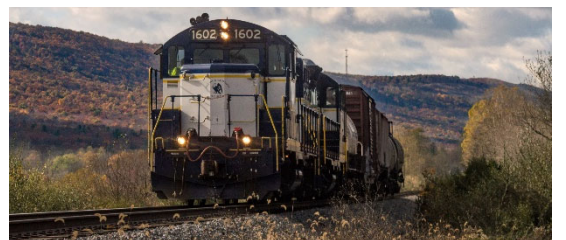
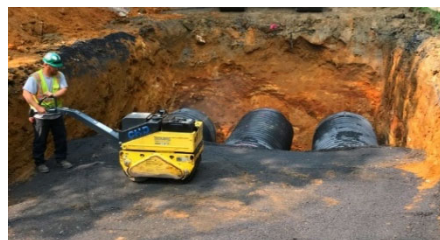


**Centre County
Metropolitan Planning Organization (CCMPO)**

**Annual Listing of Obligated Projects
Federal Fiscal Year (FFY) 2024
(October 1, 2023 – September 30, 2024)**



**Prepared by:
Centre Regional Planning Agency**



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.

A Projects Committee assists in identification and prioritization of candidate projects for funding opportunities and plan updates. The Projects Committee is comprised of five members appointed by five of the organizations represented on the Coordinating Committee.

Key Responsibilities

<p>Unified Planning Work Program (UPWP) 23 CFR 450.308</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. This UPWP covers the time period from July 1, 2025 to June 30, 2027.</p>
<p>Long Range Transportation Plan (LRTP) 23 CFR 450.324</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. An update of the LRTP is underway and must be completed by September 2025.</p>
<p>Transportation Improvement Program (TIP) 23 CFR 450.326</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 2025-2028 TIP in June 2024 and will consider adopting the 2027-2030 TIP in June 2026.</p>
<p>Air Quality Conformity 40 CFR Parts 51 & 93</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. In 2024, Air Quality Conformity Determination Reports were performed for the 2025-2028 TIP and the LRTP 2050. During the period of this UPWP, the CCMPO anticipates completing transportation conformity determinations for the LRTP 2055 update currently underway and the 2027-2030 TIP.</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 adults age 65 and older. The Coordinated Plan is integrated into the CCMPO’s LRTP 2050, and will be updated as part of the ongoing LRTP 2055 update currently underway.</p>
<p>Public Participation Plan (PPP) 23 CFR 450.316</p>	<p>The CCMPO updated its adopted Public Participation Plan (PPP) in 2023. The PPP provides direction for public involvement activities to be conducted by the CCMPO, and contains the policies, goals, objectives, and techniques that may be used by the CCMPO for public involvement. For example, it specifies that proposed plans and programs such as the LRTP and TIP must be made available for public review during a</p>

	thirty (30) day comment period, and that a public meeting be held during the comment period. The PPP and the demographic data supporting it will be reviewed every two years in conjunction with the TIP updates, and an ongoing three-year cycle is anticipated for major updates.
Title VI/ Environmental Justice (EJ) Compliance <i>Title VI - 42 U.S.C. § 2000d et seq.</i> <i>EJ - E.O. # 12898</i>	<p>The CCMPO's Title VI program is focused on ensuring that individuals are not discriminated against in the planning and delivery of transportation plans, programs, and projects based on race, color, or national origin. The CCMPO also operates its programs in accordance with other federal and state laws and regulations which prohibit discrimination or disproportionate impacts based on religious creed, disability, sex, age, income, or language. Both the CCMPO Title VI program and a component Language Access Plan were initially adopted in 2015, and updated in 2022.</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 2020 and American Community Survey (ACS) data is utilized to determine whether there are any disproportionate impacts to populations of concern based on the programmed list of transportation projects in the region.</p> <p>The CCMPO also provides contact information by which anyone who requires an auxiliary aid or service to participate in a program, service, or activity of the CCMPO can request it, as well as a contact to address complaints that any such activity is not accessible to persons with disabilities.</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 450.334 (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 2021 to 2024	<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



FFY 2023 Centre TIP
FHWA Obligation Report
Obligations 10/1/2023 to 9/30/2024

MPMS	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT ADMINISTRATOR	PHASE	DISTRICT	COUNTY	STATE ROUTE	OBLIGATION* FFY 2024	PROG. TOTAL FFY 2023 TO 2026	FED FUNDS REMAINING
113890	Struble Rd RR Warn Device	Installation of Railroad Warning Devices on Township Road 380, Struble Road ,at SEDACOG Joint Rail Authority/Nittany Bald Eagle Railroad Crossing DOT# 506.378.J in College Township, Centre County.	PENNDOT	Construction	2	Centre		\$275,642	\$275,642	\$0
112588	Jacksonville Road Betterment	Roadway Restoration/Resurfacing on State Route 26 (Marine Sergeant DJ Emery Highway), near I-80 Exit 161 to near Shay Lane Marion Township, Centre County.	PENNDOT	Preliminary Engineering	2	Centre	26	\$220,000	\$620,000	\$400,000
112588	Jacksonville Road Betterment	Roadway Restoration/Resurfacing on State Route 26 (Marine Sergeant DJ Emery Highway), near I-80 Exit 161 to near Shay Lane Marion Township, Centre County.	PENNDOT	Utility	2	Centre	26	\$120,220	\$800,000	\$679,780
112588	Jacksonville Road Betterment	Roadway Restoration/Resurfacing on State Route 26 (Marine Sergeant DJ Emery Highway), near I-80 Exit 161 to near Shay Lane Marion Township, Centre County.	PENNDOT	Construction	2	Centre	26	\$8,279,471	\$8,279,471	\$0
93262	Howard Intersection	Safety improvements at the intersection of State Routes 26 and 150 such as ITS devices and signing in Howard Township, Centre County.	PENNDOT	Construction	2	Centre	26	\$368,200	\$600,000	\$231,800
121546	College Twp Bike/Ped Path, TASA	Shared use path being constructed along State Route 26 East College Avenue, between Puddintown Road and University Drive, in College Township, Centre County.	PENNDOT	Preliminary Engineering	2	Centre	26	\$20,000	\$20,000	\$0
119468	Centre Concrete Preservation	Concrete Pavement Preservation on State Routes 99 and 322 in various municipalities, Centre County.	PENNDOT	Preliminary Engineering	2	Centre	99	\$500,000	\$500,000	\$0
118207	I-99 NB Solar Powered Chevrons	Safety Improvement for the Installation of Solar Powered Sequential Lighted Chevrons on Interstate 99 Northbound near Mile Marker 81 in Spring Township, Centre County.	PENNDOT	Construction	2	Centre	99	\$1,357	\$138,357	\$137,000
119970	Centre Co. Carbon Reduction	Camera installations at several locations for response to traffic control needs and for intermittent and weather-related congestion, also includes traffic counter station installation for improved data related to traffic management strategies in various municipalities on State Routes in Centre County.	PENNDOT	Construction	2	Centre	99	\$681,537	\$1,109,015	\$427,478
119990	SR 144 High Friction Surface Treatment	High Friction Surface Treatment installation on State Route 0144 in Spring Township, Centre County.	PENNDOT	Construction	2	Centre	144	\$148,000	\$148,000	\$0
120120	State Route 144 HFST	High Friction Surface Treatment application to State Route 144 in Boggs Township, Centre County.	PENNDOT	Construction	2	Centre	144	\$147,400	\$200,000	\$52,600
118399	Bellefonte Streetscape Safety Improvements, TASA	Streetscape project on South Spring Street and West Bishop Street in the Borough of Bellefonte, Centre County.	PENNDOT	Construction	2	Centre	144	\$364,000	\$364,000	\$0
106365	SR 150 and Phoenix Ave Intersection	Intersection improvements on State Route 150 and Phoenix Avenue intersection in Bellefonte Borough and Spring Township, Centre County.	PENNDOT	Study	2	Centre	150	\$200,000	\$200,000	\$0
120082	SR 322 High Friction Surface Treatment	High Friction Surface Treatment Safety Improvement on State Route 322 in Rush & Worth Townships, Centre County.	PENNDOT	Preliminary Engineering	2	Centre	322	\$22,000	\$22,000	\$0
120082	SR 322 High Friction Surface Treatment	High Friction Surface Treatment Safety Improvement on State Route 322 in Rush & Worth Townships, Centre County.	PENNDOT	Construction	2	Centre	322	\$149,500	\$200,000	\$50,500
110305	2024 Bridge Preservation	Bridge Improvements on State Route 504 over Wallace Run in Boggs Township and State Route 3010 over US 322/Slab Cabin Run in College Township, Centre County.	PENNDOT	Construction	2	Centre	504	\$1,153,960	\$1,295,156	\$141,196
3188	Centre 2024 Br. Preserv.	Bridge Preservation on State Route 879 over West Branch Susquehanna River in Burnside Township, Centre County.	PENNDOT	Preliminary Engineering	2	Centre	879	\$13,910	\$120,000	\$106,090
91500	SR 2005 Sinking Cr Bridge	Bridge Improvements on State Route 2005 over Sinking Creek in Gregg Township, near Spring Mills, Centre County.	PENNDOT	Construction	2	Centre	2005	\$1,160,681	\$3,441,761	\$2,281,080
120550	SR 2011 over Penns Creek	Bridge Improvements on State Route 2011 Coburn Road over Penns Creek in Coburn, Penn Township, Centre County.	PENNDOT	Preliminary Engineering	2	Centre	2011	\$200,000	\$200,000	\$0
101960	Atherton Street Phase III	Highway reconstruction work on State Route 3014, Atherton Street. Work will consist of the reconstruction of the drainage system and a mill and overlay of the existing pavement. Minor widening (approximately .7 mile eastbound and .7 mile westbound for a total of 1.4 miles) is anticipated in areas along with ADA ramp reconstruction and minor traffic signal work (interconnected), Park Avenue to Westerly Parkway. Install 1 full-color standard Dynamic Message Sign (DMS), 1 full-color Type A DMS, and 2 HD CCTV cameras to aid in Integrated Corridor Management between I-99, US 322, and Atherton Street in State College Borough, Patton and Harris Townships.	PENNDOT	Construction	2	Centre	3014	\$167,621	\$6,631,415	\$6,463,794
116881	2024 Centre Bridge Preservation	Bridge Improvements on State Route 3022 over State Route 26 in State College Borough, and State Route 322 over State Route 3010 and Spring Creek in College Township, Centre County.	PENNDOT	Construction	2	Centre	3022	\$1,408,923	\$1,540,808	\$131,885
88217	SR 4005 Bridge over I-80.	Bridge Improvements on State Route 4005, Exit 147, over Interstate 80 in Snow Shoe Township, Centre County.	PENNDOT	Preliminary Engineering	2	Centre	4005	\$175,000	\$175,000	\$0
2898	T-633, Potter Run Bridge	Local (Road Map) Bridge Improvement project on Township Road 633, Lower Georges Valley Road, over Potter Run in Potter Township, north of Potters Mills, Centre County.	PENNDOT	Preliminary Engineering	2	Centre	7218	\$32,800	\$32,800	\$0
2898	T-633, Potter Run Bridge	Local (Road Map) Bridge Improvement project on Township Road 633, Lower Georges Valley Road, over Potter Run in Potter Township, north of Potters Mills, Centre County.	PENNDOT	Final Design	2	Centre	7218	\$254,616	\$254,616	\$0
2898	T-633, Potter Run Bridge	Local (Road Map) Bridge Improvement project on Township Road 633, Lower Georges Valley Road, over Potter Run in Potter Township, north of Potters Mills, Centre County.	PENNDOT	Utility	2	Centre	7218	\$42,436	\$42,436	\$0

FHWA Obligation Report
Obligations 10/1/2023 to 9/30/2024

MPMS	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT ADMINISTRATOR	PHASE	DISTRICT	COUNTY	STATE ROUTE	OBLIGATION* FFY 2024	PROG. TOTAL FFY 2023 TO 2026	FED FUNDS REMAINING
2898	T-633, Potter Run Bridge	Local (Road Map) Bridge Improvement project on Township Road 633, Lower Georges Valley Road, over Potter Run in Potter Township, north of Potters Mills, Centre County.	PENNDOT	Right of Way	2	Centre	7218	\$42,436	\$42,436	\$0
2963	T-467, Fishing Creek Bridge	Local (Road Map) Bridge Replacement project on Township Road 467, Hoy Road, over Fishing Creek in Walker Township, Centre County.	PENNDOT	Preliminary Engineering	2	Centre	7224	\$40,800	\$40,800	\$0
2963	T-467, Fishing Creek Bridge	Local (Road Map) Bridge Replacement project on Township Road 467, Hoy Road, over Fishing Creek in Walker Township, Centre County.	PENNDOT	Final Design	2	Centre	7224	\$212,180	\$212,180	\$0
2963	T-467, Fishing Creek Bridge	Local (Road Map) Bridge Replacement project on Township Road 467, Hoy Road, over Fishing Creek in Walker Township, Centre County.	PENNDOT	Utility	2	Centre	7224	\$42,436	\$42,436	\$0
2963	T-467, Fishing Creek Bridge	Local (Road Map) Bridge Replacement project on Township Road 467, Hoy Road, over Fishing Creek in Walker Township, Centre County.	PENNDOT	Right of Way	2	Centre	7224	\$42,436	\$42,436	\$0
2963	T-467, Fishing Creek Bridge	Local (Road Map) Bridge Replacement project on Township Road 467, Hoy Road, over Fishing Creek in Walker Township, Centre County.	PENNDOT	Construction	2	Centre	7224	\$655,636	\$655,636	\$0
113451	High Friction Surface Treatment HSIP	High Friction Surface Treatment Safety Improvement on State Routes 26, 322, 350 in Ferguson, Rush, Taylor Townships, Centre County and on State Route 22 in Derry Township, Mifflin County.	PENNDOT	Construction	2	Centre	26	\$(76,846)	\$0	\$0
106034	SR 64/550 Intersection Improvement	Safety Improvements at the intersection of State Routes 64 and 550 with upgrades that could include the realignment of the existing intersection to a standard "four way" design that may incorporate a traffic signal, advanced warning devices, access management improvements and a center turning lane (approximately one half to three quarters of a mile) in Walker Township, Centre County.	PENNDOT	Right of Way	2	Centre	64	\$(205,990)	\$0	\$0
106034	SR 64/550 Intersection Improvement	Safety Improvements at the intersection of State Routes 64 and 550 with upgrades that could include the realignment of the existing intersection to a standard "four way" design that may incorporate a traffic signal, advanced warning devices, access management improvements and a center turning lane (approximately one half to three quarters of a mile) in Walker Township, Centre County.	PENNDOT	Construction	2	Centre	64	\$(861)	\$44,000	\$0
118207	I-99 NB Solar Powered Chevrons	Safety Improvement for the Installation of Solar Powered Sequential Lighted Chevrons on Interstate 99 Northbound near Mile Marker 81 in Spring Township, Centre County.	PENNDOT	Preliminary Engineering	2	Centre	99	\$(22,555)	\$0	\$0
118256	SR 322 WB Solar Powered Chevrons	Safety Improvement for the Installation of Solar Powered Sequential Lighted Chevrons on State Route 322 Westbound in College Township, Centre County.	PENNDOT	Preliminary Engineering	2	Centre	322	\$(47,006)	\$0	\$0
118256	SR 322 WB Solar Powered Chevrons	Safety Improvement for the Installation of Solar Powered Sequential Lighted Chevrons on State Route 322 Westbound in College Township, Centre County.	PENNDOT	Construction	2	Centre	322	\$(2,736)	\$114,000	\$0
88344	Trib Bald Eagle Creek	Bridge replacement on State Route 504 over Tributary to Bald Eagle Creek in Union Township, Centre County.	PENNDOT	Final Design	2	Centre	504	\$(180,220)	\$0	\$0
88344	Trib Bald Eagle Creek	Bridge replacement on State Route 504 over Tributary to Bald Eagle Creek in Union Township, Centre County.	PENNDOT	Construction	2	Centre	504	\$(92,609)	\$0	\$0
117598	SR 2011 Coburn Bridge Rehab	Bridge Rehabilitation on SR 2011 Coburn Bridge over Penns Creek in Penn Township, Centre County.	PENNDOT	Construction	2	Centre	2011	\$(433,448)	\$0	\$0

* Negative amounts in the obligation column are a result of de-obligating unused funds for a project. De-obligation is a release of funds due to either the cancellation or completion of a project

**FFY 2024 Centre TIP
Public Transportation Obligation Report**

Agency	MPMS	Activity Line Item	Funding Amounts			
			Federal Amount	Federal Fund Type	Federal Funds Obligated	Federal Funds Remaining
Centre Area Transportation Authority (CATA)	-----	PA-2024-016 ARP Route Planning Discretionary Grant - Reimagine Study	\$ 205,000	5307	\$ 205,000	\$ -
	89928	PA-2023-013 Operating Assistance	\$ 3,503,968	5307	\$ 3,503,968	\$ -
	89928	PA-2023-049 Operating Assistance	\$ 3,389,158	5307	\$ 3,389,158	\$ 2,966,355
	89928	PA-2023-059 Operating Assistance	\$ 5,467,812	5307	\$ 5,467,812	\$ 2,961,651