



**SEDA-COG METROPOLITAN PLANNING ORGANIZATION (MPO) MEETING
FRIDAY, MARCH 22, 2019
SEDA-COG
LEWISBURG, PA
9:30 A.M.**

MPO VOTING MEMBERS

Don Alexander, Northumberland County
Bill Gomes, Mifflin County (via teleconference)
Lincoln Kaufman, Snyder County
Brad Kerstetter, Juniata County
Jack Kytte, Borough of Berwick
Shawn McLaughlin, Union County
Greg Molter, Montour County
Carey Mullins, PennDOT Central Office
Steve Phillips, SEDA-COG Board, Multi-Modal Interests
Jonathan Ranck, PennDOT District 3-0
Richard Ridgway, SEDA-COG Board At-Large Member
Vickie Rusnak, PennDOT District 2-0 (via teleconference)
Jim Saylor, SEDA-COG
Eric Stahley, Columbia County

OTHER MPO MEMBERS

Mark Murawski, Lycoming County Planning
Tom Zurat, PennDOT District 2-0 (via teleconference)

GUESTS

Michelle Brummer, Gannett Fleming (via teleconference)
Karen Koch, Center for Independent Living
Jacob Lane, PennDOT District 3-0
Steve Wilver, Larson Design Group

STAFF PRESENT

Kay Aikey, Program Assistant
Steve Herman, Analyst
Katherine Lewis, GIS
Kyle Postupack, Analyst

OTHER SEDA-COG STAFF

Mike Fisher, Assistant Executive Director
Jeff Stover, SEDA-COG Joint Rail Authority

Call to Order

Mr. Saylor called the meeting to order at 9:32 a.m. Introduction of MPO members, guests and staff present.

Public Forum

No comments were received from the general public.

Approval of the January 25, 2019 Meeting Minutes of the SEDA-COG MPO

Mr. Molter made a motion to approve the minutes from the January 25, 2019, MPO meeting; Mr. Mullins seconded the motion; motion carried.

TIP Administrative Modifications and Amendments

Mr. Mullins made a motion to approve the TIP administrative actions for PennDOT District 2-0; Mr. Kerstetter seconded the motion; motion carried.

Mr. Alexander made a motion to approve the TIP administrative actions for PennDOT District 3-0; Mr. Kaufman seconded the motion; motion carried.

Mr. Saylor reviewed the following handouts provided in the meeting packet:

- Summary of Transportation Projects in the SEDA-COG Region Approved for TIP Addition Pending Available Funding/Actions by Other Parties.
- SEDA-COG MPO TIP Local Project Tracking.
- SEDA-COG MPO TIP Project Updates.
- Requests to Add Projects to the SEDA-COG MPO TIP.
- Simplified TIP listing for all eight counties. Mr. Saylor stated that this is the breakdown from the TIP report of what projects are being worked on in each county and lists the year of the first construction phase, along with the year the project first appeared on the TIP.

Mr. McLaughlin had a question at the January MPO meeting regarding the project total cost for Snyder and Union counties. Mr. Saylor replied that staff verified the \$35 million total for Union County and that includes \$19 million from the CSVT paving contract.

Mr. Saylor stated that this listing will be updated on a quarterly basis

Central Susquehanna Valley Transportation (CSV T) Project Status

Mr. Ranck provided the following updates:

A copy of a press release “CSV T Southern Section Anticipated Schedule Announced” was provided in the meeting packet.

Northern Section: The Northern Section starts at the end of the two-lane section below Montandon on Route 147, continues to Ridge Road, goes across the river bridge and ends on Route 15 at Winfield.

- For the river bridge, work is continuing on the six piers on Northumberland County side of river along Route 147. The piers are all at various stages of completion, and PennDOT anticipates the first beams on that side of the river will be set late this spring.
- Under construction contract for earthwork and bridges north of river, primary work that is ongoing right now is construction of 3-span bridge over Wooded Run and Hollow Road.

The anticipation is that the beams will be set for that bridge this spring also and bridge will then be completed by late summer/early fall.

- Under construction contract for work south of river, there's no major activity right now. When spring weather arrives, there will be some finishing touches completed on earthwork, drainage, and bridges, and that contract will then be complete.
- Under contract for paving of the new highway, there's no major progress to be seen in field at this point. New Enterprise is working on preparations to begin placing pavement later this year.
- Work on the Northern Section is approximately 75% complete at this point. Good progress is being made toward getting the Northern Section open to traffic by 2022.

Southern Section: This section starts at the Winfield interchange area and goes back behind Shamokin Dam and connects to Routes 11 & 15 at Selinsgrove.

- Early this year the environmental clearance was received for the ash basin focus area from FHWA. That clearance finalizes selection of the Eastern Alternative for avoiding ash basins and allows the District to proceed with final design, right-of-way acquisitions, utility relocations, and permitting for the entire Southern Section.
- Regarding the schedule, prior to starting construction, final design needs to be completed. Also, there are right-of-way acquisitions, utility relocations, and permitting. Based on estimated time necessary to complete those activities, PennDOT anticipates that construction of the Southern Section will begin in 2022. Based on time required to complete subsequent earthwork, bridge construction and paving, construction is anticipated to be completed and the new highway opened to traffic in 2027.
- Regarding cost, the updated total estimated cost for the CSVT is \$865 million. The total includes all pre-construction activities, such as design, right-of-way, and utilities, along with construction of both Northern and Southern Sections and inflation. The cost reflects modified design of the Southern Section, including additional design work, right-of-way acquisition, utility relocations, earthwork, pavement, and modified bridges associated with avoiding ash basins. Cost accounts for the decision to invest in more substantial pavement structure than originally planned for the new highway, in order to extend life of pavement and reduce future maintenance needs. Based on PennDOT's updated estimates, funding adjustments were made to the Twelve-Year Program for SEDA-COG region, and with those adjustments, the project remains fully funded. Sufficient funding is committed to allow the project to be completed by 2027. PennDOT District 3-0 will be looking for opportunities to expedite the project as it moves through final design, and it is also important to emphasize that the CSVT's benefits of reduced congestion and improved safety will be able to be seen several years earlier, when the Northern Section is opened in 2022.

More information is available at <http://www/csvt.com/>.

SEDA-COG MPO Strategic Plan

A copy of the draft SEDA-COG MPO Strategic Plan was provided as an additional handout to MPO members.

Ms. Brummer of Gannett Fleming provided an update on the comments and changes made to the Draft Strategic Plan. She stated that the purpose of the strategic plan is to help the MPO and staff guide their activities for the next five years.

MPO members indicated their consensus of the Strategic Plan and the changes/revisions that were made and reviewed by Ms. Brummer.

Mr. Molter made a motion for the MPO to adopt the Strategic Plan covering the years 2019-2023 as presented; Mr. Stahley seconded the motion; motion carried.

Ms. Brummer left the call at 10:06 a.m.

Unified Planning Work Program (UPWP) Update

Mr. Saylor reviewed the following handouts provided in the meeting packet:

- SEDA-COG MPO Staff Activity Report – March 2019

Mr. Saylor stated a meeting is being planned for the communities in the CSVT corridor on April 30th at 6:30 p.m. The emphasis for this meeting is to get the communities in the corridor of the CSVT project looking at what they can do to be as ready as possible for the changes that will happen as a result of the changes. This meeting follows up on the meeting of October 2018. Flyers and invitations for this meeting should hopefully be out the week of March 25th. There will be a panel discussion with some local officials for this meeting.

- Central PA Transportation Coalition Meeting Summary

Transportation Funding Risks Presentation

Mr. Murawski, member of the PA Transportation Advisory Committee (TAC), provided a presentation on the recent TAC study identifying potential future risks to PA transportation revenue sources and the possible impacts associated with those risks.

The 5 major risks are:

- Federal Transportation Funding Reduction
 - If federal appropriations are reduced in Federal Fiscal Year 2021 due to the insolvency of the Highway Trust Fund then Pennsylvania's highway and public transportation funding through FY 2029-30 could be reduced by a cumulative \$6 billion.
- Vehicle Sales Tax Provision Repeal
 - If Act 89 is amended to repeal the vehicle sales tax transfer that begins in FY 2022-23, when Pennsylvania Turnpike Commission (PTC) payments are reduced then public transportation funding through FY 2029-30 could be reduced by a cumulative \$3.6 billion.
- Pennsylvania Turnpike Commission Pending Litigation
 - If litigation by national motor carrier organizations against the PTC continues to prevent payments by the PTC to the Public Transportation Trust and Multimodal Transportation Fund, then transportation funding through FY 2029-30 could be reduced by a cumulative \$2.2 billion.
- PA State Police Transfer Statutory Revision
 - If the PA Fiscal Code were amended to halt the anticipated stepdown of the Motor License Fund transfer to the PA State Police, then transportation funding through FY 2029-30 could be reduced by a cumulative \$1.8 billion.
- Reduced Motor License Fund Tax Receipts

- If tax receipts to the Motor License Fund are reduced due to declining motor fuels sales and vehicle licenses and fees, then transportation funding could be lowered. The scenario analyzed put this reduction at a cumulative \$4.9 billion through FY 2029-30.

\$18.5 Billion Risk by Fund

- Federal Funding at Risk: \$6 billion. \$6 billion could reconstruct half of PA's interstates.
- PA Public Transportation Trust Fund and Multimodal Transportation Fund Revenue at risk: \$5.8 billion. \$5.8 billion is equivalent to about five years of public transportation state-of-good-repair funding.
- PA Motor License Fund Revenue at Risk: \$6.7 billion. \$6.7 billion could reconstruct half of PA's interstate bridges.

A copy of the PowerPoint presentation "Risks to Transportation Funding in PA" was provided in the meeting packet. A full report can be found on the State Transportation Advisory Committee website.

Mr. Murawski stated there are three main things for the MPO members to consider:

- What is happening with the Truckers lawsuit?
- When the budget goes to get adopted in the summer, what is being done with the fiscal code on the state police? How are the costs going to be distributed more fairly across the Commonwealth and the municipalities that don't pay for state police service?
- What is going on with Senator Ward's committee and what is the committee recommending as remedies?

Mr. Alexander left the MPO meeting at 10:30 a.m.

2021 Twelve Year Program Public Participation

Mr. Herman reviewed the following items provided in the meeting packet:

- Press release regarding the 2021 Twelve Year Program "Pennsylvanians Encouraged to Review Updated Transportation Performance Report, Provide Feedback and Register for Online Public Meeting.
- State Transportation Commission Fact Sheet.
- State Transportation Commission Twelve Year Program Process

MPO Long Range Plan Performance Measures Annual Report

Mr. Herman reviewed and highlighted various performance measures of the Long Range Transportation Plan Regional Performance Measures Report provided in the meeting packet.

Mr. Herman reviewed the separate handout provided to MPO members from the Office of the Secretary of Transportation which referred to the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act established Performance-Based Planning and Programming (PBPP) requirements as part of Transportation Performance Management rules.

Mr. Stahley made a motion for the MPO to submit the written provisions and acknowledgement form for complying with federal Performance Based Planning and Programming Requirements to PennDOT; Mr. Molter seconded the motion; motion carried.

Transportation Alternatives Update and Discussion

Mr. Herman reviewed the following handouts provided in the meeting packet:

- Transportation Alternatives Program (TAP) Projects Status Update 2016 Funding Round.
- Transportation Alternatives Program (TAP) Projects Status Update 2018 Funding Round.

Census Participant Statistical Areas Program

Mr. Postupack reviewed the timeline and procedures for stakeholder participation in the Participant Statistical Areas Program (PSAP) that was provided as a separate handout to MPO members. Mr. Postupack stated that staff is in the process of a 120-day period of reviewing the boundaries for tracks and block groups. A meeting is being planned for April 5; invitations have been sent to the individual counties within the SEDA-COG region. The proposed changes will be discussed at the April 5th meeting and will be making sure the counties are in line with the proposed changes. The final submissions are due May 17th. Will be asking the counties to send their data to staff a week ahead of the May 17th deadline so the data can be sent to the Census office.

Member Forum

The following handouts were provided in the meeting packet:

- Items of Potential Interest to MPO members as of March 2019.
- Meeting calendars for March, April and May.
- PennDOT Fact Sheet regarding the Fee for Local Use – Participating Counties.

Mr. Mullins stated that the MPO staff will be undergoing a Planning Process Review on Tuesday, March 26th. There will be six different topics that will be reviewed; information from this review will be shared at the July MPO meeting.

Mr. Herman stated that a CSVT tour for MPO members and others has been scheduled for May 31.

Adjournment

Mr. Saylor adjourned the meeting at 11:42 a.m. The next regular meeting of the MPO is scheduled for May 17, 2019.