1. **Call to Order**

   Mr. MacMath called the meeting to order at 9:35 a.m.

2. **Introduction of Committee Members**

   A round of introductions was made.
3. **Election of Officers for 2012**

Mr. MacMath opened the floor for nominations.

*Motion was made by Ms. Barbin and seconded by Mr. Brubaker to retain Mr. Kent Baker as Chair and Mr. Bill MacMath as Vice Chair of the CCMPO Technical Committee for 2012. The motion carried 10-0. Messrs. Baker, Jacobs, McDonald, Wainright, and Mses. Steele and Story were not in attendance; Messrs. Mose and Seybert were not in attendance at the time the vote was taken.*

4. **Approval of Minutes**

*Motion was made by Ms. Hannegan and seconded by Mr. May to approve the minutes of the January 11, 2012 CCMPO Technical Committee meeting as presented. The motion carried 10-0. Messrs. Mose and Seybert were not in attendance at the time the vote was taken.*

5. **Citizens’ Comments**

Mr. David Mitchell, Director of the Governor’s Northwest Regional Office, spoke to the Committee regarding the 2012 state budget. According to Mr. Mitchell, the largest problem with the budget is that revenues are $719 million below projections.

Mr. Mitchell highlighted the transportation items mentioned by Governor Corbett in his February 7 budget address. The Governor’s budget proposal includes $886 million for highway maintenance and $131 million for safety, administration, and licensing.

Mr. Mitchell conveyed the Corbett Administration’s response to questions it has received regarding the state transportation funding crisis:

> “Our transportation infrastructure continues to be funded through this budget as well as other funding streams. The larger picture of the long term transportation improvements must be confronted on its own. It is a distinct issue separate from this budget. The Governor must look at transportation investment as a part of the entire economic picture of Pennsylvania. Pennsylvanians continue to struggle in this recession, and we must not ask them to add to this burden at this time. It took us 40 years to get to this dilemma, and it cannot be solved in six months, but we will continue to keep an eye on moving forward.”

Mr. Mitchell acknowledged the challenges and frustrations surrounding the current transportation funding situation and offered assurances that the Governor’s office is studying the Transportation Funding Advisory Commission’s (TFAC’s) findings and taking a deliberate approach to developing a plan in which transportation pays part of its own way.

Mr. May asked when the Governor’s office might take action on the TFAC’s recommendations. In response, Mr. Mitchell said that the Administration is examining long term funding streams and that a package should be introduced later this year.

Mr. Zilla thanked Mr. Mitchell for coming to the meeting and said that his attendance went a long way towards diffusing the frustrations felt by MPO staff. Mr. Zilla said he is trying to put a positive spin on the Governor’s budget proposal, since transportation funding would remain at current levels. He pointed out, however, that without an increase in state and federal funding, six Centre County projects will not proceed to the next stage of work.

Mr. Mitchell explained that part of his job is to partner with local governments to bring their concerns to the Governor’s office, and he encouraged CCMPO members to contact him.
6. **Marcellus Shale Drilling Industry in Centre County**

Ms. Hannegan presented an update on Marcellus Shale natural gas industry activities. Only seven wells were drilled in Centre County during 2011, down from 42 in 2010. In contrast, drilling activity increased in other areas of the state during 2011, with 1751 wells drilled statewide. Pipeline infrastructure does not seem to be a factor in determining where the wells were drilled. Ms. Hannegan said that because natural gas prices are low, the drilling companies seem to be concentrating their activities in areas of “wet” gas, which commands a higher price because it contains other gases that can be stripped off; the gas found in Centre County is “dry.” It also seems that natural gas companies have consolidated their operations in areas of the state where they were already working and where water pipeline infrastructure is in place, reducing the number of truck trips required.

Ms. Hannegan reported on the activities of the Centre County Natural Gas Task Force subcommittees. The Economic Development subcommittee has been compiling an Underutilized Site Inventory, promoting fleet conversions to compressed natural gas (CNG), and exploring the local construction of well pad housing. The Underutilized Site Inventory has been uploaded to the county’s website, and considerations for fleet conversion will be released in a couple of months.

The Education subcommittee has been working with the Central PA Institute of Science and Technology (CPI) on the development of its Emerging Energy and Infrastructure Technology Center, which opened in September 2011. The ground-breaking for CPI’s Transportation Training Center will take place in late April or early May; its curriculum will be tailored to the needs of the natural gas industry. The Education subcommittee has also been working with the Centre County Public Safety Training Center to expand its program to include natural gas emergency response training.

Ms. Hannegan said that an educational opportunity will take place at CPI on April 19-20, 2012. The MEET-U (Mobile Energy Education Training Unit) Trailer will be open to the public as well as area schools.

Mr. Bloom reported on the activities of the Environmental/Infrastructure subcommittee. A Road Use Maintenance Agreement has been developed to help municipalities ensure their roadway infrastructure is restored to predrilling conditions. The development of Route Information Sheets is also underway. These will list general route information such as traffic volumes, lane and shoulder widths, speed limits, and pavement conditions, as well as potential hazards, and will be provided to natural gas industry trip planners. In addition, the MPO has been compiling a Small Bridge Inventory, and surveys have been completed in Rush and Snow Shoe Townships. With the help of Ms. Barbin, the Environmental/Infrastructure subcommittee has developed a brochure listing pre-drilling water well testing guidelines. The subcommittee has also been working with the county’s water authorities on source water protection planning.

Ms. Hannegan said that an opportunity exists for private water wells in the Marcellus Shale region of the county to be tested free of charge through a grant program administered by the Clearfield County Conservation District. Only 27 of 100 samples have been taken to date.

In response to a question from Ms. Barbin, Ms. Hannegan said that an information sheet describing the water well testing program was distributed to the media and to 13 municipalities in the Marcellus Shale region of the county. The application is also available on the Centre County website.

Ms. Hannegan then reported on the activities of the Planning/Public Policy and Legal subcommittee. During 2011, the subcommittee developed a set of Lease Considerations, Seismic Considerations, and Pipeline Considerations to assist landowners in negotiating agreements with the natural gas industry.
All of these documents are available on the county’s website. Approximately 26% of Centre County’s total land area is currently under lease for deep well natural gas drilling.

As noted by Ms. Hannegan, employment in the core natural gas industries in Centre County is currently at the national average. Employment in the natural gas industries was well below the national average in 2008 when the first Centre County well was drilled.

Ms. Hannegan said that little if any drilling activity is expected in Centre County in 2012, but that midstream pipeline construction is expected to begin. The Natural Gas Task Force will continue to explore economic development approaches in 2012, including the expansion of the natural gas distribution network to industrial, commercial, and residential users.

Ms. Hannegan concluded by inviting interested parties to attend the Centre County Natural Gas Task Force meetings, which are held at CPI at 4:00 p.m. on the second Monday of the month.

In response to a question from Mr. Hoy, Ms. Hannegan said that an experimental flex rig is being tested at a storage facility just off I-80 in Milesburg; there is no permit for well drilling at that site.

Mr. MacMath noted that a pump station is being constructed in the Penn Eagle Industrial Park in Bellefonte, and he expressed concern that the water is leaving Centre County. Ms. Hannegan acknowledged Mr. MacMath’s concerns and said that water is also being taken from Spring Township quarries.

In response to a question from Mr. Zilla, Ms. Hannegan explained that speculative leases in Brush Valley and Penns Valley would likely not be renewed. According to industry sources, drilling in these areas is not economically viable.

In response to a question from Mr. Hoy, Ms. Hannegan said that leases are recorded, but they are difficult to track once sold. In response to a follow up question, Ms. Hannegan said that seismic testing in the Lower Bald Eagle Valley east of Wingate was completed last year and that seismic testing east of the Blanchard/Marsh Creek area is expected to take place in May 2012.

Mr. Hoy reported that Howard Borough experienced a 20-30% earned income tax windfall because of the higher wages associated with natural gas industry employment.

Mr. Mitchell said that the PA House of Representatives’ continuing debate over House Bill 1950, which governs natural gas industry impact fees, could be viewed on the PCN (Pennsylvania Cable Network) website. The bill was passed by the PA Senate on February 7, 2012.

Ms. Hannegan’s complete presentation will be posted on the county’s website.

7. **Coordinated Public Transit - Human Services Transportation Plan**

Mr. Kausch said that a Coordinated Public Transit - Human Services Transportation Plan (Coordinated Plan) is required by PennDOT and the federal government in order to apply for federal transit funding from the Job Access Reverse Commute (JARC), New Freedom, and Section 5310 programs. The last fully compliant Coordinated Plan was completed in 2008, and federal regulations require that it be updated every four years.

The foundation of the Coordinated Plan will be completed in March 2012. CRPA Planning Intern Ian McLaren has been using information from the 2010 Census and 2005-09 American Community Survey to update the demographics relevant to the target populations (low income individuals, reverse commuters, persons with disabilities, and senior citizens). An inventory of service providers within
Centre County is being compiled and will include CATA, the Centre County Office of Transportation (CCOT), intercity bus services, taxi companies, and human service agencies that provide transportation services. PennDOT’s Bureau of Public Transportation has indicated that existing planning documents, including the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and Agency strategic plans, be used to identify the potential candidate projects that are listed in the plan.

The plan will be completed using stakeholder input from a variety of human services agencies; county government, including the offices of Planning and Community Development, Aging, and Veteran’s Affairs; local surface transportation providers; economic development groups; and major employers, including Penn State University, school districts, and major medical centers. Two or three stakeholder meetings will be held at locations around the county in order to ensure a geographically diverse cross section. Planning Partners from neighboring counties (SEDA-COG and North Central RPO) will also be invited to participate in order to identify issues that cross county boundaries.

Mr. Kausch reviewed the timeline for the preparation and adoption of the Coordinated Plan. Members of the stakeholder committee will be contacted in March and April, and stakeholder committee meetings will be held in April and May. A 30-day public comment period is also scheduled to take place during April and May. The draft Coordinated Plan will be completed in May/June and will be presented to the CCMPO Technical and Coordinating Committees for review and adoption in June 2012.

Mr. Hampton said that since the purpose of a 30-day public comment period is to receive comments on the final document, it generally does not take place until after the stakeholder meetings have concluded. Upon Mr. Hampton’s recommendation, Mr. Kausch will revise the adoption schedule so that there is no overlap between the stakeholder committee meetings and the 30-day public comment period.

8. **FY 2012-13 Unified Planning Work Program (UPWP)**

Mr. Zilla directed the Committee’s attention to the FY 2012-13 Unified Planning Work Program (UPWP) that was included in the agenda packet. He explained that the UPWP lists the work tasks to be completed by the CRPA and the CCPCD0 on behalf of the CCMPO between July of the current calendar year and June of the next and that it must be adopted each year by the end of February.

Mr. Zilla then provided an overview of the work tasks currently being carried out by CCMPO staff:

- Mike Bloom – Development of a Marcellus traffic routing information tool (web application), inventory of local bridges less than 20 feet in length, LRTP goals/objectives and performance measures, site plan reviews
- Trish Meek – Transportation Enhancements (TE) Program, Bicycle Friendly Community application, land use forecasts for the LRTP travel demand model
- Greg Kausch – Grant applications for vanpool vans, Moshannon Valley Park and Ride Study, CATA Universal Transit Access Study, site reviews for public transit elements
- Ian McLaren (Intern) – LRTP goals/objectives and performance measures, census/socioeconomic data for the update of the Coordinated Public Transit - Human Services Transportation Plan, comparison of land use forecasts for the LRTP travel demand model with Ferguson Township forecasts
- Tom Zilla – Amendments to the current 2011-2014 TIP, development of the new 2013-2016 TIP, monitoring federal and state transportation funding legislation, assisting with traffic studies for the Waddle Road Interchange
In addition, staff is involved in planning for pedestrian/bicycle facilities, pre-construction activities for
TIP projects, deploying technology projects for CATA, planning for commuter bus service between
Clearfield and State College, applying for funds from the Automated Red Light Enforcement Program,
and special studies, such as the Halfmoon/Patton Area Plan Traffic Analysis.

Mr. Zilla then reviewed the funding sources for the FY 2012-13 UPWP:

- Base federal/state funding = $157,270 (no change from FY 2011-12)
- Additional federal/state funding for Linking Planning and NEPA and LRTP update = $27,500
- County, municipal, CATA cash contributions = $218,000

As Mr. Zilla pointed out, local contributions far exceed the required 10% local match. The additional
funds are used to support four full-time equivalent staff positions at the CRPA (in addition to the full-time
position contributed by the county).

In response to a question from Mr. Brubaker, Mr. Bloom said that the status of the Automated Red Light
Enforcement grants is unknown.

Motion was made by Mr. Hampton and seconded by Ms. Michael to recommend that the Coordinating
Committee adopt the FY 2012-13 UPWP. The motion carried 12-0.

9. FY 2010-11 UPWP – Time Extension Amendment for Travel Demand Model Project

Ms. Meek reported that Whitman, Requardt & Associates, LLP (WR&A) continues to work on the
Centre County Travel Demand Model. The majority of the modeling work is expected to be completed
in March. However, the contract with WR&A expires on March 31, 2012, and additional time will be
needed to review the results of the various scenario runs. In order to maintain access to unexpended
funds after March 31 and provide time for WR&A to respond to questions about the model runs, staff
is recommending that the termination date of the task be extended to June 30, 2013, with no change in
the funding amount.

Motion was made by Mr. Brubaker and seconded by Ms. Barbin to recommend that the Coordinating
Committee amend the CCMPO’s FY 2010-11 UPWP to extend the termination date for Task VII.A from
March 31, 2012 to June 30, 2013 with no change in the funding amount. The motion carried 12-0.

10. FY 2009-10 UPWP – Amendment for the Moshannon Valley Park and Ride Study

Mr. Kausch said that at the request of CCMPO staff, McCormick Taylor has completed a number of
tasks that were beyond the original scope of work for the Moshannon Valley Park and Ride Lot study,
including an additional stakeholders meeting, extensive property owner discussions, a presentation to the
CATA Board of Directors, and the workshop format used for the January CCMPO meetings. McCormick
Taylor has requested a supplement to cover the additional expenses it incurred in the completion of these
tasks, and the PennDOT Central Office has agreed to allocate an additional $10,000 in PCTI funding.
Because this project is being administered through the CCMPO’s UPWP, the FY 2009-10 UPWP must
be amended to include the additional funds. Staff is also recommending that the termination date be
extended from March 31, 2012 to June 30, 2012 in order to maintain access to any unexpended funds for
project close-out activities that occur beyond March 31.

Motion was made by Ms. Hannegan and seconded by Mr. May to recommend that the Coordinating
Committee amend the CCMPO’s FY 2009-10 UPWP to include $10,000 in additional PCTI funds for
Task VII.A, and to extend the termination date for Task VII.A from March 31, 2012 to June 30, 2012.
The motion carried 12-0.
11. **Member Reports**

**CATA** – Mr. Mose said that CATA would soon be taking delivery of 28 new buses, which will go into service following Penn State University’s Spring Break.

**Lower Bald Eagle Valley Planning Region** – Mr. Hoy said that Howard Borough was awarded a DCNR grant for the design of its bicycle and pedestrian trail. Howard Borough is proceeding with the preliminary engineering for this Transportation Enhancements (TE) project. The project will go out for bid in June or July.

**PennDOT District 2-0** – On the planning side, Ms. Michael said that District 2-0 has been working on the TIP update and on Linking Planning and NEPA forms. On the project delivery side, the bid has been let for the completion of the Intelligent Transportation Systems (ITS) project on I-80; the bid for the preservation of the two bridges on I-80 over Route 26 is expected to be let on May 10, as is the bid for the preservation of four bridges on the Interstate TIP near Marion Township; the bid for the SR 550 Betterment project is anticipated to be let in June (right of way issues are being resolved); the bid for a bridge on SR 3011 in Lemont will be let on April 12 (Branch Road will be closed during construction from June to October); and PennDOT maintenance forces will be installing a box culvert on SR1004 north of Howard this summer.

**Federal Highway Administration (FHWA)** – Mr. Smoker said that U.S. Department of Transportation Secretary Ray LaHood had announced the availability of TIGER 2012 grants. Mr. Smoker encouraged the CCMPO to apply for project funding through the TIGER 2012 program.

**Penns Valley Planning Region** – Mr. Myers said that Gregg Township is working on a Rails to Trails project, the benefits of which will extend beyond the Township. He also brought a bridge webinar announcement to the Committee’s attention. A presentation on accelerated bridge construction will take place on February 16, 2012 from 2:00-4:00 p.m. More information can be found on the PennDOT District 8-0 website.

**Mountaintop Planning Region** – Citing ongoing safety concerns related to Marcellus Shale natural gas industry vehicles, Ms. Barbin reiterated the urgent need for a traffic signal at the intersection of SR 144 and I-80 in Snow Shoe Township. The T-710 Kato Bridge is also in need of critical repairs.

**Centre Regional Planning Commission** – Mr. May said that the results of the 2011 Centre Region Comprehensive Plan Survey are available. The final report will be distributed to the Centre Region municipalities and posted on the CRPA website. Revisions to the Land Use and Transportation elements of the Centre Region Comprehensive Plan Update have been completed, as well as initial drafts of the Natural, Environmental, Cultural, and Historic and Open Space, Conservation, and Recreation elements. A community meeting regarding the Comprehensive Plan Update will be held in May. The CRPA has also completed a draft Best Practices Guide for Development Review and Permitting, as recommended in the Centre Region Economic Development Assessment. Given the uncertainty of the funding situation, Mr. May encouraged the members to communicate the importance of regional planning to their peers.

**Patton Township** – Mr. Brubaker said that Erdman Anthony was awarded the design contract for the Waddle Road interchange project. Funding for Preliminary and Final Engineering has been secured. Tom Zuratt from PennDOT District 2-0 will be the project manager. The design for the Circleville Path TE project was included in the Township’s 2012 budget, and as such, the Township is moving ahead with the Request for Proposals and consultant selection process.
Ferguson Township – Mr. Seybert said that the opening date for Bristol Avenue is unknown. The developer is working diligently resolve the remaining issues. The road could be accepted by the Township on February 21.

Spring Township – Mr. MacMath reported that the three new traffic signals on Zion Road are operational. The Township is trying to resolve signal timing issues before the new Weis store opens on February 26, 2012.

12. Announcements

The next CCMPO Coordinating Committee meeting will be held at 6:00 p.m. on Tuesday, February 28, 2012 at the Patton Township Municipal Building.

The next CCMPO Technical Committee meeting is scheduled for 9:30 a.m. on Wednesday, March 14, 2012 at a location to be determined.

With regard to transportation funding, Mr. Mose said that the transit industry has grave concerns about the transportation bill that was recently introduced in the U.S. House of Representatives because funding would come through sources other than the Highway Trust Fund. The proposed bill includes a four-year appropriation at the current level, rather than the guaranteed funding stream included in previous reauthorization bills. The transit industry will be working very hard to ensure the bill is modified in committee. Otherwise, the industry will be working toward the bill’s defeat.

13. Adjournment

There being no further business, the February 8, 2012 CCMPO Technical Committee meeting was adjourned at 11:26 a.m.

Respectfully submitted,

Lyssa Cromell
Recording Secretary