times.

Public transportation needs to be affordable.
Do public transportation operators need to increase communication and provide more education about the use of public transportation for work, route availability and costs?

ATA has transported school students in the past.

Issue in that the public wants public transportation to be a taxi service, but the public transportation system cannot afford to operate as a taxi service.

Employers don’t often feel it is their responsibility to get employees to work. It is not the employer’s responsibility to identify other employees to carpool with.

Programs are in place for the purchase of bicycles for eligible workers and there have been past programs to fund the purchase of cars for eligible workers.

Could a company like Uber or Lyft benefit the region? With more people retiring, maybe retirees could be encouraged to become drivers.

PA Commutes helps match employees with a ride. Maybe expand to North Central.

Building a Better Bradford is a planning document which discusses the need for a public transit hub. A specific location has not been identified.

Senior centers are important to maintain a one-stop for retirees.

In the future it is projected that people will stop buying vehicles and rent the type of vehicle they need. This type of program is in place in the Washington, D.C. area. In a rural region like North Central is there capacity and capital to look at this type of model?

Younger generations do not want to be weighed down by a home or vehicle. Are there opportunities in the region’s urban cores to entice folks to move to downtown and to concentrate developments?

Find some good examples of small communities that promote housing and mixed use development. The goal is to concentrate groups of people for housing which provides critical mass for public transportation. Bradford is a good example in the region. There has been an effort to promote infill development and adaptive reuse. This reduces Greenfield development and the need to increase public services. Examples: In Greensboro, South Carolina an area of the town is blocked off every Friday and Saturday in the summer. Activities and events are held which attract citizens to the community. Burlington, Vermont has blocked off an area from vehicular use; now only pedestrians can use the area which increases pedestrian access.

Attracting people to the region’s downtowns could help promote multi-generational development. People who are retiring could serve as mentors for younger citizens.

Trucking companies have a difficult time in finding and keeping truck drivers. There are often skill gaps and driving record issues.

ARG has a 320 car fleet with access from the Buffalo and Pittsburgh rail road. More rail cars will be going in and out in the future.

There is a need to increase rail access in the region yet funding does not always support freight rail investments like it does passenger rail. Transportation funding is in silos. While gas taxes help to fund...
roads and bridges; freight rail is viewed as private and public funding is not typically available. How can we find a multi-modal funding solution to help support rail transportation increase?

The region had passenger rail service in the past. Does the region need to look at passenger rail service in the future? If so, where does it make sense and where should we connect?

Need to address rail infrastructure on the Buffalo and Pittsburgh line spur to Brookville. Brookville Equipment makes and refurbishes diesel locomotive engines, street trolleys, and mining machinery. The rail line is posted at 15 MPH posting and falling apart. Brookville Equipment is the only customer on this spur.

**Potential Strategies**

Increase communication between public transit agencies and employers/employees.

Ensure public transportation is accessible, affordable, and frequent.

Identify alternate ways beyond public transportation to transport people to work (i.e. PA Commutes).

Encourage concentrated and mixed use development population centers.
Municipal Leaders Focus Group: July 12, 2016

Focus Group Summary

A focus group meeting was held Tuesday, July 12, 2016 at Lantz Corners Getaway in Kane to discuss municipal opportunities and issues associated with the region’s Long Range Transportation Plan (LRTP) update. The meeting started at 1:30 PM and ended at 2:30 PM. The following individuals participated.

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<thead>
<tr>
<th>Name</th>
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<tbody>
<tr>
<td>Tim Pearson</td>
<td>City of St. Marys</td>
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<td>Tim Brennan</td>
<td>City of St. Marys</td>
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<tr>
<td>Bob Veilleux</td>
<td>Port Allegany Borough</td>
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<tr>
<td>Chip Camilla</td>
<td>City of Bradford</td>
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<td>Teri Cannon</td>
<td>City of Bradford</td>
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<td>Dessa Chittester</td>
<td>ATA</td>
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<td>Tom Buck</td>
<td>NCPRPDC</td>
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<td>Tracey Vernon</td>
<td>Michael Baker International project team</td>
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The focus group began with introductions and review of a fact sheet discussing the purpose of the LRTP update and timeline. Attendees provided the following input on discussion questions (attached).

**Goals and Objectives**

Provide an adequate transportation system to support the growth of the region’s economy.

The transportation system needs to be multi-modal including road, air, rail, bicycle and pedestrian access, etc.

Develop a transportation system that addresses rural highways and helps Rt. 219.

**Trends and Issues**

The main way to travel from west bound I-80 to Rt. 219 is through St. Marys on Rt. 255. The average speed on Rt. 255 is 40 MPH. There needs to be a better way to get on Rt. 219 when truck traffic travels 255 through St. Marys. Configuration of downtown makes north-south travel difficult. Rt. 153 is tough to travel. The solution could be a climbing lane on Rt. 153 (Pennfield to Challenge) on the side of the hill.

There is no major 4 lane route travelling north-south route through the region. Route 219 is the major north-south route in the region. There are delays associated travelling Route 219 north-south.

It is hard to compete economically in the region. It would be helpful to make Rt. 219 4 lanes from I-80 to Buffalo.

The Rt. 219 plan is on the books but funding is lacking. New York is working on road improvements. There is not as much mileage in New York as there is in Pennsylvania. Increased traffic flow would make it easier for trucks to get to the area improving economic development. Widening Rt. 219 would also improve tourism.

There are traffic flow issues in heavily travelled areas in the region’s communities.
Regional infrastructure issues are associated with some roadways such as stormwater systems that can no longer adequately handle runoff, flooding, sewer issues, and water infrastructure issues. It is hard to make modifications to infrastructure due to lack of funding.

Port Allegany Borough is conducting sidewalk inspections. It is the property owner’s responsibility to make improvements and many property owners do not have funding.

ADA accessibility along sidewalks is an issue. This hinders bus stops as people are sometimes not able to get to bus stops.

Maybe there could be local funding set aside when projects are constructed. Piggy back on other PennDOT projects if projects and project phases were known in advance of passing a municipal budget.

PennDOT was completing a paving project in St. Marys. By time the City was notified there was not enough time to set aside funds for making sidewalk improvements while the paving project was being completed. PennDOT’s focus on new start construction projects would help address these types of issues. Identify issues up front. Look at projects as the TIP is developed and adopted. There is a renewed sense of focus on identifying issues and opportunities at the local level prior to the design phase of TIP projects. NC and the Districts are encouraged to work with local municipalities. Municipalities could look at Multimodal Project Management System Interactive Query (MPMS IQ) to find out about PennDOT projects. MPMS IQ is a mapping website that provides information on PennDOT highway and bridge projects. It includes data on project timelines, locations, and project costs. This information can be publicly accessed and increases awareness of PennDOT projects.

It would be helpful to coordinate municipal projects with PennDOT projects in the planning stages before budgets are set.

Truck routes or bypasses could be a solution as traffic would be diverted from towns. Removing truck traffic would be helpful. Truck traffic impacts the timing of lights and impacts public transportation. Maybe message boards or some type of intelligent transportation system solution could be helpful (‘expect delays’) or designated truck route signage. North Central could potentially assist municipalities in developing competitive Automated Red Light Enforcement Program grant applications to help implement solutions.

It is difficult for municipalities to put time and resources into developing a grant application and meeting project match requirements. It would be helpful to identify funding opportunities and technical assistance for municipalities. What opportunities are available? Help municipalities put funding applications together.

Municipalities need assistance with street signage (inventories, reflectivity). North Central has been working on a solution by using ESRI tools to map assets. Coudersport Borough and Port Allegany Borough are using these tools.

It might be helpful to look at webinars or alternate locations for LTAP training sessions. It would also be helpful for municipalities to contact North Central about training needs.

Traffic signals can be an issue. PennDOT has provided traffic signals that do not match other signal types (4 or 5 different controllers in St. Marys). Sometimes lights need to be serviced by contractors outside of
the region. Maybe municipalities should have the ability to choose signals or use alternate funding to pay for signals that would fit best.

**Potential Strategies**

Coordinate municipal projects with PennDOT projects while in the planning stage.

Identify and implement solutions to divert truck traffic from towns.

Identify funding opportunities and technical assistance for municipalities.
Tourism/Recreation Focus Group

Focus Group Summary

A focus group meeting was held Tuesday, July 12, 2016 at Lantz Corners Getaway in Kane to discuss tourism and recreation opportunities and issues associated with the region’s Long Range Transportation Plan (LRTP) update. The meeting started at 10:00 AM and ended at 11:30 AM. The following individuals participated.

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<thead>
<tr>
<th>Name</th>
<th>Organization</th>
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<tbody>
<tr>
<td>John Straitiff</td>
<td>PA Great Outdoor Visitor Bureau</td>
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<tr>
<td>Abbi Peters</td>
<td>PA Wilds Center</td>
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<tr>
<td>Don Cummins</td>
<td>Kinzua Valley Trail</td>
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<td>Linda Devlin</td>
<td>ANF Visitors Bureau</td>
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<td>Meredith Hill</td>
<td>PADCNR</td>
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<td>Holly Komonzci</td>
<td>Visit Clearfield County</td>
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<td>Tom Buck</td>
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<td>Janie French</td>
<td>PA Wilds, Headwaters Charitable Trust</td>
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<tr>
<td>Tom Kase</td>
<td>Kane Borough</td>
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<tr>
<td>Carolyn Stroup</td>
<td>Kinzua Valley Trail, Mt. Jewett to Kinzua Bridge Trail Club (MJ2KB)</td>
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<tr>
<td>Terri Dennison</td>
<td>PA Route 6 Tourist Association</td>
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<td>Chuck Abraham</td>
<td>Bradford Era</td>
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<td>Tim Garity</td>
<td>MJ2KB</td>
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The focus group began with introductions and review of a fact sheet discussing the purpose of the LRTP update and timeline. Before providing input on the discussion questions (attached) attendees asked about the accomplishments from 2012 Long Range Transportation Plan (LRTP). What has been the accomplished over the past 5 years? It was noted that the project team would assess accomplishments are part of the LRTP update. In addition it was suggested that the consultant team speak with school administrators about bus routes and walk to school programs.

Plans to review for the LRTP Update

State Outdoor Recreation Plan

ANF Transportation & Recreation Plan

Route 6 Management Action Plan

Lumber Heritage Plan

PennDOT Route 6 Statewide Bicycle Pedestrian Corridor Plan

Ohio/Pennsylvania Border Bicycle Route Y Plan

PennDOT 322 State Corridor Route V Plan

ARC Route 219 Plan
North Central Greenways Plan
Continental 1 planning documents
Kinzua Valley Trail 5 Year Plan (9 additional miles added by end of summer 2016)
West Branch Susquehanna Byway (not included in North Central Greenways Plan)
County Comprehensive Plans
Kinzua Bridge Scenic Byway Management Plan
DuBois Transportation Plan

Trends and Issues

Trail user groups are not notified about PennDOT road and bridge projects. When groups find out about projects, it is too late in the design process.

Because stakeholders do not know about projects, some bridges are not designed with access for pedestrians and bicycles. There is no staging for bridges. This results in closure of major transportation routes. This causes detours as much as 40 miles in length. The detours are not well marked.

Regional bridges are being replaced as part of PennDOT’s Rapid Bridge Replacement Program. It is too late to provide input into bridge design. Dialog about bicycle and pedestrian requirements should have taken place in the planning phase before the bridges went to design.

The Rapid Bridge Replacement Program is part of funding associated with PA Act 89 of 2013. Pennsylvania Rural Planning Organizations (RPOs) and Metropolitan Planning Organizations (MPOs) had no input on how bridge replacement projects were designed.

The situation is difficult because the region needs to live with bridges for many years; too costly to add bicycle and pedestrian access after a new bridge is constructed.

The Rapid Bridge Replacement Program does not allocate costs for run arounds. If contractors do not fully shut down a bridge but work on half a bridge and then work on the other half of the bridge, the timeframe to replace the bridge is doubled.

It would be helpful to provide input prior to design. The planning process should be revised to bring tourism officials in to comment on a project during the planning phase.

There are concerns with PennDOT spraying vegetation along Scenic Byways. SR 3011 to Kinzua Bridge was identified as a location.

It would be helpful to develop a Statewide Scenic Byway Management Plan to identify scenic byways and address vegetation (spraying and threatened/endangered species). The plan development is not a priority due to lack of funding.

It would be helpful to have PennDOT take a decision tree approach to review projects. Look at a road project. Does the road have a trail on it or access across it? If so, what bicycle and pedestrian improvements should be made as part of the road project? Use the same approach for bridge projects.
Citizens need to engage in the legislative process and communicate the importance of tourism and recreation projects to state legislative representatives.

Multimodal Project Management System Interactive Query (MPMS IQ) is a mapping website that provides information on PennDOT highway and bridge projects. It includes data on project timelines, locations, and project costs. This information can be publicly accessed and increases awareness of PennDOT projects.

Decisions are made at PennDOT Districts without local input. There is a missed opportunity to provide input on bicycle and pedestrian projects.

Local governments should consider bicycle and pedestrian access. It would be helpful to include bicycle and pedestrian information in local and county plans.

North Central is proactive when putting plans together and working with county planners.

It might be helpful for regional tourism and bike/ped advocates to meet with PennDOT district engineering staff through either a forum or other type of outreach effort to discuss and demonstrate the importance of tourism and recreation in the region.

PennDOT District 1-0 has hired a bicycle and pedestrian planner. All PennDOT districts should hire the same position.

At the state level there is renewed interest in agencies working together. When there is a trail project that is important, PennDOT coordinates with DCNR.

There are funding programs available that could help implement recreation and trail projects such as the PennDOT Transportation Assistance Program (TAP), PennDOT and DCED Multimodal Funding, and DCNR Community Conservation Partnerships Program (C2P2).

Does PennDOT consult existing plans (listed above) as part of the decision making process?

Municipalities, tourism bureaus, and trail representatives are not able to provide input. Once a project is past the design phase, there is no opportunity to provide input.

Manufacturing is not coming back to the region. The region needs to make up the dollars and tourism should be a priority.

The region has many types of tourism and recreation needs such as restrooms, parking, water bottle filling stations, bicycle racks and bicycle repair kits in downtowns, and making communities more bicycle and pedestrian friendly.

On October 21 there is a Trail Forum in Foxburg, Clarion County.

Do not groove roads (rumble strips in center and along the sides of roads). There is not enough room on roads for cars, bicycles, and motorcycles. Road grooving is not applicable to rural roads.

Some townships allow ATVs to travel on dirt on roads that cross over PennDOT highways. There needs to be discussion with PennDOT about ATVs crossing PennDOT roads or signage should be put in place. North Central has ATV funding available through DCNR to address known issues such as signage.
Wayfinding is required throughout the region. The region does a good job in attracting visitors, but once visitors arrive they are not certain where to go due to lack of signage. There has been an increase in international tourism. Interpretive signage or international symbols should be considered. It might be helpful to have transportation to help move tourists to/from tourist destinations.

Continental 1 should be considered (NY/PA border to I-80). New York is currently funding environmental studies along the corridor. It would be a long term economic project to turn Rt. 219 into a 4 lane road from the New York border to I-80. A legislative push would be required for the project. Pennsylvania could work with New York to bring large dollars to the region.

It is hard to get regional products to market because of the transportation infrastructure (interstate highway access).

The region should have a vision similar to the Great Allegheny Passage. The region should connect trails from the Kinzua Bridge to Pittsburgh.

North Central no longer has a TAP allocation; therefore, it needs to compete with other areas of the state for program dollars.

Municipalities lack the staff capacity to put grant applications together and are apprehensive to apply for grants. Grant applications require resource commitments to write an application, provide a match, and manage grant funding.

It might be helpful to have a circuit rider program in the region. There is no one person to coordinate and make connections.

The region should update the North Central Greenways Plan and bicycle and pedestrian plan and identify priorities. This would help DCNR and other state agencies with investment decision making.

It would be helpful to have better communication about regional plans and projects. A regional portal to access plans and documents would be useful.

The Knox Kane Trail is a bicycle/pedestrian trail in McKean, Elk, Forest, and Clarion counties that is a regional priority. Tom Kase provided mapping showing the trail’s location. Background of importance of corridor available in NC Greenways plan.

Railbanking can be used to preserve rail corridors for future rail use with corridors being used as trails in the interim.

Include colleges, universities, and local school districts as stakeholders in the LRTP update.

**Potential Performance Measures**

Number of bridges replaced and miles paved that include bicycle/pedestrian access.

Research technical memorandums or related documents pertaining to the Pennsylvania Byways program.

Designation of Route 6 as a scenic byway/ national bike trail.

The number of wayfinding signs installed in the region.
North Central RPO

How many trail connections have been made?

Percent of dollars from federal transportation funds spent on trails and trail signage. Are the dollars increasing?

**Potential Strategies**

Incorporate tourism and recreation input into PennDOT projects during project planning.

Develop a Statewide Scenic Byway Management Plan.

Incorporate bicycle and pedestrian planning into local and county plans.

Identify and implement regional tourism and recreation infrastructure needs.

Develop and implement a regional wayfinding program.

Update the North Central Greenways Plan and Bicycle and Pedestrian Plan and prioritize projects.

Develop a regional web portal to house local, county, and regional transportation related plans.

Consider railbanking to preserve rail corridors for future rail use.
Aging/Veterans Partners Focus Group: July 13, 2016

Focus Group Summary

A focus group meeting was held Wednesday, July 13, 2016 at the DuBois Senior & Community Center to discuss aging and veteran’s opportunities and issues associated with the region’s Long Range Transportation Plan (LRTP) update. The meeting started at 1:00 PM and ended at 2:00 PM. The following individuals participated:

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rikki Ross</td>
<td>CCAA, Inc.</td>
</tr>
<tr>
<td>Joan Bracco</td>
<td>CCAA, Inc.</td>
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<tr>
<td>Jeffery Pisarcik</td>
<td>Jefferson County Commissioner</td>
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<tr>
<td>Brad Lashinsky</td>
<td>Jefferson County Economic Development</td>
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<tr>
<td>Deborah Pontzer</td>
<td>Congressman Glenn Thompson’s Office</td>
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<tr>
<td>Mark Morelli</td>
<td>PA Link</td>
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<tr>
<td>Samantha Cossman</td>
<td>PA Link</td>
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<tr>
<td>Rich Bruno</td>
<td>Jefferson County Veterans Affairs</td>
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<tr>
<td>Mary Koch</td>
<td>ATA</td>
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<tr>
<td>Dick Castonguay</td>
<td>Retired</td>
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<tr>
<td>Amy Kessler</td>
<td>NCPRPDC</td>
</tr>
<tr>
<td>Tracey Vernon</td>
<td>Michael Baker International project team</td>
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</tbody>
</table>

The focus group began with introductions and review of a fact sheet discussing the purpose of the LRTP update and timeline. Attendees provided the following input on discussion questions (attached).

Trends and Issues

Elders and elder veterans face transportation issues particularly when getting to/from medical appointments. Veterans with 30 percent or greater disability have medical services paid for by the U.S. Department of Veterans Affairs (VA). While ATA public transportation is available, it is difficult when veterans who live in the North Central region need to travel to as many as three medical appointments per week. Medical appointments could be scheduled in DuBois, Altoona, Pittsburgh, Butler, Erie, etc.

It would be much easier for veterans and less expensive overall if veterans were permitted to use Medicaid services. This would reduce the amount of time they need to travel and reduce overall medical costs. The VA does not do a good job of coordinating medical services and when asked physician’s offices will not coordinate medical appointments for veterans easier. If veterans do not have transportation access to medical services they will go without.

Finding qualified drivers to drive disabled veterans is also difficult. Transporting patients should not be run using volunteers. It is difficult to find qualified drivers for vans. The area does not have access to a large amount of vans. Major VA centers have 15 or 20 vans.

The general public does not take advantage of bus routes even though fixed routes designed to hit all the major housing locations are in place. Declining ATA ridership could be caused by a population decrease. ATA schedules service for medical trips to Altoona one day a month. ATA runs from Clearfield to DuBois five times daily Monday through Friday. The cost to ride from Clearfield to DuBois is $2.25 one
way under 65. Citizens over age 65 ride free of charge. While ATA provides fixed route service, people want individual service (want a taxi). ATA provides call ahead service as long as advanced notice is given. The cost is $3.00.

Seniors do not plan ahead of time with CCAA, Inc. and want to call the day of a scheduled appointment to get a ride to a doctor’s office or other location. Not enough notice is provided in advance of doctor’s appointments. There is a list of transportation providers that can be used but it is difficult when not enough notice is provided by seniors. CCAA and ATA have spent a lot of time on outreach and education, but people still do not plan ahead of time. Many seniors are still driving and have not used public transportation previously so they may be weary of using. Some seniors park their vehicles in the winter and take the bus. CCAA has considered driving its own vans, but insurance costs would be too high. Once citizens have one bad experience with public transportation, through no fault of the transportation provider, they tend not to use again.

Citizens who don’t have transportation of their own or can’t for whatever reason take the bus, have to find a costly ride. Or they get a ride but arrive late and are labeled a no show and need to reschedule.

Maybe there are solutions like Uber or Liberty that could be used for alternate forms of transportation. Liberty provides alternate transportation options for citizens in rural areas: http://thisisliberty.com/.

Maybe it would be beneficial to coordinate transportation with the medical community rather than working with senior or veteran patients to coordinate transportation. Work with a pilot hospital or primary care physicians and discuss the need to coordinate medical appointments. Through a pilot project, work to make sure that the need for public transportation is included in a patient’s record. When patients contact physician’s offices make sure one of the first questions asked is ‘How are you getting to your appointment?’

Some veterans and seniors live far away from towns and are not connected to a community. They used to rely on their family for transportation and children and other relatives may have moved away leaving no one left to help out with transportation. Maybe the region can start looking at places to encourage infill development. This would make communities more walkable, provide better access for seniors and veterans, and develop a concentration of people to make public transportation feasible for more citizens.

To encourage alternate forms of transportation for seniors and veterans it would be useful to begin talking with legislators and agency representatives to discuss insurance rules and regulations.

The demise of grocery stores from communities leaves seniors and low income citizens without access to affordable food. It is often difficult to find transportation to grocery stores.

The perception, real or perceived, is that public transportation is for seniors and people with a disability. What can be done to encourage younger citizens to use public transportation? If younger citizens start using public transportation now, by the time they are seniors or they need to depend on public transportation, they are used to riding. What can DuFAST and ATA do now to encourage ridership by younger citizens?

Funding to develop new programs is always an issue. Consider submitting a grant application under the Veterans’ Trust Fund Grant (VTF Grant) Program, administered by the Pennsylvania Department of
Military and Veterans Affairs (DMVA): [http://www.dmva.pa.gov/veteransaffairs/Pages/Programs%20and%20Services/Veterans%20Trust%20Fund/Veterans-Trust-Fund-Grants.aspx](http://www.dmva.pa.gov/veteransaffairs/Pages/Programs%20and%20Services/Veterans%20Trust%20Fund/Veterans-Trust-Fund-Grants.aspx). The program is funded in part through Pennsylvania driver’s license renewals. A grant award could be used for the pilot with a local hospital.

Families in the area who are low income, especially single mother low income families, can’t afford to ride the bus and have no transportation access. It is important to address the transportation needs of these young families.

**Potential Strategies**

Develop a pilot program with a local hospital to coordinate patient transportation and to incorporate the need for public transportation into a patient’s record. Identify funding for the pilot. A Veterans’ Trust Fund Grant (VTF Grant) could be a potential funding source.

Identify communities that can begin to encourage infill development in order to help alleviate access issues, make communities more pedestrian friendly, and provide a critical mass for public transportation.

Develop a strategy to address policy and legislation that impacts insurance liability.

Work with younger citizens to change the perception of public transportation and increase ridership.

Partner with organizations to deploy alternate forms of transportation in the region such as Liberty or Uber.

Address the transportation needs of the region’s low income families.
Municipal Leaders Focus Group: July 13, 2016

Focus Group Summary

A focus group meeting was held Wednesday, July 13, 2016 at the DuBois Senior & Community Center to discuss municipal opportunities and issues associated with the region’s Long Range Transportation Plan (LRTP) update. The meeting started at 10:00 AM and ended at 11:00 AM. The following individuals participated.

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<thead>
<tr>
<th>Name</th>
<th>Organization</th>
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<tbody>
<tr>
<td>Mary Koch</td>
<td>ATA</td>
</tr>
<tr>
<td>Mary Polaski</td>
<td>Johnsonburg Borough</td>
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<td>Chirs Nasuti</td>
<td>City of DuBois</td>
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<td>Herm Suplizio</td>
<td>City of DuBois</td>
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<td>Michael Baker International project team</td>
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The focus group began with introductions and review of a fact sheet discussing the purpose of the LRTP update and timeline. Attendees provided the following input on discussion questions (attached).

Trends and Issues

A Continental 1 representative discussed a Rt. 219 bypass through the City of DuBois with City officials. It is uncertain if it would be helpful to have Rt. 219 bypass around the City or if it would deter travelers from stopping. The negative impact of a bypass is that travelers might not stop in DuBois and patronize local businesses.

Johnsonburg had no major issues with the bypass. It does help to keep traffic and semis off the roads. However, local businesses have stated that some people that used to stop on their way through the area no longer stop.

It would be helpful to improve traffic flow and reduce congestion along Rt. 255 and Rt. 219 in DuBois. Increasing Beaver Drive to 4 lanes would be good. School bus traffic adds to the traffic congestion all along Beaver Drive.

Improving access to DuBois area industrial parks is a need. Improve the industrial park access road near Exit 101 to make it easier for trucks to deliver to WalMart.

Look at improvements to SR 255 and Platt Road to help alleviate truck traffic and expand business development opportunities.

Gannett Fleming conducted a study a few years ago for DuBois to assess transportation issues and recommended evaluating the impact of increasing the capacity of Beaver Drive and a connection from Maple Avenue to Beaver Drive. The City will provide a copy of the study for review.
Rebuilding rail between DuBois and Curwensville would help alleviate truck congestion and provide rail freight access to other Class 1 rail roads and improve costs to ship by rail. Freight is expected to triple nationally and rail needs to take over some of the freight from trucks. Rail needs to take over more of the freight.

A question was asked on how North Central handles the large amount of funding requests it receives for projects such as Continental 1. North Central has a current regional allocation of $45 million per year. As a perspective, the current cost to construct one mile of new 4 lane highway is approximately $50 million per mile. It is approximately 75 miles from DuBois to Bradford (roughly $3.7 billion in today’s dollars).

Improving access to DuBois area industrial parks and through other targeted investment is beneficial to DuBois and the region.

Transportation projects that should be considered include: diverting traffic between I-80 and DuBois, relieving congestion from Beaver Drive to Maple Avenue, relieving congestion on 255, and relieving congestion at Oklahoma Salem Road and Maple Avenue.

I-80 is impacted by detours from accidents. Is there any sense of building Rt. 219 4 lanes to Brockway and then a bypass around Brockway? What are the positive/negative impacts?

PennDOT needs to look at bicycle and pedestrian access along bridges. Is there a way to require that PennDOT work with a local planner to address bicycle and pedestrian access in transportation projects? PennDOT’s current Secretary has requested that all projects consider multi-modal community input. This should help address communication issues. In addition, the TIP is always made available for public comment. All projects North Central is proposing are available online for public review and comment.

It would be helpful to review and update the functional classification of roads across the region.

There are problems with pedestrian access along 255 and Beaver Drive. The City has submitted grant applications to install sidewalks and bus pull offs along Beaver Drive. There are no sidewalk issues in Johnsonburg.

What about pedestrian access to transit stops? Can people get to public transportation easily? There are areas where people in wheel chairs or scooters cannot access public transportation due to lack of sidewalks or sidewalks not in good repair. The Fullington Terminal in Sandy Township does not currently have sidewalks.

New development under review in the City of DuBois now goes to DuFAST for public transportation review.

There are problems with fixed route buses accessing senior housing on Leonard Street in Clearfield. Seniors call ahead for door service.

Is there a need to put housing and development in more concentrated areas? Particularly to help citizens access health centers and doctors. Transit oriented development might be helpful to improve transportation for seniors and disabled citizens.

It is important to consider all modes of transportation when planning new projects.
DuBois is in the process of making trail connections. Downtown will be connected to the City Park and has already been connected under Rt. 219 to Showers Field to Beaver Drive out to the mall. It was suggested to also look at connecting the Park to Wolf Run Trail South of Brockway.

Many municipalities lack capacity to write grants. There is no way to complete with other municipalities that have full time staff. It would be helpful to have the expertise to tap into funding.

Commonwealth funding is in agency silos which is a barrier. Small communities often prepare grants which are dependent on engineering studies. If a municipalities can’t move quickly enough, the funding window passes.

**Plans to review for the LRTP Update**

**PA Wilds Design Guide**

**DuBois- Sandy Township Transportation Mobility Evaluation conducted by Gannett Fleming (assessing increase in capacity of Beaver Drive and connection from Maple Avenue to Beaver Drive)**

**NW Clearfield County Study**

Noise study. (Noise from truck traffic is becoming an issue. Johnsonburg has a Jake brake ordinance. Should the region look at ways other communities are dealing with the issue?)

**CNG Facility Study**

**Rail Issues Analysis**

**Potential Strategies**

Improve access to DuBois area industrial parks.

Relieve congestion from local roads through targeted transportation investment at the following areas: between I- 80 and DuBois, from Beaver Drive to Maple Avenue, along Oklahoma Salem Road to Maple Avenue, and new connector road from Exit 101 to Walmart area.

Consider all modes of transportation when planning projects.
PennDOT District 2-0 Focus Group: July 19, 2016

Focus Group Summary

A focus group meeting was held Tuesday, July 19, 2016 at the District 2-0 Conference Room to discuss transportation issues and concerns as part of the update of the region’s Long Range Transportation Plan (LRTP). The meeting started at 8:30 AM and ended at 10:00 AM. The following individuals participated.

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
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<tbody>
<tr>
<td>Karen Michaels</td>
<td>PennDOT District 2-0</td>
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<tr>
<td>Vickie Rusnak</td>
<td>PennDOT District 2-0</td>
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<tr>
<td>Steve Fantechi</td>
<td>PennDOT District 2-0</td>
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<tr>
<td>Randy Albert</td>
<td>PennDOT District 2-0</td>
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<tr>
<td>Dave Mader</td>
<td>PennDOT District 2-0</td>
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<tr>
<td>Eric Brown</td>
<td>PennDOT District 2-0</td>
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<tr>
<td>Amy Kessler</td>
<td>North Central PA Commission</td>
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<tr>
<td>Brian Funkhouser</td>
<td>Michael Baker</td>
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- There is difficulty at times in planning for the region’s long-term transportation needs with funding availability that sometimes comes and goes in between plan update cycles.
- With ephemeral funding streams and developments (Marcellus shale, etc.), it’s difficult to grasp a realistic picture of where we may be as a region looking 12 years out. For example, the District has received $40 million over the last three years in Posted and Bonded Road money. With that, it has addressed over 75 miles of roadway. It has been a beneficial funding source, but it could dry up at any time.
- Other special funding streams such as the new Multimodal Transportation Fund, ARLE, and Green Light-Go also represent other special monies that have influenced our program, as has the recent increases in liquid fuels money.
- How can the LRTP be helpful with so many unknowns? How can we make it more flexible?
- Some SD bridges with low ADT may remain as is, unless they pose as a barrier to commerce.
- Tourism interests are looking for more sidewalks as bridges are being rehabbed or replaced. Sidewalk maintenance, particularly in the wintertime, is a municipal responsibility, not PennDOT’s. PennDOT can maintain shoulders as opposed to sidewalks.
- Having a bicycle route along US 6, we should at a minimum have 6-foot shoulders, but a sidewalk is not needed on every structure.
- Rumble strips – not always desired (by bicyclists and motorcyclists), but they are effective, and possibly the most economical safety counter-measure PennDOT uses.
- There was a statewide bridge redundancy study done several years ago, but very few bridges were identified. The challenge here is that federal money is distributed in part based on the number of bridges a region has. Removing bridges would reduce our funding stream and could affect our financial ability to maintain the existing inventory. Turning roads back to municipalities has the same effect.
Tourism interests want North Central to update its regional greenways plan and bicycle/pedestrian plan to help DCNR and other state agencies with investment decisions.

The region has issues with composite pavements...old concrete where we put between 3-8 inches of blacktop over it. There are many applications of a “fix” or a band-aid over a concrete road (PA 255 between Penfield and DuBois/Sabula is a perfect example). Recent cores that were taken reveal we have 8-9 inches of blacktop on top of 7-9 inches of concrete. The roadway needs drainage addressed, with base drains and culverts.

Raising PA 255 to meet Platt Road because of the industrial park. The entire roadway needs to be rebuilt.

Tourism-related economic activity supported 478,000 jobs in Pennsylvania in 2013. PA ranks last in the nation in state tourism funding relative to industry size, according to an independent study. Kinzua Visitor’s Center has over 300,000 visitors a year. Travelers to PA spent more than 1.7 billion in the 12-county PAWilds region (an increase of $500 million since 2005) generating $4.3 billion in state and local taxes.

Rural areas such as ours are further away from seeing implementation of autonomous vehicles...perhaps 20 years.

Not aware of any initiative to convert PennDOT fleets to CNG.

We need to get to a lot of our downtowns, as many of them are failing with things like curbing, sidewalk, and drainage and general pavement conditions. Work in Kane is starting up, and Coudersport is ongoing. We are still trying to do something with Market Street in Clearfield.

The Diamond in St. Marys needs to be reconstructed. The area suffers from both congestion and poor pavement condition.

Education is needed as to who is responsible for what assets between PennDOT and the municipalities. For example, with stormwater in the boroughs and First Class Townships, PennDOT is responsible for grates, but the rest is the municipality’s purview.

Planning and Engineering 360 will take LPN to the next level by addressing project needs holistically. The secretary has made it a key talking point at the Districts and MPO/RPO level to ensure we’re evaluating and addressing all modes in our designs.

The District committed to 126 bridges but is trying to maintain a healthy balance in investments between bridges and roadways.

As part of project field views, county planners need to be challenged to consider how well proposed designs are consistent with tourism issues and the PAWilds design guide.

Public does not have a good understanding of the limited resources that are available for transportation.

NCPRPDC is registered with the e-permitting system online and receives every HOP that comes through. Training is needed on the different revisions that have been made to the HOP process. NCPRPDC is currently not involved in TIS reviews. Municipalities do not want to communicate with the RPO until after the fact, as needs arise.

For operations, critical corridors will eventually be tied in to our TMC. There is support for PennDOT assuming control of all traffic signals, beginning with critical corridors first (>10,000 ADT). Money to maintain them could come out of the District’s maintenance budget and the
District would need to have the equipment in place (bucket trucks, etc.) to be able to properly maintain them.

- Existing communications between District 2-0 and NCPRPDC are good, although sometimes communication from Central Office to the regions and districts is not uniform.
- Detour maps/designated detour routes are updated annually and are available.
- The District puts in for Interstate Maintenance projects. May need to go to PMC to offer TIP money to go toward maintenance but would not be equitable if other partners are having their interstates funded 100% through the IM Program. The 24 miles on Interstate 80 between Clearfield and DuBois should be micro-surfaced. This could be done for $2.5 million.

Opportunities

- The region’s functional classification needs to be updated, as it has not been done since 1992.
- Get District staff trained in the use of Endeca to do queries of North Central’s assets.
- HOP - Training is needed on the different revisions that have been made to the HOP process.
- May need to discuss/explore Interstate Maintenance cost-sharing with the Financial Guidance work group. The IM Program is failing; Karen could also take this up with the other DEs. North Central region could be adversely affected by improvement needs on the I-95 corridor.
- TIS Scoping – Involve NCPRPDC staff in field views and reviews to at least “ask the questions” regarding multimodal accessibility.
Focus Group Summary

A focus group meeting was held Tuesday, July 19, 2016 at the District 10-0 Conference Room to discuss transportation issues and concerns as part of the update of the region’s Long Range Transportation Plan (LRTP). The meeting started at 1:00 PM and ended at 2:25 PM. The following individuals participated.

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
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</thead>
<tbody>
<tr>
<td>Jim Anders</td>
<td>PennDOT District 10-0</td>
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<tr>
<td>Tim Jablonsky</td>
<td>PennDOT District 10-0</td>
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<td>Joe Dubovi</td>
<td>PennDOT District 10-0</td>
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<td>Dave Cook</td>
<td>PennDOT District 10-0</td>
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<td>Courtney</td>
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<td>Amy Kessler</td>
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</table>

- Maintenance and preservation needs are great. In Jefferson County, there’s not much money to do much else.
- Our primary roadways are good, but secondaries need work, with worsening IRI’s.
- Maintenance allocations are down, and the District has been forced to draw from its TIP allocation.
- District has looked at Functional Classification in Jefferson and Clarion Counties.
- WE have few NHS routes. PA 36 is a possibility to add, although its geometry is suspect. US 322 is not NHS throughout Jefferson County.
- The original Functional Classification system may not have been developed accurately.
- Detours during incidents on I-80 affect our communities greatly: Brookville, Reynoldsville. A multi-District study may be needed to identify possible improvements, whether it’s different detour routes or VMS. A study could be done in coordination with District 1-0 for Clarion County, or District 2-0 and Clearfield County.
- Eliminating redundant bridges would affect the region’s state allocation of transportation funding.
- There are no state-owned CLOSED bridges in Jefferson County.
- Safety study may need to be updated, with projects re-prioritized.
- A signal redundancy study may also be needed. (The District recently took signals out of Knox and Rimersburg.) These assets could be performing better.
- There are no non-Interstate corridors in Jefferson County > 10,000 AADT.
- I-80 is due for total reconstruction between Clarion County and Reynoldsville. It was due back in 2012-13.
- Other districts are supplementing the IM Program for PM-type work.
- NCPRPDC has been “held harmless” this TIP cycle.
- I-95 and I-78 are in poor condition, and have been siphoning money away from the region.
• $6M barely gets us a PM, which doesn’t fix the problem.
• Should we pursue FASTLANE grants to rebuild I-80 and then supplement with TIP dollars? We have reconstructed I-80 in the past through national grants.
• The two Northfork bridges in Brookville on I-80 are massive structures. Lanes are narrow and the bridge itself is exhibiting fatigue issues, with not much service life remaining. The District is thinking of approaching PMC regarding these high-level bridges.
• Pavements are a concern across I-80 in Jefferson County.
• The District knows little about Indecca from asset management.
• Fifteen of 44 local bridges in Jefferson County are SD (34%).
• District typically does one Local SD bridge in each county at a typical cost of $1.5M.
• There are 38 (including 5 in Jefferson County) P3 bridges across District 10-0.
• There are lengthy detours on P3 bridge projects.
• There is continued discussion with converting fleet equipment to CNG. There is a P3 for transit, but we haven’t seen one for equipment.
• No complaints vis a vis communication between NCPRPDC and District 10-0.
• The LPN process is an excellent concept, but little time and staff to administer it.
• HOP Process: municipalities chase the tax revenue, but may not consider the land use and other transportation concerns associated with new development.
• We need to look at corridors that have access management potential for study. Things to be considered include access roads, set-backs, etc. Some municipalities are reluctant to take a hard stand on this.
• There is some development potential on certain corridors.
• Jefferson County will be re-bidding an update to its comprehensive plan.
• The intersection of US 219 and PA 28 in Brockway involves freight, tourism, pedestrians.
• Our access roads to state parks are important and we want to try and “keep them together”.
• Detours off of I-80 add pressure to US 322 and PA 28 north through Brockway and over the mountain down PA 255.
• There is a commitment to fund at least one TAP project in each region. (Red Bank Valley Trail was the last one.)
• Re-align Larkeytown Road with ARC’s Local Access Road funds.
• District 10-0 let its first roundabout (in Clinton Township), but it hasn’t had too many intersection projects, overall.