

Centre County Metropolitan Planning Organization (CCMPO)
Draft 2025-2028 Transportation Improvement Program (TIP)
Project Selection Process

1. Background

The Bipartisan Infrastructure Law (BIL) continues the requirements included in the Fixing America's Surface Transportation (FAST) Act legislation and the federal *Statewide and Metropolitan Transportation Planning Final Rule* (Title 23 U.S.C. Section 34 and Title 49 U.S.C. Section 1607) that local and state officials work cooperatively to maintain a continuous and comprehensive long-range transportation planning program in all urbanized areas with a population of over 50,000 persons in the United States. This Federal mandate is carried out by a formal group called a "Metropolitan Planning Organization (MPO)". The BIL and the federal rule specify the primary roles and responsibilities of MPOs. The CCMPO is responsible for fulfilling these federal requirements in Centre County PA (State College Urbanized Area).

Every two years, Pennsylvania's MPO and RTPO Planning Partners, including the CCMPO, work in partnership with PennDOT, local transit providers, and local officials to identify priority transportation needs and develop a new Transportation Improvement Program (TIP) to address these needs over the next four-year period.

The TIP details the planned expenditure of federal funds and state capital funds for specific programs and projects, within specified limits of fiscal constraint. In order to be included on the TIP, programs and projects must be included on each Planning Partner's adopted Long Range Transportation Plan (LRTP) or addressed through reserve line items included on the LRTP. The TIP years are based on the federal fiscal year, which extends from October 1 to September 30.

The BIL (also known as Infrastructure Investment and Jobs Act (IIJA)) establishes an intent to address multiple infrastructure needs. In addition to formula driven programs carried forward from the FAST Act, the BIL includes multiple formula and discretionary programs designed to provide an infusion of funds for the transportation network. Compared to TIPs adopted under previous authorization legislation, the 2025-2028 draft TIP includes increased funding, new programs, and may need to be updated to include projects funded through multiple discretionary funding programs.

The list of projects on the TIP coincides with the first four-year segment of the Commonwealth of Pennsylvania's Twelve-Year Program (TYP), which is developed by PennDOT and adopted by the State Transportation Commission (STC) every two years, at the same time as the TIP.

In addition to the FAST Act, the Clean Air Act Amendments (CAAA) of 1990 specify planning activities for MPO and RTPO 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 the standards, and there were no special planning processes required. In June 2004, new air quality 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. Special planning activities and air quality conformity analyses were no longer required for the LRTP and TIP.

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 2024, an Air Quality Conformity Determination Report was completed for the Draft 2025-2028 TIP.

The CCMPO works to educate the general public on transportation programs and encourage interested citizens to participate in the STC public involvement process. The public is notified of the opportunity to provide input via the STC Twelve Year Program update outreach processes, and the CCMPO reviews public feedback compiled by the STC. The CCMPO solicits public input on transportation priorities through public meetings, press releases, surveys, etc.

2. Project Selection

Projects in the TIP may address a variety of transportation modes, including improvements to roadways, bridges, transit, bicycle and pedestrian facilities, rail freight facilities and airports. In recent years, system maintenance has required a growing share of the Commonwealth of Pennsylvania's limited resources. A focus on asset management coupled with a "Lowest Life Cycle Cost (LLCC)" approach is intended to focus the programming of funds on the TIP for projects that rehabilitate, reconstruct, and renew the existing and aging transportation infrastructure. Fiscal constraints also mean that only a few new projects have been added to the TIP during recent updates.

Additionally, Environmental Justice (Executive Order 12898) requires Federal agencies and Federal aid recipients to adhere to the following core principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The CCMPO collaborates with PennDOT, FHWA, and other stakeholders to follow a Performance Based Planning and Programming (PBPP) process. These activities are carried out as part of a cooperative, continuing and comprehensive (3C) planning process which guides the development of regional documents including:

- Statewide and Regional Long Range Transportation Plans (LRTPs)
- Twelve-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Public Transportation Agency Safety Plans (PTASP)
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)
- Regional Operations Plans (ROPs)

Based on these resources, PennDOT and MPOs/RPOs have worked together to (1) create

data driven procedures that are based on principles of asset management, safety improvement, congestion reduction, and improved air quality, (2) make investment decisions based on these processes, and (3) work to set targets that are predicted to be achieved from the programmed projects. Aligning goals and performance objectives across national (FHWA), state (PennDOT) and regions (MPOs/RPOs) provide a common framework for decision-making.

Applying these procedures for the development of the Draft 2025-2028 TIP included coordination with PennDOT District 2-0 and CCMPO staff to identify candidate projects for the highway/bridge portion of the 2025 Program. Due to Fiscal constraint the majority of the projects are carryover projects which must be carried forward onto the 2025 Program from a previous Program.

These include:

- Projects that are still advancing through the project delivery process
- Projects with unforeseen cost increases
- Projects with anticipated Advance Construct (AC) conversions

The CCMPO's primary effort in the draft TIP is to carryover and continue existing active projects. Adjustments were made for updated project phase estimates and anticipated let dates. Once the needs for these continuing projects were updated and their impacts on the available funding were assessed, CCMPO and PennDOT staff collaborated to identify candidate projects using the procedures identified. Brief descriptions of the processes for Bridge, Roadway and Safety projects follow.

Bridges

The CCMPO and PennDOT continue to be bridge focused in District 2-0. The first use of funds available is toward bridges. PennDOT District personnel utilized Bridgecare Data, data collected according to National Bridge Inspection Standards (NBIS) and the same data utilized to develop the Bridge Asset Management System (BAMS) reports, to compile a comprehensive list of Poor and Near Poor condition structures in each District 2-0 County, approximately 20-25 bridges per County. Bridge structures on the current TIP that were identified as New Starts in 2023 and 2024 were eliminated from the comprehensive list. The District Bridge Unit split into multiple teams and went out to physically field view each structure on the comprehensive list. Following the field views County spreadsheets were compiled for and prioritized. The Centre County list includes structures that are identified from Very High to Low. The prioritized list was then compared with the BAMS report before finalizing. The comprehensive list was provided to the Transportation Planning Manager and based on available fund sources starting with the highest priority bridge structure projects were added to the 2025 Draft TIP.

As the PennDOT, CCMPO, and County continue to discuss local bridge structure concerns there was a need to continue the Local Bridge Retroactive Fund established in the 2023 TIP. State Bridge funds will be available to support this need in FFYs 2026 and 2028. PennDOT and CCMPO staff continue to collaborate with local municipalities to identify and advance projects.

As the local bridge structure discussions continue, there will be an effort to utilize available funds in Reserve Line Items to develop projects and support needs. Needs could include existing project cost increases that will require a TIP amendment with formal approval by CCMPO or TIP administrative modification for concurrence by MPO staff to cover those cost increases.

Roadways and Pavement Asset Management System (PAMS)

Roadway improvements have been identified from a number of sources. PennDOT continues to utilize International Roughness Index (IRI) ratings along with Overall Pavement Index (OPI) ratings and Pavement Out-of-Cycle data to identify areas of concern and future needs. These details relate back to the same data utilized to develop the PAMS Report. The Department also utilizes feedback from the MPO, County Planner, PennDOT Connects and PennDOT County Maintenance Manager meetings. Routes and locations were compared and discussed prior to project selection.

These roadway details are also utilized to develop the Department Maintenance Funded Group Resurfacing Projects. These project locations have to be flexible and are often modified to accommodate funding alterations and roadway needs. The District's goal is to utilize TIP Fund Sources for primary core routes within the Region and utilize Department Maintenance Fund Sources for the Secondary Routes.

Safety

Safety needs are identified through PennDOT's annual Highway Safety Improvement Program (HSIP) review process, using data and resources such as the statewide Network Screening Analysis, the Intersection Safety Implementation Plan, the Roadway Departure Implementation Plan and the Vulnerable Road User Safety Assessment. Identification of projects includes discussion of potential needs and project locations and may also include field review of key locations identified. Implementation of safety improvement projects is intended to meet the goals of PennDOT's Strategic Highway Safety Plan (SHSP).

In addition to the PennDOT-focused plans and programs, projects are selected from the following sources:

- Project priorities and line items specified in the Centre County LRTP 2050
- Priorities of key project sponsors, including PennDOT Central Office, PennDOT Engineering District 2-0, CATA, CCOT, Centre County Government, and municipalities
- Safety needs identified through statewide Intersection Safety Implementation and Roadway Departure Implementation Plans, the Vulnerable Road User Safety Assessment, as well as the Safety Screening Tool.

Regular meetings of the CCMPO Safety Subcommittee are held. During the meetings, PennDOT Engineering District 2-0 staff CCMPO members and staff review results of screening tools, locations and priorities included in statewide plans and candidate lists of projects for possible inclusion in the TIP, considering public involvement and consistency with the TAMP, Transportation Investment Plan, SHSP, and the Centre County LRTP 2050. The CCMPO and project sponsors work together to select the projects that provide the greatest possible improvement in asset conditions and improve the overall performance of the system.

PennDOT, CCMPO and Centre County continue to discuss areas and opportunities to utilize Highway Safety Improvement Program (HSIP) funds. A few projects have been identified and are on the current draft TIP. Remaining funds have been placed into the Reserve Line Item until project selection that is best suited for the use of funds is identified and agreed upon. The CCMPO, Centre County and PennDOT intend to utilize the existing Safety Subcommittee to continue the development and programming of safety projects in FFY 2024.

PennDOT Transportation Asset Management Plan

The new projects which are not carryovers selected for inclusion on the Draft 2025-2028 Centre County TIP are consistent with PennDOT's 2023 Transportation Asset Management Plan (TAMP), which was prepared to guide investments in transportation infrastructure in future years and ensure compliance with federal performance measure targets. The targets are consistent with the TAMP's objectives to maintain roadways and bridges in desired state of good repair, managed to lowest life cycle costs, while achieving national and state-level transportation goals.

3. Performance Based Planning and Programming (PBPP)

The BIL, the Fast Act, and associated federal rulemaking continue to require PennDOT, MPOs, RTPOs, and transit operators to address performance management and a PBPP approach to ensure the investment of Federal transportation funds results in progress towards national performance goals.

Transportation Performance Management (TPM) is a strategic approach that uses data to inform investment and policy decisions with the aim of achieving national performance goals. 23 USC 150(b) outlines the national performance goal areas for the Federal-aid program. This statute requires the Federal Highway Administration to establish specific performance measures for the system that address those national goal areas.

National Goal Areas	
Safety	<ul style="list-style-type: none"> To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	<ul style="list-style-type: none"> To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	<ul style="list-style-type: none"> To achieve a significant reduction in congestion on the National Highway System
System Reliability	<ul style="list-style-type: none"> To improve the efficiency of the surface transportation system
Freight Movement & Economic Vitality	<ul style="list-style-type: none"> To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Sustainability	<ul style="list-style-type: none"> To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced Project Delivery Delays	<ul style="list-style-type: none"> To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

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 data collection and sharing provisions with PennDOT for the safety, pavement, bridge and transportation system performance topic areas.

The following sections provide an overview of the federal performance measures, highlighted with respect to current goals targets and the overall national goals.

Safety Projects (PM1)

Federal safety performance measures were implemented in 2016. Targets for measuring safety performance were first established by PennDOT in 2017 and have been updated annually through 2023. PennDOT established statewide targets based on a 2% annual reduction for fatalities and maintaining levels for suspected serious injuries. In addition to developing statewide targets, PennDOT develops supporting regional targets to guide PBPP decisions at a local level. Due to variances in vehicle miles traveled (VMT) and projected future VMT, the regional targets may not follow the exact proportions of the statewide targets.

On November 28, 2023, the CCMPO voted unanimously to support the safety performance measure targets established by PennDOT, as illustrated in the following table.

Measure	Baseline 2018-2022	2-year Target 2022-2024
Number of Fatalities	15.4	11.2
Fatality Rate	1.164	0.812
Number of Serious Injuries	43.4	48.6
Serious Injury Rate	3.281	3.523
Number of Non-motorized Fatalities and Serious Injuries	8.5	9

The Draft 2025-2028 Centre County TIP includes one roadway safety improvement project that is intended to help improve the performance of the roadway system relative to the five federal safety performance measures.

The known projects using HSIP funds are as follows:

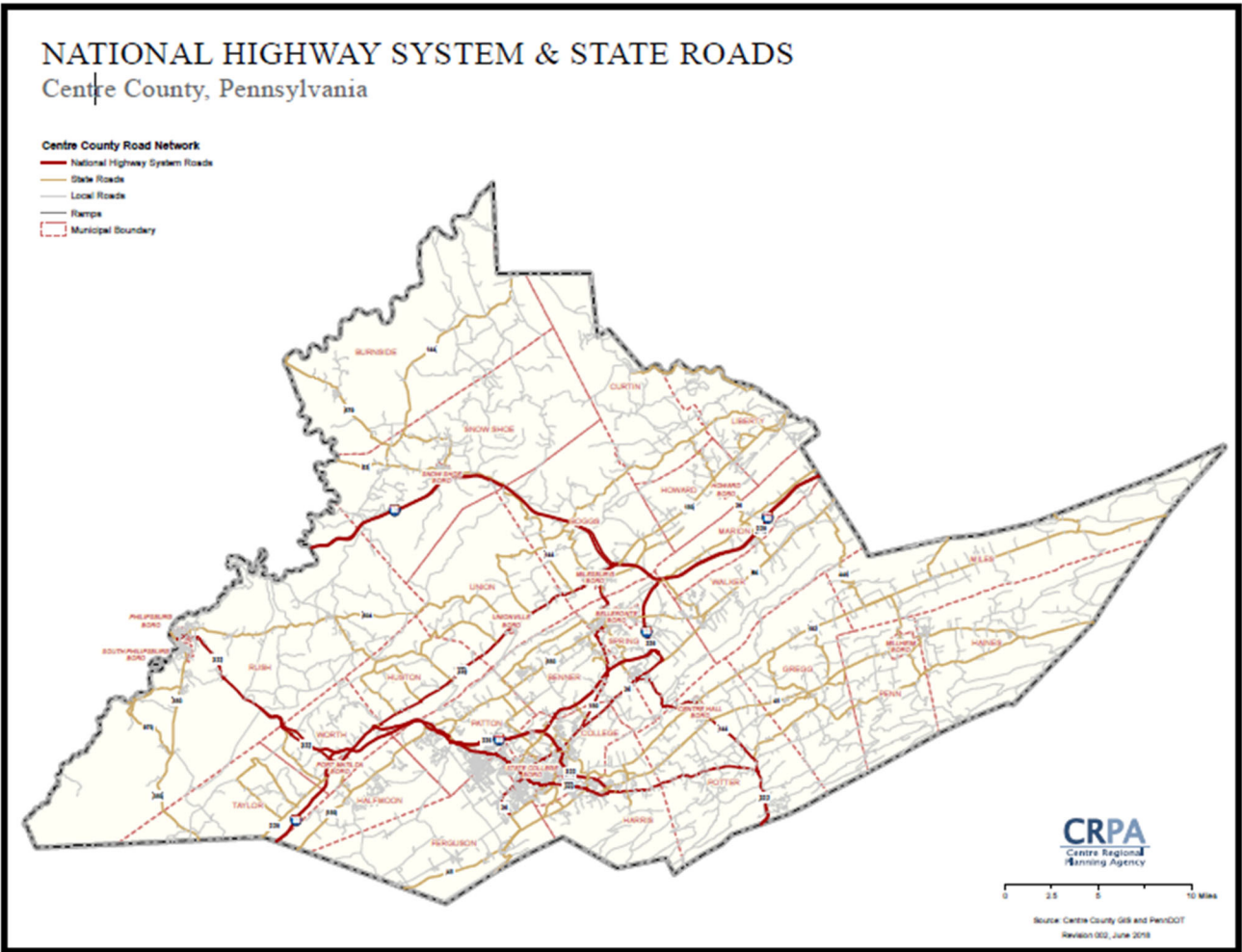
- Intersection Safety Improvements Route 26/Route 150

The unallocated HISP funds are programmed into a regional line item that will be used to fund additional projects that emerge through the PBPP process.

The programmed projects are consistent with Safety Focus Areas identified in the 2022 Strategic Highway Safety Plan, including intersection safety, lane departure crashes and transportation system management and operations, and are anticipated to enhance progress towards meeting the regional targets adopted by the CCMPO.

Roadway Pavement and Bridge Improvement Projects (PM2)

Federal PM2 performance measure targets apply only to roadways and bridges on the designated National Highway Performance Program (NHPP), also known as the National Highway System (NHS). NHS routes in Centre County are illustrated on the following map.



Federal regulations require that no more than 5% of Pennsylvania’s NHS Interstate lane-miles be in Poor pavement condition. If that requirement is not met, restrictions are placed on how PennDOT can allocate federal NHPP and Surface Transportation Program (STP) funds. PennDOT’s targets for NHS Interstate roadways reflect the federal regulation: no more than 5% of Pennsylvania’s NHS Interstate pavements shall be rated in poor condition. Although FHWA has not established a minimum condition for NHS non-Interstate roadways, PennDOT has established performance targets for the non-Interstate NHS roadways. These targets are reviewed and considered for approval every two years. The most recent approval by CCMPO was April 18, 2023.

PennDOT Pavement Performance Targets Supported by the Centre County MPO (February 2021)			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of Interstate pavements in Good condition	68.8%	69.0%	65.0 %
% of Interstate pavements in Poor condition	0.4%	2.0%	2.0 %
% of non-Interstate NHS pavements in Good condition	37.2%	31.0 %	29.0 %
% of non-Interstate NHS pavements in Poor condition	1.5%	6.0 %	6.5 %

Three of the projects included on the Draft 2025-2028 TIP will have a significant impact on improving poor pavement condition on the NHS in Centre County, addressing segments with pavement in poor condition and segments with pavement in fair condition before it deteriorates to poor:

- SR 3014 (Bus Route 322 Atherton St.) Section 153 for Drainage and Repaving – completion of a project reconstructing approximately one mile of SR 3014 (Atherton Street)
- Centre Concrete Preservation – completion of a project to preserve concrete at various locations along Interstate 99 and SR 322
- Interstate 80 MM 155 to MM 159 (Interstate TIP) -- completion of a project to resurface 8 miles of Interstate 80

PennDOT’s 2022 Performance Measures Annual Report for Bridges in Centre County noted that two bridges on non-Interstate NHS routes are in Poor condition. The 2020 Performance Measures Report also indicated that at the end of 2022, only 0.26% of the total bridge deck area on the NHS in Centre County was in Poor condition. The Draft 2025-2028 TIP includes projects to address four structures on the non-Interstate NHS, and PennDOT’s statewide Interstate Management TIP includes projects to address two structures on Interstate 80 in Centre County. While conditions of the structures may continue to deteriorate while the pre-construction phases of the projects are underway, bridge conditions on the NHS should continue to be well above PennDOT’s performance measure target for Poor bridges. PennDOT’s targets, which were formally supported by the CCMPO, are illustrated in the following table.

PennDOT Bridge Performance Targets Supported by the Centre County MPO (February 2021)			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of NHS bridges by deck area classified in Good condition	27.5 %	28.0 %	28.0 %
% of NHS bridges by deck area classified in Poor condition	4.4 %	7.5 %	7.5 %

Travel Time Reliability (PM3)

The Travel Time Reliability performance measures are quite complex and apply only to roadways on the NHS.

PennDOT has been tracking the measures since 2018, and set 4-year targets for the second performance period in December of 2022.

Within Centre County, PM3 performance measures include:

- Percent of Person-miles Traveled on the Interstate System that are Reliable
- Percent of Person-miles Traveled on the Non-Interstate NHS that are Reliable

Level of Travel Time Reliability (LOTTR) is defined as the ratio of the 80th percentile travel time of a reporting segment to a "normal" travel time (50th percentile), using data from FHWA's free National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods other than 8 p.m.-6 a.m. local time. The measures are the percent of person-miles traveled on the relevant NHS areas that are reliable.

- Truck Travel Time Reliability Index – Interstate System Only

Truck Travel Time Reliability (TTTR) Index. Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.). The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. Then, the TTTR Index will be generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

PennDOT’s targets, which were formally supported by the CCMPO in April of 2023, are illustrated in the following table.

Travel Time and Annual Peak Hour Excessive Delay Measures Supported by the Centre County MPO (April 2023)			
Measure	Statewide Baseline 2021	2-year Target 2023	4-year Target 2025
Interstate Reliability (Statewide)	92.8 %	89.5 %	89.5 %
Non-Interstate Reliability (Statewide)	92.6 %	88.0 %	88.0 %
Truck Reliability Index (Statewide)	1.30	1.40	1.40

There is one project on an Interstate NHS route in Centre County that is expected to result in significant improvements in travel time reliability. The I-80/I-99 High Speed Interchange (Exit 161) project, which is being advanced through PennDOT’s statewide Interstate Management (IM) TIP, will significantly reduce travel delay on I-99 Northbound approaching I-80 Exit 161, and on I-80 eastbound and westbound approaching Exit 161.

There are no projects on the Draft 2025-2028 TIP that are specifically focused on improving travel time reliability on non-Interstate NHS routes. However, the SR 3014 Business Route 322 (Atherton Street) Section 153 and Section 154 projects include some upgrades for traffic signalization that are intended to help with addressing congestion resulting from special events and incidents.

State College Area Connector Project

The Draft 2025-2028 TIP includes \$79 million in discretionary (spike) funds for the State College Area Connector (SCAC) project, which is in the general area of the Route 322/144/45 corridors. Funding is provided for the Preliminary Engineering, Final Design, Utility and Right-of-Way phases.

PennDOT District 2-0 completed the State College Area Connector Planning and Environmental Linkages (PEL) Study, releasing the final document in August 2023. A PEL study is a high-level planning approach that fosters public involvement early in the process, and identifies environmental, community, and economic goals to be carried through the process.

The PEL study approach allowed the project team to identify and refine a purpose and needs statement for the project, develop conceptual alternatives to be evaluated at a high level against

the needs statement, and recommend a smaller number of more viable alternatives for consideration in the National Environmental Policy Act (NEPA) phase of the project development process.

The project team is moving forward with the development of a notice of intent (NOI) to complete an environmental impact statement (EIS). Through the completion of that assessment, the team will refine the current build alternative corridors to a recommended alternative, identify mitigation commitments necessary to mitigate any unavoidable environmental impacts, and seek approval of the recommended alternative in a Record of Decision (ROD) memo to be issued by FHWA. This portion of the NEPA process, from the acceptance of the NOI to the ROD, is expected to take about two years to complete.

The commitment of state funds for the preliminary engineering and final design work may lead to the future investment of federal and state funds for improvements that meet the purpose and need summarized in the PEL and contribute to meeting the performance measure targets established by PennDOT and the CCMPO.

Public Transportation Projects

The Draft 2025-2028 TIP includes public transportation projects and line items being carried forward from the previous 2023-2026 TIP. New transit projects are also included on the 2025-2028 TIP. The transit projects reflect the priorities established by:

- The project prioritization process for the LRTP 2050
- PennDOT's Capital Planning Tool
- Operations and maintenance planning by CATA and the CCOT

In addition, other planning efforts help guide the establishment of priorities for transit projects. In November 2015, the CATA Board of Directors approved its *Strategic Plan Update 2016-2026*, which detailed goals, objectives, and implementation timeframes within five core themes:

1. Address Growth Prudently
2. Advance Technology
3. Plan for Succession
4. Build Reserves
5. Enhance the Use of Metrics

Performance targets derived from federally required Transit Asset Management (TAM) plans and Public Transportation Agency Safety Plans (PTASP) also shape investments in public transit. These plans place a strong emphasis on proactive maintenance and timely replacement of assets that have reached the end of their useful life, to better manage capital costs and ensure the safety and reliability of service on the street.

CATA maintains its own TAM plan and PTASP, while the CCOT participates in a statewide TAM plan administered by PennDOT and is exempt from PTASP requirement. The CCMPO is also required to adopt asset management and safety performance targets, but has elected to defer to the agency-set targets identified by CATA and the CCOT.

The investments represented by the project funding in the transit element of the TIP are focused on implementing improvements that will help CATA meet the objectives in its *Strategic Plan Update 2016-2026* and will ensure that CATA and the CCOT maintain consistency with their respective TAM Plans.

In particular, the TIP includes funding to improve the condition of CATA's rolling stock. In late 2019, the average age of CATA's fixed route bus fleet was 8 years, and 19 of 79 buses (24%) met or exceeded both the Federal Transit Administration's useful life of 12 years and CATA's target maximum replacement age of 16 years. Safety measures implemented to mitigate the impacts of COVID-19 resulted in changes in state and federal funding and service demands within the area served by CATA. In the succeeding years, CATA has made numerous changes in service, rolling back or eliminating some services, and pursuing innovative new methods of delivering service such as implementing microtransit service areas. Funding is also included in the TIP to replace rolling stock and to continue to implement innovative services in a way that is consistent with the region's TAM, Safety and Strategic Plans.

The investments represented by the project funding in the transit element of the TIP reflect the high level of public transportation service provided by both CATA and the CCOT, are focused on implementing improvements that will help CATA meet the objectives in its *Strategic Plan Update 2016-2026*, and – most notably through a concentration on vehicle replacement – will ensure that CATA and the CCOT continue to make progress in meeting asset management and system reliability goals.

Transit Asset Management (TAM)

In terms of asset management for public transit agencies, performance measurement is required by the Federal Transit Administration (FTA) to support safety and reliability of service, while moderating purchase and maintenance costs. Both the Centre Area Transportation Authority (CATA) and the Centre County Office of Transportation (CCOT) are required to either maintain their own TAM plan, or participate in a statewide group plan administered by PennDOT.

TAM requirements cover three primary asset categories: rolling stock, equipment, and facilities.

Each year, individual agency TAM plans and the statewide group TAM plan must assess performance in the previous year, and set new targets for the upcoming year; typically, this is completed during August and September of each year.

The basis for measuring performance and setting targets is:

- Estimated useful life (age and mileage)
- PennDOT's capital planning tool, which rates assets on a scale of 1 (asset past useful life, replacement or rehabilitation required) to 5 (new or nearly new asset with no defects)

Relevant examples of estimated useful life include:

- Large, heavy duty transit buses: 12 years or 500,000 miles
- Light duty vehicles: 4 years or 100,000 miles
- Facilities: generally 40 years

The CCOT participates in the statewide group TAM plan, for which the performance targets and actual performance are as follows. It is important to note that of the asset classes covered by the statewide group TAM plan, only cutaways and vans are relevant to the CCOT. Moreover, the CCOT does not own its facilities.

Transit Asset Management Targets (for all agencies in PennDOT Group Plan)				
Performance Measure	Asset Class	FY2022-23 Target	Current Performance	FY 2023-24 Target
Rolling Stock (Revenue Vehicles)				
Age % of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)	AO-Automobile	28%	15%	15%
	BR-Over-the-road Bus	20%	38%	38%
	BU-Bus	31%	28%	28%
	CU-Cutaway	53%	59%	59%
	MV-Minivan	53%	78%	78%
	TB-Trolleybus	100%	100%	100%
	VN-Van	62%	62%	62%
	SV-Sports Utility Vehicle	40%	70%	70%
Equipment (Non-Revenue Vehicles)				
Age % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	45%	46%	46%
	Trucks / Rubber Tire Vehicles	21%	24%	24%
Facilities				
Condition % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	14%	11%	11%
	Passenger / Parking Facilities	66%	31%	31%

Currently, the CCOT is performing less than favorably compared to the statewide actual performance and targets. 70% of CCOT cutaways and 100% of CCOT vans exceed their estimated useful life. The 2025-2028 Centre County TIP and Centre County LRTP 2050, however, are structured to provide support in better meeting performance targets. Specific projects intended to replace rolling stock that has exceeded its estimated useful life include MPMS #89932 – Replace Paratransit Vehicles. This project appears in all four years of the TIP and will help to turn over a significant portion of the CCOT fleet with newer vehicles.

CATA prepares and maintains its own individual agency TAM plan, as do a number of other public transit agencies throughout Pennsylvania. Performance targets and actual performance are as follows.

CATA Transit Asset Management Targets			
Performance Measure	FY2022-23 Target	Current Performance	FY 2023-24 Target
Rolling Stock (Revenue Vehicles)			
Age % of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)	25%	12%	25%
Equipment (Non-Revenue Vehicles)			
Age % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	40%	30%	40%
Facilities			
Condition % of facilities with a condition rating below 3.0 on the FTA TERM scale	20%	1%	20%

CATA is outperforming its own rolling stock, equipment and facilities targets – demonstrating the results of a strong commitment to meeting its performance measures.

The 2025-2028 Centre County TIP and Centre County LRTP 2050 are structured to provide support in better meeting performance targets. Specific projects intended to replace rolling stock that has exceeded its estimated useful life include:

- MPMS #95508 – Replace 40’ Buses (TIP years 2025, 2026, 2027, and 2028)
- MPMS #118200 – Replace <30’ Buses (TIP years 2025 and 2027)
- MPMS #95509 – Replace Paratransit Vehicles (TIP years 2025 and 2027)

These projects will help to turn over a significant portion of CATA’s revenue fleet with newer vehicles.

Specific projects intended to replace service vehicles that have exceeded their estimated useful life include MPMS #89944 – Replace Service Vehicles. This project appears in TIP years 2025, 2027, and 2028 and will help to turn over a significant portion of CATA’s service fleet with newer vehicles.

Though none of CATA’s facilities currently rate below a “3” within PennDOT’s Capital Planning Tool, specific modest line item projects intended to maintain facilities in a state of good repair include:

- MPMS #95512 – Facility Improvements (TIP years 2025, 2026, 2027, and 2028)
- MPMS #95515 – Major Bus and Building Parts (TIP years 2025, 2026, 2027, and 2028)

With respect to both the CCOT and CATA, the transit element of the 2025-2028 Centre County TIP is structured to place a strong emphasis on asset management and maintenance, as opposed to the purchase of fleet expansion vehicles.

Public Transit Safety Performance Measures

In terms of safety management for public transit agencies, performance measurement is required by the Federal Transit Administration (FTA) to reduce or eliminate major safety

incidents and increase reliability of service, while moderating purchase and maintenance costs. The Centre Area Transportation Authority (CATA) is required to maintain its own Public Transportation Agency Safety Plan (PTASP), while the CCOT is exempt from these requirements, as they do not receive federal formula funds.

PTASP requirements cover two broad categories, and several sub-categories:

- Safety events (raw number and rate per million vehicle revenue miles):
 - Fatalities, injuries, and other safety events – as defined by the National Transit Database (NTD)
- System reliability (average distance – in miles – between major mechanical failures by mode):
 - Fixed route (**CATABUS**)
 - Demand response (**CATARIDE** and **CATAGO!**)
 - Vanpool (**CATACOMMUTE**)

Each year, individual agency PTASP documents must assess performance in the previous year, and set new targets for the upcoming year; typically, this is completed during August and September of each year.

CATA’s safety performance targets and actual performance are as follows.

CATA Safety Performance Targets			
Performance Measure	FY2022-23 Target	Current Performance	FY 2023-24 Target
Fatalities	0 – all modes	0 – all modes	0 – all modes
Injuries	0 – all modes	1 – fixed route 0 – demand response and vanpool	0 – all modes
Safety Events	0 – all modes	2 – fixed route and demand response 0 - vanpool	50 – fixed route 5 – demand response and vanpool
Safety Events per Million Vehicle Revenue Miles	N/A	N/A	25 – fixed route 0 – demand response and vanpool

The agency strives for and maintains an exemplary safety record, and though no projects on the transit element of the 2023-2026 Centre County TIP specifically fund safety efforts, the operating assistance line item for CATA (MPMS #89928 in all four TIP years) will in small part help to support safety training and other efforts.

CATA's reliability performance targets and actual performance are as follows.

CATA Reliability Performance Targets			
Average Distance (in miles) Between Major Mechanical Failures	FY2022-23 Target	Current Performance	FY 2023-24 Target
Fixed Route	15,952	15,929	20,000
Demand Response	59,359	107,948	100,000
Vanpool	301,965	354,486	250,000

Currently, CATA is outperforming targets for all modes, but has set a more aggressive target for fixed route reliability in the upcoming year.

There is quite a bit of overlap between TAM performance measures and the reliability component of CATA's PTASP. Accordingly, the 2025-2028 Centre County TIP and Centre County LRTP 2050 are structured to provide support in better meeting performance targets. Specific projects intended to replace rolling stock that has exceeded its estimated useful life – while increasing reliability – include:

- MPMS #95505 – Replace Vanpool Vehicles (TIP years 2023 and 2024)
- MPMS #95508 – Replace 40' Buses (TIP years 2023, 2024, 2025, and 2026)
- MPMS #118200 – Replace <30' Buses (TIP years 2023 and 2025)
- MPMS #95509 – Replace Paratransit Vehicles (TIP years 2024 and 2025)

These projects will help to turn over a significant portion of CATA's revenue fleet with newer, more reliable vehicles.

MPO-Wide Performance Measures

Though the Centre County MPO was required to adopt its own performance measures for asset management, safety, and reliability, the MPO Coordinating Committee voted to defer to existing agency-based measures. The measures adopted by CATA for asset management are the more stringent of the two transit providers serving Centre County. Moreover, CATA is the only Centre County provider subject to PTASP requirements. Accordingly, MPO membership and staff felt that CATA's measures were appropriate to defer to in making transportation planning and programming decisions.

Other Projects

The Draft 2025-2028 TIP may include funds for projects approved for funding from programs allocated on a statewide basis, including the following:

- Transportation Alternatives Set-Aside
- Appalachian Regional Commission Local Access Road Program
- Automated Red Light Enforcement and Green Light-Go Programs
- Multimodal Transportation Fund
- Congested Corridor Improvement Program
- Rapid Bridge Replacement Program (P3)

- Highway-Rail Grade Crossing Safety Program (RRX)
- Highway Safety Improvement Program (HSIP) Statewide Set-aside

As new projects are successful in obtaining funding through these programs, the CCMPO will add the projects to the TIP.

The project priorities and essential project information are compiled in the Draft TIP documentation package made available to the public as part of a 30-day public comment period before adoption by the CCMPO.

Following adoption of the TIP by the CCMPO, the TIP is approved by PennDOT, which then submits the Statewide TIP to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for final approval. After final approval of the Statewide TIP by FHWA and FTA, the TIP takes effect at the beginning of the federal fiscal year on October 1, 2024.