Centre County Metropolitan Planning Organization (CCMPO)  
Coordinating Committee Meeting  
Tuesday, April 24, 2018  
6:00 p.m.

PLEASE NOTE THE LOCATION:  
**Patton Township Municipal Building**

**AGENDA**

1. **Call to Order and Pledge of Allegiance**

2. **Approval of Minutes:** February 27, 2018 Coordinating Committee meeting.

3. **Citizen Comments:** For items not on the agenda.

4. **Drive Forward Coalition:**  
   Special guest – Vern Squier, Chamber of Business and Industry of Centre County (CBICC)  
   *No action required*

5. **I-99/I-80 Interchanges Project:**  
   Funding commitment to advance the project  
   *Discuss potential actions*

6. **Unified Planning Work Program (UPWP):**  
   Amend UPWP – Supplemental Planning Funds for PennDOT Connects  
   *Action: Amend UPWP to include funds for Boal Avenue Road Diet Traffic Analysis*

7. **2019-2022 Centre County Transportation Improvement Program (TIP):**  
   Draft Procedures for TIP Revisions  
   *No action required*

8. **Performance Based Planning and Programming:**  
   Update about federally required performance measures  
   *No action required*

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

10. **Announcements**

11. **Adjourn**

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**Next Coordinating Committee meeting:**  
**Tuesday, June 26, 2018**  
6:00 p.m.  
**Patton Township Municipal Building**
On behalf of the CCMPO Technical and Coordinating Committees, staff congratulates Mike Bloom on his appointment as the Assistant Director of the Centre County Planning and Community Development Office (CCPCDO). Mike takes over from Sue Hannegan, who retired in March.

Mike was hired as the CCPCDO’s Senior Transportation Planner when a new position was created in 2004 as part of the expansion of the MPO to a countywide organization. Over the past 14 years, Mike has excelled at developing creative solutions for a wide range of transportation planning challenges, managing complex transportation planning projects and feasibility studies, and building relationships with federal, state, and local officials and residents…of all types, ahem…in the course of completing his work tasks.

Mike will take over as one of the two Centre County representatives on the CCMPO Technical Committee. He will be missed as a member of the CCMPO’s transportation planning staff, but is expected to keep a hand in transportation planning and project management activities until a new transportation planner is hired and trained. Centre County government has advertised for a new Senior Planner and hopes to have the position filled in the next several months.

Congratulations to Mike on a well-deserved promotion, reflecting his outstanding efforts on behalf of the CCMPO and the residents of Centre County!
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ITEM 4

DRIVE FORWARD COALITION

Status Report

In early 2017, former CCMPO Chair Jeff Luck, MPO staff, and the Chamber of Business and Industry of Centre County (CBICC) discussed a community advocacy effort focused on calling attention to the need for advancing the I-99/I-80 Interchanges and Route 322/144/45 Corridors projects.

At the September 2017 CCMPO Coordinating Committee meeting, CBICC President and CEO Vern Squier announced the formation of the “Drive Forward” coalition, which is focused on building support and advocating for advancing the two major highway projects. At that meeting, the Coordinating Committee voted unanimously to sign on to the coalition as a partner. On October 30, 2017, the CBICC hosted a news conference to kick-off the coalition’s efforts, unveil the coalition logo, and announce the launch of the Drive Forward website at www.driveforwardcc.com.

Since that time, the Drive Forward coalition has been growing in numbers, and stakeholders are participating in efforts to call attention to the need for restarting work on the two major highway projects.

Mr. Squier will be in attendance to provide a brief status report about the Drive Forward coalition.

The Coordinating Committee should receive the report.

Presented by: Vern Squier, CBICC President and CEO

No action required.
I-99/I-80 INTERCHANGES PROJECT

Funding Commitment to Advance the Project

During the CCMPO Coordinating Committee’s February 27, 2018 discussion of the draft 2019-2022 Transportation Improvement Program (TIP), members noted that PennDOT’s Interstate Management Program (separate from the CCMPO’s TIP) includes funding to reconstruct several bridge structures on I-80 in Marion Township, including two bridges at the Exit 161 (Bellefonte) Interchange.

The funding from PennDOT’s Interstate Management Program is intended to address the urgent need to replace the Exit 161 bridges, if no funds are available to complete the I-99/I-80 High Speed Interchange and Local Access Interchange. The Coordinating Committee questioned whether replacing the existing bridges at Exit 161 represented a good investment of funds, given the strong desire by local officials to move forward with the High Speed and Local Access Interchanges.

The Coordinating Committee directed staff to include an item on the April 24 meeting agenda for members to discuss whether the CCMPO should encourage PennDOT to allocate funding to construct the new interchanges, rather than replacing the existing bridges, regardless of whether funding is awarded to PennDOT from the federal discretionary Infrastructure for Rebuilding America (INFRA) Program.

To help inform the Coordinating Committee’s discussion, the Technical Committee discussed this topic on April 11. The discussion began with a brief status report on activities associated with both the short-term safety improvements being studied for the existing interchange, and the long-term improvements involving construction of the High Speed and Local Access Interchanges. Highlights of the status report are:

- The safety study for the I-80 Exit 161 westbound (WB) ramps is under final review. District 2-0 is proposing to install a traffic signal at the WB exit ramp with queue metering on the ramp; extend the length of the WB exit ramp; and remove the embankment next to the I-80 bridge over Route 26 that limits sight distance for drivers turning from the WB ramp to Route 26. The District’s intent is to have the safety improvements completed in mid-August 2019. The PennDOT Central Office has allocated $350,000 so that design of the proposed improvements can begin immediately after the study report is accepted.

- In 2018, PennDOT maintenance personnel will be flagging traffic at Exit 161 for all of the Penn State University home football games, as well as on other days when traffic conditions are very congested, such as holidays and the day after Thanksgiving.

- The safety study for the eastbound (EB) ramps is still being completed. Several alternative solutions have been evaluated; however, there are numerous challenges to implementing safety improvements at the EB ramps.

- The PennDOT Central Office has allocated $750,000 to begin the environmental reevaluation, review the stormwater management permitting, and review the right-of-way for the Local Access Interchange. The intent of this work is to ensure that if the INFRA grant is approved, the interchange can be constructed within the timeframe required by the INFRA program.

(Continued)
Following the status report, the Technical Committee discussed the topic, and provided several comments regarding the investment of funds to improve the Exit 161 Interchange:

- Members of the Technical Committee asked several questions about the funding types and amounts that would be utilized for the improvement of the existing interchange, as well as the funding types and amounts that would be utilized for construction of the new Local Access and High Speed Interchanges. Members stated that it was very important for the Coordinating Committee to have a clear picture of the funding that would be invested under each scenario.

- The Committee recommended that PennDOT provide information about the long-term outlook for safety (crashes), traffic signal operations/roadway capacity (level of service and congestion/queues), and maintenance costs if improvements are only made to the existing interchange, compared to the future outlook if the new interchanges are constructed. Members believe that there may be substantial costs associated with crashes, delays and ongoing maintenance of the existing interchange, even if some improvements are made to the existing interchange.

- The Committee emphasized that there was a demonstrated need for improvements at the interchange, and members stated that the most effective improvement is to complete the Local Access and High Speed Interchanges, and the improvements to Route 26 (Jacksonville Road). Members commented that the investment of funds to improve the existing infrastructure at the Exit 161 Interchange is a less effective investment of resources, because the existing configuration with at-grade intersections and lack of access control would remain.

- Given the previous comments, the Technical Committee concluded that it would be appropriate for the CCMPO to ask PA Secretary of Transportation Richards to allocate discretionary funds to complete the long-term major improvements, even if the INFRA grant is not approved.

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The Coordinating Committee should review this topic, consider the Technical Committee’s input, and discuss potential policy actions.

Presented by: Tom Zilla, CRPA

Action: Discuss potential policy actions related to the desire to commit full funding for the I-99/I-80 Interchanges project, instead of allocating funds for the replacement of the existing I-80 bridges at the Exit 161 (Bellefonte) Interchange.
UNIFIED PLANNING WORK PROGRAM (UPWP)

Amend UPWP - Supplemental Planning Funds for PennDOT Connects

In September 2017, MPO staff reported that the PennDOT Central Office was making supplemental funds available for special planning studies to address community needs identified through the PennDOT Connects initiative. The special studies are being financed with a maximum of 80% federal transportation planning funds, which must be matched by a minimum of 20% local funds.

MPO staff contacted all municipalities in the County to make them aware of the availability of funding for special studies, and four inquiries were received. After discussing the potential projects with the municipalities and PennDOT District 2-0, including the municipalities’ willingness to provide the 20% local match, two candidate projects were submitted to the PennDOT Central Office for consideration.

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Candidate Project</th>
<th>Submission Date</th>
<th>Notification Date</th>
<th>Federal Funding</th>
<th>Local Match</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harris Township</td>
<td>Boal Ave. (Bus. Route 322) Road Diet Traffic Analysis</td>
<td>1/20/2018</td>
<td>4/16/2018</td>
<td>$40,000</td>
<td>$10,000</td>
</tr>
<tr>
<td>Centre Hall Boro</td>
<td>State Route (SR) 144 (Pennsylvania Ave.) Wall Evaluation Study</td>
<td>4/6/2018</td>
<td>Under review</td>
<td>$28,000</td>
<td>$7,000</td>
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<tr>
<td>Potter Township</td>
<td></td>
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Given PennDOT’s approval of the Harris Township project, either the current FY 2016-18 UPWP or the new FY 2018-20 UPWP must be amended to include a work task and the supplemental funding for the project. Staff will work with the PennDOT Central Office to determine which UPWP the project will be included in.

Attached is:

- Boal Avenue Road Diet Traffic Analysis - Task to be included in UPWP

Staff will not make a presentation, but will answer questions about this item.

The Coordinating Committee should approve an amendment to the CCMPO’s UPWP (either the FY 2016-18 or FY 2018-20 UPWP) to include the work task and supplemental funding for the Boal Avenue Road Diet Traffic Analysis project.

Presented by: Tom Zilla, CRPA

Action: Approve an amendment to the CCMPO’s UPWP (either the FY 2016-18 or FY 2018-20 UPWP) to include the work task and supplemental funding for the Harris Township-sponsored Boal Avenue Road Diet Traffic Analysis.
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ITEM 7

2019-2022 CENTRE COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Draft Procedures for TIP Revisions

A set of procedures for revising the new 2019-2022 Centre County TIP must be approved by the CCMPO and submitted to PennDOT after the TIP is adopted in June 2018. Staff has prepared draft procedures, which are consistent with the most recent Memorandum of Understanding (MOU) between PennDOT, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) for revising the State TIP.

Attached is:

- Draft Procedures for TIP Revisions for the 2019-2022 TIP – significant changes from the current adopted TIP Procedures are noted in underlined bold blue font.

Key points about the Draft Procedures are:

a. Item A on page 2 is a new requirement, specifying that any proposed new project financed with federal funds must be approved via a formal amendment. A “new” project is defined as a project that does not have any funding obligations from a previous TIP.

This change is being made to meet the requirements of the PennDOT/FHWA/FTA MOU.

(Note: staff reviewed all of the revisions made to the current 2017-2020 TIP between October 1, 2016 and April 3, 2018. Of the 36 administrative modifications made to the current TIP, only one would have required formal action if this new requirement had been in place).

b. Item H on page 2 is a new requirement, specifying that adding a new project or project phase that is 100% state-funded, and is determined to be a “significant” project, must be approved via a formal amendment. The determination of whether a project is “significant” is made by the CRPA Director, in consultation with the CCMPO Chair and the lead project sponsor, considering the estimated cost, project scope, and the potential impacts of the project.

This change is proposed by MPO staff to address large, high-cost projects that are 100% state-funded (e.g. Route 322 Potters Mills Gap, etc.).

c. On pages 2 and 3, the Draft Procedures maintain the current dollar threshold for requiring a formal amendment at greater than $1,500,000. The CCMPO’s threshold is more stringent than the $2,000,000 threshold in the PennDOT/FHWA/FTA MOU.

The Technical Committee reviewed the draft procedures, and did not offer any comments.

The Coordinating Committee should review the Draft TIP Revision Procedures, and provide comments to staff. A final version of the TIP Procedures will be presented to the CCMPO for approval in June.

Presented by: Tom Zilla, CRPA

Action: Provide comments to staff about the Draft Procedures for TIP Revisions for the 2019-2022 TIP.
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ITEM 8

PERFORMANCE BASED PLANNING AND PROGRAMMING

Update about Federally Required Performance Measures

Since the passage of the federal *Moving Ahead for Progress in the 21st Century Act (MAP-21)* bill and its successor, the *Fixing America’s Surface Transportation (FAST) Act*, FHWA and FTA have published several rules focused on implementing a performance-based approach to transportation planning and programming.

The federal rulemaking requires PennDOT, MPOs and Rural Planning Organizations (RPOs), and transit operators to approve performance measures and performance targets for several areas, including:

- Safety
- Pavement and bridge conditions
- System performance on the National Highway System (Interstate and non-Interstate highways)
- Freight movement on the Interstate highway system
- Transit asset management

MPOs must also address performance based planning in Long Range Transportation Plans and Transportation Improvement Programs.

In November 2017, the CCMPO took formal action to support the targets established by PennDOT for the safety performance measures. In the next several months, formal action will be needed to implement targets for the other performance measure areas listed above.

In 2018, action will also be needed on a planning agreement between PennDOT, the CCMPO, and CATA that establishes written procedures for cooperatively developing performance data and reporting about progress towards meeting performance targets.

MPO staff will provide a brief presentation about the timeline for actions regarding targets for performance measures, and the planning agreement for performance data and reporting.

The Coordinating Committee should receive the presentation.

Presented by: Tom Zilla, CRPA

No action required.
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ITEM 10

ANNOUNCEMENTS

1. Future Meeting Dates

   a. Technical Committee: Wednesday, June 13, 2018, 9:30 a.m.
      College Township Municipal Building
      - 2019-2022 TIP
      - TIP revision procedures
      - Performance measures
      - Major highway projects
      - Centre County LRTP 2044 update

   b. Coordinating Committee: Tuesday, June 26, 2018, 6:00 p.m.
      Patton Township Municipal Building
      - Approval of 2019-2022 TIP
      - Approval of TIP revision procedures
      - Performance measures
      - Major highway projects
      - Centre County LRTP 2044 update

2. The CCMPO’s Procedures for Transportation Improvement Program (TIP) Modifications allow project sponsors (typically PennDOT and CATA) to take administrative actions that change funding on the TIP without formal approval by the Coordinating Committee. The Procedures specify that the administrative actions be reported to the CCMPO for information purposes. Attached is a fiscal constraint chart (FCC) illustrating administrative actions completed for the 2017-2020 TIP since February 2018.

3. Road and bridge construction activities for 2018 have begun in earnest. Press releases from PennDOT about road and bridge construction projects in Centre County are posted on the “Project Updates” page of the CCMPO’s website and shared on the MPO’s Facebook page. MPO staff also typically shares PennDOT’s press releases with CCMPO Committee members and emergency response providers for projects in their respective areas of the County.

   For information specific to the Atherton Street Drainage/Repaving project, visit PennDOT’s website at http://www.penndot.gov/RegionalOffices/district-2/Pages/default.aspx, or visit State College Borough’s project-specific hub at https://www.statecollegepa.us/CivicAlerts.aspx?AID=2157.

4. On March 23, PennDOT announced that bids were opened for the final section of the Route 322 Potters Mills Gap project, from the Sand Mountain Road Interchange to just west of the Route 144/322 intersection. The apparent low bidder is Glenn O. Hawbaker, Inc., with a bid of approximately $82.4 million. Work is anticipated to begin in May 2017 and be completed in October 2020.

5. For information about the PennDOT Connects initiative, visit the Connects support hub at https://paconnects.org/.

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

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


9. Like and share the CCMPO’s Facebook page at [https://www.facebook.com/centrecountyMPO/](https://www.facebook.com/centrecountyMPO/) for meeting announcements, project updates, LTAP announcements, District 2-0 press releases, and relevant items from PennDOT’s Facebook page.

10. CCMPO staff contact information:

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