

**Centre County Metropolitan Planning Organization (CCMPO)
2019-2022 Transportation Improvement Program (TIP)**

**Proposed Amendment for the
State College Area Connector Project**

Section 1 – State College Area Connector Project

1.1 Background

The CCMPO's adopted Long Range Transportation Plan (LRTP) 2044 includes a category for "Projects for Future Consideration". This category identifies high-priority projects that fall outside the fiscal constraint limits of the Plan; e.g. projects where funds are not anticipated to be available if the current level of funding is projected into the future.

One of the projects listed in the LRTP 2044 "Projects for Future Consideration" is the Route 322/144/45 Corridors. The Route 322/144/45 Corridors project was intended to be a successor to the former South Central Centre County Transportation Study (SCCCTS). The SCCCTS project began in 1999 to evaluate and address transportation needs in this area of Centre County. However, SCCCTS was terminated in March 2004 because of a statewide transportation funding shortfall.

In November 2013, Pennsylvania's Act 89 transportation funding bill was signed into law, providing an increase in state funds for transportation improvements. While Act 89 was being deliberated, PennDOT prepared a "Decade of Investment" document, which listed transportation improvements that could be advanced with funding from Act 89. A *Route 322 Corridor Improvements* project within the former SCCCTS area was included in PennDOT's "Decade of Investment" document.

In 2014, PennDOT committed funding for the Route 322 Potters Mills Gap (PMG) project in Centre County, which addressed improvements to a 3.75-mile section of Route 322 in Potter Township that was originally part of the SCCCTS project. The purpose of the PMG project was to address safety, reduce congestion, and alleviate access concerns. The Route 322 PMG project was added to the LRTP 2040 and the Centre County TIP in April 2014. The project is currently under construction and scheduled to be completed in late 2021.

Given the prospect of increased state funding from Act 89, in May 2014 the CCMPO requested that PennDOT update and "refresh" the foundation data that was originally collected for the SCCCTS project. PennDOT Engineering District 2-0 supported the CCMPO's request and in January 2017, the PennDOT Central Office allocated discretionary ("spike") funds for the data refresh.

The funding was added to the 2017-2020 Centre County TIP in February 2017 and work on the data refresh was initiated later in 2017. The refresh includes an update of foundation data associated with traffic, safety, community and environmental features. PennDOT's consultant team is scheduled to complete work on the data refresh in May 2019.

Public involvement activities would be conducted by PennDOT during the PEL process and throughout completion of the preliminary engineering work. A specific plan for public involvement activities would be prepared at the beginning of the PEL process. Public involvement activities would include multiple methods of sharing information and soliciting input from citizens, officials, and other stakeholders.

The PEL process and preliminary engineering work would begin in early 2020.

1.3 Fiscal Constraint

PennDOT and the CCMPO are required by federal regulations to develop and adopt the TIP within predetermined levels of fiscal constraint. Projects can only be included on the TIP if adequate funding has been committed by PennDOT, as specified in a statewide formula that allocates funding types and amounts to Centre County. In addition, PennDOT may allocate discretionary sources of federal and state funds (commonly referred to in Pennsylvania as “spike” funding) for projects to be included on the TIP.

PennDOT’s commitment of \$20 million in discretionary state transportation funds would allow the State College Area Connector project to be added to the 2019-2022 TIP. The table below illustrates the commitment of discretionary funds for this project.

FISCAL CONSTRAINT CHART
FFY 2019-2022 TIP Highway/Bridge

Amendment (MA ID.) Statewide and Centre County MPO TIPs				Fund Type		FFY 2019			FFY 2020			FFY 2021			FFY 2022			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
LSR Initiative / Central Office	111142	CON	Before		s581		5,000,000			5,000,000			5,000,000			5,000,000		LSR Initiative Line Item Reserve is being used as the funding source to advance the State College Area Connector project PE.
			Adjust		s581		(5,000,000)			(5,000,000)			(5,000,000)			(5,000,000)		
			After		s581													
State College Area Connector 322/D10 Centre County	112784	PE	Before		s581		5,000,000			5,000,000			5,000,000			5,000,000		Add the preliminary engineering (PE) phase which will include using the Planning and Environmental Linkages (PEL) process.
			Adjust		s581		5,000,000			5,000,000			5,000,000			5,000,000		
			After		s581		5,000,000			5,000,000			5,000,000			5,000,000		
Before Totals						\$0	\$5,000,000	\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$0	\$5,000,000	\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000	\$0	

NOTES

Adding approved project to Centre County Program, using Statewide SPIKE (Secretary's discretionary) funding. Governor made announcement on 2/13/2019.

Section 2 – Performance Measures

2.1 Background

The federal *Moving Ahead for Progress in the 21st Century Act (MAP-21)* bill, its successor, the *Fixing America’s Surface Transportation (FAST) Act*, and associated federal rulemaking require PennDOT, MPOs, Rural Planning Organizations (RPOs), and transit operators to address performance based planning and programming (PBPP) in Long Range Transportation Plans and Transportation Improvement Programs. Federal regulations also require those entities to approve performance measures and performance targets for several topic areas.

To meet the requirements of federal law and rulemaking regarding PBPP, PennDOT, the CCMPO, and CATA approved performance measures and performance targets in 2017 and 2018 for several topic areas:

- Safety
- Pavement [*National Highway System (NHS) only*]
- Bridge (*NHS only*)
- Transportation System (travel time) (*NHS only*)
- Transit Asset Management

PennDOT, the CCMPO, CATA, and the Centre County Office of Transportation (CCOT) are required to jointly agree on written provisions for how information will be cooperatively developed and shared related to the selection of performance targets and the collection and reporting of data to track progress in meeting critical outcomes.

In November 2018, the CCMPO approved agreements with CATA and the CCOT that specify written provisions for developing, collecting and sharing of public transit performance data. In April 2019, the CCMPO approved written provisions with PennDOT for the safety, pavement, bridge and transportation system performance topic areas.

2.2 Investments to Meet Performance Measures and Targets

No specific alternative improvements have been developed for the State College Area Connector project at this time. The commitment of funding for the PE phase will enable a PEL process and preliminary engineering work to proceed, which is anticipated to result in the documentation of a specific “purpose and need” statement(s) for the project; and the development and evaluation of an alternative improvement(s).

Based on the information collected in the Route 322/144/45 Data Refresh effort, there are existing and projected needs associated with safety and travel time performance on roadways in this area of Centre County. Needs associated with pavement and bridge condition performance would be documented during the preliminary engineering work.

Safety performance measures are applicable to all state and local roadway systems in this area of Centre County. The travel time and pavement/bridge performance measures are applicable to roadways that are part of the designated National Highway System (NHS). Both Route 322 and Route 144 in this area of Centre County are included on the NHS.

Thus, the commitment of state funds for the PEL study and preliminary engineering work may lead to the future investment of federal and state funds for improvements that contribute to meeting the performance measure targets established by PennDOT and the CCMPO.

Section 3 – Environmental Justice

Presidential Executive Order 12898 of 1994 declared that “each Federal agency shall make achieving environmental justice (EJ) part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

Because the CCMPO participates in the allocation of federal funds, transportation projects and programs included on the LRTP 2044 and the TIP are evaluated for environmental justice considerations.

The proposed TIP amendment would provide funding for the PE phase of the SCAC project. The PE phase would include the establishment of project purpose and need, and development of potential improvements to address needs. Because no specific alternative improvements have been developed yet, potential environmental justice considerations relative to the proposed TIP amendment were identified on a broad basis.

A review of U.S. Census tract data and mapping from the environmental justice analysis completed in 2018 for the 2019-2022 TIP and LRTP 2044 (2018 Update) indicates that there may be potential benefits and burdens associated with low income populations in the vicinity of the Route 322, 144, and 45 roadway corridors. The broad review did not identify a concentration of minority populations in the vicinity of the corridors.

However, given the large size of the census tracts in this area, more specific information about low income and minority populations of concern would need to be identified during the PE phase to accurately assess potential benefits and burdens. When potential alternative improvements that address project needs are identified and evaluated, the CCMPO and PennDOT would analyze benefits and burdens to populations of concern.