



Centre County, Pennsylvania

What is the Centre County Metropolitan Planning Organization (CCMPO)?

Federal law requires local and state officials in all designated urbanized areas with populations over 50,000 persons in the United States to maintain a **cooperative, continuous, and comprehensive** transportation planning program, through a “metropolitan planning organization (MPO)”.

The CCMPO is a **transportation planning organization** that works in partnership with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Pennsylvania Department of Transportation (PennDOT), Centre Area Transportation Authority (CATA) and the Centre County Office of Transportation (CCOT) to fulfill federal and state metropolitan transportation planning requirements for Centre County (State College PA Urbanized Area).

CCMPO Organization

The policy-making body of the CCMPO is the Coordinating Committee, which is responsible for the transportation planning activities mandated in federal laws and regulations. The Coordinating Committee includes 18 voting members from county and local government, public agencies, and PennDOT.

A Technical Committee provides comments and recommendations to the Coordinating Committee in an advisory role. The Technical Committee is comprised of members from the same organizations represented on the Coordinating Committee.

Key Responsibilities

<p>Unified Planning Work Program (UPWP) <i>23 CFR 450.308</i></p>	<p>The CCMPO is required to periodically prepare a UPWP, which lists the transportation planning activities to be completed by the MPO, in cooperation with federal and state partners, and County and local governments and agencies. In Pennsylvania, the UPWP is based on the state fiscal year (July to June), and typically covers a two-year period. The FY 2020-2022 UPWP covers the time period from July 1, 2020 to June 30, 2022.</p>
<p>Long Range Transportation Plan (LRTP) <i>23 CFR 450.324</i></p>	<p>The CCMPO is required to develop and maintain a multi-modal plan with a minimum 20-year horizon that addresses federal requirements. The LRTP specifies MPO goals and objectives, documents existing and future transportation conditions and demands, addresses transportation performance management (TPM), and includes a fiscally constrained project list. The CCMPO's LRTP 2050 addresses a 30-year horizon and was adopted in September 2020. A potential interim update of the LRTP may occur in 2023.</p>
<p>Transportation Improvement Program (TIP) <i>23 CFR 450.326</i></p>	<p>The CCMPO is required to approve federal funding for highway and transit projects, through the adoption of a short-range TIP. The TIP includes federal, state, and local funds for specific projects for a four-year period based on federal fiscal years (October-September), within specific limits of financial constraint. The TIP is updated every two years. The list of projects on the TIP is identical to the First Four Year segment of Pennsylvania's Twelve Year Program (TYP), which is developed at the same time as the TIP and adopted by the State Transportation Commission. The CCMPO adopted the 2021-2024 TIP in June 2020.</p>
<p>Air Quality Conformity <i>40 CFR Parts 51 & 93</i></p>	<p>The <i>Clean Air Act Amendments (CAAA) of 1990</i> specify planning activities for MPO areas exhibiting air quality that is not in attainment with the National Ambient Air Quality Standards (NAAQS). Prior to 2004, air quality in Centre County was in attainment with standards. In June 2004, new standards designated Centre County as a non-attainment area for ozone. Subsequent air quality measurements enabled Centre County to be redesignated as an attainment "maintenance" area. In 2013, federal legal proceedings changed the standards again, and Centre County was determined to be in attainment with the NAAQS.</p> <p>In 2018, the U.S. Eighth Circuit Court of Appeals vacated major portions of a rule impacting air quality conformity requirements for the 1997 8-hour Ozone NAAQS. Although Centre County is still considered an attainment area for all current air quality standards, the Eighth Circuit Court's ruling and subsequent guidance issued by the U.S. Environmental Protection Agency require that Centre County meet conformity requirements for the 1997 8-hour ozone NAAQS. Thus, in 2020, Air Quality Determination Reports were performed for the 2021-2024 TIP and LRTP 2050.</p>
<p>Coordinated Public Transit – Human Services Transportation Plan <i>FAST Act Section 5310</i></p>	<p>Federal regulations require the CCMPO to prepare a Coordinated Public Transit - Human Services Transportation Plan to help guide the distribution of federal funds from certain transit programs that serve low income individuals, persons with disabilities, and the elderly. The Coordinated Plan is integrated into the CCMPO's LRTP 2050.</p>
<p>Public Participation Plan (PPP) <i>23 CFR 450.316</i></p>	<p>The CCMPO adopted a Public Participation Plan (PPP) in 2007. The PPP is reviewed on a periodic basis, and a significant update was completed in 2015. The PPP specifies that proposed plans and programs such as the LRTP and TIP must be made available for public review during a thirty (30) day comment period, and that a public meeting be held during the comment period.</p>

<p>Title VI/ Environmental Justice (EJ) Compliance</p>	<p>The CCMPO's Title VI policy and procedures are focused on ensuring that protected classes of persons are not discriminated against in the planning and delivery of transportation plans, programs and projects. As part of the Title VI efforts, a Limited English Proficiency (LEP) Plan was adopted in 2015.</p>
<p><i>Title VI - 42 U.S.C. § 2000d et seq.</i></p> <p><i>EJ - E.O. # 12898</i></p>	<p>The CCMPO is required to maintain and update a program of activities to address Environmental Justice, to prevent or mitigate adverse impacts to areas with concentrations of low income and minority populations. U.S. Census 2010 and American Community Survey data is utilized to determine whether there are any disproportionate impacts to the populations of concern.</p>

What is the Annual Listing of Obligated Projects?

The federal *Fixing America's Surface Transportation (FAST) Act* (Public Law 114-94357) and 23 CFR 450.326 (Annual listing of obligated projects) require metropolitan planning organizations to publish an annual report that lists transportation projects and programs for which federal funding was obligated in the previous federal fiscal year of the Transportation Improvement Program (TIP). The federal fiscal year begins on October 1 and ends on September 30.

The Federal Highway Administration defines obligation as the "federal government's legal commitment (promise) to pay or reimburse states or other entities for the federal share of a project's eligible costs." Thus, an obligated project is one that has been approved by the federal government for reimbursement, although that reimbursement may not have occurred yet. Reimbursement of eligible costs may occur for projects that were initiated in previous fiscal years, and/or will not be completed until future fiscal years.

Funding may also be "de-obligated" from projects for a variety of reasons, including lower than expected costs, project cancellation, or other factors. De-obligated funds are frequently redirected to other projects.

In Pennsylvania, the listing of obligated projects is developed cooperatively by MPOs, public transportation operators and PennDOT. Projects on the list include roadway, bridge, public transportation, pedestrian and bicycle facility improvements advanced with federal funds.

Funding amounts included in Table 1 below reflect only the obligation of federal dollars for projects on the Highway/Bridge Element of the TIP. Projects may also include state and/or local funding. Thus, the final cost of a project may differ from the amount of funding obligated in a particular fiscal year(s).

PennDOT administers improvements to the interstate highway system through the Interstate Management Program. Funding for most improvement projects on the interstate highway system in Centre County is included on PennDOT's Interstate Management TIP. Federal funds obligated for interstate system improvements in Centre County that are programmed on the Interstate Management TIP do not appear in the table below.

Headings in Table 1 - Highway/Bridge Obligation Report

Column Heading	Description
MPMS	<p>Multimodal Project Management System</p> <p>The MPMS is PennDOT’s electronic inventory that includes detailed information about projects, including milestones, funding, and status. The MPMS number is a distinct code/identifier specific to an individual project.</p> <p><i>(Additional information about projects can be found at PennDOT’s One Map online interactive database, by searching by the MPMS # as the Asset ID. One Map provides project search capability by geographic region, highway route number, and other options; and offers project details such as bid let date, estimated completion date, etc.)</i></p>
Project Title	Short title used in MPMS and in TIP documents.
Project Description	Location of project and summary of scope of improvements.
Project Administrator	Lead sponsor responsible for administering the project.
Phase	<p>Work on highway, bridge and other projects involving specific physical locations are typically advanced in order through five project phases:</p> <ul style="list-style-type: none"> • Preliminary Engineering • Final Design • Utility Relocation • Right of Way Acquisition • Construction <p>Funding on the TIP is allocated by project phase.</p>
District	<p>PennDOT Engineering District boundary within which project is located.</p> <p>There are 11 Engineering Districts in Pennsylvania. Centre County is within Engineering District 2-0.</p>
County	County boundary within which project is located.
State Route	<p>Route number assigned to highways in Pennsylvania.</p> <p>The route number may be a “signed” U.S. or PA Traffic Route, a four-digit PA roadway, or a four-digit number for roadways owned and maintained by municipalities or counties.</p>
Obligation FFY 2023	<p>Amount of federal funds obligated for a project in the FFY of this report (2021).</p> <p>This column may also include negative funding amounts, which represent unused funds that have been “de-obligated” as a result of a project being completed or cancelled.</p>
Prog. Total FFY 2023 to 2026	<p>Amount of federal funding allocated to a project on the TIP.</p> <p>The TIP is based on the federal fiscal year, and in Pennsylvania, the TIP covers four years.</p>
Fed Funds Remaining	The amount of federal funds remaining and available for the project in future years (typically the difference between Obligated funding and Programmed funding).

Headings in Table 2 - Public Transportation Obligation Report

Column Heading	Description
Agency	Transit operator and recipient of federal funds.
MPMS	Multimodal Project Management System The MPMS is PennDOT’s electronic inventory that includes detailed information about projects, including milestones, funding, and status. The MPMS number is a distinct code/identifier specific to an individual project.
Activity Line Item	Brief title of transit project, and PennDOT grant program identifier for the project.
Federal Amount	Amount of federal funds programmed for the project.
Federal Fund Type	Identifier for the specific program (type) of federal funding.
Federal Funds Obligated	Amount of federal funding committed by the operator for a project through a specific grant program.
Federal Funds Remaining	Amount of federal funding remaining for the project through the specific grant program through which funding has been allocated.

Visit the CCMPO on the web at www.ccmppo.net