

To: **The Blair Metropolitan Planning Organization (MPO)**

Voting Members

Thomas A. Prestash, P.E., District Executive, Pennsylvania Department of Transportation, Engineering District 9-0; Chairperson  
Michael Gismondi, Division Manager, Financial Contracts and Services Division, Pennsylvania Department of Transportation  
Laura Burke, Esq., Board of Commissioners, County of Blair  
Amy Webster, Esq., Board of Commissioners, County of Blair  
Matt Pacifico, Mayor, City of Altoona  
David Butterbaugh, Jr., P.L.S., Member of Council, City of Altoona  
Dennis Igou, Mayor, Borough of Roaring Spring, Representing the Boroughs  
Edwin Frontino, Supervisor, Township of Logan, Representing the Townships  
James A. Patterson, Supervisor, Township of Logan, Representing the Townships  
Thomas M. Hite, Blair County Airport Authority  
Scott G. Cessna, Chairman, Board of Directors, Altoona Metro Transit

**The Technical Committee of the Blair MPO**

Dean G. Roberts, Transportation Planning Manager, Pennsylvania Department of Transportation; Chairperson  
Vince Greenland, P.E., Assistant District Engineer for Design, PennDOT, District 9  
Richard C. Sutter, AICP, President, Richard C. Sutter & Associates, Inc.  
Nathan Kissell, Director, Department of Public Works, City of Altoona  
Diana White, Director, Community Development, City of Altoona  
James Gehret, Manager, Hollidaysburg Borough, representing the Boroughs  
John Frederick, Recreation and Environmental Code Director, Township of Antis, representing the Townships  
Luke Helsel, Sewage Enforcement Officer, Blair County Sanitation Office, rep. Townships  
Tracy Plessinger, Airport Manager, Altoona-Blair County Airport  
Josh Baker, General Manager, Altoona Metro Transit

Non-Voting Members

Eugene Porochniak, Community Planner, Federal Highway Administration  
Timothy Lidiak, Regional Planner, Federal Transit Administration  
Lori Pagnanelli, Manager, Federal Aviation Admin., Harrisburg Airport District Office  
Lori Yeich, Pennsylvania Department of Conservation & Natural Resources  
Rodney Nesmith, Pennsylvania Department of Environmental Protection

From: David W. McFarland, III, AICP, Planning Director and Secretary for the Chairperson

Date: January 12, 2023

Subject: Meeting Notice and Agenda

A combined meeting of the **MPO and Technical Committee** that was previously scheduled will be held with the particulars as follows:

**DATE: Monday, January 23, 2023**

**TIME: 2:30 PM**

**PLACE: Conference Room 1 CA  
PennDOT Engineering District 9-0  
1620 North Juniata Street  
Hollidaysburg, PA**

Options are also available to attend the meeting in Microsoft Teams and a call in option is as follows: +1 (267) 332- 8737 **Phone Conference ID: 207 055 948 Passcode: yZm4P6**

The proposed agenda is as follows:

### **Agenda**

- 1. Roll Call by the Secretary.**
- 2. Review and approve the minutes of the combined MPO and Technical Committee Meeting of June 27, 2022.**
- 3. Report and ratification of a phone and email poll that took place November 22 to November 29, 2022, in which the MPO approved the following proposed amendments to the current FY 2023-2026 TIP:**
  1. Create a Carbon Reduction Program (CRP) fund reserve line item, MPMS # 119314". The Carbon Reduction Program funds have been allocated to the Blair MPO from the Infrastructure Investment and Jobs Act based upon urban area population.
  2. Exchange \$ 650,000 FY 2023 and 2024 CRP funds with Surface Transportation Program (STP) federal construction funds on the SR 4013/Chestnut Avenue, 10<sup>th</sup> Street to Greely Street Coordinated Signal Upgrades project in the City of Altoona, MPMS # 107234.
  3. Move the \$ 650,000 in STP federal funds from SR 4013/Chestnut Avenue, 10<sup>th</sup> St. to Greely St. Coordinated Signal Upgrades project to the Bridge and Highway Reserve Line Item.
- 4. Review and approve the amendments to the 2023-2026 Transportation Improvement Program contained in (Amendment Vote Package BCMPO 1\_23\_23) as follows:**
  1. Margaret Avenue Sidewalk - Add \$460,000 in FY 2023 and \$460,000 in FY 2024 to the construction phase from the Safe Routes to School (SRTS) Statewide Line Item on p. 1.
  2. Lower Riggles Gap Bridge on SR 4018 – Remove project phase for \$165,000 in FY 2025 because work completed by County maintenance and increase Bridge PM Line Item on p. 3.
  3. US Route 22 – Cambria County to PA Route 764 – Cash flow to match current let date by increasing construction phase in FY 2024 by \$2,569,000 from PA Route 36 (US 22 to Plank Road) and increasing construction phase in FY 2024 by \$1,012,095 from the Bridge & Highway Reserve, decreasing the project in FY 2026 by \$855,095 to the PA Route 36 and

moving \$2,368,000 from the project to PA Route 36 and the Bridge & Highway Line Item in the Outer Years of the Twelve Year Program as shown on page 4.

4. McMahon Road Extension and Improvements in Logan Township at Lowes – Add project and increase the construction phase to \$2,295,053 in FY 2024 from Appalachian Development Commission funds as shown on p. 5.
5. US Route 22 over Carson Valley Road in Allegheny Township – Add project and construction phase of project for \$1,811,000 in FY 2023 and \$501,000 in FY 2024, and \$1,488,000 in FY 2025 from the Bridge PM Line Item as shown on p. 6.

**5. Review and approve supporting the 2023 Statewide Targets for Safety Performance Measures by agreeing to plan and program projects so that they contribute toward the accomplishment of PennDOT targets.**

**6. For information purposes: the following revisions to the transit portion of the 2023-2026 Transportation Improvement Program (TIP) were performed administratively on January 10, 2023:**

TIP #2023-7 – Maintenance Tools & Equipment increasing from \$50,000 to \$175,000 for the addition of an air dryer system to the existing bus wash.

TIP #2024-2 – Purchase 3 replacement buses for project total of \$1,800,000 with a 50/50 split between Federal 5339 funds and state 1517.1 funds.

TIP #2024-3 – Engineering/Design – upgrade bus maintenance area in 120-year old garage increasing Engineering/Design budget from \$5,000 to \$50,000 due to increase in project scope.

TIP #2024-4 – Rehab/Renovate - upgrade bus maintenance area in 120-year old garage increasing Rehab/Renovate budget from \$50,000 to \$1,500,000. This project includes the rehab and refurbishment of all interior Maintenance facility walls, ceilings, and flooring, including the possibility of lead paint abatement. Additionally, windows (5<sup>th</sup> Avenue side) will be added to increase daylighting.

**7. Other Business.**

**8. Adjournment.**

cc: William Hall, Chairman, Blair County Planning Commission  
Nicole Hemminger, Chief Clerk and County Administrator, County of Blair  
John Pecze, Municipal Services Supervisor, PennDOT Engineering District 9-0  
Brandon Peters, Transportation Program Manager, SAP&DC  
Cristy Shumac, P.E., Senior Civil Engineer Supervisor, PennDOT District 9-0  
Anne Stich, Transportation Planning Manager, PennDOT District 9-0

**Draft Minutes of June 27, 2022**  
**Combined Meeting of the Coordinating and Technical Committees of the**  
**Blair Metropolitan Planning Organization**

**1. Roll Call by Secretary.**

Voting Members Present:

Thomas A. Prestash, P.E., District Executive, PennDOT Engineering District 9-0; Chairperson  
Michael Gismondi, Division Manager, Financial Contracts and Services Division, PennDOT  
Central Office  
Amy Webster, Esq., Board of Commissioners, County of Blair  
Nathan Kissell, Director, Department of Public Works, City of Altoona (alternate for Mr. Pacifico)  
David Butterbaugh, Jr., P.L.S., Member of Council, City of Altoona  
Dennis Igou, Mayor, Borough of Roaring Spring, Representing the Boroughs  
Ed Frontino, Board of Supervisors, Township of Logan, representing the townships  
Josh Baker, Deputy CEO, Altoona Metro Transit (alternate for Mr. Cessna)

Voting Members Absent:

Laura Burke, Esq., Board of Commissioners, County of Blair  
Matt Pacifico, Mayor, City of Altoona  
Robert W. Nelson, Supervisor, Township of Snyder, representing the townships  
Thomas Hite, Blair County Airport Authority  
Scott G. Cessna, Chair, Board of Directors, Altoona Metro Transit

Technical Committee Members Present

Dean G. Roberts, Transportation Planning Manager, PennDOT  
Vince Greenland, P.E., ADE for Design, PennDOT District 9-0  
Richard C. Sutter, AICP, President, Richard C. Sutter and Associates, Inc.  
James Gehret, Manager, Hollidaysburg Borough, representing the boroughs  
Diana White, Director, Community Development, City of Altoona  
Eric Wolf, General Manager, AMTRAN  
David McFarland, III, AICP, Blair County Planning Commission

Non-Voting Members and Others Present:

Katie Buchanan, District Office Manager, PA State Representative Lou Schmitt, Jr.  
Michele Ivory and Julla Cucciotti, PA Senator Judy Ward  
Eugene Porochniak, Community Planner, FHWA  
Jennie Louwerse, AICP, Deputy Secretary for Multimodal Transportation, PennDOT  
Anne Stich, Transportation Planning Manager, PennDOT District 9-0  
Cristy Shumac, P.E., Senior Civil Engineer Supervisor, PennDOT District 9-0  
John Pecze, Municipal Services Supervisor, PennDOT District 9-0  
Noah Frank, Logan Shaffer, Aaron Benson, PennDOT District 9-0  
Bill Kibler, Altoona Mirror  
Wes Burket, AICP, Transportation Planner, Blair County Planning Commission

**2. Review and Approve the Minutes of the Combined Meeting of the MPO and Technical Committee of January 10, 2022.**

**Motioned:** Mr. Wolf

**Seconded:** Mr. Butterbaugh

**Voted:** All in favor to approve the minutes as presented.

**3. Election of MPO Chairperson and Secretary.**

The Secretary, Mr. McFarland, noted that Mr. Prestash is the current chairperson and that the board can nominate individuals or entertain a motion to continue with the current officers.

**Motioned:** Ms. Webster

**Seconded:** Mr. Frontino

**Voted:** All in favor to retain the current officers.

**4. Report and ratification of a phone and email poll that took place February 10 to 16, 2022, in which the MPO approved the following:**

Ms. Shumac stated that items 4, 5, and 6 are the MPO votes taken by memorandum during February, March, and April and described the movement of funds as shown on the attached fiscal charts. She added that the PA Route 36 project would be let for bids at the end of the year.

- Advance the bridge preservation project on PA Route 36 over Loop Road, Norfolk Southern, and Everett Railroads in Hollidaysburg Borough from the Twelve Year Program to FY 2022 of the current 2021 Transportation Improvement Program and exchange the construction phase state funds of \$ 2,151,049 with federal funds from the Blair Infrastructure Investment & Jobs Act Line Item and move the state funds to the Blair Bridge and Highway Reserve Line Item.

**5. Report and ratification of a phone and email poll that took place March 24 to 31, 2022, in which the MPO approved the following:**

- Add the preliminary engineering and construction phases of the Lamppost Lane Extension and cul-de-sac project in Allegheny Township to the current 2021-2024 TIP using \$316,182.00 in federal Appalachian Regional Commission funds.

Ms. Shumac said that the project would be let for bids in the second quarter of 2023.

**6. Report and ratification of a phone and email poll that took place April 29 to May 5, 2022, in which the MPO approved the following:**

Ms. Shumac said the two fiscal charges show funds being added to the TIP that creates a line item from which additional projects were added to the TIP.

- Amend the current 2021-2024 Transportation Improvement Program by creating an Infrastructure Investment and Jobs Act fund reserve line item with a combined total of \$ 4,343.000, which must be obligated by September 30, 2022, from which funds were and are drawn upon to address modifications and funding shortfalls of current TIP projects.

**Motioned:** Mr. Sutter

**Seconded:** Ms. Webster

**Voted:** All in favor to approve the ratification of agenda items 4, 5, and 6.

**7. Review and approve the Transportation Conformity Determination Report for the 2023-2026 Transportation Improvement Program (TIP) and 2045 Long-Range Plan.**

Mr. Burket said three projects on the draft 2023 TIP were evaluated for air quality and that the report shows the projects in compliance with the current air standards.

**Motioned:** Mr. Wolf

**Seconded:** Mr. Kissell

**Voted:** All in favor to approve the Transportation Conformity Determination Report.

**8. Review and approve the Air Quality Resolution for the Blair MPO 2023-2026 TIP and 2045 Long-Range Plan.**

Mr. Burket said the resolution affirms that the Transportation Conformity Report for the 2023 TIP and the Long Range Plan complies with national air quality standards.

**Motioned:** Ms. Webster

**Seconded:** Mr. Sutter

**Voted:** All in favor to approve the Air Quality Resolution.

**9. Review and approve the Environmental Justice Analysis for the 2023-2026 TIP.**

Mr. Burket stated that the analysis is a federal requirement in which the MPO must show that it has identified its low-income and minority populations and has assessed the condition of pavements and bridges and proposed highway and bridge projects in relation these groups and the potential impacts of the draft 2023 program. He said that the report also shows which groups were contacted and that no adverse impacts are expected.

**10. Review and approve the Self-Certification Resolution for the 2023-2026 TIP.**

Mr. Burket said that the document certifies that the 2023 TIP was prepared in accordance with all applicable federal requirements, the Clean Air Act, Environmental Justice, Title VI, and the federal planning process.

**11. Review and approve the MOU Procedures for the 2023-2026 TIP Revisions.**

Mr. Burket explained that the document reaffirms the current the TIP revision procedures. For example, he said that the MPO must approve adding new projects or removing projects with federal funds and that the MPO would also need to approve an increase or decrease in the phase of a project that has federal funds in amounts above \$ 2 million.

Mr. Prestash added that modifications of less than \$ 2 million are included in the members meeting packets. Mr. Roberts emphasized that the \$2 million threshold refers to federal funds and that state funds can be managed administratively unless the group choose otherwise and that the group can also adjust the threshold if needed in the future.

**Motioned:** Ms. Webster

**Seconded:** Mr. Wolf

**Voted:** All in favor to approve the Environmental Justice Analysis, the Self-Certification Resolution, and the 2023 TIP Revision Procedures.

**12. Review and approve the FYs 2023-2026 TIP [October 1, 2022, to September 30, 2026] *Highways & Bridges.***

Mr. Prestash noted that the members had reviewed the draft TIP before and that it went through a reiterative process in which we received new federal dollars from the Infrastructure Investment and Jobs Act and the group had a special meeting in January to include the additional projects and nothing has changed since that meeting.

**Motioned:** Mr. Wolf

**Seconded:** Mr. Kissell

**Voted:** All in favor to approve the FY 2023-2026 TIP.

**13. Review and approve the FYs 2023-2026 TIP [October 1, 2022, to September 30, 2026] *Public Transit and Transit Financial Capacity Analysis.***

Mr. Wolf said that the document was Amtran's submission for the 2023-2026 TIP and that the group received it in advance last December.

**Motioned:** Mr. Wolf

**Seconded:** Mr. Butterbaugh

**Voted:** All in favor to approve the FY 2023-2026 Transit TIP and Financial Capacity Analysis.

**14. Other Business.**

Mr. Prestash reported that inflation costs have caused the six county construction estimate to climb from \$119 million to \$135-139 million for the same projects, but that no Blair County projects will have to be deferred. He added that paving costs also increased by \$4.5 to \$5 million.

Mr. Greenland said that the Route 453 study is like the US Route 22 study in that a safety audit will be done along the entire corridor and identify online improvements that are necessary as well as take a

long term approach to the corridor to identify the costs of lane additions. Mr. McFarland said that he had received calls from the other counties involved. Mr. McFarland made a motion to support the Southern Alleghenies proposal for the Route 453 corridor study. Mr. Wolf seconded with all in favor.

Mr. Greenland spoke to the group about the issue at the Target store entrance and Plank Road. He said that PennDOT was approached by Allegheny Township and a group in the condominiums above Jethro's. He said that the issue is the entrance that comes out from Jethro's onto Sierra North is difficult to get out. He addressed proposals like making the northern intersection at Target a full entrance for lefts in and out. He said that the Department has funds available to do a study with a match of 10 percent and that we are waiting to see if the township is supportive of the study.

## **15. Adjournment.**

There being no other business, the chairperson asked for a motion to adjourn at 2:04 pm.

**Motioned:** Mr. Wolf

**Seconded:** Mr. Butterbaugh

**Voted:** All in favor to adjourn the meeting.

Respectfully submitted,

David W. McFarland, III, AICP  
Secretary, MPO





COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION

November 23, 2022

Dear Planning Partners:

Pursuant to the code of Federal Regulations (23 CFR § 490) regarding National Performance Management Measures for the Highway Safety Improvement Program (HSIP), Pennsylvania has established the 2023 targets for the following Safety Performance Measures:

- 1) Number of fatalities
- 2) Rate of fatalities per 100 million Vehicle Miles Travelled (VMT)
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million VMT
- 5) Number of non-motorized fatalities and serious injuries.

The Pennsylvania Department of Transportation (PennDOT) is required to establish these targets by August 31<sup>st</sup> each year. The 2023 targets found in Table 1 of the enclosure are based on a data driven trend analysis of the statewide fatality and suspected serious injury numbers (2 percent annual fatality reduction and maintaining level suspected serious injuries).

Metropolitan Planning Organization (MPOs) are required to establish targets within 180 days of PennDOT establishing its targets (by February 27, 2023) either by agreeing to plan and program projects in support of the PennDOT targets, or by establishing their own quantifiable targets. For consistency, PennDOT is requesting Rural Planning Organizations (RPOs) follow the same procedure. Table 2 of the enclosure reflects values for your MPO/RPO based on the same methodology that was used at the state level.

The MPOs that establish quantifiable fatality rate or serious injury rate targets shall report the VMT estimate used for such targets and the methodology used to develop the estimate. The methodology should be consistent with other Federal reporting requirements, if applicable. MPOs/RPOs wishing to establish their own quantifiable targets are requested to coordinate with PennDOT as early as possible, but no later than December 31, 2022.

A state is determined to have met or made significant progress toward meeting established targets if the outcome in 4 of 5 performance measures is better than the baseline number. For Pennsylvania's 2021 targets, the Federal Highway Administration (FHWA) will report this determination by March 31, 2023.

Preliminary data indicate Pennsylvania did not meet our 2021 targets and will be subject to the provisions of 23 United States Code § 148 (i). This will require the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. This plan is due June 30, 2023. In addition, we will be required to obligate in Federal Fiscal Year (FFY) 2024 an amount equal to the FFY 2020 HSIP apportionment.

For more information, please visit the FHWA Safety Performance Management website at <https://safety.fhwa.dot.gov/hsip/spm/>.

Your response is requested before February 27, 2023.

Please complete the following:

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Planning Organization Name

Select one of the following options for establishing Safety Performance Measures:

- The MPO/RPO agrees to plan and program projects so that they contribute toward the accomplishment of the established PennDOT targets. The MPO/RPO will have the option to establish quantifiable targets of their own each year when new PennDOT targets are established. Table 2 of the enclosure reflects corresponding MPO/RPO values.
  
- The MPO/RPO has established quantifiable targets for each performance measure for our planning area. The targets and methodology used to develop them are enclosed with this letter. This option will require PennDOT coordination with the Federal Highway Administration to ensure that the targets established are not just aspirational but achievable based on the projects that are programmed on the MPO/RPO's Transportation Improvement Program. If choosing this option please notify the Center for Program Development and Management (CPDM) by December 31, 2022.

Concurrence: \_\_\_\_\_

Authorized MPO/RPO Representative

\_\_\_\_\_ Date

**SUBMIT**

2023 Safety Target Setting

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November 23, 2022

Should you have any questions, please contact Casey Markey, Transportation Planning Manager, Center for Program Development and Management, at 717.787.1251 or [cmarkey@pa.gov](mailto:cmarkey@pa.gov).

Sincerely,



Larry S. Shifflet  
Deputy Secretary for Planning

Sincerely,



Michael C. Keiser, P.E.  
Acting Deputy Secretary for Highway  
Administration

Enclosure

**Table 1: Statewide Targets:**

Performance Measure	5-year Rolling Averages		
	TARGET 2019-2023	ACTUAL 2019-2023	BASELINE 2017-2021
Number of Fatalities	1,160.9		1149.0
Fatality Rate	1.170		1.162
Number of Serious Injuries	4,893.2		4590.6
Serious Injury Rate	4.931		4.642
Number of Non-motorized Fatalities and Serious Injuries	811.3		783.4

\* Future VMT estimated to hold level over next few years

**Table 2: Altoona MPO Supporting Values:**

Performance Measure	5-year Rolling Averages		
	TARGET 2019-2023	ACTUAL 2019-2023	BASELINE 2017-2021
Number of Fatalities	7.5		9.0
Fatality Rate	0.762		0.906
Number of Serious Injuries	58.4		58.0
Serious Injury Rate	5.935		5.841
Number of Non-motorized Fatalities and Serious Injuries	9.0		7.6

\* Future VMT estimated to hold level over next few years