

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

**Hybrid Meeting  
Tuesday, September 27, 2022  
6:00 PM**

<b><u>GENERAL MEETING INFORMATION</u></b>	
RSVP	<b>To ensure an overall quorum of members, please let us know how you intend to participate:</b> <a href="https://us02web.zoom.us/meeting/register/tZ0qdOmorzoiHN3t9gauqC98qF6RhqWeZUea">https://us02web.zoom.us/meeting/register/tZ0qdOmorzoiHN3t9gauqC98qF6RhqWeZUea</a>
Remote Participants	<b>To attend via Zoom:</b> <a href="https://us02web.zoom.us/meeting/register/tZ0qdOmorzoiHN3t9gauqC98qF6RhqWeZUea">https://us02web.zoom.us/meeting/register/tZ0qdOmorzoiHN3t9gauqC98qF6RhqWeZUea</a> To attend by phone: +1 301 715 8592   Meeting ID: 897 3001 1869
In-Person Participants	<b>COG Building – Forum Room</b> 2643 Gateway Drive, State College PA 16801
Meeting Contact: Marcella Hoffman   email: <a href="mailto:mhoffman@crcog.net">mhoffman@crcog.net</a>   814-231-3050	
<b><u><a href="#">Click HERE to locate the AGENDA and ATTACHMENTS</a></u></b> <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, September 27, 2022  
6:00 p.m.

## AGENDA

1. **Call to Order**
2. **Approval of Minutes:** *June 28, 2022 Coordinating 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. **Special Announcements**  
The CCMPO welcomes Anne Messner as the CRPA's new Senior Transportation Planner  
Resolution of Appreciation for Trish Meek  
In Memory of Jon Eich
6. **CCMPO Public Participation Plan:**  
Draft document  
*Action: Authorize advertisement of Public Participation Plan for public comment*
7. **State College Area Connector (SCAC) Project:**  
Status Report and PEL Study Report Review Process  
*No action required*
8. **Performance Based Planning and Programming:**  
Opportunity to provide comments on Proposed Greenhouse Gas Emissions Measure  
*Action: Comments and questions to MPO staff*
9. **CCMPO BIL Subcommittee Report:**  
Recommendations of the subcommittee  
*Action: Approve recommendations of subcommittee*
10. **CCMPO Strategic Plan:**  
Plan and project team introduction  
*Action: Receive presentation and provide comments to MPO staff and consultant team*
11. **CCMPO Draft Calendar Year (CY) 2023 Budget:**  
Draft Budget  
*Action: Provide comments to MPO staff and Coordinating Committee*
12. **Member Reports:**  
Reports from members about a significant item(s) of interest  
*No action required*
13. **Announcements**
14. **Adjourn**

Next Technical Committee meeting:  
**Tuesday, Nov. 22, 2022**  
6:00 p.m.  
Hybrid - Zoom/COG Building

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

**Tuesday, June 28, 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
Barbara Spencer	Halfmoon Township
Michael Pipe	Centre County Board of Commissioners
Doug Johnson	Nittany Valley Planning Region
Dick Decker	Penns Valley Planning Region
David Veneziano	Lower Bald Eagle Valley Planning Region
Tim Ryder	Moshannon Valley Planning Region
John Spychalski	Centre Area Transportation Authority (CATA)
Tom Zurat	PennDOT District 2-0
Larry Shifflet	PennDOT Central Office

**Non-Voting Members**

Matt Smoker	Federal Highway Administration (FHWA)
Charima Young	Penn State University (PSU)

**Others Present**

Jim Saylor	Centre Regional Planning Agency (CRPA)
Jim May	CRPA
Greg Kausch	CRPA
Marcella Hoffman	CRPA
Anne Messner	Centre County Planning and Community Development Office (CCPCDO)
Louwana Oliva	CATA
Mark Schultz	PennDOT District 2-0
Dean Ball	PennDOT District 2-0
Frank Hampton	PennDOT Central Office
Mark Long	Representative Benninghoff's Office
Kevin James	Michael Baker International
Cindy Kunes	Congressman Thompson's Office
Tom Zilla	CCMPO stakeholder

**1. Call to Order**

Mr. Bernier called the meeting to order at 6:01 p.m.

**2. Approval of Minutes**

*Motion was made by Dr. Spychalski and seconded by Ms. Behring to approve the minutes of the April 20, 2022 Coordinating Committee meeting, as presented. The motion carried 10-0 (Mr. Decker, Mr. Ryder, and Mr. Veneziano 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 in May 2022, PennDOT announced that Trish Meek, AICP, had been appointed as the new Statewide Bicycle and Pedestrian Coordinator, effective June 13, 2022. In this role, Trish will advocate within PennDOT and with external partners across Pennsylvania to implement policies, legislation, engineering solutions, and educational and funding programs supporting people who walk and bike, with a focus on those who do so out of necessity rather than choice.

This appointment reflects the great success of bike and pedestrian planning efforts Trish led in her 27.5 years serving as a Senior Transportation Planner for the CRPA. Trish helped municipalities secure funding for numerous projects, including streetscape, sidewalk, and shared use path projects in Bellefonte, Centre Hall, Howard, and Philipsburg Boroughs; Benner Township; and all six Centre Region municipalities. Trish has also been a guiding force in developing an active transportation community in the Centre Region, assisting the municipalities in completing plans and official maps focused on bicycles and recreation, and working with several external bike advocacy groups and organizations to promote bicycling activities. Building relationships between PennDOT, municipalities, and many external partners has been a particular strength that Trish has exhibited throughout her career at the CRPA.

Trish's last day with the CRPA and CCMPO was June 8, 2022. On behalf of the CCMPO staff and Committee members, congratulations to Trish! We thank her for the positive impact she has had on communities across Centre County and look forward to working with her as she continues to serve as an advocate for people-powered transportation at the statewide level!

*Motion was made by Dr. Spychalski and seconded by Mr. Hampton to direct MPO staff to create a resolution affirming the Coordinating Committee's appreciation for Ms. Meek's efforts for the CCMPO, the County, and the Centre Region over the past 27 years. The motion carried 12-0 (Mr. Ryder was not in attendance for this vote).*

#### 6. CCMPO Title VI Program

The Coordinating Committee received a presentation from Mr. Kausch regarding the CCMPO's Title VI Program, which is required for all entities receiving federal assistance to provide equal access to programs and projects. Title VI prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives federal funds or other federal financial assistance. In September 2019, a Title VI compliance review was conducted by the PennDOT Bureau of Equal Opportunity. This review resulted in several proposed enhancements to the CCMPO Title VI program, including the expansion of the list of protected classes, enhanced tracking of requests for accommodation, reworking of the LEP plan and four-factor analysis, and removal of language referring to "EJ" tracts and populations, in favor of more specific language.

With no discussion, *motion was made by Mr. Shifflet and seconded by Mr. Harden to adopt the updated CCMPO Title VI Program. The motion carried 13-0.*

#### 7. State College Area Connector (SCAC) Project

The Coordinating Committee received a report from Mr. Ball regarding the status of the State College Area Connector (SCAC) Project and the Planning and Environmental Linkages (PEL) Study. Mr. Ball reported that the SCAC team is continuing to work on responses to the comments received at the April public meetings, which should be soon completed and posted to the SCAC website. In addition, the SCAC team is continuing work on the alternatives analysis, specifically with several permitting agencies to provide them with adequate information regarding each alternative. The SCAC team hopes to have the draft PEL ready for public review during the August/September timeframe.

Ms. Messner then presented a proposed process for the CCMPO's review of the draft PEL Study Report. Ms. Messner stated that the anticipated public comment period could fall between MPO meetings, so staff is proposing to develop comments representative of the MPO with oversight from the Committee chairs and report on the submission of the comments at the following MPO meeting. She went on to say that if requested by the Committee chairs, the MPO staff could conduct a special joint meeting of the Committees to collect input and develop comments for submission.

There was a brief discussion of the timeline over the summer. Mr. Zurat communicated that the SCAC team will conduct a field view with the cooperating agencies in July for formal comments. The SCAC team will incorporate those comments into the report, which will then be available for the municipalities and the CCMPO for comments. Mr. James clarified that August 24 is the next Agency Coordination Meeting (ACM), and the agencies will have the PEL report materials two weeks before and two weeks after the meeting to provide concurrence or to issue comments or concerns. A specific time period for a public meeting is hard to plan because the SCAC team may need to respond to comments provided by the ACM and then work towards concurrence to move forward for a public meeting. Ms. Messner explained that this may put the public meeting and comment period right before the September MPO meeting, which may not be enough time for staff to provide the materials to the Committee, or the public meeting could fall after the September MPO meeting. In either case, a special joint meeting would need to be held to provide comments.

There was a consensus from Committee members to take the approach that staff has proposed; however, there was a strong suggestion from members to hold a joint meeting of the Technical and Coordinating Committees to collect input and develop comments for the draft PEL Study Report.

## **8. 2021-2024 Centre County Transportation Improvement Program (TIP) Revisions**

### **a. Additional Funding from the Transportation Alternatives Set-Aside Program**

Mr. Saylor provided a brief report regarding additional funds awarded to several Centre County municipalities from the Transportation Alternatives Set-Aside program on April 20, 2022. PennDOT proposes to add funding for a Preliminary Engineering phase for each of these projects to the TIP. This funding will allow PennDOT to assign a project manager to each project to assist the sponsors in completing their reimbursement agreements, selection processes, and obtain the required clearances for the projects. Construction phase funding for the projects will be added to the TIP in a future action. The three new projects and associated funds are as follows:

- Streetscape and safety improvements along Spring Street and Bishop Street - Bellefonte Borough, \$15,000
- Addition of 1.6 miles of shared use path along Easterly and Westerly Parkway and Blue Course Drive, connecting with the existing Orchard Park Bikeway and several other existing paths and trails - State College Borough, \$20,000
- Sidewalk, roadway shoulder widening, addition of rectangular rapid flashing beacon and signage to improve safety for pedestrians and bicyclists in the Village of Pine Grove Mills - Ferguson Township, \$15,000

With no discussion, *motion was made by Ms. Strickland and seconded by Mr. Shifflet to approve the proposed revisions to the 2021-2024 Centre County TIP. The motion carried 13-0.*

### **b. Additional Funding for the Atherton Street Phase III Project**

Mr. Zurat provided a detailed presentation regarding additional funding needed for the Atherton Street Phase III project. He stated that PennDOT has encountered bid costs significantly higher than previous cost estimates for the Atherton Street Project. Cost drivers include increases in material costs and maintenance and protection of traffic. The increases reflect trends PennDOT personnel have noted in many project lets this spring, and the increases were reflected uniformly in all bids received. The magnitude of the increase (approximately \$12 million), the already large size of the project, and the necessity of coordinating with other

stakeholders present additional difficulties in this case. PennDOT proposes to allocate funding from line items, statewide programs, and projects from the CCMPO TIP where the movement of funds will not have a negative effect on the project timeline. Mr. Zurat then went line-by-line and reviewed the funding changes by funding source. For each funding change, Mr. Zurat explained the source of funding and how moving funds impacted the project it was coming from. Overall, none of the projects that funding is being shifted away from are impacted in terms of bid letting and start and finish dates. In addition, all of these projects in question are funded in the new Centre County 2023-2026 Transportation Improvement Program (TIP).

Mr. Harden stated that Coordinating Committee members should be prepared to make decisions on project funding in the future due to the current high inflation and cost increases. He went on to say that this may be the new normal and members should be aware that this may happen again in the future.

*Motion was made by Dr. Spychalski and seconded by Ms. Spencer to approve the revision to the 2021-2024 Centre County TIP to include additional funding for the Atherton Street Phase III project. The motion carried 13-0.*

### **c. 2025 and 2026 Bridge Preservation Projects**

Mr. Saylor communicated that the 2021-2024 TIP includes a line item with \$719,000 in funding from the Bridge Improvement Program unallocated to any particular project. Based on a review of current bridge needs, PennDOT personnel propose allocating \$319,000 to add a Preliminary Engineering phase for the 2025 College Avenue over Spring Creek Bridge Preservation project to the TIP. PennDOT personnel also propose reallocating the remaining \$400,000 in federal bridge funds to advance the Preliminary Engineering Phase for the 2026 Walnut Street over Bald Eagle Creek Bridge Preservation project. The state funds previously allocated to these projects will be reallocated to the Poor Bridge/Betterment line item.

*With no discussion, motion was made by Mr. Shifflet and seconded by Mr. Harden to approve the revision to the 2021-2024 Centre County TIP to allocate funds to the preliminary engineering phases of the two bridge projects. The motion carried 13-0.*

## **9. Public Comment Period Summary for the 2022 Centre County Air Quality Conformity Determination Report and the 2023-2026 Centre County Transportation Improvement Program (TIP)**

The Coordinating Committee received a brief presentation from Anne Messner, Centre County Planning and Community Development Office (CCPCDO) Senior Transportation Planner, regarding the public comment period summary for the 2022 Centre County Air Quality Conformity Determination Report and the 2023-2026 Centre County Transportation Improvement Program (TIP). Mrs. Messner communicated that the press release for the TIP public comment period was released on April 29, 2022 and sent to 25 news outlets. Advertisements for the public comment period and public meeting were sent to the Centre Daily Times, the Lock Haven Express, and the Clearfield Progress on April 29, 2022. Also on April 29, direct notifications were sent to interested parties (99 organizations), CCMPO Committees, the CCMPO contact list (223 persons), 35 municipalities, and 9 Native American Tribes. In addition, CNET hosted a short commercial on its public access cable television program regarding the public comment period and the public meeting for 30 days. Lastly, an informational post was made to the CCMPO Facebook page nine times and reached over 900 people. The public comment period ended at 5:00 PM on May 30, 2022.

The hybrid public meeting was held on May 10, 2022 at the Centre Region COG building from 6:00 – 7:00 PM. The meeting included a staff presentation regarding the Draft Air Quality Conformity Report and Draft 2023-2026 TIP. Staff members from the CRPA, the CCPCDO, CATA, and the PennDOT District 2-0 Office were present to respond to questions and receive comments. One citizen and several officials attended the session. A total of three comments were received during the comment period: two comments regarding project priority and funding for the Route 150/Phoenix Avenue intersection in Bellefonte Borough and the other comment regarding consideration for funding a traffic safety audit on Route 64 in Walker Township. Mrs. Messner stated that based on the comments provided MPO staff do not believe any changes to the TIP are required.

With no discussion, *motion was made by Ms. Spencer and seconded by Mr. Shifflet to approve staff responses to the public comments provided for the 2023-2026 Centre County TIP and 2022 Air Quality Conformity Determination Report. The motion carried 13-0.*

#### **10. 2022 Centre County Air Quality Conformity and Determination Report and Resolution**

Mr. Kausch communicated that in 2018, the U.S. Eighth Circuit Court of Appeals vacated major portions of a rule impacting air quality conformity requirements for the 1997 8-hour Ozone National Ambient Air Quality Standards (NAAQS). The ruling requires previous air quality non-attainment and maintenance areas to meet conformity requirements for the 1997 8-hour ozone NAAQS.

This court decision designated Centre County as an “orphan” maintenance area since the County was in maintenance status for the 1997 NAAQS and was subsequently designated as an attainment area for the 2008 NAAQS. Although official attainment designations have yet to be made by the U.S. Environmental Protection Agency (EPA) regarding the 2015 NAAQS, Centre County is also in attainment with the 2015 standards. In November 2018, EPA issued guidance for how transportation conformity determinations can be made in the orphan maintenance areas. An Air Quality Conformity Determination Report that meets the EPA’s guidance was completed for the Draft 2023-2026 Centre County TIP. The process ensures that the TIP meets federal transportation conformity requirements and is consistent with Pennsylvania’s State Implementation Plan (SIP).

With no discussion, *motion was made by Mr. Shifflet and seconded by Ms. Strickland to approve both the AQ Conformity Report and Conformity Resolution. The motion carried 13-0.*

#### **11. 2023-2026 Centre County Transportation Improvement Program**

The Coordinating Committee received a presentation from Mr. Kausch and Ms. Messner regarding the final draft 2023-2026 Transportation Improvement Program (TIP). Mr. Kausch provided a brief overview of what the TIP is, how it is updated, and the different agencies that work in cooperation to develop the TIP. Mr. Kausch then reviewed the timeline of the development of the TIP and the public comment period timeline.

Regarding the transit element of the TIP, \$82,363,033 is allocated for the program mainly using state funds with federal and local components. Regarding the highway element of the TIP, there is \$63,771,517 in base funding that is provided mainly using federal funds with state and local components. In addition, there is nearly \$18 million additional funding for the SCAC project, Road MaP projects, and high friction surface projects. Mr. Kausch communicated that no changes have been made to the TIP since the Coordinating Committee approved the 30-day public comment period and staff does not recommend any changes to the TIP based on comments received.

With no discussion, *motion was made by Ms. Spencer and seconded by Ms. Behring to adopt the 2023-2026 Centre County Transportation Improvement Program. The motion carried 13-0.*

#### **12. Federal Transportation Planning Process Self-Certification**

Mr. Kausch communicated that the CCMPO is required to self-certify that its planning process is in compliance with all applicable Federal regulations. The self-certification is accomplished by approval of a resolution as part of adoption of the TIP. Attached to the agenda is a draft resolution certifying the CCMPO’s compliance.

*Motion was made by Mr. Johnson and seconded by Mr. Veneziano to approve the Self-Certification Resolution. The motion carried 13-0.*

#### **13. Bipartisan Infrastructure Law (BIL) Subcommittee Report.**

The Coordinating Committee received a presentation from Ms. Messner regarding the progress of the BIL Subcommittee that was formed in February 2022 to identify projects and prioritize discretionary funding

opportunities made available through the BIL. Since February, the Subcommittee has met three times and the following information summarizes the three meetings.

After the first meeting, staff was directed to continue to assess programs and opportunities and develop staffing and support options for preparing competitive applications. After the second meeting, staff was directed to research programs that had reasonable chances of success with low investment and review the LRTP and other plans for project needs that should be considered for more complex programs. Two BIL programs were brought forward during the second meeting that the CCMPO should support with low-investment staff efforts – the Bridge Investment Program and the Transportation Alternatives Set-Aside Program. Lastly, the result of the third meeting directed staff to draft a purpose statement for the committee and develop a draft ranking for projects identified for Subcommittee review. In addition, the Subcommittee directed staff to begin framing recommendations of resources for the Subcommittee to review.

Mr. Harden communicated that at the last Subcommittee meeting, there was a robust discussion regarding a need for more staff to pursue discretionary funds. He went on to say that funding for more staff needs to be put into this year's budget so that staff can pursue funding before it is gone. Mr. Harden stressed the fact that the ability to research and pursue these funding programs is dependent on the size of the MPO staff, so it is important for the Coordinating Committee to provide funding for additional staff. Mr. Harden went on to say that if the Coordinating Committee waits until September to agree to fund additional MPO staff, it will be too late because the COG budget will have been mostly wrapped up at that point.

Mr. Bernier noted that while the MPO staff is not currently fully staffed, even if it was, there would not be enough staff resources to go after the funds that would make a large impact on the County.

Ms. Messner stated that the Subcommittee will meet at least four more times before the September MPO meetings and staff will provide additional updates at the September meeting.

#### **14. Member Reports**

Mr. Harden communicated that the Harris Township Board of Supervisors authorized a study of the safety of Boal Avenue. The Township has committed \$70,000 to conduct an engineering study for additional and enhanced crosswalks as well as additional possible safety improvements along that corridor.

#### **15. Announcements**

The next Technical Committee meeting is scheduled for 9:30 a.m. on Wednesday, September 14, 2022 using hybrid meeting technology at the COG building. The next Coordinating Committee meeting is scheduled for 6:00 p.m. on Tuesday, September 27, 2022 using hybrid meeting technology at the COG building.

#### **16. Adjournment**

There being no further business, the June 28, 2022 CCMPO Coordinating Committee meeting was adjourned at 8:09 p.m.

Respectfully submitted,

Marcella Hoffman  
Recording Secretary





The CCMPO welcomes Anne Messner as the Centre Regional Planning Agency's new Senior Transportation Planner!

Since 2019, Ms. Messner 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, Anne was the primary staff person that administered the County's transportation program. Anne focused specifically on managing transportation projects such as the Centre County Bridge Bundle and the Road MaP program.

Anne worked closely with CCMPO staff at the CRPA to develop and implement the Centre County Unified Planning Work Program, the Transportation Improvement Program, and the Long Range Transportation Plan.

Anne is certified with the American Institute of Certified Planners and brings a wealth of knowledge and experience to the CCMPO, with over 30 years' experience in various planning roles throughout Pennsylvania and surrounding states.

Anne began her duties this Monday, September 12! Welcome aboard Anne!



**CENTRE COUNTY METROPOLITAN PLANNING ORGANIZATION  
RESOLUTION 2022-01**

**A RESOLUTION OF COMMENDATION AND APPRECIATION  
FOR PATRICIA MEEK ON HER 27.5 YEARS OF SERVICE  
BY THE CENTRE COUNTY METROPOLITAN PLANNING ORGANIZATION**

**WHEREAS**, Trish began her tenure with the Centre Regional Planning Agency on December 12, 1994, and served as the Bicycle and Pedestrian Senior Transportation Planner for the Centre County Metropolitan Planning Organization (CCMPO); and

**WHEREAS**, Trish served as a passionate advocate for bicycle and pedestrian transportation planning in Centre County; volunteered countless hours to bicycle and pedestrian planning and education efforts; thoughtfully and deliberately advised leaders on the CCMPO Technical and Coordinating Committees; guided municipal governing bodies on many bicycle and pedestrian infrastructure projects, educational activities, and active transportation initiatives; and

**WHEREAS**, under Trish's leadership, the CRPA and the CCMPO actively planned for a variety of successful transportation projects by:

- Taking the lead in a collaborative effort to have the Centre Region designated as a Bicycle Friendly Community by the National League of American Bicyclists (LAB), initially at the Bronze Level in 2016, and most recently at the Silver Level in 2020.
- Leading the development and delivery of bicycle education and fulfillment activities, many of which became extremely popular during the COVID pandemic when the public dramatically increased walking and biking activities.
- Managing the federal Transportation Enhancements, Transportation Alternatives, and Safe Routes to School programs for the CCMPO.
- Managing the CCMPO's participation in PennDOT's and the Commonwealth Financing Authority' Multimodal Transportation Fund programs.
- Assisting sponsors with applications for funding for other federal and state programs, resulting in the award of millions of dollars for numerous park, streetscape, sidewalk, and shared use path projects in Bellefonte, Centre Hall, Howard, and Phillipsburg Boroughs; Benner Township, and all six Centre Region municipalities.
- Assisting MPO staff with transportation planning projects for the CCMPO such as the first Park and Ride Lot Study, the Centre Area Public Transportation Plan for CATA, the Public Participation Plan, the 2030 and 2040 Long Range Transportation Plan, the biennial Transportation Improvement Program, the biennial Unified Planning Work Program, and developing safety improvement projects; and

**WHEREAS**, Trish provided assistance to municipalities and PennDOT during the design and construction of projects, such as for the inclusion of pedestrian and bicycle facilities in

the University Drive Extension/Whitehall Road Widening, Warner Boulevard/Boalsburg Road Reconstruction, and Waddle Road Interchange Reconstruction projects; and

**WHEREAS**, Trish shared her expertise by serving on several statewide committees, including groups organizing the 2009 and 2012 Statewide Planning Partners Conference; PennDOT’s Transportation Enhancements Project Review Committee, Transportation Alternatives Program Set-Aside Task Force, and Pedalcycle and Pedestrian Advisory Committee; the Pennsylvania Statewide Bicycle/Pedestrian Steering Committee; the Pennsylvania Walkable Communities Collaborative; and the advisory committee for the “Evaluating Bicycle, Pedestrian, Transit, and Economic Data Collection Needs and Measures of Effectiveness (MOEs) in Pennsylvania” study completed by the University of Pittsburgh for PennDOT.

**WHEREAS**, Trish was particularly adept at building and maintaining relationships and partnerships between federal agencies, PennDOT, municipalities, other MPOs and Rural Planning Organizations, and many external partners at the national, state, and local level that facilitated responses to difficult questions, identified alternative approaches to address unexpected challenges, and frequently resulted in the commitment of additional funding for the implementation of projects and programs benefitting users across Centre County.

**WHEREAS**, Trish always demonstrated outstanding public speaking and presentation skills to officials and members of the public, frequently presenting complex materials in an easily understood manner, and delivering the information in a positive, engaging, and enthusiastic manner; and

**WHEREAS**, as Trish moves on from her position of Bicycle and Pedestrian Senior Transportation Planner, the Centre County Metropolitan Organization staff and the members of the Coordinating Committee wish to express their admiration and appreciation for her leadership, commitment, and years of service to the COG and the residents of the Centre Region.

**NOW, THEREFORE, BE IT RESOLVED**, that the Coordinating Committee of the Centre County Metropolitan Planning Organization, honors, thanks, and commends Trish for 27.5 years of service and guidance in the transportation field, wishes her the best in her future endeavors, and looks forward to working with her as she continues to serve as an advocate for people-powered transportation at the statewide level!

**RESOLVED** this *twenty-seventh day of September 2022*, meeting in regular session.

Attest:

By:

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James May  
Secretary, Centre County MPO

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Eric Bernier  
Chair, Centre County MPO

# In Memory



On July 20, 2022, Jon W. Eich, State College Borough Planning Commission member and member of the CCMPO Coordinating Committee, passed away at the age of 67. Jon served as the Centre Region Planning Commission's representative on the Coordinating Committee since 2014. He was a strong advocate for transportation needs in the Centre Region, as well as the entire county.

One of Jon's highest priorities for decades was completing the highway "missing links" on major traffic routes in Centre County. He spoke often of the need to complete the "missing links", and after the Route 26 Relocation and Route 220/322 Improvements (Interstate 99) and the Route 322 Potters Mills Gap projects were completed, continued to be a strong advocate for funding and advancing the I-80/I-99 Interchange project and the State College Area Connector project.

Jon was closely engaged in the CCMPO's transportation planning and programming process and was always counted on to review and provide comments to staff and the Coordinating Committee about the Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and other MPO planning efforts. Jon thought broadly and without boundaries, sharing his information and awareness of transportation issues and projects at the federal and state level that could potentially impact Centre County. Jon was well-educated about the future of transportation, frequently engaging with staff about the implementation of ground and air-based automated passenger and freight delivery vehicles. He had a particular interest in planning for the infrastructure needed to support future forms of transport, and about the changes in land use patterns that would result from future means of transportation.

Jon supported the need to increase federal and state funding for transportation improvements of all modes. He frequently provided input to the CCMPO Coordinating Committee and staff about funding opportunities in current legislation and potential funding in new legislation that would benefit Centre County. Jon always emphasized the need to take advantage of all potential funding mechanisms and to maximize efforts to secure additional funding for projects of all types - transit, pedestrian/bike, highway/bridge, and air.

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.

# SEPTEMBER 27, 2022 MEETING

## ITEM 6

### CCMPO PUBLIC PARTICIPATION PLAN (PPP)

#### Draft Document

The CCMPO's current Public Participation Plan (PPP) was adopted by the 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.

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

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.

Staff is seeking authorization from the MPO Coordinating Committee to advertise the new PPP for public comment in October and November 2022 so that the CCMPO may consider taking action to approve the PPP in February 2023.

At this meeting, staff will provide a brief presentation about the draft Public Participation Plan (PPP).

Attachment:

- Updated Draft Public Participation Plan (PPP)

**The Coordinating Committee should receive the presentation, and authorize a public comment period and public meeting for the PPP.**

Presented by: Greg Kausch, CRPA

Action: Authorize advertisement of a public comment period and public meeting for the PPP.

# SEPTEMBER 27, 2022 MEETING

## ITEM 7

### 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, including:

- Schedule for completion of the Draft PEL Study Report and release of study recommendations
- General timeline for the overall project process beyond the PEL

**The Coordinating 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.

SCAC website: [www.PennDOT.gov/SCAC](http://www.PennDOT.gov/SCAC)

# SEPTEMBER 27, 2022 MEETING

## ITEM 8

### FHWA GREENHOUSE GAS (GHG) PERFORMANCE MEASURES

#### Notice of Proposed Rulemaking

The CCMPO is currently subject to several performance-based planning and programming requirements as part of its highway/bridge and public transportation programs. These performance measures currently include highway safety, highway/bridge and pavement condition, highway system performance, transit asset management, and transit safety.

A greenhouse gas (GHG) emissions component was originally intended to be part of this performance measure package, but the Federal Highway Administration (FHWA) repealed this regulation in May 2018, under the previous Administration.

Under the current Administration, FHWA once again issued a Notice of Proposed Rulemaking with respect to greenhouse gas emissions targets for States and MPOs in the July 15, 2022 Federal Register. This 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.”

On August 23-24, 2022, MPO staff attended a series of webinars to introduce 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.

In staff’s view, the proposed rulemaking and methodology has some positive points, but may miss some potential key elements as well.

Staff is acting on a recommendation from the Technical Committee to present the a summary of the proposed rulemaking and asking the Coordinating Committee to consider advancing formal comments on behalf of the MPO, and what the substance of those comments should be.

At this meeting, staff will provide a brief presentation about the proposed rulemaking and some initial impressions.

Attachment:

- Greenhouse Gas Performance Measure Summary

**The Coordinating Committee should receive the presentation, consider providing guidance to the in terms of whether or not to submit formal comment, and if comments are to be submitted, what the substance of these comments should be.**

Presented by: Greg Kausch, CRPA

Action: Provide guidance regarding whether or not to submit comments to FHWA on behalf of the CCMPO.

**Performance Based Planning and Programming**  
**Proposed FHWA Greenhouse Gas Performance Measures**  
**Notice of Proposed Rulemaking and Opportunity to Provide Comment**  
**CCMPO Coordinating Committee – Item 8**  
**September 27, 2022**

**Positive Elements**

- Easy calculation methodology with readily available data; yields a simple “one-number” index for easy tracking over time
- Meshes well with Centre Region Climate Action and Adaptation Plan (CAAP) without duplicating that work to any appreciable degree; continues the conversation with respect to sustainability in regional transportation
- Centre County is home to strong public transportation and active transportation networks that generally serve to reduce overall VMT

**Potential Drawbacks**

- Connections between project type and impact on performance, reduction of VMT and future transportation funding are unclear
- Disproportionate impact on lower-income and rural communities who may have to travel longer distances to participate in economic activity
- Measuring based on National Highway System VMT only would fail to account for vehicle age, fuel type, public transportation and active transportation choices off the NHS, regional cut through traffic, etc.
- Are there more effective measures such as alternative fuel infrastructure on the NHS, percent registration of alternative fuel vehicles or percent alternative fuel sales, mode choice, other components of the CAAP greenhouse gas inventory?

**Technical Committee Discussion**

- Disproportionate impact on lower-income and rural communities
- Older, less fuel-efficient passenger vehicles and farm equipment; longer distances traveled
- Rural areas contain carbon sink such as forest and agricultural lands



# SEPTEMBER 27, 2022 MEETING

## ITEM 9

### SUBCOMMITTEE REPORT

#### Recommendations of the CCMPO BIL Subcommittee

On November 15, 2021, President Biden signed the *Infrastructure Investment and Jobs Act (IIJA)* into law. The U.S. DOT refers to the IIJA as the “*Bipartisan Infrastructure Bill (BIL)*”. The new legislation is a five-year bill that provides a substantial increase in authorized federal funding from the *Fixing America’s Surface Transportation (FAST) Act*. The *BIL* includes five federal fiscal years from 2022 through 2026.

At the February 22, 2022 Coordinating Committee meeting, CCMPO staff delivered a presentation to introduce major provisions of the BIL. After receiving the presentation, the Coordinating Committee took action to form a subcommittee to discuss future discretionary funding programs as part of the new BIL legislation.

The committee met five times over the succeeding months. The committee fulfilled its charge to review provisions of the BIL, investigate opportunities for stakeholders in Centre County, evaluate the capacity of the MPO and other stakeholders to pursue opportunities noted, and provide recommendations for the most effective means of pursuing those opportunities.

Staff provided a summary of the activities and recommendations of the Subcommittee to the Technical Committee at the September 14, 2022 meeting, and the Technical Committee recommended action on the recommendations of the Subcommittee.

Staff will provide a brief presentation that summarizes the work and recommendations of the Committee.

#### Attachments:

- Table 1 – Potential Projects by Category
- Table 2 – Recommended High Priority Projects for BIL Programs
- Final BIL Subcommittee Recommendations
- Base Estimates for BIL Subcommittee Recommendations

#### **The Coordinating Committee should consider action on the recommendations of the BIL Subcommittee.**

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

Action: The CCMPO Coordinating Committee should consider whether to act on the recommendations of the BIL Subcommittee.

Table 1. Summary of Potential BIL Projects by Category

Project	Category	Future Construction Cost
SR 350 - Stahl Lane Ext. Intersection	Capital Safety	
SR 45 Turning Lane	Capital Safety	
SR 3005 Fox Hollow Road - Cricklewood Drive Intersection	Capital Safety	
SR 350 Intersection Safety Improvements	Capital Safety	\$3,735,468
SR 550 & Saw Mill Rd Intersection	Capital Safety	\$7,676,218
SR 350-South Mountain Road Intersection	Capital Safety	
SR 150 (Phoenix Ave Intersection)	Complex Bridge	\$5,233,415
Mill Race & Phoenix	Complex Bridge	
SR 144-SR 4005 (I-80 Interchange 147) Intersection Improvements (STUDY ONLY)	Complex Bridge	\$378,147
SR 3006 High St. Mill Race Bridge	Complex Bridge	
Centre County Capital Bridge Planning	Complex Bridge	
T-867 Eagleville Road	Complex Bridge	\$5,228,400
SR 192 Corridor Safety Improvements Study	Corridor Safety	
SR 550 Corridor Safety Improvements (STUDY ONLY)	Corridor Safety	\$6,921,391
High Speed Rural Corridors Project	Corridor Safety	
Atherton Street Phase III	Major Infrastructure	\$33,644,307
Atherton Street Phase IV	Major Infrastructure	\$13,465,465
SR 3014 South Atherton Street Improvement (STUDY ONLY)	Major Infrastructure	\$6,921,391
State College Area Connector Alternative Needs	Major Infrastructure	
SR 26 College Ave-SR 3022 University Drive Interchange	Major Infrastructure	
SR 26 College Ave-High Street Intersection	Major Infrastructure	over \$23,000,000
Airport Road	Major Infrastructure	\$25,000,000
SR 3040 Eagle Valley Road- Railroad Ave/Beaver Rd Intersection	Major Infrastructure	\$20,000,000
SR 322 - Improvements to Dogtown Rd and closure of Church Hill Rd	Major Infrastructure	
State College Area Connector	Mega Project	Over \$300,000,000
Route 322 Corridor O1	Mega Project	over \$500,000,000
SR 3007 Park Ave Widening	Mega Project	over \$50,000,000
SR 26/SR 45 Pine Grove Mills Intersection	Non-IIJA	\$10,611,244
SR 26 P 53	Non-IIJA	
SR 2005 School St. Sinking Creek Bridge	Non-IIJA	
Tri-Municipal Park Road	Non-IIJA	
T-524 Brown Road	Non-IIJA	\$1,650,000
SR 26 College Ave - Uniform Design Standards	Planning	
County Wide or Corridor Resiliency Study	Planning	

Table 2. Recommended High Priority Projects for BIL Programs

Project Group	Project	Description	Category	Future Construction Cost
Atherton Street	Atherton Street Phase III	Replace or rehabilitate existing deteriorating storm sewers and repave Atherton Street from Curtin Road to Westerly Parkway Sidewalk and crosswalk improvements near College and Beaver Avenues, funded with federal Transportation Alternatives Program funding.	Major Infrastructure	\$33,644,307
	Atherton Street Phase IV	Replace or rehabilitate existing deteriorating storm sewers and repave Atherton Street from Westerly Parkway to Scenery Park Drive	Major Infrastructure	\$13,465,465
	SR 3014 South Atherton Street Improvement (STUDY ONLY)	Study to install pedestrian and bicycle amenities from College Avenue to Scenery Drive, including street lighting between Hamilton Avenue and Westerly Parkway and between Allen Street and Scenery Drive, handicapped ramps, pedestrian refuge islands, etc.; widen bridge between University Drive and East Branch Road to incorporate longer turn lanes, bicycle and pedestrian amenities; widen street between Allen Street and Science Street to accommodate turn lane.	Major Infrastructure	\$6,921,391
Bellefonte Bridges	SR 150 (Phoenix Ave Intersection)	Bridge Improvement Program Study phase to identify solutions for SR 150 over Logan Branch and related intersection issues paired with bridge improvement or complex program application for implementation.	Complex Bridge	\$8,449,634
	SR 3006 High St. Mill Race Bridge		Complex Bridge	
	Mill Race & Phoenix	Application to look at putting Mill Race and Phoenix together as a joint study - economic development is a common feature	Complex Bridge	
State College Area Connector	State College Area Connector	Preliminary Engineering and Final Design Initial study area includes portions of Benner, College, Harris, Potter, Spring Twps., and Centre Hall Boro.	Mega Project	Over \$300,000,000
	State College Area Connector Alternative Needs	Construction funding for additional/off-alignment needs identified in PEL	Major Infrastructure	
	SR 144-SR 4005 (I-80 Interchange 147) Intersection Improvements	This intersection is difficult to negotiate and should be studied to determine if signalization is warranted and what other improvements (i.e. complete streets application, access management, paint treatments, ITS applications) could be made to improve safe and efficient traffic flow.	Complex Bridge	\$8,496,958
	SR 3007 Park Ave Widening	Add capacity to Park Avenue by widening, adding turn lanes, installing/upgrading traffic signals, and providing bike lanes and sidewalk or a bike path. Project limits would be between Bigler Rd and Orchard Rd.	Mega Project	over \$50,000,000

Table 2. Recommended High Priority Projects for BIL Programs

Project Group	Project	Description	Category	Future Construction Cost
	County Wide or Corridor Resiliency Study	PROTECT program may allow study funding to identify causes of and solutions for repetitive flooding issues. Potential corridors include Penns Creek, Moshannon Creek and/or Cold Stream in Phillipsburg, and Spring Creek and stormwater issues in center region.	Planning	
	High Speed Rural Corridors Project	Safe Streets and Roads for All Study of several high speed rural corridors across the County (SR 45, SR 64, SR 192, SR 150, SR 550) with a history of safety issues. Plan to identify common low cost solutions and limited number of larger projects for implementation with SSR4A or HSIP funding.	Corridor Safety	
	SR 192 Corridor Safety Improvements Study	Study to provide recommended safety improvement projects on SR 192.	Corridor Safety	
	SR 550 Corridor Safety Improvements (STUDY ONLY)	This project consists of the reconstruction of horizontal curves, vertical curves, possible turning lane construction, widening and sight distance improvements at various points along the entire length of SR 0550. Also consists of the reconstruction of the intersection with SR 322.	Corridor Safety	\$6,921,391
	Route 322 Corridor O1	Four lane connector road to link Interstate 99 in Worth Township (Centre County) near Port Matilda to Interstate 80 in Graham Township (Clearfield County)	Mega Project	over \$500,000,000

*Red Shading Indicates a project also included on the list of Cost Vulnerable Projects.*

## Revised Recommendations for the BIL Subcommittee for the 8/11/2022 meeting

The revised recommendations cover four basic questions:

1. What should the MPO do?
  2. How should the MPO find the resources to do it?
  3. Who makes the decisions about how those resources are used?
  4. Is there anything else the MPO should be doing to lay the groundwork for future efforts?
- 

**1. MPO staff should continue to work with CATA, PennDOT, FHWA and other stakeholders on to identify projects for increased formulary funding.**

- a. This should include particular attention to projects that have proven difficult to advance over several TIP updates.
- b. This should include current bundling practices, grouping projects by work type or geographic area at the local, county or district level.
- c. This should include exploring new approaches, such as bundling projects across modes or across administrative/ownership level.

**2. 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.**

- a. This includes developing staff level resources that can develop and submit applications for simple programs on behalf of or in cooperation with members and stakeholders.
- b. This includes continuing to provide support to members and stakeholders as they prepare their own applications for state and federal programs such as the Transportation Alternatives Set Aside Program.
- c. This continues continuing the ongoing work of the safety subcommittee to develop projects for implementation using Highway Safety Improvement Program.
- d. This includes the expansion of the work of the safety subcommittee to develop studies that may be funded by state or federal programs leading to implementation projects fundable by HSIP, SS4A or other funding programs.
- e. This includes a partnership effort with PennDOT to develop competitive applications for complex and multi-year projects included on the TIP, TYP and LRTP. These applications should incorporate the use of innovative funding approaches noted in recommendation 1.
- f. This includes evaluating in partnership with PennDOT if one or more applications for programs available under BIL should be completed to advance construction of the State College Area Connector and associated projects.
- g. This includes establishing financial resources at the MPO level to obtain professional services to assist in the development of complex applications on an ongoing, as-needed basis, and developing staff-level resources to manage the process.

**3. The Centre Region Municipalities and Centre County should consider impacts of the recommendations above in current and future budget year discussions for the transportation planning program.**

4. The MPO should consider the establishment of a projects subcommittee to identify and recommend projects for application development on an ongoing basis, establishing a transparent and repeatable process for project recommendation and the allocation of resources identified for recommendations 1 and 2.
  
5. The MPO and Centre County should undertake a flood risk assessment study to develop projects for consideration under PROTECT, Flood Mitigation or other programs at the state and federal levels. This effort should be coordinated with other resiliency related organizations, such as EMS.

**What steps can be fast tracked?**

We can request funding from statewide sources to develop applications for 2023 application rounds. Staff notes that it may be possible to request funds from supplemental planning (SP) funds. Based on the nature of SP funds, a request to advance projects currently listed on the TIP may be most appropriate. MPO staff can begin coordinating with District Staff to identify candidate projects and draft a funding request.

**Where can we start?**

We can begin the process of soliciting professional services to support application development. The recommendation to retain professional services assumes that the MPO will conduct a request for qualifications process to identify one or more consultant teams to be retained under multi-year open end contracts. Such a process is likely to take several months to complete. As staff capacity allows, we can begin identifying criteria and stakeholders to assist in the process, and developing the documents for the solicitation.

**What are the other important efforts underway?**

While engaging with the opportunities included in the BIL is important for the MPO and our stakeholders, it's important to realize what other commitments we're balancing these opportunities with.

<b>Effort</b>	<b>Comments</b>	<b>Anticipated Start</b>	<b>Completion Due</b>
CCMPO Strategic Plan	Operations-focused plan for CCMPO committees and staff	August 2022	June 2023
Centre Region Bike Plan Update	Major update of 2015 Bike plan, required to support bike friendly community designation reapplication, anticipated to widen scope from bike plan to active transportation plan	Spring 2023	Spring 2024
L RTP 2050 Update	Required update to regional Long Range Plan	Spring 2023	September 2025

## BASE ESTIMATES FOR BIL SUBCOMMITTEE RECOMMENDATIONS

The following sections offer a strategy for resourcing and supporting the recommendations of the subcommittee. The recommendations include a mix of administration and coordination tasks that can be carried out by a staff member with a general level of planning expertise, and tasks that require specific technical knowledge, analytical support or other specializations that can be most effectively carried out through a consulting services agreement.

For the purposes of these estimates, it was assumed that a successful annual program resulting from these efforts would include the development of up to five applications for programs administered at the state level, and development of up to three applications for the type of complex application driven programs included in the *Bipartisan Infrastructure Law (BIL)*. To provide a simple budget approach, each complex application was assumed to require \$75,000 in consulting services. Each simple application was assumed to require \$2,000 in consulting services.

The strategy does not assume assignment of the staff to a particular agency but estimates a number of hours required to complete included tasks. This approach assumes that stakeholders would pool resources to complete as much work as possible with in-house staff.

Based on the task breakouts included below, delivering a program including five simple applications and three complex applications would require the services of between two and three full-time staff, with access to consulting services through a continuing contract.

### **Annual project application process – State Level Programs (recommendation 2a & 2b):**

Much of the attention in the current funding discussion focuses on the programs included in the *BIL*, but there are a variety of programs available to Centre County stakeholders that are administered at the state level. These programs include a simpler application process, and the scale of the awards and required match may be more appropriate to county stakeholders than is the case in complex federal programs.

The proposed strategy identifies the need for at least a half of a full-time position to conduct education and outreach efforts and provide technical assistance to applicants, resulting in at least five viable applications being submitted by stakeholders within the county on an annual basis. Several municipalities within the county have successfully engaged with these programs, and those efforts are expected to continue. The efforts included in this estimate are aimed at making the process more accessible to smaller municipalities, and providing regional support to larger municipalities as staff transition and skills are lost.

Staff will target five existing simple grant programs (ARLE, CFA & PennDOT Multi-modal, Greenlight Go an TASA). Other programs may (Dirt & Gravel Roads, CFA Flood mitigation, DEP AFIG, etc.) may also be targeted as dictated by local project needs. Staff will convene a stakeholder process to develop awareness of funding opportunities, review local needs, and coach municipalities and stakeholders in the development of fundable applications. This scenario assumes two workshops to be held per year.

Staff will also be available to provide technical assistance in a one to one or small group sessions. For this estimate, it's assumed that a successful program will require providing detailed technical assistance on five applications per year. Application services include assisting the sponsor in the development of

project scope and narrative, obtaining viable cost estimates, conducting agency and stakeholder engagement, and obtaining reliable detailed cost estimates for the work included. Followup services may include assistance in obtaining clearances, consultant services, establishing reimbursement agreements, and progressing through the preconstruction process. The stakeholders will be assumed to take full responsibility for project construction management and administration. Followup services for unsuccessful applications may include coordination with funding agencies to improve future application performance. Consulting services may be required for the development of cost estimates, preliminary analysis or concept planning.

The table below provides a conservative estimate of the staff efforts required to deliver two workshops and support the development of five applications per year.

State Level Programs

Task	Preparation	Delivery	Sessions	Hours	
2 workshops per year	30	4	2	68	
TA per application	40	16	5	280	
Outreach & coordination	4	4	5	40	
Support letters (3/application)	2	10	15	180	
Followup services (successful)	50	20	2	140	
Followup services (unsuccessful)	10	5	3	45	
Reporting & administration				75.3	
Staff totals		4	5	828.3	
Consultant Services		12	5	60	\$10,000

Assumes 5 applications with staff technical support

**Annual project application process - Highway Safety Programs Process (recommendation 2c & 2d):**

Safety constitutes one of the primary concerns for transportation planning. Safety projects make up a significant portion of the needs documented in the 2050 LRTP, and safety issues are routinely highlighted in public comment processes.

CCMPO staff have continued to work with PennDOT personnel to identify safety needs that can be addressed with the regional Highway Safety Improvement Program (HSIP) allocation, but the technical requirements that must be met to use HSIP are challenging, and the time required must be balanced with the needs of other programming efforts.

The proposed strategy includes allocating at least a quarter of a full-time position to administering a regular process for the development of safety projects. A successful program for these recommendations is assumed to consist of the development of one complex application for federal Safe Streets and Roads for all (SS4A) or other federal funding programs per year. The development of a competitive complex application is assumed to require \$75,000 in consultant services.

The successful program will also include a regular municipal outreach process, and a regular cycle for Roadway Safety Audit development. The coordination effort is also expected to yield one or more projects per year that may be considered for regional and state level HSIP funding allocations, and the



development of safety concerns and countermeasures that may be incorporated into existing projects on the TIP on an ongoing basis.

Staff will continue to facilitate the CCMPO safety subcommittee, assuming quarterly meetings, with one to two additional meetings or calls with PennDOT each quarter to develop and discuss data, analysis, project concepts and cost estimates. Between meetings, staff will request and analyze crash data, develop mapping and application tools and consider potential safety treatments.

The table below summarizes the staff effort required to continue to facilitate the safety subcommittee, to develop one application per year for SS4A or a similar program, to conduct an ongoing biennial local municipal safety outreach, and to collaborate in RSAs to be completed at least once every three years.

#### Highway Safety Programs

Task	Preparation	Delivery	Sessions	Hours	
Quarterly Meetings	15	2	4	68	
Analysis and mapping	20		4	80	
Interstitial meetings		4	4	16	
Biannual Local Outreach	4	4	35	140	
Triannual RSA process	50	4	2	36	
Data Development, field views	40		1	40	
Reporting & administration				38	
Staff Totals				418	
Consultant Services, Assumes one study or implementation application per year					\$75,000

#### Annual project application process - Complex Programs Process (recommendations 1, 2e, 2f, 2g, 4):

As noted, 40% of the funding included in the *BIL* will be allocated through application driven discretionary programs. This strategy assumed that a successful effort will include the completion of two applications for *BIL* programs per year. For the purposes of this assessment, each complex application is assumed to require \$75,000 in consulting services to develop cost estimates, a benefit/cost ratio analysis, detailed project concerns and some assistance in developing appropriate support.

To guide efforts of project solicitation, selection and resource allocation, the MPO should establish a projects subcommittee. Staff will provide ongoing facilitation for the committee, helping to develop solicitation materials and process, project criteria and a reporting process that follows projects through the development application and preconstruction processes. The intent is to develop a transparent, reliable and repeatable process for guiding investment in the project development process.

Staff will also participate in ongoing outreach activities to develop awareness of funding programs, attending webinars and briefings, and sharing summaries with committee members. Staff will coordinate with local stakeholders and PennDOT personnel on opportunities and serve as the primary stakeholder in the application process. They will oversee consultant efforts necessary to support the application development, and coordinate efforts to document local support.

The breadth of funding opportunities available as part of the *BIL* makes it difficult to provide a comprehensive summary of staff activities. For the initial rounds, staff recommend that efforts start with considering applications to leverage and advance projects listed on the TIP and LRTP 2050. The efforts of this type of approach are scalable. As the committee and team grow in experience, a wider range of needs may be considered.

The table below includes an assessment of the level of staff effort required to support the development of two complex applications per year, and to facilitate a projects subcommittee charged with identifying and prioritizing opportunities.

**Complex Programs**

Task	Preparation	Delivery	Sessions	Hours
Quarterly Meetings	15	2	4	68
Webinars & continuing awareness	20		5	100
Project Selection	40	4	3	132
Application Support	80		3	240
Support Letters (10/application)	2	10	30	360
Followup services (successful)	50	20	1	70
Followup services (unsuccessful)	10	5	2	30
Reporting & administration				100
Staff Totals				1100
Consultant Services, Assumes 2 major applications per year				\$150,000

**Summary:**

Fully implementing the draft recommendations presented on an annual basis is expected to require over 2,300 hours. As noted earlier, previous experience has indicated that this level of analysis yields extremely conservative estimates compared to the actual time required. Furthermore, the estimate includes minimal time for cross department collaboration, administrative efforts, benefits such as leave time or required annual training. On this basis, staff recommends that the figure be considered to represent an absolute minimum of two full-time positions.

Consulting time required to support applications is based on an assessment of efforts required for earlier programs, and are assumed to require approximately \$2,000 per application for simple programs, and \$75,000 per application for complex programs. The actual resources required may vary significantly by the program, phase and project. For the purposes of this estimate, the total value of consultant services for providing technical assistance on five state level programs and three complex applications is estimated at \$235,000.

While there may be some opportunities to fast track applications, the budgetary process followed for the CCMPO requires considerable lead time. Following a normal process, recommendations from the BIL subcommittee to the MPO can be reported at the September and November MPO meetings, and will inform the development of the 2024 CRCOG budget and the 2024-2026 CCMPO Unified Planning Work Program.

# SEPTEMBER 27, 2022 MEETING

## ITEM 10

### CCMPO Strategic Plan

The CCMPO's adopted FY 2020-2022 Unified Planning Work Program (UPWP) included a work task to complete a new Strategic Plan for the future operations of the MPO Committees and staff.

In order to advance initiation of the study, 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 Michael Baker team will provide a brief presentation to introduce the effort, covering the objectives and timeline.

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  
Brad Stewart, Michael Baker International  
Paul Caulfield, Dering Consulting

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

# SEPTEMBER 27, 2022 MEETING

## ITEM 11

### CCMPO DRAFT CALENDAR YEAR (CY) 2023 BUDGET

#### Review Draft Budget

The CCMPO's annual operating budget is included as a distinct cost center in the Centre Region Council of Governments (COG) calendar year budget.

Preparation of a Draft CY 2023 Budget has been completed. Staff will review the budget with the COG Finance Committee on October 11. The budget will also be reviewed by the local funding partners in October.

Attachments:

- Detailed revenue and expenditure pages

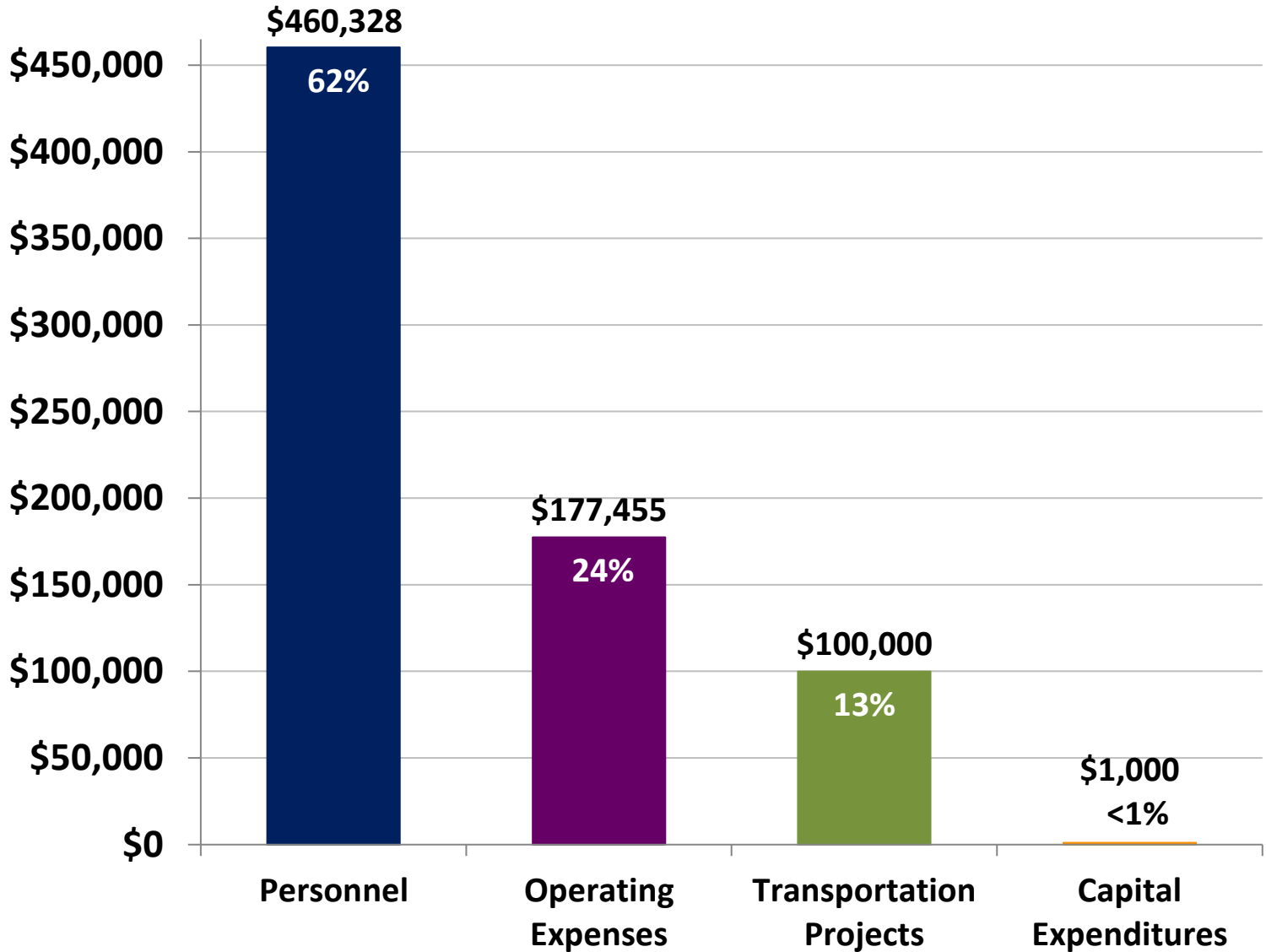
Staff will provide a presentation about the Draft CY 2023 Budget.

**The Coordinating Committee should receive the presentation and provide comments to the MPO staff.**

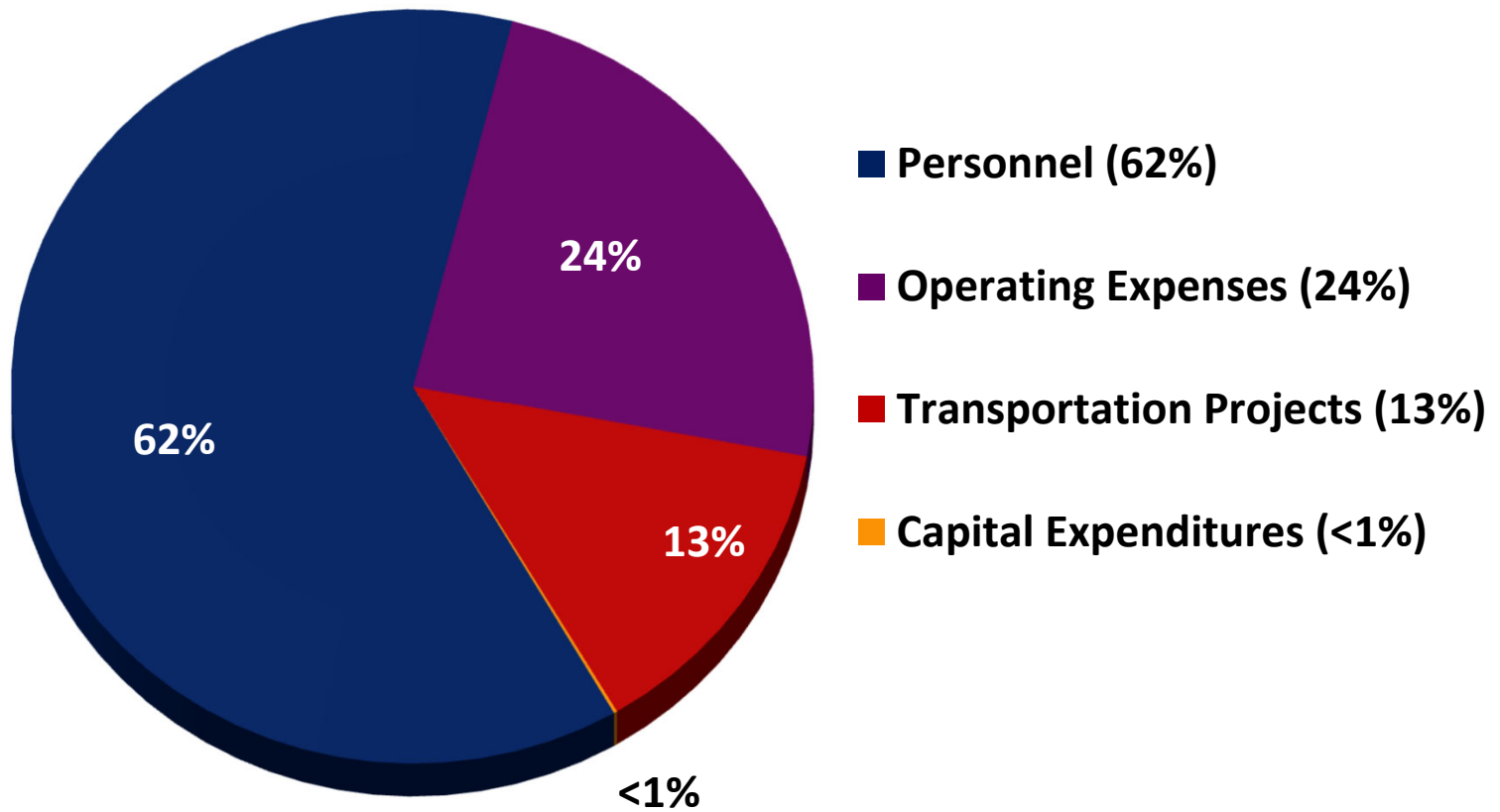
Presented by: Jim Saylor, P.E., PTOE, CRPA

Action: Provide comments about the Draft CY 2023 CCMPO Budget to the MPO staff.

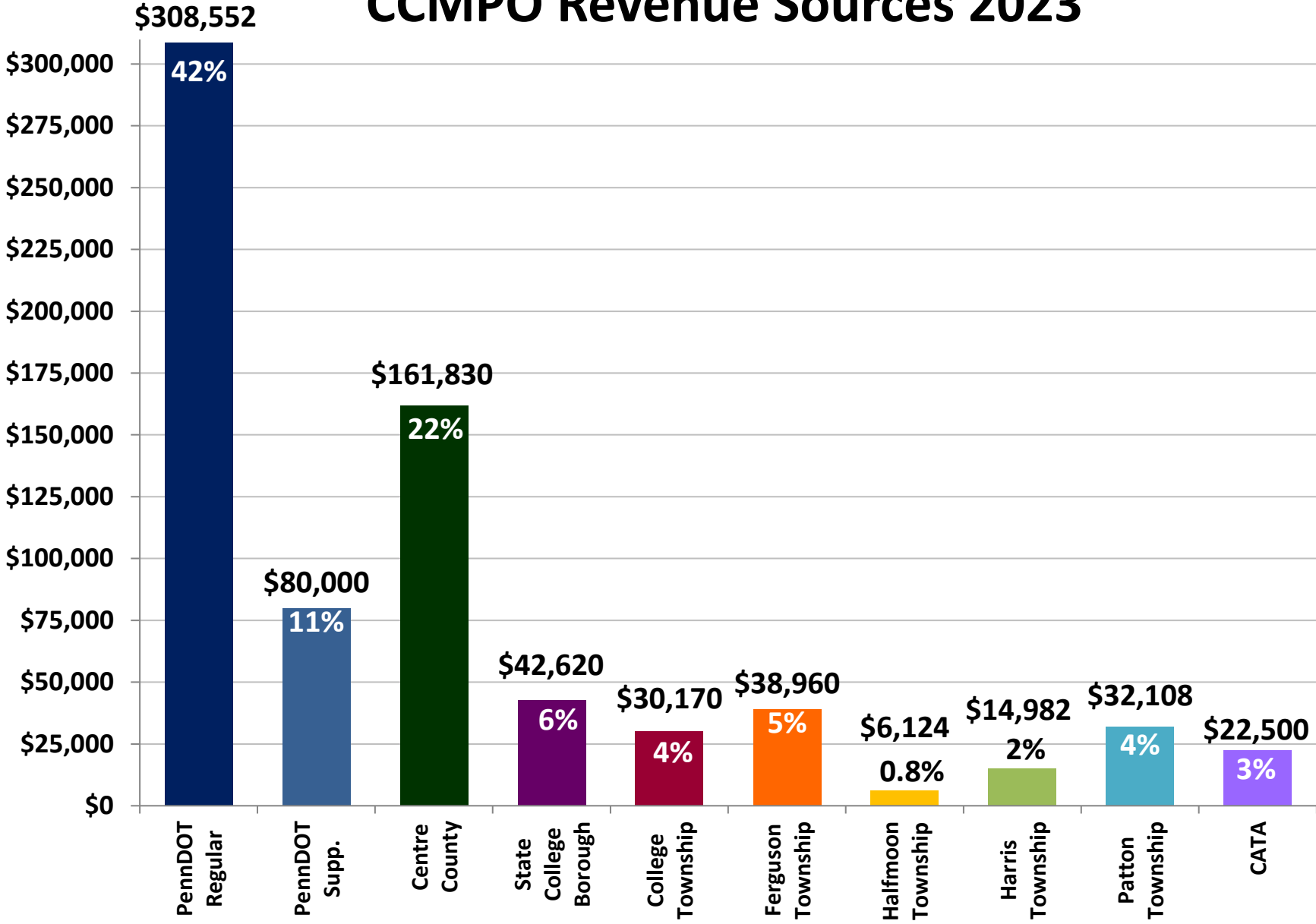
# CCMPO Expenditures 2023



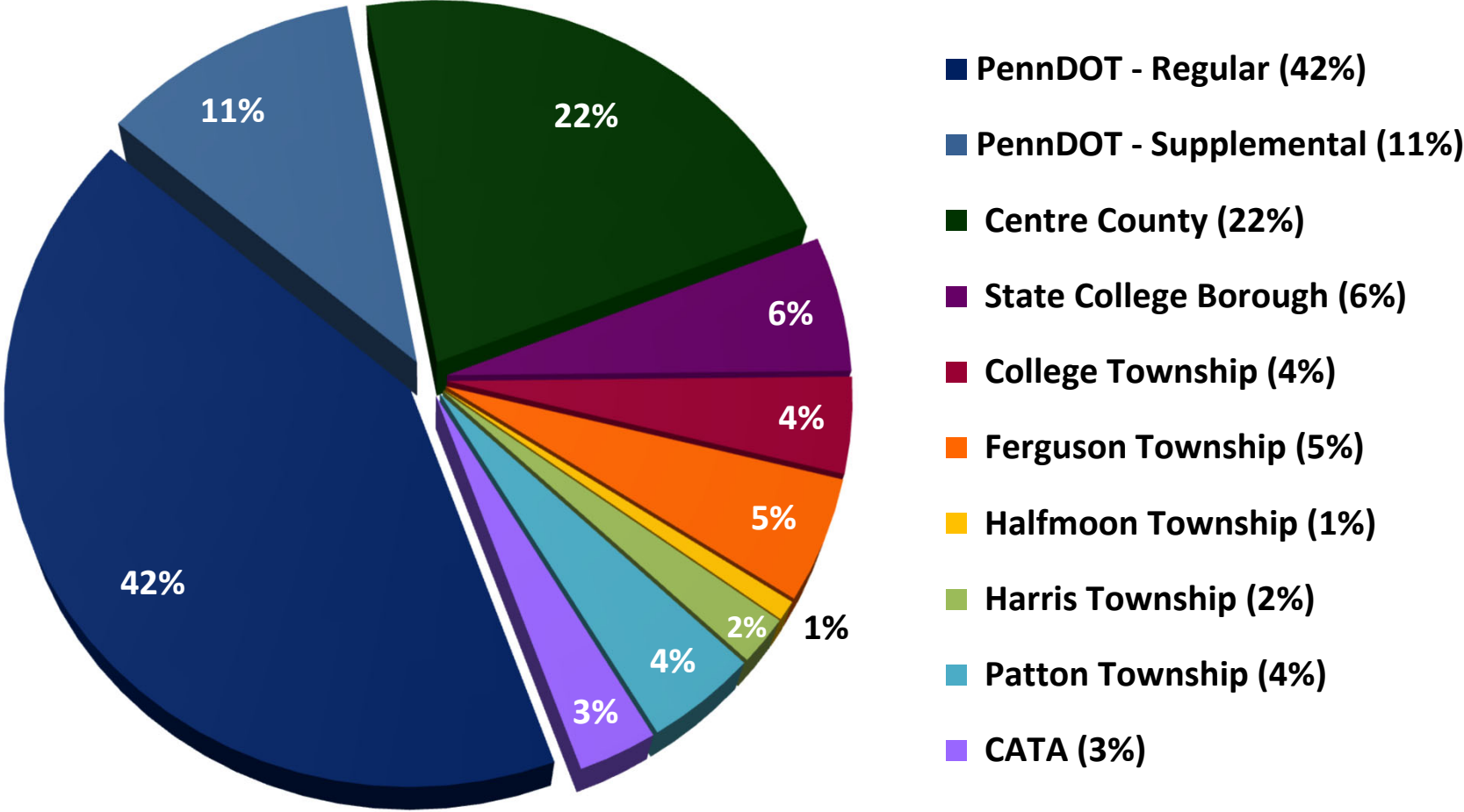
# CCMPO Expenditures 2023



# CCMPO Revenue Sources 2023



# CCMPO Revenue Sources 2023





**ANNUAL BUDGET**

**COMPARATIVE DETAIL OF REVENUES**

AGENCY: Centre County Metropolitan Planning Organization - C46

Acct #	Account		Actual Receipts 2020	Actual Receipts 2021	Budgeted Receipts 2022	Estimated Receipts 2022	Proposed Receipts 2023	\$ Change Est to Budget	% Change Est to Budget	\$ Change Budget to Budget	% Change Budget to Budget
<b>FUND BALANCE:</b>											
C46-000-00-3279	Committed Fund Balance - Operations		\$ 70,836	\$ 63,508	\$ 41,967	\$ 50,601	\$ 1,938	\$ (48,663)	-96.17%	\$ (40,029)	-95.38%
C46-000-00-3279	Committed Fund Balance - CIP		1,377	1,516	2,516	2,516	3,517	1,001	39.79%	1,001	39.79%
	Subtotal		\$ 72,213	\$ 65,024	\$ 44,483	\$ 53,117	\$ 5,455	\$ (47,662)	-89.73%	\$ (39,028)	-87.74%
<b>INTERGOVERNMENTAL REVENUES:</b>											
C46-414-00-4354	PennDOT - Regular		\$ 295,000	\$ 287,735	\$ 301,760	\$ 291,042	\$ 308,552	\$ 17,510	6.02%	\$ 6,792	2.25%
C46-414-00-4355	PennDOT - Supplemental										
	CATA Fare Study		89,216	-	-	-	-	-	#DIV/0!	-	#DIV/0!
	LRTP - County Municipal Road Survey		13,015	-	-	-	-	-	#DIV/0!	-	#DIV/0!
	CCMPO Strategic Plan		-	-	30,000	-	-	-	#DIV/0!	(30,000)	-100.00%
	Active Transportation Plan		-	-	-	-	80,000	80,000	#DIV/0!	80,000	#DIV/0!
C46-414-00-4359	CATA		20,081	20,500	21,500	21,500	22,500	1,000	4.65%	1,000	4.65%
C46-414-00-4357	Centre County - Base		142,807	109,112	134,530	131,935	161,830	\$ 29,895	22.66%	\$ 27,300	20.29%
	Subtotal		\$ 560,119	\$ 417,347	\$ 487,790	\$ 444,477	\$ 572,882	\$ 128,405	28.89%	\$ 85,092	17.44%
<b>MUNICIPAL CONTRIBUTIONS (2023):</b>											
C46-414-17-4350	State College	25.84%	\$ 34,297	\$ 34,822	\$ 37,117	\$ 37,117	\$ 42,620	\$ 5,503	14.83%	\$ 5,503	14.83%
C46-414-12-4350	College Township	18.29%	23,504	24,063	24,122	24,122	30,170	6,048	25.07%	6,048	25.07%
C46-414-13-4350	Ferguson Township	23.62%	30,715	31,345	31,332	31,332	38,960	7,628	24.35%	7,628	24.35%
C46-414-14-4350	Halfmoon Township	3.71%	4,822	4,942	4,929	4,929	6,124	1,195	24.24%	1,195	24.24%
C46-414-15-4350	Harris Township	9.08%	12,043	12,458	12,543	12,543	14,982	2,439	19.45%	2,439	19.45%
C46-414-16-4350	Patton Township	19.46%	25,497	26,344	26,269	26,269	32,108	5,839	22.23%	5,839	22.23%
	Subtotal		\$ 130,878	\$ 133,974	\$ 136,312	\$ 136,312	\$ 164,964	\$ 28,652	21.02%	\$ 28,652	21.02%
	<b>GRAND TOTAL</b>		\$ 763,210	\$ 616,345	\$ 668,585	\$ 633,906	\$ 743,301	\$ 109,395	17.26%	\$ 74,716	11.18%

**ANNUAL BUDGET**

**COMPARATIVE DETAIL OF EXPENDITURES**

AGENCY: Centre County Metropolitan Planning Organization - C46

Acct #	Account	Actual Expenditures 2020	Actual Expenditures 2021	Budgeted Expenditures 2022	Estimated Expenditures 2022	Proposed Expenditures 2023	\$ Change Est to Budget	% Change Est to Budget	\$ Change Budget to Budget	% Change Budget to Budget
	<b>PERSONNEL:</b>									
C46-414-00-6112	Salaries & Wages - Full-time	\$ 314,489	\$ 322,584	\$ 348,937	\$ 345,613	\$ 329,917	\$ (15,696)	-4.54%	\$ (19,020)	-5.45%
C46-414-00-6118	Overtime	361	473	500	500	500	-	0.00%	-	0.00%
C46-414-00-6188	Merit Adjustment/Achievement	-	-	4,980	-	4,678	4,678	#DIV/0!	(302)	-6.06%
C46-414-00-6192	FICA	24,132	24,603	27,427	27,428	25,810	(1,618)	-5.90%	(1,617)	-5.90%
C46-414-00-6196	Health, Dental & Vision Insurance	45,532	45,663	69,450	67,740	92,547	24,807	36.62%	23,097	33.26%
C46-414-00-6199	Life Insurance	790	814	968	965	910	(55)	-5.70%	(58)	-5.99%
C46-414-00-6197	Pension	18,558	18,586	-	-	2,098	2,098	#DIV/0!	2,098	#DIV/0!
C46-414-00-6195	Workers Compensation Insurance	46	1,215	1,650	1,650	1,586	(64)	-3.88%	(64)	-3.88%
C46-414-00-6187	Medical Waiver Reimbursement	7,397	7,374	4,124	4,326	2,282	(2,044)	-47.25%	(1,842)	-44.67%
	Subtotal	\$ 411,305	\$ 421,312	\$ 458,036	\$ 448,222	\$ 460,328	\$ 12,106	2.70%	\$ 2,292	0.50%
	<b>OPERATING EXPENSES:</b>									
C46-414-00-7210	Office Supplies	\$ 314	\$ 376	\$ 500	\$ 450	\$ 500	\$ 50	11.11%	\$ -	0.00%
C46-414-00-7229	Meeting Expenses	401	74	500	500	500	-	0.00%	-	0.00%
C46-414-00-7231	Vehicle Fuel - Gasoline	44	35	300	60	150	90	150.00%	(150)	-50.00%
C46-414-00-7236	Building Operations Supplies	-	202	475	475	474	(1)	-0.21%	(1)	-0.21%
C46-414-00-7317	Financial Services	4,470	4,470	4,600	4,600	4,770	170	3.70%	170	3.70%
C46-414-00-7311	Audit Services	840	840	870	870	900	30	3.45%	30	3.45%
C46-414-00-7321	Telecommunications	796	641	660	660	610	(50)	-7.58%	(50)	-7.58%
C46-414-00-7339	Volunteer/Staff Recognition	583	462	710	710	500	(210)	-29.58%	(210)	-29.58%
C46-414-00-7215	Postage	80	15	200	75	150	75	100.00%	(50)	-25.00%
C46-414-00-7213	Photocopying	626	691	700	500	600	100	20.00%	(100)	-14.29%
C46-414-00-7366	Water & Sewer	392	420	415	450	474	24	5.33%	59	14.22%
C46-414-00-7253	System-Wide Hardware and Software	3,334	3,334	5,659	5,659	5,589	(70)	-1.24%	(70)	-1.24%
C46-414-00-7325	Internet Fees/Website Hosting	914	1,443	1,190	1,900	1,900	-	0.00%	710	59.66%
C46-414-00-7341	Advertising	8,376	5,263	8,500	7,000	8,000	1,000	14.29%	(500)	-5.88%
C46-414-00-7350	Insurance	3,755	3,571	3,856	3,500	4,201	701	20.03%	345	8.95%
C46-414-00-7361	Electricity	1,832	1,755	2,185	2,185	2,250	65	2.97%	65	2.97%
C46-414-00-7362	Natural Gas	184	255	240	240	296	56	23.33%	56	23.33%
C46-414-00-7367	Refuse/Recycling	216	241	240	300	355	55	18.33%	115	47.92%
C46-414-00-7452	Contracted IT/Network Services	4,646	5,206	5,590	5,590	5,430	(160)	-2.86%	(160)	-2.86%
C46-414-00-7373	Building Operations Services	11,105	9,383	12,309	12,309	13,089	780	6.34%	780	6.34%
C46-414-00-7386	Archiving	507	666	850	1,050	1,250	200	19.05%	400	47.06%
	Subtotal	\$ 43,415	\$ 39,343	\$ 50,549	\$ 49,083	\$ 51,988	\$ 2,905	5.92%	\$ 1,439	2.85%

**ANNUAL BUDGET**

**COMPARATIVE DETAIL OF EXPENDITURES**

AGENCY: Centre County Metropolitan Planning Organization - C46

Acct #	Account	Actual Expenditures 2020	Actual Expenditures 2021	Budgeted Expenditures 2022	Estimated Expenditures 2022	Proposed Expenditures 2023	\$ Change Est to Budget	% Change Est to Budget	\$ Change Budget to Budget	% Change Budget to Budget
	<b>OPERATING EXPENSES (continued):</b>									
C46-414-30-7318	Contracted Services - County	\$ 108,951	\$ 75,022	\$ 86,488	\$ 84,667	\$ 92,790	\$ 8,123	9.59%	\$ 6,302	7.29%
C46-414-00-7318	Contracted Services	60	45	-	100	100	-	0.00%	100	#DIV/0!
C46-414-00-7451	Vehicle Maintenance	-	-	150	50	150	100	200.00%	-	0.00%
C46-414-00-7383	Building Rent	21,923	21,923	21,925	21,925	21,927	2	0.01%	2	0.01%
C46-414-00-7460	Employee Development	314	597	3,200	2,700	5,000	2,300	85.19%	1,800	56.25%
C46-414-00-7420	Dues, Subscriptions & Memberships	1,915	1,844	2,000	1,700	5,000	3,300	194.12%	3,000	150.00%
C46-414-00-7331	Mileage, Parking & Tolls	102	36	100	150	500	350	233.33%	400	400.00%
	Subtotal	\$ 176,680	\$ 138,810	\$ 164,412	\$ 160,375	\$ 177,455	\$ 17,080	10.65%	\$ 13,043	7.93%
	<b>CAPITAL:</b>									
C46-414-00-8755	Office Equipment	\$ 5	\$ -	\$ 400	\$ 400	\$ -	\$ (400)	-100.00%	\$ (400)	-100.00%
C46-414-00-8760	Computer Equipment	1,181	3,106	4,720	4,720	1,000	(3,720)	-78.81%	(3,720)	-78.81%
	Subtotal	\$ 1,186	\$ 3,106	\$ 5,120	\$ 5,120	\$ 1,000	\$ (4,120)	-80.47%	\$ (4,120)	-80.47%
	<b>TRANSPORTATION PROJECTS: (see text)</b>									
C46-414-00-7700	Special Projects/Vendor Services									
	Active Transportation Plan	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	#DIV/0!	\$ 100,000	#DIV/0!
	CATA Fare Study	96,000	-	-	-	-	-	#DIV/0!	-	#DIV/0!
	LRTP - County Municipal Road Survey	13,015	-	-	-	-	-	#DIV/0!	-	#DIV/0!
	CCMPO Strategic Plan	-	-	37,500	14,734	-	(14,734)	-100.00%	(37,500)	-100.00%
	Subtotal	\$ 109,015	\$ -	\$ 37,500	\$ 14,734	\$ 100,000	\$ 85,266	578.70%	\$ 62,500	166.67%
	<b>FUND BALANCE:</b>									
C46-000-00-3279	Committed Fund Balance - Operations	\$ 63,508	\$ 50,601	\$ -	\$ 1,938	\$ -	\$ (1,938)	-100.00%	\$ -	#DIV/0!
C46-000-00-3279	Committed Fund Balance - CIP	1,516	2,516	3,517	3,517	4,518	1,001	28.46%	1,001	28.46%
	Subtotal	\$ 65,024	\$ 53,117	\$ 3,517	\$ 5,455	\$ 4,518	\$ (937)	-17.18%	\$ 1,001	28.46%
	<b>GRAND TOTAL</b>	\$ 763,210	\$ 616,345	\$ 668,585	\$ 633,906	\$ 743,301	\$ 109,395	17.26%	\$ 74,716	11.18%
		-	-	-	-	-				

**CENTRE REGION COUNCIL OF GOVERNMENTS  
CCMPO: 2023 Budget**

**LINE ITEM JUSTIFICATION**

**OVERVIEW:**

The 2023 budget proposes \$100,000 in additional expenditures associated with the proposed completion of an Active Transportation Plan that will replace the Centre Region Bike Plan. The total cost of this special project is anticipated to be \$200,000 divided equally between the 2023 and 2024 budgets. The project will be completed in 2024 in advance of the Region's application to the League of American Bicyclists to renew and upgrade the Region's Bicycle Friendly Community Designation. The CCMPO will pursue supplemental planning funds from PennDOT that will cover 80% of the project cost and require a 20% local match that would be provided by the Centre County Government and the six municipal funding partners. PennDOT's supplemental planning funds are administered on a statewide competitive basis. The CCMPO will be notified in spring 2023 if the supplemental planning funds have been awarded.

The 2023 budget does not include funding for completion of an operations based Strategic Plan for the MPO. PennDOT awarded supplemental planning funds for this effort, and also provided access to consultant services under a PennDOT contract. The supplemental planning funds and a 20% local match consisting of PennDOT motor license funds were transferred from the 2022-2024 Unified Planning Work Program to a statewide line item. The strategic plan will be completed by June 30, 2023.

**COG-WIDE BUDGET TRENDS**

Revenue: Interest income is anticipated to be increased significantly (from 0.1% to 1%) based on the current interest rate environment.

Personnel and Employee-related Costs: In 2023, staff is anticipated to receive a cost of living adjustment of 5% and, according to the personnel policy, a merit pool of 1.5%. In addition, health insurance is anticipated to increase by 4%. Contributions to the defined benefit pension plan are anticipated to increase from 0% to 2% of covered payroll due to poor returns in 2022.

Operating Costs: COG renewed its electricity contract effective in August 2021 until June 2023. Currently the SPPA project is being bid with outcomes likely being known after the budget process is complete. There is potential for electricity cost to remain similar to current rates or to increase exponentially in the current electric procurement climate. In addition, IT costs are set to increase significantly based on the recommendations contained in the IT Study.

Capital Costs: Computer costs have risen recently and the frequency of replacement has been significantly increased leading to a significantly increased capital investment in computers.

<b>BEGINNING FUND BALANCE</b>	2023 Proposed (\$5,455)	2022 Budgeted (\$44,483)	2021 Actual (\$65,024)
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Beginning 2023 fund balance is projected to decrease to \$5,455 from the 2022 Budgeted amount of \$44,483 due to the planned utilization of fund balance.

**REVENUES FOR 2023**

<b>A. Municipal Contributions</b>	2023 Proposed (\$164,964)	2022 Budgeted (\$136,312)	2021 Actual (\$133,974)
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Municipal contributions increased to \$164,964 in the 2023 Budget from the \$136,312 budgeted in 2022, an increase of \$28,652 (21%). The increase in revenue is needed to offset to provide 50% of the local match for the proposed completion of an Active Transportation Plan, as noted above, as well as to offset an increase in operating costs.

<b>B. Intergovernmental Revenue</b>	2023 Proposed (\$572,882)	2022 Budgeted (\$487,790)	2021 Actual (\$417,347)
-------------------------------------	---------------------------	---------------------------	-------------------------

Intergovernmental Revenue consists of the following:

	<u>2023</u>	<u>2022</u>
PENNDOT - Regular Funding	\$308,552	\$301,760
PENNDOT - Supplemental Funding (Projects)	\$ 80,000	\$ 30,000
CATA	\$ 22,500	\$ 21,500
Centre County	\$161,830	\$134,530

The increase from 2022 to 2023 is due to the inclusion of 50% of the federal supplemental funds that may be provided by PennDOT for completion of an Active Transportation Plan above; and also reflects an anticipated shift in invoicing patterns, with more funding from the FY 2022-2023 UPWP invoiced in calendar year 2023 due to lapses in staffing at CRPA and the county transportation planning program.

**CENTRE REGION COUNCIL OF GOVERNMENTS  
CCMPO: 2023 Budget**

**LINE ITEM JUSTIFICATION**

EXPENDITURES FOR 2023

A. Personnel	2023 Proposed (\$460,328)	2022 Budgeted (\$458,036)	2021 Actual (\$421,312)
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Personnel costs are projected to increase by \$2,292 (0.5%) over the 2022 budget. Aside from changes noted in the COG overview, restaffing of two positions led to changes in wages and benefit costs.

B. Operating	2023 Proposed (\$177,455)	2022 Budgeted (\$164,412)	2021 Actual (\$138,810)
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Operating Expenses budgeted for 2023 are anticipated to increase by \$13,043 (7.9%) from the 2022 budgeted amount. Significant operating costs include Rent (\$21,927), Building Operations Services (\$13,089), Contracted IT/Network Services (\$5,430), and Financial Services (\$4,770) which experienced varying levels of change 2022 to 2023. Other significant costs for 2023 include Advertising (\$8,000) and System-wide Hardware and Software (\$5,589). Additionally, the CCMPO receives in kind services from Centre County Government as part of the County's annual local share contribution, and the cost of these services is anticipated to increase to \$92,790 in 2023. A slight increase in employee development funding is included to address unique training opportunities available in 2023.

C. Transportation Projects	2023 Proposed (\$100,000)	2022 Budgeted (\$37,500)	2021 Actual (\$0)
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Expenses for Transportation Projects total \$100,000 in 2023, which represents 50% of the total estimated cost of a special project to prepare an Active Transportation Plan for the CCMPO, as described above. The cost is being divided equally between the 2023 and 2024 Budgets.

D. Capital	2022 Proposed (\$1,000)	2021 Budgeted (\$5,120)	2020 Actual (\$3,106)
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This expenditure addresses the scheduled replacement of a monitors for several staff, and the decrease noted is a result of completion of the update schedule for computers utilized by CCMPO staff. An increase will be expected in future years as those computers reach the end of their useful life.

<b>ENDING FUND BALANCE</b>	2023 Proposed (\$4,518)	2022 Budgeted (\$3,517)	2021 Actual (\$53,117)
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The 2023 ending year fund balance of \$4,518 will provide for the CCMPO's share of funding needed for a replacement vehicle in 2029.

# SEPTEMBER 27, 2022 MEETING

## ITEM 13

### ANNOUNCEMENTS

1. Future Meeting Dates

- a. Technical Committee: Wednesday, November 9, 2022, 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 Asset Management Plans
  - ⇒ Transit Safety Report
- b. Coordinating Committee: Tuesday, November 22, 2022, 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 Asset Management Plans
  - ⇒ Transit Safety Report

2. The CCMPO's FY 2022-2024 Unified Planning Work Program (UPWP) took effect on July 1, 2022. The new UPWP originally included supplemental planning funds to complete an operations-based organizational Strategic Plan for the CCMPO. Staff were successful in working with the PennDOT Center for Program Development and Management (CPDM) to retain consulting services through a Program Center open end agreement. As a result, work on the Strategic Plan is expected was initiated in July 2022, and the project will be discussed at upcoming CCMPO Committee meetings. Due to the use of the CPDM open end, the supplemental planning funds were transferred to a statewide program along with sufficient State Motor License Funds to constitute the required local match. Corresponding updates were made to the UPWP, and the updated version will be posted on the CCMPO website.
3. 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 13.3 is a Fiscal Constraint Chart that lists administrative modifications to the 2021-2024 TIP that were completed since the June CCMPO meetings.
4. PennDOT has announced that a funding round for the Multimodal Transportation Fund will be conducted this fall, with an application window opening September 12 and closing November 14, 2022.

(Continued)

5. PennDOT has announced that a funding round for the Traffic Signal Technologies Grant program will be conducted with an application window opening September 1 and closing September 30, 2022. A preapplication scoping form must have been submitted by September 23, 2022. More information about the program is available on the PennDOT Traffic Signal Portal [page](#).
6. Since the June 28, 2022 meeting, CCMPO staff have provided letters of support for a number of projects and funding programs, summarized below:

<b>Project</b>	<b>Municipality</b>	<b>Program</b>
Boal Avenue Crossing Improvements	Harris Township	Automated Red Light Enforcement (ARLE)
Parkway and Atherton Street Signal Improvements	State College Borough	ARLE
Waddle Road and Vairo Boulevard Signal Improvements	Patton Township	ARLE

7. Since the June 28, 2022 meeting, CCMPO staff have provided letters of noting the consistency identifying that the following projects are consistent with current CCMPO plans and priorities:

<b>Project</b>	<b>Municipality</b>	<b>Program</b>
East College Avenue Shared Use Path from Puddintown Road to Hastings Road	College Township	Multimodal Transportation Fund/DCED
Toftrees Multimodal Transportation Improvement Project	Patton Township	Multimodal Transportation Fund/DCED

8. PennDOT submitted the 2023-2026 Statewide Transportation Improvement Program (STIP), including the adopted 2023-2026 CCMPO TIP, to the Federal Highway and Federal Transit Administrations. A copy of the transmittal letter is included as Attachment 13.8.
9. 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/>
10. 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](http://www.driveforwardcc.com).

(Continued)

12. CCMPO staff contact information:

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On the web at [www.ccmpto.net](http://www.ccmpto.net) . Like and share the CCMPO's Facebook page at <https://www.facebook.com/centrecountyMPO/> .





**CCMPO 2021 TIP  
Highway and Bridge Actions Committed**

\* Positive number denotes a deposit/Negative in parentheses denotes a debit

<b>Administrative Actions</b>				<b>Fund Type</b>		<b>FFY 2021</b>			<b>FFY 2022</b>			<b>FFY 2023</b>			<b>FFY 2024</b>			<b>Outer Years</b>			<b>Grand Sum</b>	<b>Remarks</b>			
<b>Project Title</b>	<b>MPMS</b>	<b>Phase</b>	<b>Action</b>	<b>Fed.</b>	<b>Sta.</b>	<b>Fed. (\$)</b>	<b>State (\$)</b>	<b>Loc/Oth (\$)</b>	<b>Fed. (\$)</b>	<b>State (\$)</b>	<b>Loc/Oth (\$)</b>	<b>Fed. (\$)</b>	<b>State (\$)</b>	<b>Loc/Oth (\$)</b>	<b>Fed. (\$)</b>	<b>State (\$)</b>	<b>Loc/Oth (\$)</b>	<b>Fed. (\$)</b>	<b>State (\$)</b>	<b>Loc/Oth (\$)</b>					
24 Poor Bridge/Betterment Line Item Reserve Line Item Centre County	84343	CON	Before		185								632,441			334,539						966,980	State Bridge (185) Funds returned to Statewide Bridge Reserve #82335 to facilitate fund swap of State Highway (581) funds. See next action.		
			Adjust		185									(500,000)										(500,000)	
			After		185		0	0	0	0	0	0	0	0	132,441	0	0	334,539	0	0	0	0		0	466,980
25 Group 2-22-ST12 SR 53, Section ST1 Centre County	101506	CON	Before		581		318,393						558,957								238,650	1,600,000	Part two of state funds swap. Funds drawn Statewide Reserve #77786.		
			Adjust		581																			500,000	
			After		581		0	318,393	0	0	0	0	0	0	984,000	0	0	0	0	0	0	238,650		0	2,100,000
26 Poor Bridge/Betterment Line Item Reserve Line Item Centre County	84343	CON	Before	BOF																		457,932	Reserve Line Item.		
			Adjust	BOF																					(56,800)
			After	BOF			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
27 T-633, Potter Run Bridge SR 7218, Section 0 Centre County	2898	PE	Before	BOF					288,400		72,100												360,500	Revised estimate.	
			Adjust	BOF																					30,000
			After	BOF			0	0	0	288,400	0	72,100	0	0	0	0	0	0	0	0	0	0	0		0
28 T-467, Fishing Creek Bridge SR 7224, Section 0 Centre County	2963	PE	Before	BOF					247,200		61,800												309,000	Revised estimate.	
			Adjust	BOF																					41,000
			After	BOF			0	0	0	247,200	0	61,800	0	0	0	0	0	0	0	0	0	0	0		0
29 Poor Bridge/Betterment Line Item Reserve Line Item Centre County	84343	CON	Before	NHPP					545,417														545,417	Reserve Line Item.	
			Adjust	NHPP						(545,417)															0
			After	NHPP			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
30 Poor Bridge/Betterment Line Item Reserve Line Item Centre County	84343	CON	Before	STP					69,221														69,221		
			Adjust	STP						(69,221)															0
			After	STP			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
31 Atherton Street Phase III SR 3014, Section 153 Centre County	101960	FD	Before	STP					0														0	Match phase cost.	
			Adjust	STP						69,221															69,221
			After	STP			0	0	0	69,221	0	0	0	0	0	0	0	0	0	0	0	0	0		0
32 Atherton Street Phase III SR 3014, Section 153 Centre County	101960	CON	Before	NHPP					2,806,692				2,920,000		1,817,089				2,038,000				9,581,781	Advance portion of funds to FFY 2022.	
			Adjust	NHPP						545,417				(545,417)											0
			After	NHPP			0	0	0	3,352,109	0	0	0	2,374,583	0	0	1,817,089	0	0	2,038,000	0	0	0		9,581,781
			Before																				0		
			Adjust																					0	
			After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Before																					0	
			Adjust																					0	
			After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				<b>Before FFY Totals</b>		<b>4,380,449</b>	<b>807,786</b>	<b>0</b>	<b>11,628,903</b>	<b>1,117,914</b>	<b>133,900</b>	<b>4,904,150</b>	<b>5,319,839</b>	<b>0</b>	<b>4,388,948</b>	<b>669,078</b>	<b>0</b>	<b>2,541,120</b>	<b>4,517,445</b>	<b>0</b>	<b>0</b>	<b>40,409,532</b>	Fiscal ok as \$165k RRX, \$301,953 de-obs, \$14,200 Local, \$972,161 from Stwd. Reserve, and (\$313,980) returned to Stwd. Reserve.		
				<b>Adjustment FFY Totals</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>1,125,134</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,139,334</b>			
				<b>After FFY Totals</b>		<b>4,380,449</b>	<b>807,786</b>	<b>0</b>	<b>12,754,037</b>	<b>1,117,914</b>	<b>133,900</b>	<b>4,904,150</b>	<b>5,319,839</b>	<b>0</b>	<b>4,388,948</b>	<b>669,078</b>	<b>14,200</b>	<b>2,541,120</b>	<b>4,517,445</b>	<b>0</b>	<b>0</b>	<b>41,548,866</b>			



COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION  
HARRISBURG, PENNSYLVANIA 17120

August 17, 2022

Ms. Alicia Nolan, Division Administrator  
U.S. Department of Transportation  
Federal Highway Administration  
228 Walnut Street, Room 508  
Harrisburg, PA 17101-1720

Ms. Terry Garcia-Crews, Regional Administrator  
U.S. Department of Transportation  
Federal Transit Administration, Region III  
1760 Market Street, Suite 500  
Philadelphia, PA 19103-4124

Dear Ms. Nolan and Ms. Garcia-Crews:

On behalf of Pennsylvania's Metropolitan Planning Organizations (MPO) and the Rural Planning Organizations (RPO), I am transmitting the Federal Fiscal Year (FFY) 2023-2026 Statewide Transportation Improvement Program (STIP) for your review and approval. This will be a fully electronic submission of the STIP. All STIP documents are being submitted electronically utilizing the Pennsylvania Department of Transportation's (PennDOT) Planning [SharePoint](#) site. In accordance with 23 CFR 450.218(b), each regional Transportation Improvement Program (TIP) has been included in the STIP without any changes.

The process used to develop this information fully complies with all legislative and regulatory mandates regarding the development of TIPs and the STIP. The following information is being submitted electronically for all MPOs, RPOs, and Independent County:

- Highway and Transit Project Listings
- Air Quality Conformity Determinations and Resolutions for Non-attainment, Maintenance, and 1997 ozone National Ambient Air Quality Standards (NAAQs) "Orphan" areas
- Other Supporting Documentation (e.g., MPO Self-Certifications, TIP/STIP Modification Procedures, public involvement documentation including Environmental Justice activities, etc.)

Please be advised that PennDOT, on behalf of the Governor, approves all metropolitan (MPO) TIPs as required by Title 23 U.S.C. Section 135 (a) and (g) and Title 49 U.S.C. Section 5304 (a) and (g).

PennDOT and the RPOs have jointly developed the rural portions of the STIP, as part of the Commonwealth's transportation planning and programming process. Please be advised that PennDOT, on behalf of the Governor, also approves these rural portions of the STIP.

PennDOT, MPOs, and RPOs continue to comply with all planning and programming requirements including the consideration of the planning factors on the need to fiscally constrain all programs. The planning factors have been and will continue to be addressed in all long-range planning endeavors in Pennsylvania. Likewise, the FFY 2023 STIP and the individual TIPs satisfy all financial constraint requirements.

Two other documents are enclosed for your information as you review the STIP, which include:

- FFY 2023 STIP Executive Summary
- Statewide Self-Certification

The Executive Summary provides key information related to the process jointly established by PennDOT, MPOs/RPOs, and our federal partners for regional TIP and STIP development.

Included in this submission are Long-Range Transportation Plan (LRTP) updates for the Adams MPO, Erie MPO, North Central RPO, Reading Area Transportation Study, and the Shenango Valley Area Transportation Study. PennDOT requests your review and approval of the LRTP Air Quality conformity determination for these areas.

We are seeking your full approval of the FFY 2023 STIP. Your expeditious review and approval of the STIP by September 30, 2022, would be greatly appreciated. If you have any questions, please contact Mr. Larry S. Shifflet, Deputy Secretary for Planning, at 717.787.2744.

Sincerely,



Yassmin Gramian, P.E.  
Secretary of Transportation

Enclosures

cc: Chris Trostle, PA Department of Environmental Protection