Centre County Metropolitan Planning Organization (CCMPO)  
Coordinating Committee Meeting  
Tuesday, November 26, 2019  
6:00 p.m.

Please Note the Location:  
Patton Township Municipal Building

AGENDA

1. Call to Order and Pledge of Allegiance

2. Approval of Minutes: September 24, 2019 Coordinating Committee meeting.

3. Public Comments: For items not on the agenda.

4. Special Announcement:  
   Retirement of Karen L. Michael, P.E., District Executive for PennDOT Engineering District 2-0

5. 2020 Meeting Schedule:  
   Action: Approve meeting dates and times for 2020.

6. I-80/I-99 Interchanges:  
   Construction staging for I-80/Route 26 Local Access Interchange  
   Action: Concur with new PennDOT construction staging plan.

7. Centre County Long Range Transportation Plan (LRTP) 2050:  
   a. Presentation about transportation “futures” topics  
      Action: Comments to MPO staff.
   b. Status report about LRTP preparation  
      No action required.

8. 2021-2024 Centre County Transportation Improvement Program (TIP):  
   Highway and bridge projects being considered for Preliminary Draft TIP  
   Action: Comments to PennDOT and MPO staff.

9. Member Reports:  
   Reports from members about a significant item(s) of interest  
   No action required.

10. Announcements

11. Adjourn

Next Coordinating Committee meeting:  
   Tuesday, January 28, 2019  
   6:00 p.m.  
   Patton Township Municipal Building

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Call to Order and Pledge of Allegiance

Mr. Benier called the meeting to order at 6:00 p.m. and led the Committee in the Pledge of Allegiance.

1. Approval of Minutes

Motion was made by Dr. Spychalski and seconded by Mr. Shifflet to approve the minutes of the June 25, 2019 CCMPO Coordinating Committee meeting, as distributed. The motion carried 16-0.

2. Citizens’ Comments

There were no citizens’ comments.
3. SEDA-COG Joint Rail Authority (JRA) Presentation

Mr. Jeff Stover, Executive Director of the SEDA-COG Joint Rail Authority (JRA) provided a report about the JRA’s activities in Centre County. Rail freight service is provided by six private operators, including the Nittany and Bald Eagle Railroad headquartered in Centre County. Rail service plays an important role in helping businesses remain competitive and grow and has the additional benefit of reducing truck traffic on roadways.

Mr. Stover provided updates on several projects from the JRA. In 2016, a trio of pipes in Milesburg were damaged due to a flash flood. The JRA applied to the Pennsylvania Department of Community and Economic Development (PA DCED) in the amount of $337,240 in order to complete upgrades to those drainage facilities in Boggs Township. The JRA also applied for a grant under the Rail Freight Assistance Program (RFAP) for $527,000 to correct the sharp alignment of Moose Run Bridge in Milesburg. The JRA also participated in several systemwide bridge restoration projects, which totaled $5 million and received $3.5 million in grants from the Rail Transportation Assistance Program (RTAP). The bridge in Centre County included six spans over Bald Eagle Creek on the Nittany and Bald Eagle Railroad.

Mr. Stover spoke to the Talleyrand Bridge and pedestrian walkway. Currently, some pedestrians are using the railroad bridge to cross Talleyrand and the JRA is working with Bellefonte Borough to construct a pedestrian bridge attached to the railroad bridge, which will include security fencing, a new loading platform, private crossing, and new guiderail. The project will also include about 600 feet of rail replacement. The Bellefonte Borough submitted a RFAP grant application in 2018 to offset funding costs for this project.

Lastly, Mr. Stover spoke to the severe flooding issue that Port Matilda Borough has experienced due to the major rain events in 2018. The flooding has directly impacted the Borough building, and the Nittany Valley and Bald Eagle Railroad that runs next to the building has also been affected. Mr. Stover stated that there is potential for a PennDOT Multimodal grant to mitigate the flood issues.

Dr. Spychalski communicated that drainage issues in Centre County are very important to several representatives to the Coordinating Committee. Dr. Spychalski spoke to the efforts made by the SEDA-COG JRA to inventory and rank railroad bridges in Centre County. Mr. Stover explained that the railroad bridge management system was started by the previous JRA bridge engineer, John Conrad, but an update has not been performed in the last 12 months. The Federal Railroad Administration has certain regulations for inspections and maintenance. Mr. Stover spoke to the process and requirements for raising a railroad bridge. Dr. Spychalski stated that Mr. Conrad and his successor were conscientious of all things bridges, including the foundation of the bridge.

There was a detailed discussion regarding the flooding near the Port Matilda Borough building and a portion of the Nittany Valley and Bald Eagle Railroad. Mr. Abrams stated that the flooding issue is a multimodal problem because it not only affects the railroad, but also transit, cars, and pedestrians. Mr. Lively explained that Port Matilda Borough would appreciate more communication about these matters, and the Borough Council specifically would like to give input on the potential plan. Mr. Stover responded that the JRA has been in communication with Port Matilda Borough and will be submitting a plan in the near future.

4. 2019-2022 Centre County Transportation Improvement Program - Proposed TIP Amendment

Mr. Zilla stated that PennDOT has identified an urgent need to complete a full deck replacement on the Route 144 (Sycamore Road) Bridge over Interstate 80 in Snow Shoe Township, because of rapidly deteriorating concrete on the deck. The bridge includes six spans which carry Route 144 over I-80.

This bridge project was not previously included on the 2019-2022 TIP. However, PennDOT has placed a high priority on improvements because of the rapidly deteriorating bridge deck. In order to expedite design so that the project could advance to a bid letting in 2020, $250,000 in state funding was shifted
from the Poor Bridge Line Item on the TIP to the Preliminary Engineering (PE) phase of this project via an administrative modification completed in August.

Over $2.8 million is needed for the construction phase of the project. PennDOT is proposing that the construction funds be committed for the project by shifting unobligated funding in the Poor Bridge Line Item on the TIP. The balance of funds in the Poor Bridge Line Item have accumulated from bid savings on other projects and deobligations of funds from older projects that have been completed. Funds are not being shifted from an active project on the current TIP.

With no substantive comments from the Coordinating Committee, motion was made by Dr. Spychalsi and seconded by Ms. Spencer to amend the 2019-2022 Centre County Transportation Improvement Program to include funds for the construction of bridge deck improvements on the Route 144 bridge over I-80. The motion carried 16-0.

5. CCMPO Draft Calendar Year (CY) 2020 Budget

Mr. Zilla presented the CCMPO Draft 2020 Budget and reviewed the revenue and expenditure pages that were included in the agenda packet.

Mr. Zilla made note of several important items regarding revenue:

- Base federal and state funding from PennDOT is increasing by approximately 5.7% in CY 2020.
- Contributions from Centre County Government and the six municipal funding partners were calculated based on the CCMPO’s approved local share funding formula. Municipal contributions will increase by 4.1%, and the County’s contribution will increase by 4.2% in CY 2020.
- The increase in County and municipal funding partner shares is primarily due to the addition of $16,000 in local funds (expenditures) in the CY 2019 and CY 2020 Budgets that is required to match $64,000 in supplemental federal funds provided for the LRTP 2050 technical analysis.
- Centre County’s contribution on behalf of 29 municipalities in six rural planning regions reflects the commitment of one transportation planning position to the CCMPO, in addition to a cash allocation.

Mr. Zilla went on and made a few notes of importance regarding expenditures:

- Personnel (salary and benefits) costs reflect a 2.1% cost of living adjustment, and up to a possible 1.5% merit increase. The overall increase in personnel costs is 2.3%.
- Operating and capital expenses reflect an overall 1.1% decrease. Staff notes that 13 of the 35 operating and capital expense line items (including building rent, building-related expenses, and utilities) are fixed costs established by formula, and cannot be modified by staff.

With no substantive comments from the Coordinating Committee, motion was made by Mr. Abrams and seconded by Mr. Hall to recommend approval of the Draft CY 2020 Budget to Centre County Government, other local funding partners, and the Centre Region COG. The motion carried 16-0.

6. Pennsylvania Interstate Management (IM) Program

Mr. Rob Jaconski, PennDOT District 2-0 Design Services Engineer, provided a presentation on PennDOT District 2-0’s interstate system project priorities in Centre County.

Mr. Jaconski provided a brief overview of the 27 bridges that are borderline poor condition in PennDOT District 2-0. It is PennDOT’s goal to address these bridges before they officially become poor. He also provided an overview on District 2-0’s interstate pavement conditions. Overall, the pavement conditions in District 2-0 are good; however, there are still some sections of I-80 and one section on I-99 that need to be rehabilitated.
Mr. Jaconski spoke to the challenges that PennDOT faces on the interstates. There are safety issues with tractor-trailers parking on exit and entrance ramps, the I-99 Engineered Rock Placement Area (ERPA) site, the MS4 monitoring and maintenance on I-99, and bridges on the interstate not being on the Interstate TIP. In addition, PennDOT struggles with bituminous joint issues on both the center line and edge line joints.

Mr. Jaconski communicated PennDOT District 2-0’s highest priorities in Centre County:

- The I-80/I-99 Bellefonte Interchange construction in Centre County
- I-80 bridge replacements over State Route 1010 and T-476 in Centre County
- The section of roadway near the Bellefonte exits on I-99 in Centre County
- Highway preservation on I-80 from mile marker 121 to the Clearfield/Centre County line
- Highway and bridge preservation on I-80 from mile marker 152 to 159 in Centre County
- Highway preservation on I-80 from mile marker 165 to 170 in Centre County
- Highway and bridge preservation on I-99 from mile marker 72 to 83 in Centre County
- Highway and bridge preservation on I-99 from mile marker 55 to 70 in Centre County

Mr. Jaconski stated that PennDOT District 2-0 continues to look at ways to address traffic backups through construction zones and the need to maintain two lanes of traffic through construction zones. District 2-0 bridges do not have the width to support two travel lanes during construction. In addition, with autonomous caravanning trucks coming online, PennDOT has been researching whether bridges will support the axle loads and the rhythmic action these types of trucks may produce.

Ms. Spencer requested that when this presentation is uploaded to the website, locations of PennDOT’s priorities are specified instead of using mile markers. Mr. Abrams communicated that roads in Centre County are in better condition now than they have ever been before. He suggested that PennDOT use signs to let travelers know that construction work will be starting on certain dates—these signs are very helpful and let the public know when to avoid construction.

7. **2021-2024 Centre County Transportation Improvement Program (TIP)**

Mr. Zilla stated that preparation of the new 2021-2024 TIP has started. A preliminary draft TIP is scheduled to be presented to the CCMPO Committees in November. A final draft TIP will be presented in February 2020, and the CCMPO is expected to adopt the new TIP in June 2020.

In July, PennDOT distributed the financial guidance for the new TIP, and Centre County’s highway and bridge allocation has decreased from around $54.5 million to $42 million, or a 22.9% decrease.

The reduction in funding for highways and bridges is attributed to:

- A net reduction in overall state funding because of flat revenue in the State Motor License Fund and lost buying power from inflation.
- Implementation of the federally mandated Performance Based Planning and Programming process, which has changed the allocation philosophy to best meet PennDOT’s Transportation Asset Management Plan requirements.
- An increase in the amount of federal and state funds allocated to the PA Interstate Management Program.
Mr. Zilla then spoke to the transit allocation for Centre County. Although the transit allocation has increased slightly ($41.5 million to 43.7 million, or 5.4%), PennDOT’s presentation about the Risks to Transportation Funding in PA report in June identified key issues that could reduce transit funding, including:

- Repeal of vehicle sales tax provision
- Pending litigation associated with the PA Turnpike Commission’s lease payment to PennDOT

Mr. Zilla reported on the project priorities for the upcoming TIP. Given the reduction in highway and bridge funding, priority will be given to the completion of projects on the current TIP, including:

- Route 26 (Jacksonville Road) Betterment Project
- Route 64/550 Intersection Safety Improvement
- Route 26/45 Intersection Safety Improvement
- Atherton Street Drainage/Repaving Section 153 (Curtin Road to Westerly Parkway)
- Route 26/150 Intersection Safety Improvement
- Various state bridge projects

Transit project priorities include:

- Maintaining core fixed-route service
- Continuing the program to add new buses and replace existing rolling stock

Mr. Zilla explained that there are a few candidate projects that the Coordinating Committee needs to consider. These projects include:

- Route 150/Phoenix Avenue intersection
- Local Bridges
- Route 144 (Runville Road) drainage

There was a lengthy and detailed discussion regarding the decrease of State Motor License Funds and the effect it will have on PennDOT’s budget, as well as the budgets of all of the MPOs and RPOs throughout the state. Mr. Shifflet explained that the decrease in State Motor License Funds is due to the fact that motorists are now driving more fuel efficient cars and electric cars, which means less money at the gas pump, and less gas tax funds that go to the State Motor License Fund. Mr. Shifflet went on to explain that about $800 million of the State Motor License Fund goes to the Pennsylvania State Police; however, the State government has a plan to reduce that amount of money by $30 to $60 million per year for the next 10 years. The remainder of the discussion centered around alternate ways to increase the State Motor License Fund to adequately fund state highway and bridge projects. Several committee members suggested a “miles traveled” tax that would be charged to every motorist in the Commonwealth.

Mr. Shifflet explained that the 195 Corridor Coalition is studying a mileage-based user fee across multiple states. This type of tax would be based on miles traveled, and the motorist would receive a regular bill in the mail. Ms. Lafer expressed that this needs to be a bigger discussion in Pennsylvania and encouraged Committee members to communicate this to their representatives at the state level. Several committee members requested that this topic be placed on a future agenda for further discussion. Mr. Bernier will meet with CCMPO staff to discuss how to address this issue.

There was a brief discussion regarding the three projects that are not currently on the TIP but should be considered for the new 2021-2024 TIP. There was a consensus from the committee members to include the Route 144 (Runville Road) drainage issues to the new TIP and keep the other two projects, Route 150/Phoenix Avenue and local bridge projects, on the CCMPO’s radar for potential inclusion to the new TIP should funds become available.
8. Centre County Long Range Transportation Plan (LRTP) 2050

a. Presentation about Transportation “Futures” Topics

Mr. Zilla communicated that as part of the development of the new LRTP 2050, MPO staff is preparing policy papers addressing topics associated with future transportation modes/means of travel. The policy papers are intended to foster discussion by the CCMPO Committees, potentially leading to the inclusion of items in the LRTP Action Plan to implement projects associated with the topics.

Mr. Kausch gave a presentation regarding three of the six topics identified to date:

- Park and ride lots
- Bus rapid transit (BRT)
- Transportation network companies (TNCs), which match passengers with vehicles via websites and mobile apps (also commonly referred to as ride-hailing services)

Mr. Eich suggested that electric scooters be added to the TNCs topic, but he is not sure how they fit into electric vehicles. Mr. Eich also suggested that CCMPO staff consider a study for a Complete Streets Policy. Ms. Lafer communicated the at the state level, PA is working on legislation to deal with electric scooters on the street.

Mr. Abrams communicated that it should be noted that Atherton Street should not be dug up again to accommodate BRTs. BRTs on Atherton Street should be incorporated into the existing infrastructure.

Mr. Kasuch stated that when the policy papers for the above topics are completed and reviewed, the Coordinating Committee members will be able to view them on the CCMPO’s website.

b. Status Report about LRTP Preparation

Mr. Zilla stated that the new LRTP 2050 is tentatively scheduled for adoption in June 2020, which would allow the LRTP and 2021-2024 TIP to be adopted concurrently.

Along with the preparation of the policy papers discussed in the previous agenda item, current activities include:

- Organizing information compiled from the stakeholder meetings, focusing on potential projects that would be eligible for inclusion on the TIP, and items that could be included on the LRTP action plan.
- Retaining the Gannett Fleming/Whitman, Requardt and Associates consultant team to complete several technical elements of the LRTP. The consultant team’s work will be completed using supplemental planning funds added to the CCMPO’s FY 2018-20 Unified Planning Work Program (UPWP) in June. The consultant team has been retained using a PennDOT Central Office planning open-end contract.
- Completing the municipal road data inventory by the Centre County Planning and Community Development Office (CCPCDO) and Centre County GIS staff. This work is also being completed using supplemental planning funds added to the CCMPO UPWP in June.
- Completing the fiscal constraint analysis necessary that will guide the preparation of a project list for the LRTP. The fiscal constraint analysis will utilize the financial guidance for the 2021-2024 TIP that was provided by PennDOT in July.
- Scheduling the first LRTP subcommittee meeting, tentatively to be held in October.

The Coordinating Committee did not offer any comments.
9. Unified Planning Work Program (UPWP)

Mr. Zilla communicated that adopting the UPWP is one of the key federally mandated responsibilities of the CCMPO. The UPWP lists certain policy actions that must be taken by the CCMPO, and also lists the work tasks to be completed by the CRPA, CATA, and the CCPCDO on behalf of the MPO. In Pennsylvania, the UPWP covers a two-year period based on the state fiscal year (July 1 - June 30).

Mr. Zilla explained that a new process is being implemented for developing the FY 2020-22 UPWP. The new process requires that the CCMPO adopt the UPWP no later than January 31, 2020. However, because the CCMPO does not typically meet in January, staff is planning to present the new UPWP for adoption in November. In addition, there is a new formal 30-day comment period for PennDOT, FHWA, and the Federal Transit Administration (FTA) before the CCMPO receives the plan for its review.

Mr. Zilla stated that the CCMPO is receiving an 8% increase in base funding with the next UPWP, which helps the MPO operating budget because the shares from CATA, Centre County, and municipalities will decrease.

Mr. Zilla reviewed the priority tasks listed in the current FY 2018-20 UPWP:

- Participate in PennDOT Connects collaboration activities
- Update the LRTP by July 2020
- Administer the 2019-2022 TIP
- Prepare and adopt the 2021-2024 TIP
- Manage CATA study to evaluate alternative models for providing transit service to areas with low population density.
- Assist in advancing bike and pedestrian plans and projects (Bellefonte to Milesburg Trail; Valley Vista Shared Use Path; Patton Township Bike Master Plan; Ferguson Township and State College Borough Capital Improvement Programs; etc.)
- Prepare information for renewal of State College/Centre Region Bicycle Friendly Community designation
- Participate in pre-construction and design activities for projects on the LRTP and TIP
- Participate in efforts to advance I-99/I-80 Interchanges and State College Area Connector
- Participate in completion of Business Route 322 Boal Avenue Road Diet Study
- Complete Route 144 Wall Evaluation Study – Potter Township and Centre Hall Borough
- Complete analysis of fixed route fare and contract structures and policies for CATA

In response to a comment from Ms. Lafer regarding the Eastern Inner Loop, Mr. Zilla stated that if the State College Borough Council sends a request to the CCMPO staff, it will come before this body to be considered for inclusion on the UPWP.

Mr. Abrams expressed concern for the low priority projects in areas that have a low population. He explained that by having priorities, it may send a message to those communities that since it is a low priority project, it will not happen.

In response to a question from Mr. Eich regarding supplemental projects, Mr. Zilla listed current supplemental projects that have been funded through supplemental funds that CCMPO staff have been working on. They include:

- Staff will complete the Centre Hall Wall Study by early next year
- Staff will continue to work on the Boal Avenue Road Diet into 2020, possibly 2021.
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- Staff continues to work alongside Whitman Requardt and Associates (WRA) on the Long-Range Transportation Plan 2050: Existing Conditions, Data Forecasts, Performance Measure Evaluation, and Investment Strategies. This project is scheduled to be completed in June 2020 with the adoption of the LRTP 2050.

- The Centre Area Transportation Authority (CATA) staff (including Greg Kausch) is working on the analysis of Fixed Route Fare and Contract Structures and Policies. This project is scheduled to be wrapped up in May 2020.

- Mr. Bloom is overseeing the data collection for municipal roadways as part of the development of the LRTP 2050. This project is scheduled to be completed in June 2020.

Mr. Zilla stated that most of these projects will be completed by June 2020; however, he does not know what projects could be coming regarding supplemental funds. He went on to explain that once the LRTP 2050 is completed, staff will have a better idea of what projects may come in the future.

Mr. Eich suggested that staff add the development of a Complete Streets Policy to the 2020-22 UPWP. Mr. Zilla explained that a project like that would most likely be done with supplemental funds because it is beyond the CCMPO’s capabilities to do in-house.

In response to a question from Mr. Lively regarding the adoption schedule of the 2020-22 UPWP, Mr. Zilla explained that if the 2020-22 UPWP is not ready for adoption in November, the Committees may need to schedule an additional meeting, or CCMPO staff will perform a phone ballot.

*Motion was made by Mr. Abrams and seconded by Mr. Eich to have CCMPO staff present the 2020-22 UPWP in November and decide in November whether the Committee needs to schedule an additional meeting to adopt the UPWP or have CCMPO staff perform a call or electronic vote. The motion carried 16-0.*

10. Member Reports

Ms. Michael announced that this meeting will be her last meeting with the CCMPO, as she is retiring at the end of January 2020. She commended the CCMPO staff for all the hard work they do and stated that she has enjoyed coming to the meetings since 1992. Mr. Bernier thanked Ms. Michael for her dedication to the CCMPO on behalf of the Coordinating Committee and wished her well in her retirement.

Mr. Higgins communicated that the Centre County Board of Commissioners is now accepting applications from municipalities for the 2020 County Liquid Fuels Program. The deadline for applications is end of business on Friday, October 25, 2019. Mr. Higgins explained that if the Board of Commissioners receive a broad number of projects, especially projects that contain safety improvements, there will be consideration from the Commissioners to provide funds from the $5 fee money to help fund the projects.

Mr. Harden communicated that on Route 45 in Harris Township, the speed is 55 mph throughout most of the stretch, and the Harris Township Board of Supervisors are concerned with safety. The Board of Supervisors requested that PennDOT lower the speed from 55 mph to 45 mph; however, PennDOT declined the request. Mr. Harden stated that just recently, a bicyclist was hit on Route 45 and had to be life-flighted due to severe injuries. He went on to explain that Route 45 has had serious accidents, and no other villages on Route 45 have speeds higher than 35 or 45 mph.

11. Announcements

The next Technical Committee meeting is Wednesday, November 13, 2019 at 9:30 AM at the College Township Municipal Building, and the next Coordinating Committee meeting is Tuesday, November 26, 2019 at 6:00 PM at the Patton Township Municipal Building.
12. Adjournment

There being no further business, the September 24, 2019 CCMPO Coordinating Committee meeting was adjourned at 8:35 p.m.

Respectfully submitted,

Marcella Laird
Recording Secretary
Congratulations!

At the September 24, 2019 CCMPO Coordinating Committee meeting, Karen L. Michael, P.E., District Executive for PennDOT Engineering District 2-0, announced that she would be retiring from PennDOT on January 24, 2020.

Karen began her career with PennDOT in 1981, and held many positions in the District 2-0 Design Unit, including serving as the Assistant District Executive for Design. Karen was appointed as the District Executive on May 11, 2016.

Serving in the Design Unit and as District 2-0’s representative on the CCMPO Technical and Coordinating Committees for many years, Karen was the key point of contact for transportation planning efforts and projects involving the CCMPO. During Karen’s tenure as the District Executive, significant progress has been made on several key projects in Centre County:

- Completion of the Route 322 Potters Mills Gap project.
- Preparation of a successful application for discretionary funding from the federal Infrastructure for Rebuilding America (INFRA) program, which has enabled the I-80/I-99 Interchanges project to proceed.
- Completion of short-term safety improvements at the existing I-80 Exit 161 (Bellefonte) Interchange.
- Programming of $20 million to complete the Preliminary Engineering (PE) phase of work on the State College Area Connector (SCAC) project.
- Completion of the Route 322/144/45 Data Refresh, which will provide a significant head start on the PE work for the SCAC project.
- Completion of two sections of the Atherton Street Drainage/Repaving project.

Karen has been a vocal advocate for involvement by the CCMPO Committees and staff in the planning and delivery of PennDOT projects, and has always exhibited a high level of respect for elected officials and staff at the federal, state, county, and local levels. Her positive approach and “can-do” attitude will be missed!

On behalf of the Committee members and staff, we thank Karen for her efforts and wish her the best of luck in retirement, and with all her future endeavors!
NOVEMBER 26, 2019 MEETING

ITEM 5

2020 MEETING SCHEDULE

The Coordinating Committee typically meets on the 4th Tuesday of the months in which meetings are scheduled. The 4th Tuesday was originally selected because there are no conflicts with meetings of municipal governing bodies and other regional organizations.

Meetings are typically not held every month. However, staff notes that additional meetings are anticipated to be needed in 2020 to address action on several topics, including development and adoption of the new Long Range Transportation Plan.

Should the Coordinating Committee continue to meet on the 4th Tuesday in 2020, meetings would be held as specified below.

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Presented by: Tom Zilla, CRPA

Action: Approve meeting dates and times for 2020.
Construction Staging for I-80/Route 26 Local Access Interchange

In 2009 and 2010, the CCMPO and PennDOT discussed the potential construction staging plan for the I-80/Route 26 Section A18 Local Access Interchange and the Route 26 (Jacksonville Road) Betterment projects in Marion Township. (The Route 26 Betterment project consists of improvements to Jacksonville Road between the I-80/I-99 Section B18 High Speed Interchange and the Local Access Interchange).

At that time, Marion Township requested that the Local Access Interchange not be opened to traffic until after the Route 26 Betterment was completed, and members of the CCMPO Coordinating Committee supported the Township’s request. Although the Coordinating Committee did not adopt a formal position through a motion, minutes of several meetings during that time period indicate members’ support for the Township’s request.

PennDOT has now developed a new construction staging plan for all three elements comprising the I-80/I-99 Interchange projects. The Local Access Interchange is scheduled for a bid letting in spring 2020, and the Route 26 Betterment and High Speed Interchanges are scheduled for bid lettings in spring 2022. Because the new staging plan will maintain access between I-99 and I-80 via the existing Exit 161 during construction of the High Speed Interchange, PennDOT is planning to open the Local Access Interchange prior to completion of the Route 26 Betterment project. The new plan will allow traffic to I-80 to bypass Jacksonville Road during construction of the Betterment project.

Because the new staging plan differs from the approach that was previously supported by the CCMPO Coordinating Committee in 2009 and 2010, PennDOT and the MPO staff are requesting that the CCMPO formally concur with the new plan.

PennDOT District 2-0 staff will provide a presentation about the new construction staging plan.

Attached are:

- Summary of the CCMPO’s discussions in 2009 and 2010 regarding construction staging for the Local Access Interchange.

- Correspondence from Marion Township dated January 9, 2019 recommending the opening of the Local Access Interchange as early as possible to limit construction impacts to local residents. The correspondence was previously included in the February 26, 2019 CCMPO Coordinating Committee agenda package.

On November 13, 2019, the CCMPO Technical Committee voted unanimously to recommend that the Coordinating Committee concur with PennDOT’s new construction staging plan.

During the November 13 discussion, the Technical Committee provided several comments, as summarized below:

a. Members noted that during construction of the new High Speed Interchange, Jacksonville Road south of I-99 and Musser Lane will be closed to local traffic, requiring residents and others who use those roadways to access the Bellefonte and Zion areas to use alternate routes. As a result, members commented that additional traffic may be traveling through the I-99/Route 550 (Zion Road) Interchange, and that potential traffic delays near the Route 550 Interchange should be considered as part of the traffic control plan during construction.

(Continued)
b. Members expressed their belief that following the opening of the new interchanges, additional traffic will utilize Route 26 (Jacksonville Road) between the Local Access Interchange and Route 150 in Howard Township. Route 26 in this section includes several curves, has relatively narrow lane width and shoulders, and serious crashes occur at the intersection of Routes 26 and 150. This section also experiences foggy travel conditions, and is utilized by the Amish community on a frequent basis. Technical Committee members indicated that a Betterment-type improvement should be implemented in this section, like the improvements planned on Jacksonville Road between High Speed and Local Access Interchanges. District 2-0 staff noted that PennDOT will document and study traffic patterns after the new interchanges are open to determine if traffic volumes increase on Route 26 north of the Local Access Interchange.

c. Members noted that extensive signage should be utilized during the construction period to assist drivers in negotiating the construction zones and finding alternative routes. Members also emphasize the importance of maintaining an active public information plan to provide residents and other travelers with information about changing traffic patterns and restrictions. Members also commented on the need to add more signs to the current roadway to help direct drivers traveling northbound on I-99 and accessing I-80 eastbound.

*****

The Coordinating Committee should receive PennDOT’s presentation about the new construction staging plan for the High Speed Interchange, Local Access Interchange and Route 26 (Jacksonville Road) Betterment projects, and consider taking action to concur with the new staging plan

Presented by: Tom Zurat, PennDOT District 2-0

Action: Concur with PennDOT’s new construction staging plan for the I-80/Route 26 Local Access Interchange and the Route 26 Betterment project.
I-80/I-99 Interchanges Project

Summary of prior discussions by the CCMPO about construction staging for the I-80/Route 26 Section A18 Local Access Interchange and the Route 26 (Jacksonville Road) Betterment projects

<table>
<thead>
<tr>
<th>Date</th>
<th>Source</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>2/24/2009</td>
<td>CCMPO Coordinating Committee meeting</td>
<td>In response to a request by Marion Township officials, the Coordinating Committee held a lengthy discussion about the need for, and proposed location of, the I-80/Route 26 Section A18 Local Access Interchange. Committee members expressed concerns about traffic impacts along Route 26 (Jacksonville Road) between the I-80/I-99 Section B18 High Speed Interchange and the Local Access Interchange, should traffic be routed to I-80 via Jacksonville Road and the Local Access Interchange while the existing ramps at Exit 161 were closed for construction of the High Speed Interchange. Some of the members indicated their preference for making improvements to Route 26 between the High Speed and Local Access Interchanges, and the CCMPO Chair noted that the purpose of making those improvements would be to accommodate traffic accessing I-80 via the Local Access Interchange during construction of the High Speed Interchange. At the conclusion of the discussion, the Committee approved a motion requesting that PennDOT provide a report to the CCMPO about the planning process and history associated with the High Speed and Local Access Interchanges.</td>
</tr>
<tr>
<td>4/28/2009</td>
<td>CCMPO Coordinating Committee meeting</td>
<td>In response to the CCMPO’s February 24 request, Karen Michael from PennDOT District 2-0 provided a report about the project development process that was conducted for the High Speed and Local Access Interchanges. During the report, Ms. Michael stated that PennDOT had planned to direct traffic to I-80 via Jacksonville Road and the Local Access Interchange during construction of the High Speed Interchange, but if that approach was not possible, traffic would be diverted to Route 64 to access I-80 at Lamar. No formal action was taken by the Committee.</td>
</tr>
<tr>
<td>6/23/2009</td>
<td>CCMPO Coordinating Committee meeting</td>
<td>The Coordinating Committee held a final discussion about the Local Access Interchange. The Committee voted to proceed with the Local Access Interchange and High Speed Interchange projects as originally planned, and to give high priority to making safety improvements to Route 26. A few members questioned whether the CCMPO should make a commitment that Route 26 would be improved before the Local Access Interchange opened to traffic, but the Committee did not take any formal action. Several members indicated that the MPO could not make such a commitment (at that time), because funding had not been allocated for any of the projects.</td>
</tr>
</tbody>
</table>

(Continued)
<table>
<thead>
<tr>
<th>Date</th>
<th>Source</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>9/22/2009</td>
<td>CCMPO Coordinating Committee meeting</td>
<td>The Committee discussed potential responses to Marion Township’s request that the CCMPO commit that improvements would be made to Route 26 prior to the opening of the Local Access Interchange. The Committee noted that because the cost, timing and environmental impact of improvements to Route 26 had not yet been determined, the CCMPO had not included such a commitment in its June 23, 2009 action to proceed with the Local Access Interchange and High Speed Interchange as planned. The CCMPO explained its actions in correspondence to Marion Township dated September 24, 2009.</td>
</tr>
<tr>
<td>4/27/2010</td>
<td>CCMPO Coordinating Committee meeting</td>
<td>As part of a discussion about the ranking of projects for the MPO’s Long Range Transportation Plan, Marion Township officials again requested that the Local Access Interchange not be opened until after the Route 26 Betterment was completed. During the discussion, the Chair of the Coordinating Committee stated that the CCMPO supported the Township’s position. However, no formal action was taken by the Committee regarding such a commitment.</td>
</tr>
</tbody>
</table>
January 9, 2019

Lyssa Cromell
Centre Regional Planning Agency
2643 Gateway Drive, Suite 4
State College, PA 16801

Dear Ms. Cromell,

During the December Open House with PennDOT regarding the upcoming interchange, there was discussion about the local interchange opening prior to the betterment project completion. Per Ken Roan’s comments regarding the MPO’s position on the matter, Mr. Zurat explained that the matter would be looked into.

Marion Township would like to recommend opening the local interchange at 163 if possible before too much construction and delays occur for residents and other traffic that uses the road as their main through fare to and from work. We feel this would also benefit the workers safety.

We thank you for your consideration on this matter.

Sincerely,

Archie Gettig Jr., Head Chairman

Tanner Day, Supervisor

John R. Dillon, Vice-Chairman
LONG RANGE TRANSPORTATION PLAN (LRTP) 2050

Presentation about Transportation “Futures” Topics

As part of the development of the new LRTP 2050, MPO staff is preparing policy papers addressing topics associated with emerging transportation modes and future means of travel. The policy papers are intended to foster discussion by the CCMPO Committees, potentially leading to the inclusion of items in the LRTP Action Plan to implement projects associated with the topics.

In September, MPO staff provided an initial presentation about three of six topics identified to date:

a. Park and ride lots
b. Bus rapid transit
c. Transportation network companies (TNCs), which match passengers with vehicles via websites and mobile apps (also commonly referred to as ride-hailing services)

At this meeting, MPO staff will provide a presentation about three additional topics:

d. First mile-last mile of trips
e. Electric vehicles
f. Automated vehicles

The Coordinating Committee should receive the staff presentation, and provide comments to assist the MPO staff in completing the policy papers and identifying items for inclusion in the LRTP action plan.

The detailed policy papers for all topics will be posted to the CCMPO website in December, following incorporation of comments from the MPO Committees and other key stakeholders.

Presented by: Greg Kausch, CRPA

Action: Provide comments to MPO staff.
NOVEMBER 26, 2019 MEETING

ITEM 7.b.

LRTP 2050

Status Report about LRTP Preparation

The new LRTP 2050 is tentatively scheduled for adoption in June 2020, which would allow the LRTP and 2021-2024 TIP to be adopted concurrently.

Current activities include:

- Reviewing and organizing information compiled from the stakeholder meetings (Gannett Fleming/Whitman, Requardt and Associates consultant team and MPO staff).

- Compiling technical data on current performance of the transportation system, including roadway and bridge condition, crash information, and public transit system operations (consultant team).

- Ongoing completion of a municipal road data inventory (Centre County Planning and Community Development Office and Centre County GIS staff).

- Preparing the fiscal constraint analysis necessary to guide the preparation of a project list for the LRTP (MPO staff).

- Preparing a policy element of the LRTP that addresses topics such as the “futures” (emerging issues) items discussed in the previous agenda item, and other topics such as major highway projects that are not funded, federal and state transportation funding policy, and pedestrian/bicycle planning (MPO staff).

- Scheduling a workshop meeting for the LRTP subcommittee, and the Technical and Coordinating Committees. The first workshop meeting will be held in December or January.

MPO staff will not provide a formal report at the meeting, but will respond to questions from the Coordinating Committee.

Presented by: Tom Zilla, CRPA
               Mike Bloom, CCPCDO

No action required.
Preparation of the new 2021-2024 TIP is underway. A Preliminary Draft Highway and Bridge Element is being prepared by PennDOT District 2-0 with input from the MPO staff. There have been substantial challenges in preparing the Preliminary Draft TIP because the base funding allocation has been substantially reduced compared to the allocation for the current TIP.

MPO and District 2-0 staff will provide a report about the preparation of the Preliminary Draft TIP. To date:

- Top priority has been given to programming full funding for:
  - Route 64/550 Intersection Safety project
  - Route 26 Betterment project (between the High Speed and Local Access Interchanges)
  - Route 26/45 Intersection Safety project.

Because National Highway Performance Program (NHPP) funding cannot be used for all three of these projects, and Highway Safety Improvement Program (HSIP) funding is limited, there are challenges associated with fully funding all three projects.

- Efforts are being made to fully fund the State Route (SR) 3014 Atherton Street Section 153 (Curtin Road to Westerly Parkway) Drainage/Repaving project. With an estimated need for over $8 million for the construction phase, a substantial portion of the NHPP allocation and the State 581 Highway Funds allocation must be committed to this project. This reduces the NHPP funding available for bridges, and limits the amount of 581 funding that is available to match federal funding on other highway and bridge projects. Thus, there are challenges associated with fully funding this project.

- High priority has been given to funding bridge projects that are carrying over from the current TIP.

- Because of the reduction in the overall funding allocation, there are signification limitations on the ability to include new bridge replacement projects.

- Although one new local bridge start was proposed by the MPO staff, funding limitations will likely prevent the inclusion of funds on the new TIP to start this project.

The Coordinating Committee should receive the report, and provide comments about the project priorities to assist staff in finalizing the Preliminary Draft TIP.

The completed Preliminary Draft TIP will be presented to the CCMPO Committees in January 2020. A Final Draft TIP will be presented in February or March 2020, and the CCMPO is expected to adopt the new TIP in June 2020.

Presented by: Tom Zilla, CRPA
Vickie Rusnak, PennDOT District 2-0
Tom Zurat, PennDOT District 2-0

Action: Provide comments to PennDOT and MPO staff.
NOVEMBER 26, 2019 MEETING

ITEM 10

ANNOUNCEMENTS

1. Future Meeting Dates
   
a. Technical Committee: Wednesday, January 15, 2020, 9:30 a.m.  
   College Township Municipal Building
   
   ⇧ Report from University Park Airport Manager
   ⇧ FY 2020-22 Unified Planning Work Program (UPWP)
   ⇧ Preliminary Draft 2021-2024 TIP
   ⇧ LRTP 2050
   ⇧ Transit Asset Management Plan annual report
   ⇧ Annual safety performance measure targets
   ⇧ Election of officers

   c. Coordinating Committee: Tuesday, January 28, 2020, 6:00 p.m.  
      Patton Township Municipal Building
   
   ⇧ Report from University Park Airport Manager
   ⇧ FY 2020-22 UPWP
   ⇧ Preliminary Draft 2021-2024 TIP
   ⇧ LRTP 2050
   ⇧ Transit Asset Management Plan annual report
   ⇧ Annual safety performance measure targets
   ⇧ Election of officers

2. The CCMPO’s *Procedures for Transportation Improvement Program (TIP) Revisions* allow project  
sponsors (typically PennDOT and CATA) to make administrative modifications that change funding  
on the TIP without formal approval by the Coordinating Committee. The *Procedures* specify that the  
administrative modifications be reported to the CCMPO for information purposes. Attached is a fiscal  
constraint chart illustrating a few modifications completed for the 2019-2022 TIP since September.

3. Attached is correspondence from Harris Township seeking the CCMPO’s support and assistance in  
addressing safety concerns along Route 45 (Shingletown Road) between the Harris/Ferguson  
Township boundary and Windmill Road near the Village of Boalsburg. Specifically, the Township  
wishes to have PennDOT reduce the speed limit on Route 45 (Shingletown Road) from 55 mph to 45  
mph. Such correspondence is typically provided to the Coordinating Committee in the first agenda  
package following receipt, and if action is requested, the Chair in consultation with the Coordinating  
Committee, determines if the item is placed on the next meeting’s agenda for discussion.

4. The CCMPO welcomes Anne Messner as the new Senior Transportation Planner at the Centre  
County Planning and Community Development Office. Anne most recently worked in the State  
College Borough Planning Department, and previously worked in transportation planning positions  
with the Virginia Department of Transportation and the Lancaster PA MPO. Welcome Anne!

5. An application cycle is currently open for PennDOT’s Green Light Go (GLG) funding program. The  
application deadline is January 10, 2020. More information can be found on PennDOT’s Traffic  
Applicants are strongly encouraged to coordinate with PennDOT District 2-0 early in the process of  
preparing an application.

(Continued)
6. On November 12, 2019, the Commonwealth Financing Authority announced the award of funds from its Multimodal Transportation Fund program for projects across Pennsylvania, including one project in Centre County:

<table>
<thead>
<tr>
<th>Project</th>
<th>Municipality</th>
<th>Allocation</th>
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</thead>
<tbody>
<tr>
<td>State Route (SR) 3005 (Fox Hill Road)/SR 3003 (Bernel Road) Intersection Improvements</td>
<td>Patton Twp.</td>
<td>$700,000</td>
</tr>
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</table>

7. The PennDOT Central Office is seeking input on the Draft Statewide Active Transportation Plan. The Plan supports PennDOT’s efforts to improve biking and walking conditions throughout the Commonwealth, and highlights topics such as public health equity and climate change. The Plan identifies and prioritizes strategies that promote bicycling and walking, while supporting safety and multimodal connectivity. Comments must be provided by December 6, 2019. The Plan is available at www.penndot.gov/BikePedPlan. Comments can be submitted via email to RA-PDBIKEPEMSTERPLN@PA.GOV.

8. Press releases from PennDOT about road and bridge construction projects in Centre County are posted on the “Project Updates” page of the CCMPO’s website and shared on the MPO’s Facebook page. MPO staff also typically shares PennDOT’s press releases with CCMPO Committee members and emergency response providers for projects in their respective areas of the County. For information specific to the Atherton Street Drainage/Repaving project, visit PennDOT’s website at www.penndot.gov/AthertonStreet.

9. For information about PennDOT’s Local Technical Assistance Program (LTAP) training courses, as sponsored by the SEDA-COG MPO, visit http://www.seda-cog.org/transportation/Pages/LTAP.aspx.

10. For information about the PennDOT Connects initiative, visit the Connects support hub at https://paconnects.org/ . Information about technical assistance opportunities that may be available to municipalities is posted on the Connects support hub.

11. For information about the “Drive Forward” coalition formed by the Chamber of Business and Industry of Centre County (CBICC) with the support of the CCMPO, visit the Drive Forward website at www.driveforwardcc.com.

12. CCMPO staff contact information:

ForCentre Regional Planning Agency
Telephone: 814-231-3050
2643 Gateway Drive
Fax: 814-231-3083
State College, PA 16801

Jim May, Director
jmay@crcog.net
Tom Zilla, Principal Transportation Planner
tzilla@crcog.net
Trish Meek, Senior Transportation Planner
tmeek@crcog.net
Greg Kausch, Senior Transportation Planner
gkausch@crcog.net
Pam Adams, Sustainability Planner
padams@crcog.net
Marcella Laird, Office Manager
mlaird@crcog.net

ForCentre County Plng & Community Dev. Office
Telephone: 814-355-6791
420 Holmes Street – Willowbank Office Building
Fax: 814-355-8661
Bellefonte, PA 16823

Ray Stolinas, Director
rjstolinas@centrecountypa.gov
Mike Bloom, Assistant Director
dmbloom@centrecountypa.gov
Anne Messner, Senior Transportation Planner
amessner@centrecountypa.gov

<table>
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<tr>
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<th>Project Title</th>
<th>MPMS</th>
<th>PE</th>
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<th>Before FFY Totals</th>
<th>After FFY Totals</th>
<th>2022 Grand Sum</th>
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* Positive number denotes a deposit/ Negative in parentheses denotes a debit

**After Project Totals**

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Before FFY Totals: $99,999

After FFY Totals: $99,999

Centre County MPO 2019 Highway and Bridge TIP FISCAL CONSTRAINT TABLE Actions Completed for District 2-6

- Adjusted for inflation.
- Fiscal constraint set at $155k ARLE, $60k GLG, and $3.340 Statewide Reserves.
November 12, 2019

Eric Bernier, Chair
Centre County MPO
2643 Gateway Drive, Suite 4
State College, PA 16801

Dear Mr. Bernier,

The Harris Township Board of Supervisors are reaching out to request the Centre County MPO’s assistance in addressing a safety concern along Route 45 West.

The Township has written to PennDOT five times (2000, 2010, 2016, 2018 and 2019) to ask that the Department consider lowering the speed limit along Route 45.

In 2018, the Department did agree to lower the speed limit from 55 MPH to 45 MPH from Windmill Road to the intersection with Boal Avenue/South Atherton Street. In 2019, we reached out to PennDOT again after a serious accident involving a bicyclist and asked that the speed limit be lowered from the Harris/Ferguson Township line to Windmill Road. The Department claimed they completed a speed study and no change was necessary. They noted in their response that sight distance did not appear to be an issue along the road and indicated it was safe for the speeds being traveled.

While sight distance may not be a factor, we believe the growth in the area is necessitating a change in speed limits. Consider the following:

(1) This section of SR 45 is classified as a Minor Arterial in the Federal Functional Classification System. In PennDOT’s *Smart Transportation Guidebook*, the design values illustrated in Table 6.2 – Matrix of Design Values for a “Community Arterial” show a desired operating speed of 35-55 mph for rural contexts, and 30-35 in Suburban Neighborhood contexts. The community character in this corridor is rapidly changing to include a mix of rural, village, and suburban residential land uses. Land uses along the corridor includes both agricultural and residential uses, along with public recreational and small business uses.

(2) The federally designated State College Urbanized Area Boundary extends along the north side of SR 45 for approximately two-thirds of the section, from the intersection with SR 3016 (Woodside Drive) to Windmill Road.

(3) The existing land uses in the Village of Shingletown and developing land uses served by intersecting roads between Woodside Drive and Windmill Road will generate more vehicular, pedestrian and bicycle traffic in the future, resulting in the greater possibility of conflicts with high speed through traffic.
(4) This section of SR 45 includes intersections with six public or private streets, and two driveways serving public recreational uses that provide access to:

Over 40 residential dwelling units in the Village of Shingleton, served by Hess Road and Mountain Road. These two public streets also provide access to visitors to the Rothrock State Forest via the Shingleton Gap connection.

Sixteen residential and two active commercial properties served by Misty Hill Drive. This street also provides visitor access to the Rothrock State Forest via Shingleton Gap. Twelve new residential properties (Hess Farm Subdivision) served by Great View Drive. This new street intersects SR 45 within the existing westbound passing zone.

Ten residential properties served by Windmill Road.

Hess Field, a heavily utilized regional softball facility operated by the Centre Region Parks and Recreation Agency.

This section also includes intersections with six private residential driveways within 750 ft. in the Village of Shingleton.

We have reached an impasse with PennDOT and are hopeful that the Centre County MPO may be able to assist us in getting the Department to respond to our concerns. As the transportation planning body for the County, you know the amount of growth we have experienced. You also understand the demands this growth is placing on our infrastructure.

We would appreciate the MPO’s support as we continue to push for the speed limit to be lowered on this stretch of road. We would appreciate this item being placed on upcoming MPO agenda for further discussion.

If you have any questions, please do not hesitate to contact the Township. You can reach our manager by phone at (814) 466-6228 or by email at manager@harristownship.org.

Sincerely,

Charles Graham
Chair, Board of Supervisors

cc: Board of Supervisors
    Senator Jake Corman
    Representative Kerry Benninghoff