

**CENTRE COUNTY METROPOLITAN PLANNING ORGANIZATION (CCMPO)
COORDINATING COMMITTEE**

**Hybrid Meeting
Tuesday, November 22, 2022
6:00 PM**

<u>GENERAL MEETING INFORMATION</u>	
RSVP	To ensure an overall quorum of members, please let us know how you intend to participate: https://us02web.zoom.us/meeting/register/tZEpc-GoqDkjHtfU972v3vcOMoSF-kCL9gdC
Remote Participants	To attend via Zoom: https://us02web.zoom.us/meeting/register/tZEpc-GoqDkjHtfU972v3vcOMoSF-kCL9gdC To attend by phone: +1 301 715 8592 Meeting ID: 854 4806 2943
In-Person Participants	COG Building – Forum Room 2643 Gateway Drive, State College PA 16801
Meeting Contact: Marcella Hoffman email: mhoffman@crcog.net 814-231-3050	
<u>Click HERE to locate the AGENDA and ATTACHMENTS</u> <i>Should you desire to annotate any attachments, you must download them first</i>	

- The chat feature for this meeting will be disabled. A recording of the meeting will be made available on the COG website upon its conclusion.
- We ask that non-voting participants that are attending remotely remain muted with their video turned off unless recognized to speak. To reduce audio interference, please remain off of speakerphone during the meeting.
- **VOTING PROCEDURES:** Members will provide their vote by voice. Clarification will be sought by the Chair if the vote is unclear. For additional information on Voting Procedures, please click [HERE](#).
- **PUBLIC COMMENT GUIDELINES:** Members of the public may comment on any items not already on the agenda (five minutes per person). Comments relating to specific items on the agenda should be deferred until that point in the meeting. For additional information on COG public meeting guidelines, please click [HERE](#).
- To access agendas and minutes of previously held meetings, and to learn more about the CCMPO Coordinating Committee, please click [HERE](#).

Centre County Metropolitan Planning Organization (CCMPO) Coordinating Committee Meeting

Tuesday, November 22, 2022
6:00 p.m.

AGENDA

1. **Call to Order**
2. **Approval of Minutes:** *September 27, 2022 Technical Committee meeting.*
3. **Public Comments:** *For items not on the agenda.*
4. **New Agenda Items:** *Members may request that an additional item(s) be added to the agenda. If approved by a majority vote of members present, the proposed item(s) will be placed on the agenda at a time determined by the Chair.*
5. **State College Area Connector (SCAC) Project:**
Status Report
No action required
6. **2023-2026 Centre County Transportation Improvement Program (TIP):**
TIP Revisions – Additional Funding for Jacksonville Rd. Betterment and Atherton St. Phase IV Projects
Action: Approve revisions to TIP
7. **CCMPO FY 2022-2024 Unified Planning Work Program (UPWP):**
Revision – Amendment to add Safe and Accessible Transportation Task
Action: Approve revision to UPWP
8. **SEDA-COG Joint Rail Authority**
Status Report
Action: Receive presentation and provide comments to JRA staff
9. **Performance Based Planning and Programming:**
 - a. **Annual report about Transit Asset Management (TAM) Plans for CATA and Centre County Office of Transportation**
No action required
10. **Centre Area Transportation Authority (CATA) System Reimagine Study / Transportation Development Plan (TDP):**
Project Status Report / Stakeholder Engagement
Action: Receive presentation and provide comments to MPO staff and consultant team
11. **CCMPO Strategic Plan:**
Plan status update
Action: Receive presentation and provide comments to MPO staff and consultant team

Next Technical Committee meeting:
Tuesday, Feb. 21, 2023
6:00 p.m.
Hybrid - Zoom/COG Building

(Continued)

12. [Centre County Active Transportation Plan](#)
Project introduction
Action: Receive presentation and provide comments to MPO staff
13. [2023 Meeting Schedule:](#)
Action: Provide comments to MPO staff
14. **Member Reports:**
Reports from members about a significant item(s) of interest
No action required
15. [Announcements](#)
16. **Adjourn**

**CENTRE COUNTY METROPOLITAN PLANNING ORGANIZATION (CCMPO)
COORDINATING COMMITTEE**

**Tuesday, September 27, 2022
6:00 p.m.
Hybrid Meeting
Minutes**

Voting Members

Eric Bernier	College Township
Deanna Behring	State College Borough
Frank Harden	Harris Township
Lisa Strickland	Ferguson Township
Elliot Abrams	Patton Township
Barbara Spencer	Halfmoon Township
Mark Higgins	Centre County Board of Commissioners
Dick Decker	Penns Valley Planning Region
Keith Reese	Upper Bald Eagle Valley Planning Region
David Veneziano	Lower Bald Eagle Valley Planning Region
Tim Ryder	Moshannon Valley Planning Region
John Spychalski	Centre Area Transportation Authority (CATA)
Dean Ball	PennDOT District 2-0
Larry Shifflet	PennDOT Central Office

Non-Voting Members

Charima Young	Penn State University (PSU)
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Others Present

Jim Saylor	Centre Regional Planning Agency (CRPA)
Jim May	CRPA
Greg Kausch	CRPA
Marcella Hoffman	CRPA
Pan Adams	CRPA
Anne Messner	CRPA
Louwana Oliva	CATA
Frank Hampton	PennDOT Central Office
Mark Long	Representative Benninghoff's Office
Matt Wise	Senator Corman's Office
Michelle Merrow	CCMPO Technical Committee representative
Brad Stewart	Michael Baker International
Kevin James	Michael Baker International
Lori Cole	Johnson Mirmiran & Thompson, Inc.
Rob Watts	McCormick Talyor
Paul Caulfield	Dehring Consulting
Brian Funkhouser	Michael Baker International
Fritz Smith	Happy Valley Adventure Bureau
Richard Deen	Centre County resident
Mary Sorenson	Centre County resident
Ellen Reay	Centre County resident
Roger Williams	Centre County resident
Anne Stevens	Centre County resident
Ann Glaser	Centre County resident
Lisa Moir	Centre County resident
Andy Moir	Centre County resident
Dorothy Sandusky	Centre County resident
Bill Oldsey	Centre County resident

1. Call to Order

Mr. Bernier called the meeting to order at 6:00 p.m.

2. Approval of Minutes

Motion was made by Dr. Spychalski and seconded by Ms. Strickland to approve the minutes of the June 28, 2022 Coordinating Committee meeting, as presented. The motion carried 10-0 (Mr. Decker, Mr. Ryder, Ms. Behring, and Mr. Ball were not in attendance for this vote).

3. Public Comments

There were no comments from the public.

4. New Agenda Items

No new agenda items were requested.

5. Special Announcement

Mr. Bernier stated that on September 12, Anne Messner, AICP, began her duties with the CCMPO as the CRPA's new Senior Transportation Planner. Mrs. Messner previously served as the Senior Transportation Planner for the Centre County Planning and Community Development Office, which provides professional planning services to residents, communities, and municipalities of Centre County. At the CCPCDO, Mrs. Messner was the primary staff person that administered the County's transportation program. Mrs. Messner focused specifically on managing transportation projects such as the Centre County Bridge Bundle and the Road MaP program. Mr. Bernier welcomed Mrs. Messner to the CRPA.

Mr. Bernier announced that on July 20, 2022 Mr. Jon W. Eich, State College Borough Planning Commission member and member of the CCMPO Coordinating Committee, passed away at the age of 67. Jon was a strong advocate for transportation needs in Centre County and was closely engaged in the CCMPO's transportation planning and programming process. Jon's contributions and commitment to the CCMPO and the county is second to none, and his legacy will positively impact the visitors and residents of Centre County for decades to come. Jon will be remembered, and he will be missed.

Mr. Bernier communicated that as a result of action taken at the June CCMPO meeting, staff developed a resolution of appreciation and commendation for Ms. Trish Meek for her 27.5 years of service to the CCMPO and the Centre Region. Mr. Bernier then read the resolution and the Committee confirmed its previous motion.

6. CCMPO Draft Public Participation Plan

The Coordinating Committee received a presentation from Mr. Kausch regarding the CCMPO's Public Participation Plan (PPP), which was adopted by the CCMPO Coordinating Committee in November 2015. The PPP is an important MPO document that guides the policies, goals, objectives, and techniques utilized by the CCMPO to interact with the public in carrying out its projects and programs.

MPO staff has prepared an updated draft PPP that not only links to the CCMPO Title VI Program, adopted in June 2022, but also reflects changes in public participation processes, tools, and requirements to better reflect the current operating environment. A 45-day public comment period is required before the CCMPO Coordinating Committee can take action to approve the new PPP. A public meeting must also be held during this comment period. The updated PPP includes, among other components:

- An updated list of MPO voting and non-voting members, including a current map of Centre County planning regions
- Current Centre County demographic information
- A revised and expanded list of interested parties

- An updated list of outreach techniques, most notably including new provisions for online/hybrid meetings and social media postings
- Targeted outreach strategies for disadvantaged populations
- List of recent outreach activities
- Information responding to previous public comments

With no discussion, *motion was made by Mr. Harden and seconded by Mr. Abrams to authorize the advertisement of the Public Participation Plan for public comment. The motion carried 14-0.*

7. State College Area Connector (SCAC) Project

The Coordinating Committee received a presentation from Mr. Ball regarding the status of the State College Area Connector (SCAC) Project and the Planning and Environmental Linkages (PEL) Study. Mr. Ball provided a presentation that included information regarding the corridors that have been recommended to move forward from the draft PEL study. Mr. Ball provided a review of the recommended corridors – US 322-1OEX, US 322-1-S, and US 322-5, as well as a review of the impacts on resources for each alternative. Mr. Ball communicated that PennDOT has received concurrence to carry these three alternatives forward from the four participating agencies. Mr. Ball noted that each of the alternatives show a potential interchange, connecting to State Route 45 or US 322. The need for this interchange has not been confirmed; however, PennDOT and its consultant believe that it would be easier to include the areas for the interchange in the current PEL Study and remove it if it is not needed later in the process.

Mr. Ball communicated that PennDOT will be holding public meetings in October to present the recommended corridors to the public for input. He went on to say that the meetings are scheduled for October 19 and 20 at the Mount Nittany Middle School in Boalsburg. In addition, PennDOT will post the draft PEL study to the website prior to the public meetings. Ms. Cole added that the public meetings will run from 5:00 p.m. to 8:30 p.m. with a formal presentation at 6:15 p.m., followed by a question-and-answer session. Those who wish to speak must sign up to do so prior to the conclusion of the presentation. The floor was then opened to the public to provide comments.

Ms. Lisa Moir of the Hidden Lake Home Owners Association (HOA), provided a copy of her comments to the MPO staff. Her comments are attached to these minutes as Appendix A. A summary of her comments are as follows: Ms. Moir represents the residents of the Hidden Lake neighborhood, which is located on State Route 45. She clarified that the Hidden Lake neighborhood is not opposed to the four-lane project on U.S. 322; however, two of the recommended alternatives 322-1-S and 322-1OEX have major impacts on the Hidden Lake community, specifically the connector road that connects U.S. 322 to State Route 45. She claimed that the connector road goes through several Hidden Lake neighborhood residents' backyards and would increase the average daily traffic and truck traffic on State Route 45, which would create severe consequences for State Route 45. In addition to the connector road being a safety issue, there are environmental impacts of noise pollution, air pollution, and ground water contamination. The Hidden Lake HOA is seeking alternative solutions such as using existing Township roads, such as Sharer Road, Wagner Road, and Elks Country Club Road with fewer impacts as a connector road, rather than constructing another intersection on State Route 45. In addition, PennDOT should use interchange designs to accommodate their purpose without the impacts to agricultural land and communities. Ms. Moir asked the Coordinating Committee members to support the Hidden Lake HOA request to keep traffic on the four-lane corridor from Potters Mills Gap to Boalsburg.

Mr. Harden stated that on October 4, 2022 from 7:00 to 9:00 p.m. at the Boalsburg Fire Hall, Harris and Potter Township supervisors will meet to discuss the recommended alternatives and to come to an agreement on formal comments to submit to PennDOT. Mr. Harden added that the PEL Study will also identify projects in the study area that need to be completed in addition to the alternative that is chosen to move forward for construction. The CCMPO will be provided information on these projects and have the opportunity to include these projects on the CCMPO Long Range Transportation Plan and the Transportation Improvement Program.

Mr. Ball responded that these public comments are part of the PEL Study process. He stated that he arrived at the meeting tonight late because he was meeting with the Hidden Lake HOA prior to this meeting and heard the same concerns that Ms. Moir discussed. He went on to say that PennDOT is using traffic data from 2016 and unfortunately due to the Covid Pandemic, PennDOT was unable to obtain updated traffic counts. Mr. Ball said that all of the data will be reviewed, and a connector road will not be built if it creates unsafe conditions for Route 45. A more detailed engineering study and design will be done after the PEL Study is completed and finalized.

8. FHWA Greenhouse Gas (GHG) Performance Measures – Notice of Proposed Rulemaking

The Coordinating Committee received a presentation from Mr. Kausch regarding the Federal Highway Administration's (FHWA) Notice of Proposed Rulemaking with regard to greenhouse gas emissions (GHG) targets for States and MPOs in the July 15, 2022 Federal Register. The notice proposes to "require state departments of transportation and metropolitan planning organizations to establish declining carbon dioxide targets and to establish a method for the measurement and reporting of greenhouse gas emissions associated with transportation under the highways title of the United States Code." Staff attended several webinars that introduced the Notice of Proposed Rulemaking, the proposed methodology for calculating GHG emissions, and the public comment period for the proposed rulemaking. Interested parties may submit comments online, via mail, or via hand delivery on or before October 13, 2022.

MPO staff provided initial thoughts on the proposed rulemaking that included positive elements and potential drawbacks. MPO Committee members and staff discussed the following points to be considered in developing comments:

- Measuring VMT solely on the National Highway System (NHS) may fail to account for vehicle age, fuel type, significant public transportation and active transportation choices which take place off the NHS, and regional cut-through traffic.
- The methodology fails to include other beneficial elements such as alternative fuel infrastructure on the NHS, percent registration of alternative fuel vehicles, percent alternative fuel sales, and mode choice.
- What is the relationship between project funding decisions, reduction in VMT, reduction in greenhouse gas emissions, and federal and state transportation funding?
- How does this methodology account for rural areas that tend to be lower income, travel longer distances to participate in economic activity, may have access to older and less fuel-efficient vehicles, may not have access to public transportation and active transportation options, and yet be home to "carbon sinks" such as forestry and farmland?

There was consensus from the Coordinating Committee to direct MPO staff to submit the above comments to the Federal Highway Administration on behalf of the CCMPO.

9. CCMPO Bipartisan Infrastructure Law (BIL) Subcommittee Recommendations

At the February 2022 meeting, the Coordinating Committee took action to form a subcommittee to discuss future discretionary funding programs as part of the new Bipartisan Infrastructure Law (BIL) legislation that was signed into law by President Biden in November 2021. The subcommittee met five times over the summer and provided recommendations for the most effective means of pursuing funding opportunities. The following recommendations were presented to the Coordinating Committee for consideration:

- MPO staff should continue to work with stakeholders to identify projects for increased formula funding.
- The MPO should consider the establishment of resources and expertise to undertake an annual project application process for projects at the state and federal level.
- The Centre Region municipalities and Centre County should consider impacts of the recommendations for current and future budgets for the transportation planning program.

- The MPO should consider the establishment of a projects subcommittee to recommend projects for application development.
- The CCMPO and Centre County should undertake a flood risk assessment to develop projects for consideration under federal and state funding programs.

Several Coordinating Committee members who participated in the BIL Subcommittee discussions over the summer offered up their support for the recommendations that staff presented. The members stressed the idea that there is a lot of grant money out there that the CCMPO can pursue; however, the time and effort it takes to do so is inhibited by the fact that the MPO staff is not adequately equipped to be able to do so.

Commissioner Higgins agreed with the Subcommittee members and stated that the CCMPO has a history of investing more than the bare minimum in staffing and utility resources, and it brings significant payback to the partner agencies of the CCMPO. If the MPO were to commit to bringing on additional staff to pursue the grant funding opportunities, it would benefit the areas where help is needed the most and allow the MPO to make investments in multi-modal transportation and active transportation networks.

Mr. Decker stated that there needs to be buy-in from the smaller municipalities and they also need to be educated about what grant funding is available and why they should support increasing the MPO staff.

Ms. Merrow communicated that as a representative on the Technical Committee for smaller municipalities, many of the smaller municipalities are fully aware of the grant opportunities, and this particular concept of additional staff resources brings about mixed feelings in terms of bearing financial responsibility, as well as the fact that there would be another layer of the MPO seeking funding. She stated that there are several projects in the Moshannon Valley that are priorities to Rush Township and Philipsburg Borough that are not priorities to the MPO as whole. She continued and stated that she is concerned that smaller municipalities will be asked to provide financial support for this initiative when they are already struggling financially.

Mr. Bernier noted that recommendation number four states that the MPO should consider the establishment of a projects subcommittee to recommend projects for application development. He went on to say that in theory, the smaller municipalities have the most to gain from this initiative because they don't have the resources to pursue these addition funds on their own. These smaller municipalities need a voice, which is what the fourth recommendation is attempting to call out.

Commissioner Higgins pointed out that the County assisted several rural municipalities using the fee-for-local-use funding and Road MaP funding, which equated to around \$4 million from local and federal funds, to provide engineering design work or construction for roads and bridges in need of repair.

Mr. Saylor communicated that the reason for recommendation number four is to prioritize projects in a way that staff can pursue grant funding opportunities and be successful while also balancing the needs of the rural areas and the downtown areas. If there is a running list of projects that can be moved forward using grant funding, it will help free up formula funding on the MPO's Transportation Improvement Program to advance other projects.

Motion was made by Dr. Spychalski and seconded by Mr. Abrams to approve the Bipartisan Infrastructure Law Subcommittee's recommendations. The motion carried 14-0.

10. CCMPO Strategic Plan

The Coordinating Committee received a presentation from Mr. Saylor and the consultant team regarding the introduction of the CCMPO Strategic Plan, a work task that was identified in the CCMPO's adopted 2020-2022 Unified Planning Work Program (UPWP). The CCMPO staff was able to obtain consultant support for completion of the study from Michael Baker, Inc., through a statewide open-end planning contract. The CCMPO wishes to adapt and strengthen operations to ensure that routine activities are aligned with the future demands, priorities, and expectations of county residents; federal, state, county, and municipal entities; and private sector stakeholders.

The consultant team provided a brief presentation that included information regarding the CCMPO's history of formation, the voting member representation on both the Technical and Coordinating Committees, the function of the MPO, and the timeline of the Strategic Plan. The consultant team then provided actions and activities for each of the phases of the plan:

- Phase 1: Discovery – Analyze the CCMPO's current organizational model compared to other Pennsylvania MPOs and evaluating staffing and organizational structures in light of current and anticipated responsibilities, budget, and policy environment.
- Phase 2: Meet and Retreat – Conduct a one-half to one full-day retreat to perform a SWOT Analysis, clarify roles of MPO staff members, and refine the MPO's vision for meeting its commitments in the UPWP, the LRTP, and other required planning documents.
- Phase 3: Document and Vet – The MPO will review and provide input on the draft plan and the consultant team and staff will develop the Strategic Plan Executive Summary.
- Phase 4: Approve and Launch – The Strategic Plan will be finalized with identified milestones and benchmarks for MPO staff and Committees to use to manage activities and measure progress. During this phase, the Strategic Plan will be considered by the Technical and Coordinating Committee members for approval. After approval, the Strategic Plan will be launched to begin implementation.

The next steps of the Strategic Plan include developing a SWOT analysis questionnaire for CCMPO Committee Members to complete that will address the MPO's primary functions. In addition, a Focus Group meeting will be conducted in October to review the SWOT analysis results. The Committees will receive an update at its November meetings.

11. CCMPO Draft Calendar Year (CY) 2023 Budget

The Coordinating Committee received a presentation from Mr. Saylor regarding the CCMPO's 2023 Calendar Year (CY) Budget for the Centre County Government, the six Centre Region municipal funding partners, and the Centre Region Council of Governments for consideration.

Key items in the expenditure budget include:

- Municipal contributions will increase by 21%, and the County's contribution will increase by 22.6% in 2023.
- Personnel (salary and benefits) costs reflect succession in three of the MPO positions in 2022, plus a decrease in pension and medical costs.
- Operating and capital expenses reflect an overall 7.9% increase in costs due to the projected cost of completing an Active Transportation Plan.

Key items in the revenue budget include:

- The increase in revenue reflects several vacancies at the CRPA and the CCPCDO.
- The increase in revenue also reflects additional local matching funds for the Active Transportation Plan.

Mr. Saylor noted that the Active Transportation Plan special study revenue and expenditures will be divided across 2023 and 2024 budgets. In addition, these budget numbers are preliminary and changes to the budget are expected to come.

12. Member Reports

Mr. Ryder communicated that Moshannon Valley had a Local Technical Assistance Program (LTAP) study completed at the U.S. 322 and Pine Street intersection. A list of recommendations and improvements came out of the study, and PennDOT intends to do additional studies on the Route 504 and U.S. 322 intersection, as well as the 9th Street and U.S. 322 intersection. He stated that he doesn't have a lot of information regarding the other intersections; however, the Philipsburg Borough plans to lobby for pedestrian safety improvements

along this busy corridor. Mr. Ryder has been working on a grant application for intersection safety improvements to Route 504 and U.S. 322 to Powder Magazine Road.

13. Announcements

The next Technical Committee meeting is scheduled for 9:30 a.m. on Wednesday, November 9, 2022 using hybrid meeting technology at the COG building. The next Coordinating Committee meeting is scheduled for 6:00 p.m. on Tuesday, November 22, 2022 using hybrid meeting technology at the COG building. Mr. Bernier announced that PennDOT will be conducting a Multimodal Transportation grant funding round this fall, with the application window opening September 12 and closing November 14. Mr. Bernier encouraged municipalities to reach out to MPO staff for letters support for their multimodal transportation applications.

There being no further business, the September 27, 2022 CCMPO Coordinating Committee meeting was adjourned at 8:40 p.m.

Respectfully submitted,

Marcella Hoffman
Recording Secretary

NOVEMBER 22, 2022 MEETING

ITEM 5

STATE COLLEGE AREA CONNECTOR (SCAC) PROJECT

Status Report and PEL Study Report Review Process

The SCAC Planning and Environment Linkages (PEL) Study is scheduled to be completed in fall 2022. The study will identify transportation improvements to be advanced for environmental consideration and further design in the next step, the Preliminary Engineering (PE) phase.

The PE phase will involve a more detailed analysis of the study area's socio-economic, natural, and cultural resources; the detailed development and evaluation of transportation alternatives; the identification of a preferred alternative; and securing environmental clearance for the preferred alternative.

At the meeting, PennDOT's consultant team will provide an update about the study.

The Technical Committee should receive the status report.

Presented by: Dean Ball, P.E., PennDOT District 2-0
Kevin James, P.E., SCAC Project Manager, Michael Baker International

No action required.

NOVEMBER 22, 2022 MEETING

ITEM 6

2023-2026 CENTRE COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

TIP Revisions

Additional Funding for the Jacksonville Road Betterment and Atherton Street Phase IV Projects

The 2023-2026 Centre County TIP was adopted by the CCMPO in June 2022 and took effect on October 1, 2022. Total highway spending is limited by obligation authority, an annual limit on the total dollar amount of highways contract spending that can be authorized. Each August, the Federal Highway Administration conducts a redistribution before the end of the federal fiscal year. This redistribution moves obligation authority from projects that have failed to move forward to projects that are ready and can make use of the federal obligation authority available. PennDOT has a strong history of project delivery and typically gains authority not utilized by other states in the redistribution process.

As a result of the August 2022 redistribution process, additional funding was made available for the Atherton Street Phase III construction phase, the preliminary engineering Phases for the 2025 and 2026 Bridge Preservation Projects, and the preliminary engineering phase for the SR 504 Steel Culvert project on the 2021-2024 TIP. The work was previously funded on the 2023-24 TIP, and the increased obligation authority for the 2021-2024 TIP means that funding shown on the 2023-24 TIP can be reallocated to other projects.

PennDOT proposes to allocate the funding to the Jacksonville Road Betterment Project and the Atherton Street Phase IV Project, returning funding to phases that were deferred from the 2021-2024 TIP. In addition, construction funding for Jacksonville Road will be reallocated to move funding from 2023 to 2024 to match the current project schedule. Similarly, construction funding for the SR 504 Steel Arch Culvert project will be pulled forward from 2025 to 2024. Remaining funding will be allocated to the betterments line item for future needs.

Summary of Recommended Amendment to 2023-2026 TIP			
<i>Where are the funds coming FROM?</i>			
Project	Original Funding	Change	Revised Funding
SR 3014 Section 153 Atherton Street Phase III Construction Phase	\$14,576,441	-\$6,287,172	\$8,289,269
Summary of Recommended Amendment to 2023-2026 TIP			
<i>Where are the funds going TO?</i>			
Project	Original Funding	Change	Revised Funding
Poor Bridge/Betterment Line Item Regional TIP Reserve Item	\$1,509,490	\$3,834,918	\$5,344,408
SR 26 Section 147 Jacksonville Road Betterment Preliminary Engineering Phase	\$0	\$200,000	\$200,000

(Continued)

<i>Where are the funds going TO? (Continued)</i>			
Project	Original Funding	Change	Revised Funding
SR 26 Section 147 Jacksonville Road Betterment Utility Phase	\$0	\$500,000	\$500,000
SR 26 Section 147 Jacksonville Road Betterment ROW Phase	\$0	\$467,146	\$467,146
SR 26 Section 147 Jacksonville Road Betterment Construction Phase – some construction funding shifted from 2023 to 2024	\$6,220,163	-\$504,970	\$5,715,193
SR 3014 Section 154 Atherton Street Phase IV Utility Phase	\$0	\$100,000	\$100,000
SR 3014 Section 154 Atherton Street Phase IV ROW Phase	\$0	\$600,000	\$600,000
SR 504 Section A06 Steel Arch Culvert Construction Phase – construction funding shifted from 2025 to 2024	\$1,209,922	-\$9,922	\$1,200,000

Attachment:

- Fiscal Constraint Chart Illustrating details of funding revisions

MPO and PennDOT District 2-0 staff will provide a brief summary of the proposed revisions. The CCMPO must formally approve revisions to project scopes using federal funds where the resulting revision exceeds \$1,500,000.

The Coordinating Committee should receive the summary and consider a recommendation on the revisions to the 2023-2026 TIP.

Presented by: James Saylor, P.E., PTOE, CRPA
Mark Schultz, PennDOT District 2-0

Action: Consider approving the revisions to the 2023-2026 Centre County TIP

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

AMENDMENT (MA ID:)			Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Poor Bridge/Betterment Line Item /000 Centre	84343	CON	Before	NHPP	581												1,509,490	Reserve Line Item	
			Adjust	NHPP	581				717,381				2,875,553	241,984					
			After	NHPP	581					717,381				2,875,553	241,984				
Poor Bridge/Betterment Line Item /000 Centre	84343	CON	Before	STP														Reserve Line Item	
			Adjust	STP		1,100,000													
			After	STP		1,100,000													
Atherton Street Phase III 3014/153 Centre	101960	CON	Before	NHPP	581	4,624,000	1,134,000		3,924,796	991,000		2,607,615						Funds converted on previous TIP now available	
			Adjust	NHPP	581				(1,917,381)	(467,146)		(2,607,615)							
			After	NHPP	581	4,624,000	1,134,000		2,007,415	523,854									
Atherton Street Phase III 3014/153 Centre	101960	CON	Before	STP					1,295,030									Funds converted on previous TIP now available	
			Adjust	STP					(1,295,030)										
			After	STP															
Jacksonville Road Betterment 26/147 Centre	112588	PE	Before	STP														Add Phase, Funds needed to continue Phase	
			Adjust	STP		200,000													
			After	STP		200,000													
Jacksonville Road Betterment 26/147 Centre	112588	UT	Before	STP														Add Phase, Funds needed to support Phase	
			Adjust	STP		500,000													
			After	STP		500,000													
Jacksonville Road Betterment 26/147 Centre	112588	RW	Before	STP	581													Add Phase, Funds needed to continue Phase	
			Adjust	STP	581					467,146									
			After	STP	581						467,146								
Jacksonville Road Betterment 26/147 Centre	112588	CON	Before	STP	581	2,045,000	369,775		813,970	1,958,000			1,033,418					Utilize Funds to support Project precon Phases	
			Adjust	STP	581	(1,800,000)			1,295,030										
			After	STP	581	245,000	369,775		2,109,000	1,958,000				1,033,418					
Atherton Street Phase IV 3014/154 Centre	101961	UT	Before	NHPP														Add Phase, Advance Phase Start	
			Adjust	NHPP									100,000						
			After	NHPP										100,000					
Atherton Street Phase IV 3014/154 Centre	101961	RW	Before	NHPP														Add Phase, Advance Phase Start	
			Adjust	NHPP									600,000						
			After	NHPP										600,000					
Steel Arch Culvert 504/A06 Centre	109582	CON	Before	NHPP	581							967,938	241,984					Advance Funds to support Let Date	
			Adjust	NHPP	581				1,200,000				(967,938)	(241,984)					
			After	NHPP	581				1,200,000										
Before Totals						\$6,669,000	\$1,503,775	\$0	\$6,033,796	\$2,949,000	\$0	\$3,575,553	\$1,275,402	\$0	\$0	\$1,509,490	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	(\$0)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$6,669,000	\$1,503,775	\$0	\$6,033,796	\$2,949,000	\$0	\$3,575,553	\$1,275,402	\$0	\$0	\$1,509,490	\$0		

NOTES

NOVEMBER 22, 2022 MEETING

ITEM 7

FISCAL YEAR (FY) 2022-24 UNIFIED PLANNING WORK PROGRAM (UPWP)

Proposed Amendment to add a Safe and Accessible Transportation Task

Adopting a Unified Planning Work Program (UPWP) is one of the core federally mandated responsibilities of the CCMPO. The UPWP lists certain policy actions that must be taken by the CCMPO and 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). The CCMPO's current FY 2022-24 UPWP was adopted in November 2021 and took effect on July 1, 2022.

The Bipartisan Infrastructure Law (BIL) continued funding for the Metropolitan Planning Program, source of the Federal Funds shown as PL Funds in the CCMPO UPWP. Funds are distributed to MPOs using a formula developed by the state DOT and approved by FHWA. The BIL increased funds available for distribution and also instituted a requirement that every MPO use at least 2.5% of the PL funds available on specified activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities, commonly referred to as Complete Streets standards or policies.

These changes make an additional \$17,125 in PL funds available for each year of the 2022-2024 UPWP and require that 2.5% (\$5,125) in PL funds be allocated to the safe accessible options activities.

Staff propose to add a new task to the 2022-2024 UPWP, Task VI, Safe and Accessible Transportation Options, funded at \$5,125 per year. The funds for this task are matched at a statewide level using toll credits, and additional local match is not required. Staff propose to divide the additional PL funds and required local match equally between Task II.A Plans and Programs/Long Range Transportation Planning and Task IV.A Project Delivery/Key Projects.

Attachment:

- Task VI. Summary and Revised UPWP Budget

MPO and PennDOT District 2-0 staff will provide a brief presentation of the proposed revisions. The CCMPO must formally approve revisions to the UPWP that add a new task.

The Coordinating Committee should receive the presentation and consider a recommendation on the revisions to the 2022-2024 UPWP.

Presented by: James Saylor, P.E., PTOE, CRPA

Action: Consider approving the revisions to the 2022-2024 CCMPO UPWP

CATEGORY VI. – SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS

Task VI.A. – Safe and Accessible Transportation Options

Tasks with a specific Starting and Completion Date are deliverables.

(Task for VI.A.)	Completion Date:
<p>Lead – MPO staff, consultant team</p> <ul style="list-style-type: none"> Assist sponsors and stakeholders in developing and maintaining plans and studies to create a network of active transportation facilities to connect neighborhoods, economic centers, workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services or other community activity centers. Examples of plans and special studies include but are not limited to: <ul style="list-style-type: none"> -State College Borough Next Generation Mobility and Connectivity Plan -Penn State Bicycle Master Plan -CCMPO LRTP 2050 -Municipal Official Maps -Regional and municipal comprehensive plans -Centre County Greenways Study -Centre Region Bike Plan -Bellefonte to Milesburg Trail Study Work with public transportation providers, sponsors and stakeholders to integrate active transportation facilities with public transportation services and improve access to public transportation. Assist municipalities, advisory groups and other stakeholders in efforts to develop, adopt and implement Complete Streets standards or policies. Explore and evaluate the state of accessibility and mobility for disadvantaged populations/environmental justice populations. Initiate work that will review solutions and programmatic changes work to address safety and reducing fatalities. Work to engage stakeholders not typically engaged in the transportation planning process with engagement through in person and virtual options. Initiate a county-wide Active Transportation Plan to supersede the 2016 Centre Region Bike Plan by evaluating the data collection, technical analysis and outreach efforts necessary to complete the plan. Develop an implementation plan with a funding approach for the plan and pursue procurement of appropriate technical support resources. 	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>
<p>Other Agencies – CATA, PennDOT District 2-0 Office, Municipalities</p> <ul style="list-style-type: none"> Provide information and assistance in the development and maintenance of plans and studies. Participate in the development and adoption of standards and policies. 	

Task IV.A. Budget						
Fiscal Year	Total	FHWA	FTA	State MLF	Local Highway	Local Transit
2022-23	\$5,125	\$5,125	\$0	\$0	\$0	\$0
2023-24	\$5,125	\$5,125	\$0	\$0	\$0	\$0

**CCMPO FY 2022-2024 UPWP
YEAR 1
FY 2022-2023 BUDGET
ADOPTED: November 23, 2021**

WORK TASK	TOTAL TASK BUDGET	FUNDING SOURCES				
		Federal Highway Admin	Federal Transit Admin	State Match	Local Match	Local Match
		PL	MPP	MLF	Highway	Transit
I. ADMINISTRATION						
A. Program Management	\$46,250	\$37,000	\$0	\$0	\$9,250	\$0
B. Public Involvement and Outreach	\$18,750	\$12,000	\$3,000	\$1,554	\$1,446	\$750
II. PLANS AND PROGRAMS						
A. Long Range Planning and Programming	\$107,500	\$70,000	\$16,000	\$8,290	\$9,210	\$4,000
B. Public Transportation Planning	\$75,000	\$0	\$60,000	\$0	\$0	\$15,000
C. Bicycle and Pedestrian System	\$40,000	\$32,000	\$0	\$0	\$8,000	\$0
D. Hwy Performance Monitoring System (HPMS)	\$4,000	\$3,200	\$0	\$415	\$385	\$0
III. LAND USE/TRANSP. LINKAGES						
A. Land Use Coordination	\$15,000	\$12,000	\$0	\$7	\$2,993	\$0
B. Development Plan Review (Transit)	\$8,750	\$0	\$7,000	\$0	\$0	\$1,750
IV. PROJECT DELIVERY						
A. Key Projects	\$48,500	\$38,800	\$0	\$0	\$9,700	\$0
TOTAL BASE PROGRAM						
	\$363,750	\$205,000	\$86,000	\$10,266	\$40,984	\$21,500
<i>Base Program Percent Funding by Source</i>	100%	56%	24%	3%	11%	6%
V. SUPPLEMENTAL SPECIAL STUDIES						
A. CCMPO Strategic Plan						
VI. Safe and Accessible Transportation Options						
	\$5,125	\$5,125	\$0	\$0	\$0	\$0
TOTAL SUPPLEMENTAL PROGRAM						
	\$5,125	\$5,125	\$0	\$0	\$0	\$0
<i>Supplemental Prog. Percent Funding by Source</i>						
<p>Note: Actual expenditures of local funds for the base program will exceed the required match because additional financial support is provided by local officials to maintain the current staffing levels.</p> <p>Note: Access to Consultant Services for the CCMPO Strategic Plan will be made available through a PennnDOT statewide agreement.</p>						

**CCMPO FY 2022-2024 UPWP
YEAR 2
FY 2023-2024 BUDGET
ADOPTED: November 23, 2021**

WORK TASK	TOTAL TASK BUDGET	FUNDING SOURCES				
		Federal Highway Admin	Federal Transit Admin	State Match	Local Match	Local Match
		PL/SPR	MPP	MLF	Highway	Transit
I. ADMINISTRATION						
A. Program Management	\$46,250	\$37,000	\$0	\$4,793	\$4,457	\$0
B. Public Involvement and Outreach	\$18,750	\$12,000	\$3,000	\$1,554	\$1,446	\$750
II. PLANS AND PROGRAMS						
A. Long Range Planning and Programming	\$107,500	\$70,000	\$16,000	\$8,290	\$9,210	\$4,000
B. Public Transportation Planning	\$75,000	\$0	\$60,000	\$0	\$0	\$15,000
C. Bicycle and Pedestrian System	\$40,000	\$32,000	\$0	\$4,145	\$3,855	\$0
D. Hwy Performance Monitoring System (HPMS)	\$4,000	\$3,200	\$0	\$415	\$385	\$0
III. LAND USE/TRANSP. LINKAGES						
A. Land Use Coordination	\$15,000	\$12,000	\$0	\$1,554	\$1,446	\$0
B. Development Plan Review (Transit)	\$8,750	\$0	\$7,000	\$0	\$0	\$1,750
IV. PROJECT DELIVERY						
A. Key Projects	\$48,500	\$38,800	\$0	\$4,249	\$5,451	\$0
TOTAL BASE PROGRAM	\$363,750	\$205,000	\$86,000	\$25,000	\$26,250	\$21,500
<i>Base Program Percent Funding by Source</i>	100%	56%	24%	7%	7%	6%
V. SUPPLEMENTAL SPECIAL STUDIES						
VI. Safe and Accessible Transportation Options	\$5,125	\$5,125	\$0	\$0	\$0	\$0
TOTAL SUPPLEMENTAL PROGRAM	\$5,125	\$5,125	\$0	\$0	\$0	\$0
<i>Supplemental Prog. Percent Funding by Source</i>						
Note: Actual expenditures of local funds for the base program will exceed the required match because additional financial support is provided by local officials to maintain the current staffing levels.						

NOVEMBER 22, 2022 MEETING

ITEM 9

PERFORMANCE BASED PLANNING AND PROGRAMMING

Annual Report about Transit Asset Management (TAM) Plans for CATA and Centre County Office of Transportation

Federal rulemaking required all public transit operators to develop a Transit Asset Management (TAM) Plan by October 1, 2018, and to update and share the TAM Plan with states and MPOs on an annual basis. States and MPOs are not required to approve the TAM Plans but are expected to remain current with TAM Plan measures and findings.

In Centre County, the Centre Area Transportation Authority (CATA) and the Centre County Office of Transportation Services (CCOT) are subject to the federal rule. In 2018, CATA prepared an individual TAM Plan, and the CCOT was included in a statewide TAM Group Plan prepared by PennDOT.

The TAM Plans were first shared with the CCMPO in October 2018. In November 2018, the CCMPO approved and executed agreements with CATA and the CCOT to formalize each organization's responsibilities for cooperatively developing and sharing information related to transportation performance data, including the selection of targets and documenting progress toward meeting the TAM Plan targets. Both TAM Plans include performance targets and specify a reporting process to assess progress in meeting the targets. As required by the federal rule, the agreements require the annual reporting of information related to the performance targets.

Since 2018, CATA and PennDOT have provided annual TAM performance information to the MPO staff, most recently in fall 2022.

Staff will provide a brief report about the TAM measures and will respond to questions from the Committee.

Attachment:

- TAM Summary Information Sheet

The Coordinating Committee should receive the report and provide any questions to MPO staff.

Presented by: Greg Kausch, CRPA

No action required.

Item 9.1

Summary of Information

Transit Asset Management (TAM) Plans for CATA and CCOT CCMPO Coordinating Committee – 11/22/2022

- Performance measurement required by the Federal Transit Administration (FTA) to support safety and reliability of service, while moderating purchase and maintenance costs
- Both CATA and the Centre County Office of Transportation (CCOT) are required to either maintain their own TAM plan, or participate in a statewide plan administered by PennDOT
- TAM requirements cover three primary asset categories: rolling stock, equipment, and facilities
- Each year, individual plans and the statewide plan must assess performance in the previous year, and set new targets for the upcoming year; typically completed in August-September
- In Pennsylvania, 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
- CCOT participates in the statewide TAM plan:
 - Previous year's targets were that no more than 52% of cutaways and no more than 63% of vans exceed their estimated useful life
 - **For 2022, CCOT is performing less than favorably compared to the statewide average (70% of cutaways and 100% of vans), but measures are improving, and the TIP and LRTP are structured to provide support**
 - For the upcoming year, statewide targets are that no more than 53% of cutaways and no more than 62% of vans exceed their estimated useful life; Statewide cutaway condition and van condition appear to have stabilized greatly since last year
 - Given the comparatively small size of the CCOT fleet, turnover of just a few vehicles can influence great improvement in overall fleet condition
- CATA maintains its own individual TAM plan, as do several other agencies throughout Pennsylvania:
 - Previous year's targets were that no more than 25% of rolling stock, and no more than 40% of equipment exceeds its estimated useful life; no more than 20% of facilities are rated below a "3" in the capital planning tool
 - Targets will remain the same for the upcoming year
 - For the upcoming year, specific fleet characteristics may point to continued performance improvement
 - **For 2022, the revenue vehicles exceeding their estimated useful life fell from about 26% to about 23%, the percentage of equipment exceeding its estimated useful life rose very slightly from almost 31.5% to a little over 32%, and no facilities are rated below a "3" in the capital planning tool**
 - **TIP and LRTP are structured to provide additional support**

NOVEMBER 22, 2022 MEETING

ITEM 10

CENTRE AREA TRANSPORTATION AUTHORITY (CATA) SYSTEM REIMAGINE STUDY / TRANSPORTATION DEVELOPMENT PLAN (TDP)

Project Status Report / Stakeholder Engagement

In June 2021, the Centre Area Transportation Authority (CATA) contracted with Stantec Consulting Services, Inc. for professional assistance in completing a System Reimagine Study/Transportation Development Plan (TDP). This project was structured to include an operational analysis of CATA's existing services, an evaluation of potential changes to the system, and recommendations for implementation of changes to the existing system and/or new services.

The project officially kicked off in late July 2021. Since that time, the team has completed an existing conditions assessment, a first round of stakeholder engagement in October 2021, a gaps and needs assessment, and drafting of service concepts and recommendations. At this time, the team desires to provide selected community stakeholders with an additional opportunity to present questions and comments.

Specific components of the Reimagine report are presented in three themes:

- 1) Making CATA more competitive as a transportation option
- 2) Incorporating Mobility as a Service (MaaS) into CATA services
- 3) Developing CATA as a Comprehensive Mobility Service Provider

Each goal has an associated range of recommendations which cover topics such as: system reliability, operational approaches, route numbering, fare collection technology, intermodal linkages, use of digital tools for customer and operational goals, performance measurement and monitoring, and infrastructure recommendations.

CATA and Stantec staff anticipate presenting the DRAFT final project report to the CATA Board of Directors for acceptance at its regular December 2022 meeting. Following acceptance of the report, the CATA Board and staff will determine specific concepts to advance, as well as a suggested timeline for those changes. Any resulting changes will likely impact the agency's future strategic plan.

At this meeting, CATA, Stantec, and CCMPO staff will provide a brief presentation about the progress of the Reimagine/TDP project, and welcome questions and comments from the Coordinating Committee.

The Coordinating Committee should receive the presentation and consider providing input for consideration by the CATA Board of Directors and staff.

Presented by: Stephen Oliver, Stantec
Louwana Oliva, CATA
Greg Kausch, CRPA

Action: Comments and questions to Stantec, CATA, and CCMPO staff

NOVEMBER 22, 2022 MEETING

ITEM 11

CCMPO Strategic Plan

The CCMPO's adopted FY 2022-2024 Unified Planning Work Program (UPWP) includes a work task to complete a new Strategic Plan for the future operations of the MPO Committees and staff.

Since the September MPO meeting, the Michael Baker International Team conducted a survey of MPO members and staff and convened a focus group consisting of current and former members and staff to review the survey and conduct a SWOT analysis using the results.

Members have been invited to participate in a half-day retreat to discuss the outcomes of the SWOT analysis via a doodle poll.

The Michael Baker team will provide a brief update of the survey and SWOT analysis, and a preview of the retreat scheduled for the morning of December 5, 2022.

The target date for adopting the Strategic Plan is June 21, 2023. On this schedule, the recommendations of the study would be available to guide the development of the 2024-2026 UPWP, and the Calendar Year 2024 budget.

The Coordinating Committee should receive the presentation and provide comments to the CCMPO staff and project team.

Presented by: Jim Saylor, P.E., PTOE, CRPA
Brian Funkhouser, Michael Baker, International

Action: Provide input to the CCMPO staff and project team about the scope and content of the plan.

NOVEMBER 22, 2022 MEETING

ITEM 12

Centre County Active Transportation Plan Draft Scope

The Centre County Active Transportation Plan (ATP) is an initiative that is intended to address multiple items related to improving mobility for bicyclists, pedestrians, and other existing and emerging mobility devices in Centre County. The plan will utilize existing bicycle and pedestrian plans but will also expand the area of review beyond the Centre Region. The plan is intended to work toward addressing the data heavy requirements of Safe Streets for All (<https://www.transportation.gov/grants/SS4A>) and renew the Centre Region's Bicycle Friend Community (<https://www.bikeleague.org/community>) designation.

It is anticipated the work will begin in 2023 for a 2-phased approach, each 10 months in duration to develop an Active Transportation Plan.

Phase 1 will work to complete the background needed to develop a plan. Phase 2 will work to use the background information to develop and write the plan. Engagement will be part of both phases with periodic updates to the Coordinating Committee.

In order to start the plan development a few actions items are needed:

1. CCMPO Coordinating Committee support the pursuit of an ATP with an open-end agreement that will also include BIL Subcommittee efforts with a consultant selection committee composed of Technical and Coordinating Committee members.
2. CCMPO Coordinating Committee support the creation of an ATP Sub-committee that will include Technical and Coordinating Committee members and a limited number of stakeholders that can support both phase 1 and phase 2 of plan development.

MPO staff will provide a brief presentation about the scope.

Attachment:

- Centre County ATP Scope Brief

The Coordinating Committee should receive the presentation and consider support of the actions need to proceed with the Active Transportation Plan.

Presented by: Anne Messner, AICP, CRPA

Action: Provide feedback on the presentation and consensus on the two phased approach for the open-end agreement, consultant selection committee and the ATP Sub-committee.

Centre County Active Transportation Plan Scope

Introduction and Project Overview:

The Centre County Active Transportation Plan (ATP) is intended to address multiple items related to improved mobility for bicyclists, pedestrians, as well as other traditional and emerging mobility devices in Centre County. This plan will utilize readily available bicycle and pedestrian plans but will also expand the area of review beyond the Centre Region to one or more planning areas in Centre County. Stakeholder participation and buy in is needed for this plan to be successfully developed and engagement is critical to determine areas of need. This plan will also need to address some of the data requirements of Safe Streets 4 All (SS4A) for Centre County and some of the additional data requirements for renewing the Centre Region's status as a Bicycle Friendly Community (BFC). This plan will need to address equity and review options and discuss goals to reduce fatalities as defined in SS4A and the BFC application.

The Centre County Metropolitan Planning Organization (CCMPO) will work with the consultant to review and prioritize the desired accomplishments listed below to determine what can be done in this plan. Items that cannot be accomplished will need to be part of the implementation plan and contain clear direction regarding how those items can be completed with future efforts. The items listed below are not in priority order but intended to highlight the items believed to be necessary in the ATP.

Plan development is intended to be a two-phase plan. In order to manage the plan and its outcome a few actions items are needed.

CCMPO Technical and Coordinating Committee support the pursuit of an ATP with a PennDOT open end agreement with a selection committee for the consultant.

CCMPO Technical and Coordinating Committee will support the creation of an ATP Sub-committee that will include Technical and Coordinating Committee and a limited number of stakeholders that can support both phase 1 and phase two of plan development.

CCMPO staff will provide the day-to-day support for this effort.

Phase 1 will work to complete the following

- Vision
- Goals and Objectives
- Collection of readily available county data to determine county side assets
- Work to develop the study area in Centre County for the ATP
- Develop the ATP Engagement page with a data and Storymap
- Kick off meeting for Phase 1 and Existing Conditions Public Workshop
- Periodic update to CCMPO Technical and Coordinating Committees

Phase 2 will work to complete the following

- Existing Conditions Analysis including demographic, equity and facilities (existing and planned)
- Safety Analysis to review crash data to develop vision zero or toward zero fatalities and serious injury goal
- Bicycle and Pedestrian Level of Stress review
- Review Centre Region Bicycle Friendly Renewal Requirements
- Project Prioritization, use of counter measures, policy development, safety strategies, complete streets and implementation plan
- Develop draft list for Safe Streets 4 All Planning grants
- Draft ATP Plan for review and final ATP for adoption
- Kick off meeting for Phase 2 and engagement with workshop 2 and 3 and tour of study area
- Periodic updates and approval by CCMPO Technical and Coordinating Committees

NOVEMBER 22, 2022 MEETING

ITEM 13

2023 CCMPO Meeting Schedule

The proposed meeting schedule for the MPO Committees for 2023 is shown below

At this time, MPO staff anticipates that the meetings will continue to be held in a hybrid meeting format, with in-person attendance at the COG Building Forum Room, 2643 Gateway Drive, State College, and virtual attendance via Zoom. Members are encouraged to attend in-person as their schedule permits.

***Both Technical and Coordinating Committee April meetings are proposed to be held a week earlier to accommodate the Pennsylvania State Association of Township Supervisors annual conference.**

<i>Month</i>	<i>Committee</i>	<i>Day</i>	<i>Date</i>	<i>Time</i>
February	Technical	Wed	2/8/23	9:30 AM
	Coordinating	Tues	2/21/23	6:00 PM
April	Technical	Wed	4/5/23	9:30 AM
	Coordinating	Tues	4/18/23	6:00 PM
June	Technical	Wed	6/7/23	9:30 AM
	Coordinating	Tues	6/20/23	6:00 PM
September	Technical	Wed	9/13/23	9:30 AM
	Coordinating	Tues	9/26/23	6:00 PM
November	Technical	Wed	11/8/23	9:30 AM
	Coordinating	Tues	11/21/23	6:00 PM

Presented by: Jim Saylor, P.E., PTOE, CRPA

Action: Review meeting dates and times, provide comments to the CCMPO staff.

NOVEMBER 22, 2022 MEETING

ITEM 15

ANNOUNCEMENTS

1. Future Meeting Dates
 - a. Technical Committee: Wednesday, February 8, 2023, 9:30 a.m.
Hybrid meeting
Zoom and in-person at the Centre Region COG Building
 - ⇒ CCMPO Public Participation Plan
 - ⇒ CCMPO Strategic Plan
 - ⇒ State College Area Connector
 - ⇒ Transit Safety Report
 - b. Coordinating Committee: Tuesday, February 21, 2023, 6:00 p.m.
Hybrid meeting
Zoom and in-person at the Centre Region COG Building
 - ⇒ CCMPO Public Participation Plan
 - ⇒ CCMPO Strategic Plan
 - ⇒ State College Area Connector
 - ⇒ Transit Safety Report
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. Attachment 15.1 is a Fiscal Constraint Chart that specifies administrative modifications completed since the September CCMPO meetings.
3. The CCMPO staff conducted a public meeting to review the draft Public Participation Plan and collect public comments on the draft plan. The meeting was held at the Centre Region COG Building on November 15, 2022, at 6:00 PM in a hybrid format.
4. Biking in the Centre Region 101 will be held virtually November 30, 2022, additional information will be made available at <https://www.crcog.net/bikes> on the Bike Events Calendar.
5. A retreat session for the CCMPO will be held in-person on December 5, 2022 in the General Forum Room (live only), beginning at 8 AM. All members of the Technical and Coordinating Committees are encouraged to attend. Light refreshments will be provided.
6. A meeting of the CCMPO Safety Committee will be held virtually on December 13, 2022, starting at 1 PM. An agenda and meeting link information will be shared with committee members in advance of the meeting.
7. PennDOT has announced that a funding round for the Green Light-Go Program (Year 8) will be conducted this winter. Pre-application scoping forms are due by December 23, 2022. Full applications will be accepted between January 3, 2023 and January 31, 2023. More information is available at the [Green Light-Go page](#) of the Traffic Signal Portal.

(Continued)

8. Stakeholders requested one letters of support from CCMPO staff since the September Coordinating Committee Meeting. Staff provided a letter of support to State College Borough for a project to replace the Walnut Springs Pedestrian Bridge in Walnut Springs Park, included as item 15.8.
9. On March 28, 2022, the COG General Forum adopted the amended Centre Region Bike Plan to include updated bike plan maps and tables. Staff have completed the edits to the bike plan maps and tables. The final document can be found here: <https://www.crcog.net/crbikeplan>
10. PennDOT's Local Technical Assistance Program (LTAP) training courses, sponsored by the SEDA-COG MPO – See <http://seda-cog.org/departments/transportation/local-technical-assistance-program/>
11. PennDOT *Connects* initiative – See *Connects* support hub at <https://connect.psats.org/home>.
11. “Drive Forward” coalition formed by the Chamber of Business and Industry of Centre County (CBICC) with the support of the CCMPO – See www.driveforwardcc.com.
12. CCMPO staff contact information:

Centre Regional Planning Agency
 2643 Gateway Drive
 State College, PA 16801

Telephone: 814-231-3050
 Fax: 814-231-3083

Jim May, Director
 Jim Saylor, Principal Transportation Planner
 Greg Kausch, Senior Transportation Planner
 Anne Messner, Senior Transportation Planner
 Pam Adams, Sustainability Planner
 Marcella Hoffman, Office Manager

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 Bellefonte, PA 16823

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 Fax: 814-355-8661

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On the web at www.ccmppo.net . Like and share the CCMPO's Facebook page at <https://www.facebook.com/centrecountyMPO/> .

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID:)			Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks		
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth			
Poor Bridge/Betterment Line Item /000 Centre	84343	CON	Before	NHPP	581				717,381				2,875,553	241,984			1,509,490		Reserve Line Item	
			Adjust	NHPP	581				(199,796)				(781,335)	177,733			463,710			
			After	NHPP	581					517,585				2,094,218	419,717			463,710		1,509,490
Poor Bridge/Betterment Line Item /000 Centre	84343	CON	Before	STP		1,100,000													Reserve Line Item	
			Adjust	STP		(600,000)								286,573						
			After	STP		500,000								286,573						
SR 150 and Phoenix Ave Intersection 150/N40 Centre	106365	PE	Before	NHPP	581								218,665	106,090					Advance Phase Start	
			Adjust	NHPP	581					650,000				(218,665)	(106,090)					
			After	NHPP	581					650,000										
Atherton Street Phase IV 3014/154 Centre	101961	PE	Before	NHPP					450,204										Swap NHPP for STP to Advance Phase	
			Adjust	NHPP						(450,204)										
			After	NHPP																
Atherton Street Phase IV 3014/154 Centre	101961	PE	Before	STP															Swap NHPP for STP, update Estimate	
			Adjust	STP		600,000														
			After	STP		600,000														
Atherton Street Phase IV 3014/154 Centre	101961	FD	Before	NHPP											463,710				Advance Phase Start	
			Adjust	NHPP									1,000,000			(463,710)				
			After	NHPP									1,000,000							
SR 3036 over Mulligan Run 3036/A01 Centre	116747	PE	Before	STP	581								286,573	71,643					Advance Phase Start	
			Adjust	STP	581									(286,573)	(71,643)					
			After	STP	581															
Before Totals						\$1,100,000	\$0	\$0	\$1,167,585	\$0	\$0	\$3,380,791	\$419,717	\$0	\$463,710	\$1,509,490	\$0	Actions do not affect air quality conformity.		
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals						\$1,100,000	\$0	\$0	\$1,167,585	\$0	\$0	\$3,380,791	\$419,717	\$0	\$463,710	\$1,509,490	\$0			

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID:)			Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Poor Bridge/Betterment Line Item /000 Centre	84343	CON	Before	BRIP	185													Reserve Line Item	
			Adjust	BRIP	185									430,295					
			After	BRIP	185										430,295				
SR 26 over Spring Creek 26/P53 Centre	116885	PE	Before	BRIP					218,545										Funds converted on previous TIP now available
			Adjust	BRIP					(208,545)										
			After	BRIP					10,000										
2026 Centre Bridge Preservation 26/P35 Centre	110368	PE	Before	BRIP								231,750						Funds converted on previous TIP now available	
			Adjust	BRIP									(221,750)						
			After	BRIP									10,000						
Steel Arch Culvert 504/A06 Centre	109582	FD	Before		185		265,225											Funds captured on previous TIP now available	
			Adjust		185		(255,225)												
			After		185		10,000												
Mill Race Bridge 2011/A07 Centre	105925	CON	Before		185		175,000											Funds captured on previous TIP now available	
			Adjust		185		(100,000)												
			After		185		75,000												
SR 3036 over Mulligan Run 3036/A01 Centre	116747	PE	Before		185													Advance Phase Start	
			Adjust		185		355,225												
			After		185		355,225												
2024 Bridge Preservation 504/P36 Centre	110305	CON	Before	BRIP	185				226,000	706,303		449,100	567,207					Advance/Adjust Funds to support Let Date	
			Adjust	BRIP	185					208,545			221,750	(430,295)					
			After	BRIP	185					434,545	706,303		670,850	136,912					
Before Totals						\$0	\$440,225	\$0	\$444,545	\$706,303	\$0	\$680,850	\$567,207	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$440,225	\$0	\$444,545	\$706,303	\$0	\$680,850	\$567,207	\$0	\$0	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID:)				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Centre Co Local Bridge Bundle 7221/MTF Centre	112818	CON	Before															Centre County Act 13 At Risk Bridge Funds needed to adress Low Bid cost
			Adjust					821,492										
			After					821,492										
Before Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	#####	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$0	\$0	#####	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

NOTES

Centre County Metropolitan Planning Organization (CCMPO)

c/o Centre Regional Planning Agency
2643 Gateway Drive, Suite #4
State College, PA 16801
Phone (814) 231-3050 / FAX (814) 231-3083
www.crcog.net

Centre County Planning and Community Development Office
Willowbank Office Building
420 Holmes Street
Bellefonte, PA 16823-1488
Phone (814) 355-6791 / FAX (814) 355-8661
www.centrecountypa.gov

November 10, 2022

Thomas J. Fountaine
Borough of State College
243 South Allen Street
State College, PA 16801

**RE: Letter of Support and Planning Consistency – Borough of State College
PennDOT Multimodal Transportation Fund Program**

Dear Tom:

The Centre County Metropolitan Planning Organization (CCMPO) works with PennDOT, the Centre County Board of Commissioners, and municipal officials to prioritize transportation needs and allocate federal, state, and local funds for improvements to the transportation system. We are aware that the need for bicycle and pedestrian infrastructure far surpasses the limited financial resources available to municipalities. We also understand the challenges that municipalities face in constructing new bicycle and pedestrian facilities.

The CCMPO strongly supports State College Borough's application for funding through PennDOT's Multimodal Transportation Fund (MTF) program to replace the Walnut Springs Pedestrian Bridge in Walnut Springs Park. The bridge is part of a trail network that connects the Easterly and Westerly Parkway Corridor with East College Avenue and Oak Ridge Avenue. This provides for a safe pedestrian connection between downtown areas of State College and nearby residential neighborhoods in the Lemont area of College Township.

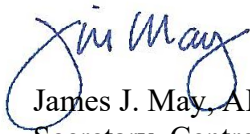
The highest priority goal in the CCMPO's Long Range Transportation Plan (LRTP) 2050 is *Improve Safety and Security*. By preserving this link in the regional trail network to provide safe conditions for pedestrians, this project is consistent with the LRTP's top goal and an associated objective to reduce conflicts between motorized and non-motorized modes of transportation. The proposed project is also consistent with other goals in the LRTP 2050 relative to connectivity, accessibility, and stewardship of the environment.

Thomas J. Fountaine
November 10, 2022
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The CCMPO notes and acknowledges State College Borough's commitment of \$23,697 in municipal funding for this project. This amount represents a substantial commitment of the Borough's resources, yet the project still requires an award of MTF grant funds to make the improvements feasible.

The CCMPO fully supports the Borough's application and urges the Commonwealth Financing Authority to approve grant funding for this important pedestrian infrastructure project.

Sincerely

A handwritten signature in blue ink that reads "Jim May". The signature is written in a cursive style with a large initial "J" and "M".

James J. May, AICP
Secretary, Centre County Metropolitan Planning Organization

cc: State Senator Jake Corman
State Senator Wayne Langerholc, Jr.
State Representative Scott Conklin
Tom Zurat, P.E., District Executive, PennDOT Engineering District 2-0