A meeting of the Rural Transportation Planning Committee was held at 10:30 AM on Tuesday, February 12, 2019, at the North Central Pennsylvania Regional Planning and Development Commission in Ridgway, PA. Chair Jeremy Morey opened the meeting with introductions of the following attendees via conference call and those that are at the office in Ridgway.

**Voting Committee Members & Alternates**
- Rick Viglione, PA Downtown Center
- Fritz Lecker, Representative Gabler’s Office
- Jill Grosch, Representative Causer’s Office
- Sara Andrews, OECD
- Jodi Brennan, Clearfield County Planning
- Cliff Clark, Cameron County IDA
- Dave Cook, PennDOT District 10-0
- Coletta Corioso, ATA
- Terri Dennison, PA Route 6
- Jodi Foster, Elk County Planning
- Frank Hampton, PennDOT Central Office
- Will Hunt, Potter County Planning
- Kristie Marston, ATA
- Jeremy Morey, McKean County Planning
- Tim Potts, RJ Corman
- Vickie Rusnak, PennDOT District 2-0
- Tom Zurat, PennDOT District 2-0

**ex Officio Members /Guests**
- Julie Slomski, Governor’s NW Regional Office
- Brian Funkhouser, Michael Baker International
- Jamie Lemon, Michael Baker International
- Harold Swan – PennDOT District 10-0

**Via Conference Call**
- Jodi Foster, Elk County Planning
- Frank Hampton, PennDOT Central Office
- Will Hunt, Potter County Planning
- Kristie Marston, ATA
- Jeremy Morey, McKean County Planning
- Tim Potts, RJ Corman
- Vickie Rusnak, PennDOT District 2-0
- Tom Zurat, PennDOT District 2-0

**North Central Staff**
- Amy Kessler
- Mary Lou Jessop

**Approval of Minutes**
Chair Morey asked for approval of the December 11, 2018, Rural Transportation Planning Committee meeting minutes. With no corrections or additions, Will Hunt moved to approve the December 11, 2018, meeting minutes as presented, seconded by Coletta Corioso. Motion unanimously passed.

**FY 2019 TIP Administrative Actions & Amendments**

There were no Amendments to be approved.

### District 2-0

For District 2-0 Vickie reported there are various movements on the Administrative Actions to keep projects moving along.

Regarding #1 – 6 Poor Bridge – different flavors of money from previous years and old projects finally closed out; #16, 17, 18, 19, 20 – these projects are addressing the high bids; #25 – adjustment due to high bid; #27 – FLAP money; #28 – added funds; #3 and 37 - Spring Creek and Ridgway Township applied for Multi-modal funds and received $1,212,341 and with the two townships combined matched with $619,575; #29 and 30 – Put $3 million per year for paving. For the first $3 million it was put on 2-19-ST5 and there are several routes. They drew down from 2020. They are doing Ridderville to Kinzua Creek, then Kinzua Creek to SR 59; 346 from Warren County to Willow Creek and Foster Brook to near the BJ Road, west of Hill Road to Jackson Road, Jackson Lane to 646, 646 to Duke Center. Amy will send out a list of all the roads impacted. #32 - #33 – Swap out State Highway 581 funds in exchange for State Bridge 185; #41 – high bid; #43 – PE new Start on SR 120 – not sure which section they are going to work on Sinnemahoning to Driftwood Borough; #45 – Drifting Highway Slide – start of PE and received approval from PMC for $3.1 million in emergency funds for this project; #46 and #47 – Elk County Line to Halsey Resurfacing; #52 – 55 Resurfacing from Route 6 to 646, was a DOI project; #58 – 61 – says PA 646 but should be PA 446, had to create a new MPMS number because they are not doing the entire route, only a piece of it and link DOI as a partial; #63 – SR 2039 - Maintenance is replacing with a pipe, no TIP funds had to be used; #62 - using those funds for Box Culvert on SR 2051.

### District 10-0

Regarding the Administrative Actions for District 10-0 Dave noted that #5 – Thompson Run Bridge – adding Right-of-Way phase for $75,000; #7 and 8 – Simpson Run Bridge – advancing the Final Design and Right-of-Way phases from 2021 to FFY 2019; #11 – Beech Hollow Bridge – former Department Force Bridge project, now adding Right-of-Way phase.

### Public Transit Actions

Coletta stated that the projects listed on the 2019 TIP are projects that have been approved by ATA’s Board for submission to PennDOT and are in the Capital Grant. PennDOT asked ATA to remove two canopies as they don’t believe they are a good state of repair project and won’t have any funding for it. ATA will pursue other funding. PennDOT also asked ATA to remove a renovation project for
Bradford because they didn’t reasonably have the money to commit to that in their planning process. Regarding the Bradford Terminal, ATA received notice from Senator Casey’s Office that there was an award to ATA of $2,639,499; and ATA had also received two Multi-modal fund awards totaling $585,520. The total project was $4.4 million and the balance of that project PennDOT wanted ATA to show that all as local money. ATA doesn’t have $1.1 million for local match to this project.

For FY 2019 the total projects ATA submitted to PennDOT for approval in the Capital Projects List is $16,927,448. In the Capital Planning tool ATA is also able to identify future projects which are listed in 2020, 2021 and 2022. They are state of good repair projects, replacement projects on assets ATA has, primarily buses. They also have funds budgeted for replacing radios and towers.

Another project is the Gillig Major repair project. That relates to a prior Gillig repair project ATA had. PennDOT had funded in 15-16 some money and 17-18 some money. ATA requested additional funds for the project. PennDOT would not commit to it because ATA is also considering a three-peat project for CNG stations throughout the region so there would be one in Johnsonburg, Bradford and DuBois. ATA is not in favor of the project because they don’t think it is cost effective. It is a project that has been driven by Harrisburg. As a result PennDOT would not commit to additional repair money for the Gillig project in favor of replacing those vehicles with CNG equipment.

ATA had the first CNG public fleet and they operated the CNG stations and those vehicles for a number of years and while those vehicles run clean and there is a lot of good things about CNG, in our region the gas is so poor it created a lot of operational problems and cost issues that ATA ended up more or less decommissioning CNG stations.

Amy asked because these locations are one in the north, one in the middle and one in the south, when you ran it before how often did your vehicles get too far away and run out of fuel?

This is one of the reasons why CNG was not so favorable for ATA because the amount of vehicles they have that come back into a base are limited and that base would be Johnsonburg, Bradford and DuBois. There is a limitation and they also have vehicles stationed in communities outside of the three locations. Because you have those stations you are required to have those vehicles rather close so that they always have a potential to be fueled so they don’t run out of fuel. That means operating a CNG fleet in around Johnsonburg/Ridgway/St. Marys; a fleet in the Bradford proper area and the DuBois proper area. Everywhere else it would not be practical to have CNG vehicles.

Chair Morey called for a motion to accept the TIP Administrative Actions as presented. **Jodi Brennan made the motion to accept the TIP Administrative Actions as presented, seconded by Frank Hampton. Motion unanimously passed.**

**Functional Classification Status Update and Approval**

Jamie Lemon of Michael Baker International gave an overview of the Project. In June 2018 North Central initiated a comprehensive update to its Functional Classification. This hadn’t been updated since the early 1990s and one recommendation from the most recently adopted Long Range
Transportation Plan was to review and update the Classification based on any major changes that have affected the function of roadways over the past 25 years. The reasons for a Functional Classification could include a major land use change or a road was widened and traffic increased significantly.

Michael Baker spent the past few months analyzing traffic data and other GIS data and worked with the County Planners and PennDOT to review their initial findings and make sure the list of changed proposed made sense especially for roadways where a classification change would affect Federal Aid status or National Highway Systems status. They are at the end of the process and this presentation will review the Methodology behind the Functional Classification update and also present a few of the major roadway classification changes.

The Classification update was organized around a six-step process. They reviewed guidance set forth by the Federal Highway and PennDOT. This guidance outlined certain considerations for the update, i.e. what data elements should be included such as traffic and major trip indicators. It also mentioned the federal requirement of having a closed loop system of principal arterials, meaning in their review Michael Baker had to look at the existing principal arterial system and determine what changes might need to be made. With this background information they moved forward with a flag analysis which was for traffic volumes by Functional Classification-type. They used the AADT ranges that the Federal Highway Guidance Manual identified to flag roadways whose traffic volumes were greater than that range based on the classification type. After the flag analysis the complied an initial list of classification changes and presented the findings to the County Planners and the PennDOT districts. The flag analysis was very data driven and Michael Baker wanted to have a more qualitative side to it and tap into their local knowledge on whether everything was accurate. After receiving concurrence from the county planners, a revised list of changes was submitted to PennDOT’s Bureau of Planning and Research. BPR provided many comments; some were related to the classification change and some were procedural. Michael Baker staff met with BPR, North Central RPO staff and Federal Highways last week to make sense of all their comments and to also make sure everyone was on the same page prior to submitting the formal change request. They also wanted to get clarification on adding a road to the National Highway System. The final step is to submit a formal change request and that is where they are today.

Regarding final recommendations, Jamie stated their final submission includes 37 classifications change requests. Twenty-four of them are upgrades for a total of 104 miles of classification upgrades. Six of the corridors that are proposed as upgrades are to major collector, meaning they will become part of the Federal Aid System. The list also includes five new roadways totaling just over 47 miles that are being recommended as new Principal arterials.

The majority of new Principal arterial mileage came from the addition of SR 153 and SR 36; 153 from 219 to I-80. It was determined that the traffic volume on 153 nearly doubled over a 16-year period from 2002 to 2018. SR 36 had a similar outcome and both those corridors connect from Principal arterial to Principal arterial and that ensures the closed loop of those high order roadways.

There were a few shorter Principal arterial additions. For example there was a stub connection on US 322 outside of Clearfield and the recommendation is that we extend that Principal arterial
classification to the I-80 Interchange. For the PA 255 corridor in DuBois they also recommended a small classification change from US 219 to I-80 because that road carries very high ADT and it connects truck and vehicular traffic to I-80. The most dramatic classification upgrade being proposed is for Osterhout Street in Ridgway. That small section of road was constructed in 2012 and it is primarily used as a north bound truck bypass. That road is currently classified as a local road but due to the design changes, it makes more sense for it to be a Principal arterial.

In additional Functional Classification changes, this update process also included a review of the current National Highway System. North Central is proposing three changes to the National Highway System within its region. The most significant change is the addition of SR 153 from I-80 to US 219. In addition to upgrading the classification of SR 153, right now it’s a Major Collector and a Minor arterial, we are proposing it be a Principal arterial. The RPO is also looking to add it to the NHS due to its national context. By adding it to the NHS that will open up the road to a new source of funding in the NHPP.

There was also agreement in adding a small segment of Osterhout Street in Ridgway to the NHS; and in Michael Baker’s discussion with BPR, it was determined that it made sense to remove a small piece of the NHS from US 322, removing the designation through Clearfield out to SR 879.

Jamie said they are at the end of this Functional Classification Update process and now that they are on the other side of their meeting with the Bureau of Planning and Research and Federal Highway, Amy and her staff will be preparing a formal change submission package. This package includes a transmittal letter from the RPO and concurrence letters from both District 2-0 and 10-0. The submission also includes poster-size maps of the proposed classification changes by county. Those are all to be signed by the Planning Commission’s Executive Director. Michael Baker will also be including a detailed spreadsheet of all the Functional Classification and NHS changes by segment and this has to be submitted so PennDOT and Federal Highway know the exact lengths of the proposed changes and it helps PennDOT as they update their RMS Admin data over the next few months. This will ensure the new classification scheme is quickly reflected in their GIS systems.

Outside of the formal submission package, Brian Funkhouser and Jamie Lemon of Michael Baker will be providing North Central with a final technical memo and that provides all the documentation behind this update process. They have also created an interactive story map that has all 37 classification changes, their location and their justification. They created the story map to help BPR and Federal Highway in their review.

Once the formal change submission package is provided to BPR, they will complete a final review and submit it to the Federal Highway Pennsylvania Division Office. Jamie said they have been told by Federal Highway that BPR does a very thorough review and in general whatever they approve is also ultimately approved by the Division Office. Hopefully that will be a relatively quick turnaround. As far as the NHS changes, they go beyond the Federal Highway Pennsylvania Division Office and will be submitted to Federal Highway Headquarters in DC for another round of review and approval. These are the final next steps for this work order.
Just for clarification Amy said they have the maps printed, have the letter from District 2-0 and District 10-0 will have their letter to Amy next week so she hopes to submit the full package before the end of February. Hopefully we can find something out before our April RPO meeting on all the changes from Central Office, less the NHS which will probably take a little longer into the fall.

Jeremy thanked Jamie and Brian and everyone at Michael Baker for all their help on this project.

Chair Morey called for a motion to approve the Functional Classification change submissions. **Jodi Foster moved to approve the Functional Classification change submissions, seconded by Will Hunt. Motion unanimously passed.**

### 2018 Annual Obligated Project Report

Amy stated that one of the things that was a finding of the statewide Transportation Improvement Program was the need for all the MPOs and RPOs to put together an end of year project listing report of all the projects that received federal funds that were obligated. We are still working on this trying to make sense. We have narrowed down the Highway and Bridge and are still working our way through some of the transit. Amy sent a draft down to Frank and this will be something Amy will send out in early March to get comments and then get it approved at the April RPO meeting.

### Proposed Restore Pennsylvania Initiative

Amy introduced Julie Slomski, Director of the Governor’s Northwest Regional Office in Erie, who gave a brief overview of Governor Wolf’s proposed Restore Pennsylvania Initiative.

The Initiative is to fund high-impact community and environmental infrastructure projects funded by monetizing a common sense severance tax on natural gas production. The goal is to invest $4.5 billion over the next four years in significant high-impact projects throughout Pennsylvania and in rural Pennsylvania. They want to hear from the public as to what they see as the high priority projects. They do know high speed Internet access is important, Broadband, flood control, storm water infrastructure, etc. Julie wants to hear more about the Transportation Capital projects that we feel are best for our region, i.e. local road upgrades, focus on back roads in Pennsylvania to resurface and repair. This will help create a special funding tool which will help with the supporting the development where PIAF funding is not available.

If there are any high impact projects you are thinking of that might fall into this, please let Julie know at [jslomski@pa.gov](mailto:jslomski@pa.gov). She also noted that Tina Mengine is going to be at the CEDS meeting in March to talk about this as well. Julie repeated again that they want to hear from you, all the counties in our region as to whatever your concerns are and where do you think this Initiative will have the greatest impact to help. She also stated that there is a long road ahead in the battle for the common sense severance tax but the Governor truly believes this is the best use of the $4.5 billion to help in getting projects done that will help the people of Pennsylvania.

From the RPO’s perspective Amy said that one of the things that due to Federal rules and State rules, our 219, Route 6 are pretty decent condition-wise but she thinks what we see collectively is our four-
digit SRs across the region are really falling further apart because we can’t get to them quickly enough. That may be the back road conversations of things. The only thing Amy would caution on would be focusing on is if you are going to fund projects through different agencies that are going to be road and bridge projects, that there is some type of requirement that if it is a bridge project, that there is an adequacy review that has to be done. If it’s a road and bridge that the county planning and RPO should have an opportunity to review so the RPO is not funding something that someone else has coming. Things need to be coordinated and there needs to be better communication that takes place; and the review at the county or local level needs to happen for all the applications or projects that may come in. It would be wonderful if the money was provided to the regions and allow them to allocate based on the transportation planning process and where the RPO committee felt the needs were locally.

219 Update

There was no update.

Committee Vacancies

There is still a vacancy for the Housing and Redevelopment position on the Committee. At the December meeting Bob Mecca said he would reach out to Amy Auman to see if she would be interested; however Bob has not gotten back to Amy (Kessler) as of yet. Jodi Foster said she will reach out to Amy Auman to see if she would be interested and will let Amy (Kessler) know.

Other Open Discussions/Updates

Multi-County Comprehensive Plan (Cameron, McKean and Potter Counties)

Jeremy stated the open house and steering committee had to be cancelled in January due to the weather. They have been in talks to figure out the next steering committee and open house to keep moving forward.

They have narrowed it down to Friday, March 1, for the steering committee, and it will done through a webinar type setup so people don’t have to worry about the weather.

The survey round has been completed and they received over 2,300 surveys across the tri-county area. They received positive feedback which was pretty consistent throughout the region as many of the same issues are plaguing the three counties.

Another conference call is planned on Tuesday, February 19, to make sure everything is moving smoothly and that the counties are comfortable with the process and that Michael Baker is getting everything they need from the counties.

From McKean County’s side they are extremely pleased with how things are going and very excited to see the final outcome.
Brian added that the next steering committee is confirmed for Friday, March 1, and that will be a webinar. Hopefully by doing it by way of a webinar they will be able to get the meeting in. They are transitioning from data collection to really identifying what are those top four or five issues that they need to drill down on and will be bringing that to the steering committee for their assistance. After the meeting on March 1 they are looking for a public open house to give the public an opportunity to weigh in on the priority areas. They are also envisioning a series of focus group meetings in each of the counties to help vet the strategies that come out of the process. They are looking at the steering committee to help them narrow down the list of goal statements and they will then be taking the effort out on the road again later in the spring to help identify specific strategies that are needed in support of each one of those goal areas.

When asked Will if he had anything else to add he said everything is being covered and they are looking forward to the outcome. He has enjoyed working with everyone on the team to get this moving forward.

Cliff had nothing to add from the Cameron County side.

**Discussion**

Dave Cook informed the committee he is retiring on March 22. He thanked everyone for all the support he has been given.

Amy thanked Dave for everything he has done over the years and wished him best of luck on his retirement.

Dave said he doesn’t know who will be his replacement at this time but if he finds out before he leaves on March 22, he will let Amy know. With him today is Harold Swan who came up from their Maintenance Unit and is learning the ropes and to assist. Dave doesn’t know what is going to happen with his position.

As a heads up Jodi Foster said she is going to try to get a meeting together to talk about implementing the Benezette Traffic Study. Fritz, Julie, Amy, Brian if you are available, she would like to discuss this. The PennDOT Multi-modal grant was turned down to pave Winslow Hill. The CFA grant is still out there; however the meeting has been delayed again until March and Jodi isn’t holding much hope for getting this grant. There are other things in the Study that need to be implemented and she would like to get together to see where you think this should go next. Jodi doesn’t want this to sit on the shelf and nothing be done.

Amy said for Jodi to come up with some dates and go from there.

**Adjournment**

With no other business to be discussed, *Will Hunt moved to adjourn the meeting. The meeting adjourned at 11:50.*