



SEDA-COG METROPOLITAN PLANNING ORGANIZATION (MPO) MEETING
FRIDAY, MAY 17, 2019
SEDA-COG
LEWISBURG, PA
9:30 A.M.

MPO VOTING MEMBERS

Katie de Silva, Clinton County
John DelVecchio, Union County
Bill Gomes, Mifflin County
Lincoln Kaufman, Snyder County
Brad Kerstetter, Juniata County
Jack Kytte, Borough of Berwick
Lauren Martz, Town of Bloomsburg
Greg Molter, Montour County
Carey Mullins, PennDOT Central Office (via teleconference)
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
Jim Saylor, SEDA-COG

OTHER MPO MEMBERS

Karen Michael, PennDOT District 2-0
Matt Smoker, Federal Highway Administration
Scott Williams, Lycoming County Planning

GUESTS

Michelle Brummer, Gannett Fleming
Karen Koch, Center for Independent Living
Robert McQuillan, LIFE Geisinger
Damien Scoblink, Borough of Berwick
Tim Smith, Gannett Fleming (via teleconference)
Robert Watts, McCormick Taylor

STAFF PRESENT

Steve Herman, Analyst
Katherine Lewis, GIS
Kyle Postupack, Analyst
Ruth Wiest, Program Assistant

OTHER SEDA-COG STAFF

Jeff Stover, SEDA-COG Joint Rail Authority

Call to Order

Mr. Saylor called the meeting to order at 9:33 a.m. Introduction of MPO members, guests and staff present.

Public Forum

Mr. Saylor noted that Ms. Aikey would not be able to attend due to recent surgery. Ms. Aikey is doing terrific in her recovery, and should be back for the July meeting.

It was noted Carey Mullins and Tim Smith were on the conference call.

Approval of the March 22, 2019 Meeting Minutes of the SEDA-COG MPO

Mr. Kaufman made a motion to approve the minutes from the March 22, 2019, MPO meeting; Mr. Molter seconded the motion; motion carried.

TIP Administrative Modifications and Amendments

Mr. Gomes asked for a clarification of item 3 of the administrative actions for PennDOT District 2-0. Ms. Rusnak stated that on SR 1005 SEC N34, they took some of the state money off of that for the TIP. The reason being, statewide safety money was received to do 3rd Street. Item 5 listed as Lewistown Signal Reconstruction is actually 3rd Street. To get a better bid, both projects were combined. The estimate came in a little bit better, it has not been bid yet. That is why the money is put in the reserve item listing to hold in case the bid does come in high. All the money from safety was put together and lumped into one project. The project is on schedule.

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

Mr. Saylor asked Mr. Ranck for an overview of the PennDOT District 3-0 TIP Amendments. Mr. Ranck stated, we had this project programmed on the 2017 TIP. As PennDOT started taking a more in depth look at the area of Interstate 80, (begins just past SR 254, at the intersection of Limestoneville and ends at SR 54 in Danville), it was noticed that the pavement showed signs of heavy wear. PennDOT decided the best thing to do in two of the areas would be to do restoration work which involves patching and grinding, then overlay and seal them up for more longevity. For the Interstate 80 Section 160 (MPMS 105527), it was determined that this stretch would need a full reconstruction. The cost of the 2 areas of overlay restoration and the reconstruction area was in the \$20-30 million range. For the SEDA-COG TIP program this is unattainable, with the funding we have right now. PennDOT District 3 developed a plan for the overlays and the reconstruction and presented it to the central office IM group. The IM group did not have the statewide funding to do the project at that level. District 3 was forced to look at it again to determine what we could do with the funding we do have via the SEDA-COG TIP. For the 80-124 and the 80-129 sections, the District found TIP funds to do a band-aid restoration. When doing the patching and grinding they will examine the concrete, to determine if they can do an overlay. The reconstruction is a \$6 million project, which would be spread over a 3 year period (\$2 million a year). Mr. Ranck is asking SEDA-COG MPO to fund the band-aid portion through an amendment. If central office does not come back to us with the funding for the overlay, we will be looking at a full reconstruction. That pushes the amount from a \$20-30 million project to a \$40-60 million project. With the overlay you get 10-15 years out of it, before you have to do another resurfacing or overlay. With reconstruction you would get decades out of it. Mr. Ranck is shifting projects around on the TIP in order to do the I-80 work, causing other projects to be delayed. It is hoped the deferred projects could be picked up with the 2021 TIP and county maintenance funds.

Mr. Molter made a motion to approve the TIP amendments for PennDOT District 3-0; Mr. Kaufman seconded the motion; motion carried.

Mr. Ridgway asked about the status of the route 54 and 642 safety corridor. It was stated they are still in preliminary engineering and moving to final design phase. They are doing plans, utility coordination and right-of-way plan. They are targeting a 2021-2022 let for this project.

Ms. Martz entered the Board meeting at 9:50 AM.

Mr. DeVecchio made a motion to approve the TIP administrative modifications for PennDOT District 3-0; Mr. Molter 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 Project Updates.
- SEDA-COG MPO TIP Local Project Tracking.
 - o District 3-0 has advertised and selected a consultant (McCormick Taylor) for the bridge removal bundle.
- Requests to Add Projects to the SEDA-COG MPO TIP.
 - o On page 18, Mr. Saylor noted is a list of projects that the SEDA-COG MPO has been asked to add to the TIP. Mr. Saylor noted Mr. Kaufman has reached out to the SEDA-COG MPO concerning projects in Franklin Twp. Mr. Saylor noted they will have to schedule a meeting with the municipality.
 - o Mr. Saylor noted in Middleburg Borough, they are looking at an application to do bridge work. Middleburg Borough is looking at removing the Cemetery Road Bridge as part of the flood mitigation project. They will defer the Market Street Bridge at this time.

Ms. de Silva entered the board meeting at 9:55 AM

Central Susquehanna Valley Transportation (CSVT) Project Status

Mr. Ranck reviewed the following handout on page 19 of the meeting packet:

- CSVT Update for the Upcoming Week 05/10/2019

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, the next couple of months, we will be setting beams over route 147. This will result in night time detours. Hopefully the piers will be done by the end of this construction season.
- The earthwork is continuing to finish up on remaining structures.
- The Winfield interchange is done. It is moving into preactivities for the paving contract. The northern paving project should be ramping up in the next several months with the paving activities and the earthwork.
- We are still on track for the 2022 opening of the Northern Section.

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

- They are finishing up on the bulk of the boring, with some structural boring still remaining.

- They are starting to do some archaeology.
- Utility coordination is ongoing.
- They are planning the right-of-way plan.

Mr. Herman noted on pages 20-22 are copies of the Overview Map and Draft Itinerary for the May 31 CSVT Tour. This is a rescheduled event due to the weather last year and the crane incident. Mr. Herman stated we have 4 stops targeted. If you are planning to attend, you are asked to be in the SEDA-COG parking lot around 8:30 AM to depart at 9:00 AM. The first stop is at Point Township in Northumberland County. Then we will return to the Winfield area of Union County side of the project for the remaining stops. There will be some impressive views of the bridge construction, spans and 180 foot high piers. Everyone attending is asked to dress casually, due to the fact we will be getting out at several stops. The tour is planned to conclude around noon, back at SEDA-COG. At the present time 34 people are signed up for the tour.

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

Middle Susquehanna Regional Bicycle & Pedestrian Plan

Mr. Saylor noted that over the last 2 years the SEDA-COG MPO and Williamsport MPO have been working with the Susquehanna Greenway Partnership on a 7 county bicycle and pedestrian master plan. Mr. Saylor noted that the draft of the plan is complete. Ms. Brummer of Gannett Flemming was asked to present a summary of the Middle Susquehanna Regional Bicycle & Pedestrian Plan (which was a handout at the meeting). Ms. Brummer gave credit to the advisory committee for its active participation. Gannett Flemming, Traffic Planning and Design, Land Logics, and Wordsworth Communications all helped in the past 18 months. There were six sections in the document:

1. Introduction
2. Vision
3. Goals and Strategies
 - o Safety
 - o Improve and Extend Connections
 - o Increase the Number of People Walking
 - o Enhance bicycle and Pedestrian Routes with information about the character of the region
 - o Community and Economic Development
4. Current Conditions
 - o There is a map that shows the current conditions along the river corridor which is the focus of the area
 - o There were bar charts showing the frequency of walking and biking, by purpose, and reason listed by community size
 - o There were maps that showed areas that need to prioritize which connectors are worthy of improvements (shoulders, travel lanes, traffic volume, and speed were considered)
 - o There is a Summary of Needs/Projects listed.
 - o A map locating those needs for the various counties was included.
5. Action Plan
 - o There were 19 steps to advance the vision of a good safe bike and pedestrian culture.
6. Implementation
 - o This is the suggestion on how to proceed.

Ms. Brummer noted this is a partnered effort. This will be presented to the Williamsport MPO on Monday by Mr. Tim Smith. On June 13, this will be presented to the Susquehanna Greenway Partnership.

Ms. Martz noted on Monday, Bloomsburg Council awarded a walkability and trail study for Bloomsburg. After which Bloomsburg can try to get grants. Bloomsburg is using DCED and DCNR money. Ms. Martz stated that the big problem seems to come after the trail is built, how to maintain the trail. Ms. Martz asked if anyone knows how to maintain it after it is built. Mr. Herman said one thing Union County did was use their Hotel Tax Fees to support maintenance of the Buffalo Valley Trail. Ms. de Silva stated Clinton County also used Hotel Tax Fees for maintenance. The county may put out a contract RFP for maintenance. Ms. Martz noted that Bloomsburg is buying up property due to flooding and are looking at new ways to use those properties. Ms. Martz is looking where grants are potentially available. Ms. Brummer noted that municipalities can get free PennDOT Connects technical assistance through October, by phone, email or an onsite visit.

Mr. Gomes saw that this was an action item. Mr. Saylor stated we are looking to adopt this Middle Susquehanna Bicycle and Pedestrian Plan as presented. Mr. Saylor noted this has been a 2 year project. Now we may be looking to create a standing subcommittee to implement bicycle and pedestrian issues. Mr. Gomes asked if they will be looking at areas beyond the 7-county area. Mr. Saylor noted that because of the Susquehanna Greenway Partnership funding we had to focus on the Susquehanna Valley corridor. That left Juniata and Mifflin County out of the mix. Mr. Saylor said this is a great time to add someone from those counties to represent the walking and biking trails needs on the standing subcommittee.

Ms. de Silva made a motion to adopt the 2019 Middle Susquehanna Regional Bicycle and Pedestrian Plan; Mr. Kaufman seconded the motion; Mr. Ridgway voted no; the plan is adopted as presented.

Mr. Saylor noted as implementation steps, they will be reaching out to the various counties about the establishment of a standing subcommittee of the MPO to address these matters. There is a set of draft principles in the packet on pages 23-25. There will be members represented from the MPO, Susquehanna Greenway Partnership and PennDOT Districts. There also will be an invited membership from select groups and Volunteer memberships. Mr. Saylor stated they are targeting an August 2019 date for an organizational meeting.

Mr. Kaufman stated maybe there should be a stipulation that if Juniata and Mifflin Counties decides to join, they should have a voting member. Mr. Saylor wholeheartedly agreed.

Unified Planning Work Program (UPWP) Update

Mr. Saylor referenced the DCNR Trail Grant Applications for 2019. There is a table on page 35 showing all the DCNR Grant Applications. If anyone has additional comments about these applications please get them to Mr. Saylor or Mr. Herman by May 21, 2019.

On April 26, 2019, the first hands-on Equipment Operator Training was held at Penn College of Technology. There is a summary of the evaluations and pictures from the event in the packet. Mr. Herman promoted this event and we filled all 10 slots. Training was provided with no cost to municipalities through the LTAP program. There were operators from Columbia, Centre, Northumberland, Montour, Union and Clinton Counties. Mr. Herman stated there was a waiting list, which will be tapped before registering individuals for operator training in future years.

Mr. Saylor wanted to say staff efforts on the TIP update are underway. Our meetings with Mifflin and Juniata counties have gone well. Mr. Saylor is working to schedule meetings in Clinton, Snyder, Montour and Columbia counties. Mr. Saylor stated he believes this will be a difficult TIP update, with highway funding decreasing.

Statewide Interstate System Conditions Presentation

Ms. Michael, District Executive for PennDOT District 2-0 was invited to talk about the Interstate Steering Committee because she is a member. The Interstate Steering Committee's purpose is to look at all interstates in Pennsylvania. In SEDA-COG MPO, they consider I-80 & I-180. FHWA has a matrix it has put into place that has to be met concerning the interstates. The rides program for the 2021 TIP have already begun. The districts are expected to give presentations the last week in July. Ms. Michael is going on 11 different rides to check the conditions of the roads and bridges. The Interstate Steering Committee consists of DE's, ADE's, staff from design, maintenance, and planning. There are monthly PMC meetings, if there is an item as in someone is looking for money for a project, it must go to those meetings first. The committee is looking at risk based items.

There are 21 interstates across Pennsylvania. There are about 2,700 segment miles and 2,200 bridges in the interstate system. The interstate routes carry 24% of the statewide traffic volumes. SEDA-COG MPO has 172 total segment miles. SEDA-COG has 135 interstate bridges. Some of the oldest underlying sections of interstate highway do reside on I-80 in Columbia County, built in 1965. International Roughness Index (IRI) is an expression of the rideability of the roadway. IRI is how rough the roadway is, it is what you feel as you ride over the highway. Across the state there are 102 miles that are in poor condition, but most are in excellent to good category. With the matrix only 5% are allowed to be in poor condition. SEDA-COG's region has no poor condition, but the 6 miles that is in the fair category could easily go into the poor category at any time. Overall Pavement Index (OPI) looks at both roughness and pavement distress. Statewide there are 35 miles in OPI poor condition. SEDA-COG has almost all the miles in excellent or good condition. In the 1960's, 931 miles were constructed. In the 1990's there was another resurgence of interstate highway construction. Since that time we have been rehabilitating them or preserving them rather than reconstructing them. At the present time the state needs \$1.1 billion per year to maintain the interstate system. There are \$13.8 billion worth of priority project for the next 12 years in Pennsylvania (\$7.3 are programmed, \$6.5 are unfunded). In the 2019 financial guidance, there was \$5.5 billion. SEDA-COG has \$235 million worth of priority projects, \$92.6 million of that is unfunded.

2021 Twelve Year Program Public Participation

Mr. Herman stated in March when the group last met, they were still in the open comment period. On page 37 of the package it shows the state had over 6,300 participants between March and late April. By this summer we should get those results and put them into GIS layers we can use. It will be put on an interactive web site where you can check out the information. Page 38 shows the timeline for the 12 year program development. We are presently in the May-June Share Feedback portion. By the fall and winter, we will be listing and prioritizing projects. By January/February we should have a draft TIP to bring to the MPO meeting. By the summer 2020 we should have adoption of the 2021 TIP.

Transportation Alternatives Update and Discussion

Mr. Herman noted on pages 39-41 is the normal project milestone update. It was noted that the Monument Square Project in Mifflin County has begun construction. Mr. Herman stated we were expecting another Transportation Alternatives round to open this year. After checking with PennDOT central office in late April, it was learned there will not be a new round opening this year. There is limited funds and the federal transportation bill is set to expire in September 2020. Mr. Herman stated that if the board members are dealing with communities, still encourage them to develop their project, proceed with study or engineering analysis that needs to be done. However, at the present time no new TA solicitation will be issued.

Coordinated Transit Plan Update

Mr. Herman gave a summary of the public involvement phase with what we have heard from surveying of residents and organizations and with listening sessions that were held late last fall. People were generally pleased with the services, but would like to see expansion where that is possible. Currently we are scheduling key stakeholder interviews. The earliest to get the draft plan out for comment would be July. It would come to the MPO in September for a vote. The Williamsport MPO would also adopt the joint Plan this fall. Mr. Herman noted that many area municipalities and agencies have received a letter from the SEDA-COG Community Development Department in which they tout the Coordinated Plan as an opportunity to connect some of their strategies for strengthening linkages between transportation and jobs.

Census Participant Statistical Areas Program

Mr. Postupack referred to a handout: SEDA-COG PSAP Process Summary. Mr. Postupack noted today is day 120 of our 120 day process. Mr. Postupack is in the process of submitting for the counties that were reviewed in-house. SEDA-COG GIS is in charge of all 11 SEDA-COG counties and MPO counties. The counties were offered the chance to review their own PSAP. The SEDA-COG GIS kept counties notified of everything that was happening in the process. SEDA-COG GIS made web maps showing the Census tracts. The counties agreed with our proposals and we are in the process of submitting them. Next, Census will send us a confirmation email. They have their process of going through and reviewing these proposals. They decide to accept or deny the proposals. Once those are received back in January 2020 we will have 90 days to review the updates.

Member Forum

The following handouts were provided in the meeting packet:

- Items of Potential Interest to MPO members as of May 2019.
- Wolf Administration Invests in Rail Infrastructure.
- An invitation to participate in a pilot project for mileage-based user fee.
- Bicycle & Pedestrian Open House Meeting for May 30, 2019.
- Meeting calendars for May, June, and July.

Ms. Martz asked about the airport in her municipality. Ms. Martz was wondering about other funding sources or how they could be used as alternate means of transportation. Ms. Martz feels they are unique, because the municipality owns the airport. Ms. de Silva noted Lock Haven owns Piper Airport, so Ms. Martz may want to talk to Lock Haven. Ms. de Silva noted fly-ins are a great magnet to get people into the area as visitors.

Ms. Martz said she has reached out to the SEDA-COG Joint Rail Authority to find out how to navigate rail related items.

Ms. Koch asked about projected changes that could be made to transportation concerning the disabled community members. In January 2020 managed long term care will be unrolled in this area. It has already occurred in other portions of Pennsylvania. This is for people who use MATP transportation or people enrolled in long term care provider services. Three companies will now provide that service. With Medicare it was a fee for service program. Now there will be a choice of 3 large companies to do care coordination.

Adjournment

Mr. Saylor adjourned the meeting at 12:09 p.m. The next regular meeting of the MPO is scheduled for July 19, 2019.